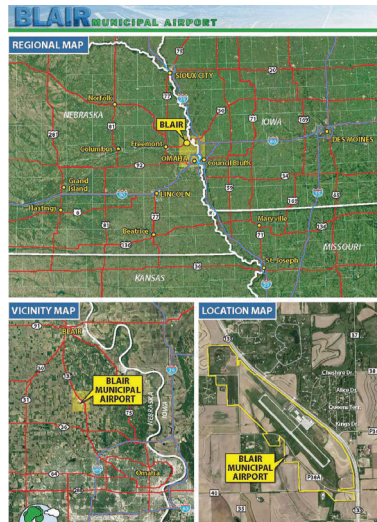
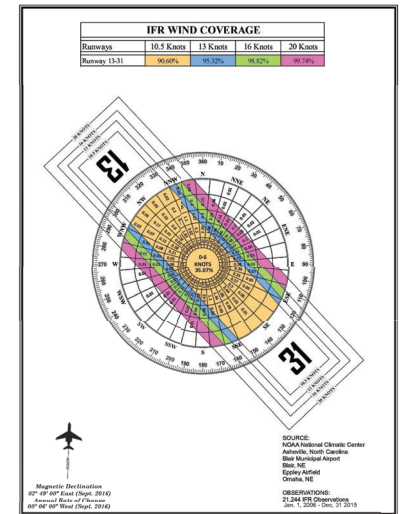
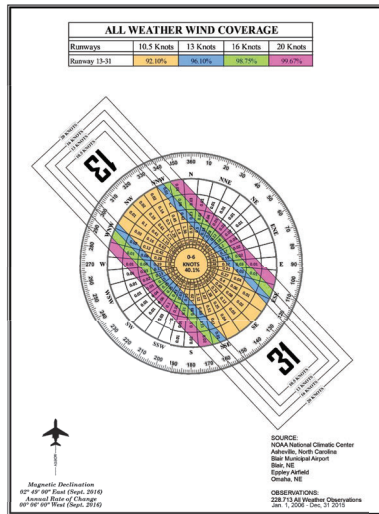


AIRPORT LAYOUT PLAN FOR BLAIR MUNICIPAL AIRPORT Blair, Nebraska

Prepared for
Blair Airport Authority
INDEX OF DRAWINGS

1. TITLE SHEET
2. AIRPORT LAYOUT PLAN DRAWING
3. AIRPORT AIRSPACE DRAWING
4. RUNWAY 13-31 APPROACH SURFACE PROFILES
5. INNER PORTION OF RUNWAY 13 APPROACH SURFACE DRAWING
6. INNER PORTION OF RUNWAY 31 APPROACH SURFACE DRAWING
7. RUNWAY 13-31 DEPARTURE SURFACE DRAWING
8. TERMINAL AREA DRAWING
9. AIRPORT LAND USE DRAWING
10. EXHIBIT "A" AIRPORT PROPERTY



NO.	REVISIONS	DATE	BY	APP'D.
1	API-21 AS-BUILTS (OBSTRUCTION REMOVAL)	3/20/20	JOB	HAO
2	API-21 AS-BUILTS (ACCESS ROAD CONSTRUCTION)	11/20/20	JOB	HAO

BLAIR MUNICIPAL AIRPORT	
TITLE SHEET	
Blair, Nebraska	
PLANNED BY:	Tyler Fisher
DETAILED BY:	Larry D. Johnson
APPROVED BY:	Nick W. Dwyer
March 13, 2019	SHEET 1 OF 10



AIRPORT DATA			
OWNER: Blue Airport Authority	CITY: Blue, NE	COUNTY: Washington, NE	
BLAIR MUNICIPAL AIRPORT (BTA)		EXISTING	ULTIMATE
AIRPORT REFERENCE CODE		B-6	C-6
CRITICAL DESIGN AIRCRAFT		Cessna Citation Sovereign	Cessna Citation X
WINGSPAN / LENGTH / APPROACH SPEED		73.33' / 27.82' / 158 Knts	88.17' / 32.92' / 150 Knts
APPROACH ELEVATION (NAVD 83)		1317.6 MSL	1323.6 MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		87.3° F (July)	Same
ELEVATION OF APPROACH POINT (ASPD)		41° 24' 30.30" N	41° 24' 38.10" N
COORDINATES (NAD 83)		Longitude	96° 6' 38.077" W
		Latitude	96° 6' 38.077" W
AIRPORT INSTRUMENT APPROACH PROCEDURES / RNAV (GPS) APPROACH		RNAV GPS	RNAV GPS
AIRPORT AND TERMINAL NAVIGATIONAL AIDS		None	None
MISCELLANEOUS FACILITIES		Airport Beacon	Airport Beacon
		Lighted Wind Cone	Lighted Wind Cone
		AWOS/3	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 IN/EL, 1317.6 (NAVD 83)		Latitude	41° 24' 3.8397" N
Runway 13 IN/EL, 1317.6 (NAVD 83)		Longitude	96° 10' 55.6627" W
Runway 31 End		Latitude	41° 24' 38.0877" N
Runway 31 End		Longitude	96° 6' 13.6457" W

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

Airport Facilities (FAA Owned)

MALE (Ultimate)

GENERAL NOTES:

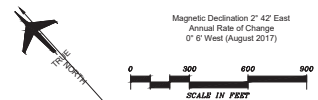
1. Depiction of features and objects, including related elevations and clearances, within the inner Approach of the 14 CFR Part 77 are depicted on the INNER PORTION OF THE APPROACH SURFACE DRAWINGS.
2. Details concerning terminal improvements depicted on the TERMINAL AREA DRAWING.
3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE DRAWING.
4. NAD 83 Datum was used for all vertical elevations and NAD 83 for all horizontal elevations.
5. There are no Existing Obstacles or Tower/Obstacle Surveys. Surveys shall be performed as required.
6. See Inner Portion of Runway 13/31 Approach Surface Drawing, Approach Surface Profiles, Depiction Surface Drawing for Existing Obstacle Surveys (OCs).
7. No P-ACIS or S-ACIS used. See <https://www.fgim.navy.mil/gaming-jointmilitary-pfTYPE/PACASAC>

