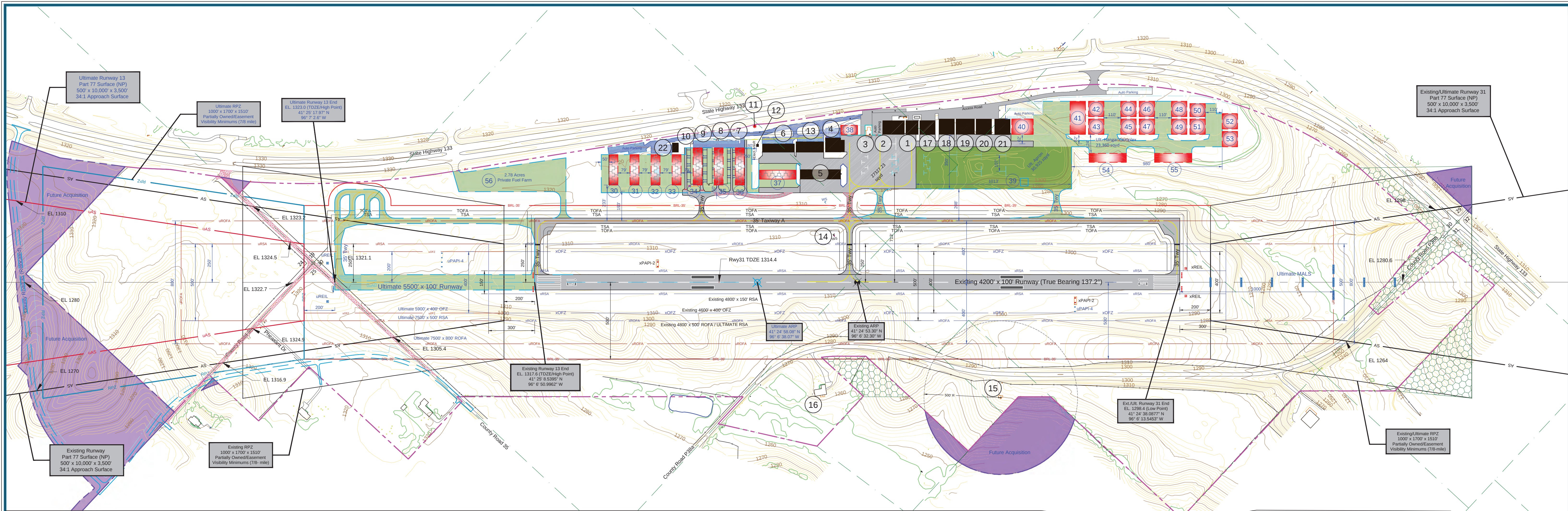




RUNWAY DATA	RUNWAY 13-31			
	EXISTING		ULTIMATE	
RUNWAY IDENTIFICATION	Primary		Primary	
APPROACH REFERENCE CODE (APRC)	DIVI4000, DIVI4000		DIVI4000, DIVI4000	
DEPARTURE REFERENCE CODE (DPRC)	DIV, DIV		DIV, DIV	
RUNWAY DESIGN CODE (RDC)	B-II-4000		C-II-4000	
CRITICAL DESIGN AIRCRAFT TYPE	Cessna Citation Sovereign		Cessna Citation X+	
WINGSPAN OF DESIGN AIRCRAFT	72.33'		69.17'	
MAX. CERTIFIED TAKEOFF WEIGHT OF DESIGN A/C	30,775 lbs		36,600 lbs	
RUNWAY DIMENSIONS (L x W)	4200' x 100'		5500' x 100'	
RUNWAY TRUE BEARING (NGS SURVEY)	137.20° / 317.21°		137.20° / 317.21°	
RUNWAY WIND COVERAGE (16 KNOTS/18 MPH)	98.75%		98.75%	
RUNWAY SHOULDERS	None		None	
RUNWAY MAXIMUM ELEVATION/HIGH POINT OF RUNWAY	1317.6' MSL		1323.0' MSL	
RUNWAY LOW POINT ELEVATION (NAVD-88)	1298.4' MSL		1298.4' MSL	
RUNWAY LIGHTING	MIRL		MIRL	
RUNWAY EFFECTIVE GRADIENT/MAXIMUM GRADIENT	0.46%		0.35%	
RUNWAY SURFACE MATERIAL	Concrete		Concrete	
RUNWAY PAVEMENT SURFACE TREATMENT	None		None	
RUNWAY PAVEMENT STRENGTH (IN THOUSAND LBS. #1)	30(S), 60(D)		30(S), 60(D)	
RUNWAY PAVEMENT STRENGTH (PCN)	400'		400'	
RUNWAY CENTERLINE TO PARALLEL TAXIWAY CENTERLINE	Yes		Yes	
LINE OF SIGHT REQUIREMENT MET	MITL, Reflectors		MITL	
TAXIWAY LIGHTING	Centerline		Centerline	
TAXIWAY MARKING	Concrete		Concrete	
TAXIWAY SURFACE MATERIAL	65.5'		65.5'	
TAXIWAY CENTERLINE TO FIXED OR MOVABLE OBJECT	26'		26'	
TAXIWAY WINGTIP CLEARANCE	35' / TDG 2		35' / TDG 2	
TAXIWAY WIDTH (TDG)	25' (115')		25' (115')	
TAXIWAY WIDTH AND TAXIWAY OBJECT FREE AREA WIDTH	None		None	
TAXIWAY SHOULDER WIDTH	79'		79'	
