



LEGEND:

- AIRSPACE CONTOURS
- APPROACH SURFACE
- CONICAL SURFACE
- HORIZONTAL SURFACE
- PRIMARY SURFACE
- TRANSITIONAL SURFACE
- APPROACH ABOVE HORIZONTAL
- FAA OBSTACLES
- STRUCTURE OBSTACLE
- FENCE OBSTACLE
- POLE OBSTACLE
- OTHER OBSTACLE
- TERRAIN OBSTACLE
- ROADWAY OBSTACLE
- TREETOP
- TOWER
- WATERTOWER

FAA APPROACH SURFACE DIMENSIONS				
RUNWAY	INNER WIDTH	LENGTH	OUTER WIDTH	SLOPE
16	500'	5,000'	1,500'	20:1
34	500'	10,000'	3,500'	34:1

OBSTRUCTION TABLE (BEYOND INNER APPROACH)							
OBJECT ID	LAT	LONG	TYPE	AMSL	*IMAGINARY SURFACE	PART 77 ELEVATION	PENETRATION DISPOSITION
SEE NOTE							

NOTE: AN AIRSPACE ANALYSIS WAS COMPLETED FOR THE AIRPORT LAYOUT PLAN IN COMPLIANCE WITH FAA AIRPORTS-GIS STANDARDS (JUNE 2012). DUE TO THE INCREASE IN TERRAIN WEST OF THE AIRPORT, MANY OBSTRUCTIONS WERE IDENTIFIED. THE APPROACH PROCEDURE TO THE AIRPORT WAS PUBLISHED BASED ON THESE OBSTRUCTIONS. THEREFORE, THESE OBSTRUCTIONS ARE TO REMAIN.



MAGNETIC DECLINATION 0.16° E CHANGING BY 0.11° W/YR SEPTEMBER 15, 2014 SOURCE: NGDC DECLINATION EPOCH YEAR=2010



HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A DAILY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

SILAS FARMAN, PE
REG. NO. 48888
DATE: MAY 15, 2015



REVISIONS	
DATE	BY

BOLTON & MENK, INC.
PROJECT NO. T51-105382
DATE: MAY 15, 2015
DESIGNED BY: MRU

**FAR PART 77
IMAGINARY
SURFACES**

NOTE: FAR PART 77 SURFACES SHOWN FOR FUTURE & EXISTING RUNWAY CONFIGURATION. OBSTACLE SURVEY CONDUCTED JUNE 2012. 1A, +20 FT HORIZONTAL +3FT VERTICAL