TAXIWAY & TAXIWAY SAFETY AREA WIDTH	131' TOFA		131' TOFA	
TAXIWAY OBJECT FREE AREA WIDTH	250'		250'	
TAXIWAY HOLDING POSITION MARKING/HOLD SIGN	7.5'		7.5'	
TAXIWAY EDGE SAFETY MARGIN (TESM)	None		None	
14 CFR PART 77 APPROACH CATEGORY	NP-C		NP-C	
14 CFR PART 77 APPROACH SURFACE	500' x 10,000' x 3500'		500' x 10,000' x 3500'	
14 CFR PART 77 APPROACH SLOPE	34:1 Nonprecision		34:1 Nonprecision	
RUNWAY PROTECTION ZONES	1000' x 1700' x 1510'		1000' x 1700' x 1510'	
RUNWAY APPROACH VISIBILITY MINIMUMS (LOWEST)	7/8 mile		7/8 mile	
RUNWAY MARKING	Nonprecision		Nonprecision	
RUNWAY BLAST PAD	None		None	
RUNWAY DISPLACED THRESHOLD	None		None	
RUNWAY DISPLACED THRESHOLD ELEVATION	None		None	
OBSTACLE CLEARANCE SURFACES (EB #99 Table 3-2)	20:1 (Rwy Type 4)		20:1 (Rwy Type 4)	
RUNWAY END ELEVATION (NAVD88)	EL. 1317.6		EL. 1298.4	
RUNWAY TOUCHDOWN ZONE ELEVATION (TDZE / NAVD 88)	EL. 1317.6		EL. 1314.4	
RUNWAY SAFETY AREA (STANDARD RSA BEYOND STOP END)	Yes		Yes	
RUNWAY SAFETY AREA (RSA Actual L x W)	4800' x 150'		7500' x 500'	
OBJECT FREE AREA (STANDARD OFA BEYOND STOP END)	300' x 150'		1000' x 500'	
OBJECT FREE AREA (OFA Actual L x W)	4800' x 500'		7500' x 800'	
OBSTACLE FREE ZONE (STANDARD OFZ BEYOND STOP END)	300' x 500'		1000' x 800'	
OBSTACLE FREE ZONE (OFZ Actual L x W)	4600' x 400'		5900' x 400'	
TYPE OF AERONAUTICAL SURVEY REQUIRED FOR APPROACH	VG (2009)		VG (2009)	
RUNWAY DEPARTURE SURFACE (EB #99 Table 3-2 OCS 40:1)	Yes		Yes	
APPROACH INSTRUMENT APPROACH PROCEDURES	RNAV (GPS) LPV		RNAV (GPS) LPV	
RUNWAY VISUAL AIDS (Lights)	PAPI-2		PAPI-2, REIL	
1. PAVEMENT STRENGTHS ARE EXPRESSED IN SINGLE (S).				

AIRPORT DATA			
OWNER: Blair Airport Authority	CITY: Blair, NE	COUNTY: Washington, NE	
BLAIR MUNICIPAL AIRPORT (BTA)		EXISTING	ULTIMATE
AIRPORT REFERENCE CODE		B-II	C-II
CRITICAL DESIGN AIRCRAFT		Cessna Citation Sovereign	Cessna Citation X+
WINGSPAN / UNDERCARRIAGE / APPROACH SPEED		72.33' / 27.83' / 108 Knots	69.17' / 29.92' / 132 Knots
AIRPORT ELEVATION (NAVD 88)		1317.6' MSL	1323.0' MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		87.3° F (July)	Same
AIRPORT REFERENCE POINT (ARP)		Latitude 41° 24' 53.08" N Longitude 96° 6' 32.30" W	Latitude 41° 24' 58.08" N Longitude 96° 6' 38.07" W
COORDINATES (NAD 83)		RNAV GPS	RNAV GPS
AIRPORT INSTRUMENT APPROACH PROCEDURES / RNAV (GPS) APPROACH		None	None
AIRPORT AND TERMINAL NAVIGATIONAL AIDS		None	None
MISCELLANEOUS FACILITIES		Airport Beacon Lighted Wind Cone AWOS-3	Airport Beacon Lighted Wind Cone AWOS-3
NPAS SERVICE LEVEL		General Aviation (GA)	Same
STATE SERVICE ROLE		Regional	Same

RUNWAY COORDINATES (NAD 83)			
BLAIR MUNICIPAL AIRPORT (BTA)		EXISTING	ULTIMATE
Runway 13 End-EL. 1317.6 (NAVD 88)		Latitude 41° 25' 8.5395" N Longitude 96° 6' 50.9962" W	Latitude 41° 25' 17.97" N Longitude 96° 7' 2.6" W
Ultimate 13 End-EL. 1323.0		Latitude 41° 24' 38.0877" N Longitude 96° 6' 13.5453" W	Same Same
Runway 31 End EL. 1298.4 (NAVD 88)			

MODIFICATIONS TO FAA AIRPORT DESIGN STANDARDS			
STANDARD MODIFIED	DESCRIPTION	AIRSPACE CASE NUMBER	APPROVAL DATE
None			

Airport Facilities (FAA Owned)	
MALS (Ultimate)	

- GENERAL NOTES:
1. Depiction of features and objects, including related elevations and clearances, within the Inner Approach of the 14 CFR Part 77 are depicted on the INNER PORTION OF THE APPROACH SURFACE DRAWINGS.
 2. Details concerning terminal improvements depicted on the TERMINAL AREA DRAWING.
 3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE DRAWING.
 4. NAVD 88 Datum was used for all vertical elevations and NAD 83 for all horizontal elevations.
 5. There are no Existing Runway Shoulders or Taxiway Shoulders, tables show standard requirements.
 6. See Inner Portion of Runway 13-31 Approach Surface Drawing, Approach Surface Profiles, Departure Surface Drawing for Obstacle Clearance Surfaces (OCS).
 7. No PACS or SACS found. See <https://www.ngs.noaa.gov/cgi-bin/airports/prt77type=PACSAC>

DECLARED DISTANCE		Existing	Ultimate
Rwy 13	Rwy 31	Rwy 13	Rwy 31
TAKEOFF RUN AVAILABLE (TORA)		4200'	5500'
TAKEOFF DISTANCE AVAILABLE (TODA)		4200'	5500'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)		4200'	5500'
LANDING DISTANCE AVAILABLE (LDA)		4200'	5500'

EXISTING	ULTIMATE	DESCRIPTION
ABANDONED PAVEMENT (To Be Removed)	SAME	ABANDONED PAVEMENT (To Be Removed)
AIRPORT PROPERTY LINE/FENCE	SAME	AIRPORT PROPERTY LINE/FENCE
AIRPORT REFERENCE POINT (ARP)	SAME	AIRPORT REFERENCE POINT (ARP)
AIRPORT ROTATING BEACON	SAME	AIRPORT ROTATING BEACON
BUILDING ABANDONMENT (To Be Removed)	SAME	BUILDING ABANDONMENT (To Be Removed)
BUILDING	SAME	BUILDING
DRAINAGE	SAME	DRAINAGE
PAVEMENT	SAME	PAVEMENT
FENCING (3'-6" AGL)	SAME	FENCING (3'-6" AGL)
NAVIGATIONAL AID INSTALLATION (PAPI)	SAME	NAVIGATIONAL AID INSTALLATION (PAPI)
RUNWAY THRESHOLD LIGHTS AND REIL	SAME	RUNWAY THRESHOLD LIGHTS AND REIL
SECTION CORNER	SAME	SECTION CORNER
WIND INDICATOR/WINDSOCK (WS)	SAME	WIND INDICATOR/WINDSOCK (WS)
TOPOGRAPHY (NAVD 88)	SAME	TOPOGRAPHY (NAVD 88)
HOLDING POSITION MARKING	SAME	HOLDING POSITION MARKING
PARCELS	SAME	PARCELS
TSA	SAME	TAXIWAY SAFETY AREA (79')
TOFA	SAME	BUILDING OBJECT FREE AREA (131')
EXTD OFA	SAME	EXTENDED OBJECT FREE AREA
XOFZ	XOFZ	OBSTACLE FREE ZONE (OFZ)
XRSA	XRSA	RUNWAY SAFETY AREA (RSA)
XROFA	XROFA	RUNWAY OBJECT FREE AREA (ROFA)
AS	AS	PART 77 APPROACH SURFACE
BRL-35	BRL-35	RUNWAY PROTECTION ZONE (RPZ)
NONE	NONE	BUILDING RESTRICTION LINE (BRL-35' Minimum)
NONE	NONE	AWOS
NONE	NONE	APPROACH LIGHT SYSTEM (MALS)
NONE	NONE	EASEMENT
NONE	NONE	TIE-DOWNS
NONE	NONE	ROAD AND PARKING
NONE	NONE	PROPERTY (Future Airport Acquisition)
NONE	NONE	TREES
NONE	NONE	PONDS
NONE	NONE	FUTURE APRON / TAXIWAY PAVEMENT

FOR APPROVAL BY

Blair Airport Authority

DATE: 4.15.2025

BUILDINGS/FACILITIES	
DESCRIPTION	Elevation
1 HANGAR	1339.2 MSL
2 FBO HANGAR	1341.3 MSL
3 SELF-SERVICE FUEL	1324.7 MSL
4 HANGAR	1344.7 MSL
5 T-HANGAR	1334.7 MSL
6 BOX HANGAR	1338.9 MSL
7 T-HANGAR	1342.9 MSL
8 T-HANGAR	1342.9 MSL
9 T-HANGAR	1343.0 MSL
10 T-HANGAR	1343.5 MSL
11 OL AIRPORT BEACON	1376.2 MSL
12 ELECTRICAL VAULT	1327.2 MSL
13 BUILDING	1336.0 MSL
14 OL WINDSOCK	1322.4 MSL
15 AWOS	1332.7 MSL
16 BUILDING	1292.2 MSL
17 HANGAR	1343.0 MSL
18 HANGAR	1342.0 MSL
19 HANGAR	1342.0 MSL
20 HANGAR	1342.0 MSL
21 HANGAR	1342.0 MSL
22 AIRPORT MAINTENANCE BUILDING	1320.0 MSL

CONDITIONAL APPROVAL

The approval of this ALP is limited to existing facilities only (or those specific areas that FAA retains approval authority). FAA will separately determine whether it retains approval authority for each individual proposed facility depicted on the ALP before construction occurs and whether or not environmental review is required under NEPA. This is more fully described in our approval letter dated 3/21/2019. This approval action does not imply any commitment for Federal funding, or approval of future structures requiring notice under FAR Part 77.

SADIE ANDREA ROBB

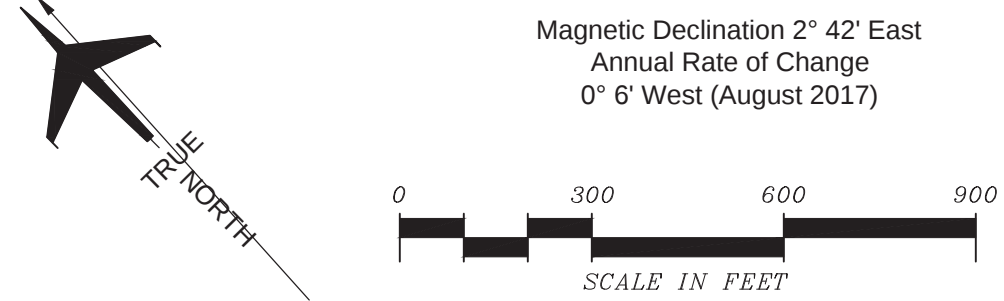
Digitally signed by SADIE ANDREA ROBB
Date: 2025.04.21 10:32:42 -05'00'

Planner | FAA Central Region

AIP-021 AS-BUILTS (OBSTRUCTION REMOVAL)		3/2025	JDB	HAO
AIP-016 AS-BUILTS (ACCESS ROAD CONSTRUCTION)		11/2020	JDB	HAO
NO.	REVISIONS	DATE	BY	APPD.

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 506 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. AS AMENDED, THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

ULTIMATE BUILDINGS/FACILITIES		
DESCRIPTION	Elevation	
30 T-HANGAR (8-units)	20' AGL	
31 T-HANGAR (8-units)	20' AGL	
32 T-HANGAR (8-units)	20' AGL	
33 T-HANGAR (8-units)	20' AGL	
34 T-HANGAR (10-units)	20' AGL	
35 T-HANGAR (10-units)	20' AGL	
36 T-HANGAR (10-units)	20' AGL	
37 T-HANGAR (10-units)	20' AGL	
38 TERMINAL BUILDING/RESTAURANT	35' AGL	
39 WASH RACK	25' AGL	
40 CONVENTIONAL HANGAR	35' AGL	
41 CONVENTIONAL HANGAR	35' AGL	
42 CONVENTIONAL HANGAR	35' AGL	
43 CONVENTIONAL HANGAR	35' AGL	
44 CONVENTIONAL HANGAR	35' AGL	
45 CONVENTIONAL HANGAR	35' AGL	
46 CONVENTIONAL HANGAR	35' AGL	
47 CONVENTIONAL HANGAR	35' AGL	
48 CONVENTIONAL HANGAR	35' AGL	
49 CONVENTIONAL HANGAR	35' AGL	
50 CONVENTIONAL HANGAR	35' AGL	
51 CONVENTIONAL HANGAR	35' AGL	
52 CONVENTIONAL HANGAR	35' AGL	
53 CONVENTIONAL HANGAR	35' AGL	
54 4-BAY BOX HANGAR	20' AGL	
55 4-BAY BOX HANGAR	20' AGL	
56 PRIVATE FUEL FARM	15' AGL	



BLAIR EXECUTIVE AIRPORT

AIRPORT LAYOUT PLAN DRAWING

Blair, Nebraska

PLANNED BY: Tyler Stuber

DETAILED BY: Larry D. Johnson

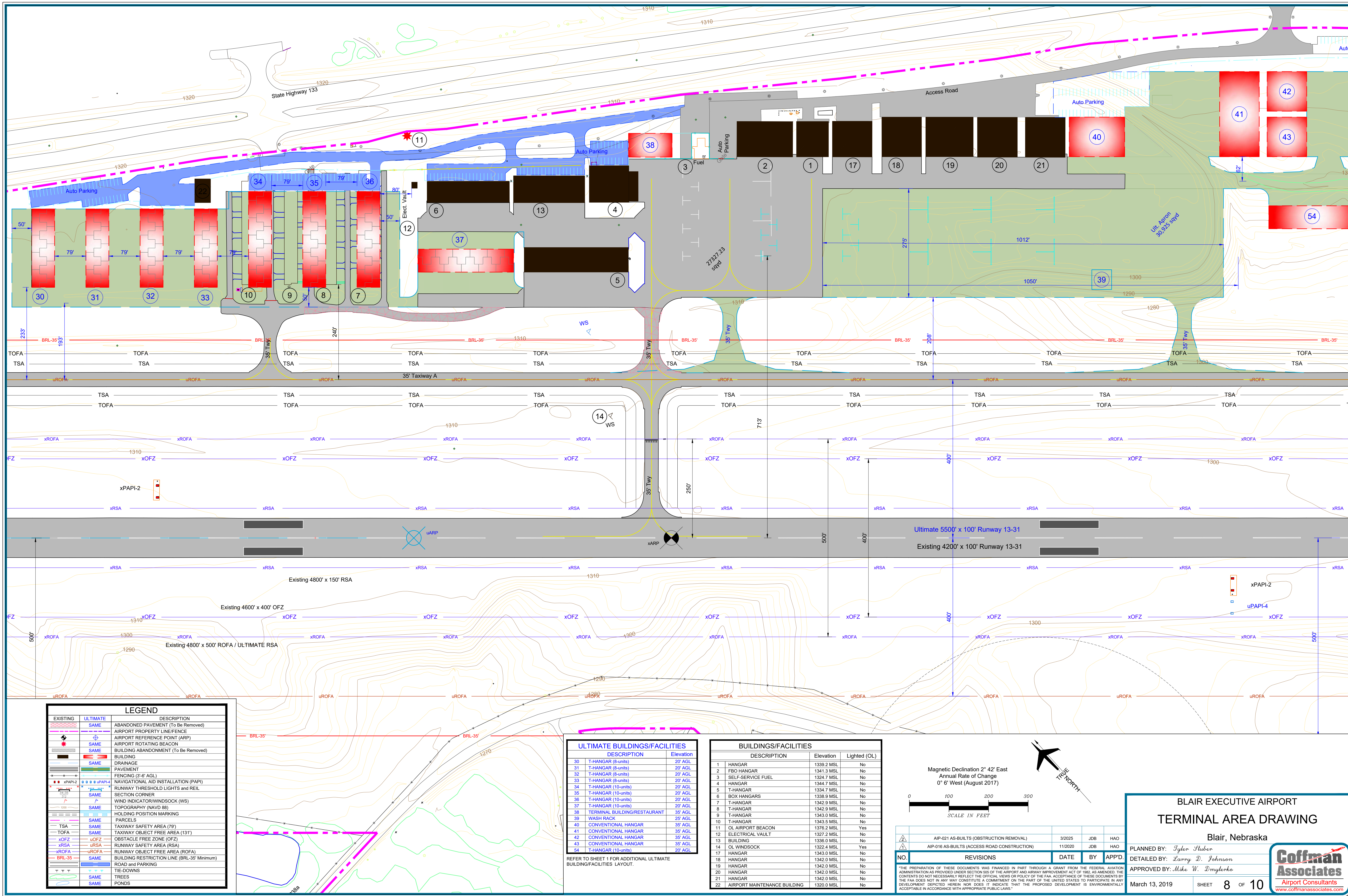
APPROVED BY: Mike W. Dmylenko

March 13, 2019

SHEET 2 OF 10

Coffman Associates Airport Consultants

Coffman Associates G:\Market\transportation\Airsports\Blair\AIP\BTA_ALL\BTA_all01.dwg Printed Date: 4/14/25 02:12:14 PM Jones



LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
		ABANDONED PAVEMENT (To Be Removed)
		AIRPORT PROPERTY LINE/FENCE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		BUILDING ABANDONMENT (To Be Removed)
		BUILDING
		DRAINAGE
		PAVEMENT
		FENCING (3'6\"/>
		NAVIGATIONAL AID INSTALLATION (PAPI)
		RUNWAY THRESHOLD LIGHTS and REIL
		SECTION CORNER
		WIND INDICATOR/WINDSOCK (WS)
		TOPOGRAPHY (NAVD 88)
		HOLDING POSITION MARKING
		PARCELS
		TAXIWAY SAFETY AREA (79')
		TAXIWAY OBJECT FREE AREA (131')
		OBSTACLE FREE ZONE (OFZ)
		RUNWAY SAFETY AREA (RSA)
		RUNWAY OBJECT FREE AREA (ROFA)
		BUILDING RESTRICTION LINE (BRL-35' Minimum)
		ROAD and PARKING
		TIE-DOWNS
		TREES
		PONDS

ULTIMATE BUILDINGS/FACILITIES		
DESCRIPTION	Elevation	
30 T-HANGAR (8-units)	20' AGL	
31 T-HANGAR (8-units)	20' AGL	
32 T-HANGAR (8-units)	20' AGL	
33 T-HANGAR (8-units)	20' AGL	
34 T-HANGAR (10-units)	20' AGL	
35 T-HANGAR (10-units)	20' AGL	
36 T-HANGAR (10-units)	20' AGL	
37 T-HANGAR (10-units)	20' AGL	
38 TERMINAL BUILDING/RESTAURANT	35' AGL	
39 WASH RACK	25' AGL	
40 CONVENTIONAL HANGAR	35' AGL	
41 CONVENTIONAL HANGAR	35' AGL	
42 CONVENTIONAL HANGAR	35' AGL	
43 CONVENTIONAL HANGAR	35' AGL	
54 T-HANGAR (10-units)	20' AGL	

REFER TO SHEET 1 FOR ADDITIONAL ULTIMATE BUILDINGS/FACILITIES LAYOUT.

BUILDINGS/FACILITIES		
DESCRIPTION	Elevation	Lighted (OL)
1 HANGAR	1339.2 MSL	No
2 FBO HANGAR	1341.3 MSL	No
3 SELF-SERVICE FUEL	1324.7 MSL	No
4 HANGAR	1344.7 MSL	No
5 T-HANGAR	1334.7 MSL	No
6 BOX HANGARS	1338.9 MSL	No
7 T-HANGAR	1342.9 MSL	No
8 T-HANGAR	1342.9 MSL	No
9 T-HANGAR	1343.0 MSL	No
10 T-HANGAR	1343.5 MSL	No
11 OL AIRPORT BEACON	1376.2 MSL	Yes
12 ELECTRICAL VAULT	1327.2 MSL	No
13 BUILDING	1336.0 MSL	No
14 OL WINDSOCK	1322.4 MSL	Yes
17 HANGAR	1343.0 MSL	No
18 HANGAR	1342.0 MSL	No
19 HANGAR	1342.0 MSL	No
20 HANGAR	1342.0 MSL	No
21 HANGAR	1342.0 MSL	No
22 AIRPORT MAINTENANCE BUILDING	1320.0 MSL	No

AIP-021 AS-BUILTS (OBSTRUCTION REMOVAL)			
AIP-016 AS-BUILTS (ACCESS ROAD CONSTRUCTION)			
NO.	REVISIONS	DATE	BY APPD.
THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 555 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.			

BLAIR EXECUTIVE AIRPORT
TERMINAL AREA DRAWING

Blair, Nebraska

PLANNED BY: *Tyler Huber*
DETAILED BY: *Larry D. Johnson*
APPROVED BY: *Mike W. Dmylenko*

March 13, 2019

SHEET 8 OF 10

Coffman Associates
Airport Consultants
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