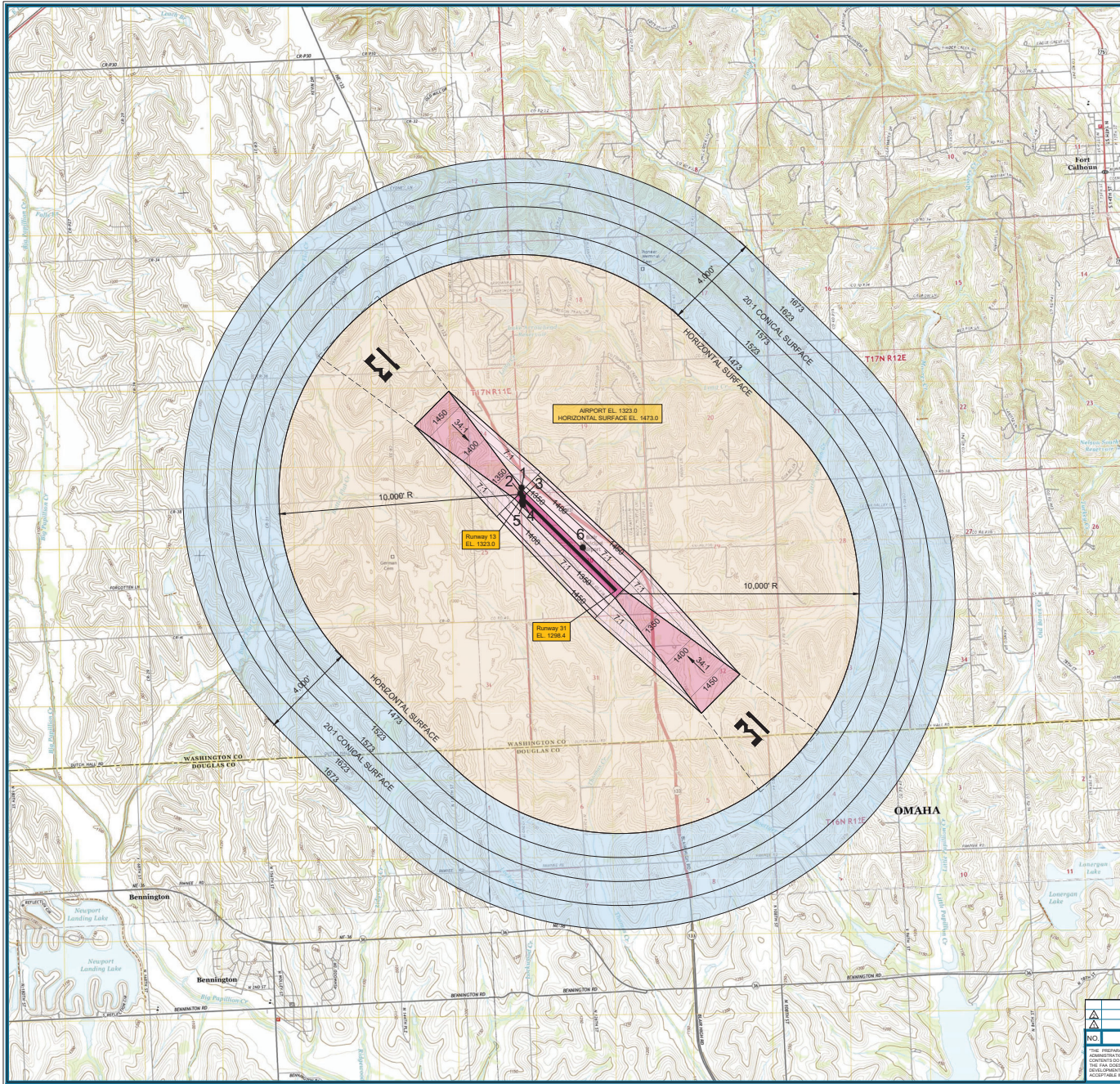
FOR APPROVAL BY	
_____ Blair Airport Authority _____ DATE:	

A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
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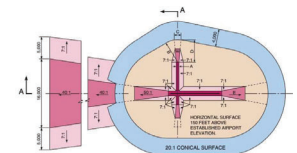
		JOB		HMO	
		JOB		HMO	
		BY		APP'D.	

PLANNED BY: *Tyler Hudson*
 DETAILED BY: *Larry D. Johnson*
 APPROVED BY: *Mike W. Dmyterko*
 March 13, 2010





OBSTRUCTION TABLE						
No.	Description	Object MSL	TOP AGL	Part 77 Surface	Object Penetration	Remediation
1	ROAD	1340 1' MSL	15' MSL	Transitional	2' MSL	Road to be Relocated
2	ROAD	1338 2' MSL	15' MSL	Primary	16 2' MSL	Road to be Relocated
3	UTILITY POLES	1348 6' MSL	26 6' MSL	Primary	26 6' MSL	Bury Lines / Remove All Poles
4	ROAD	1330 1' MSL	15' MSL	Primary	7' MSL	Road to be Relocated
5	UTILITY POLES	1330 1' MSL	22 2' MSL	Primary	7.7' MSL	Bury Lines / Remove All Poles
6	WINDSOCK	1320 0' MSL	11' AGL	Transitional	1' MSL	To Be Relocated



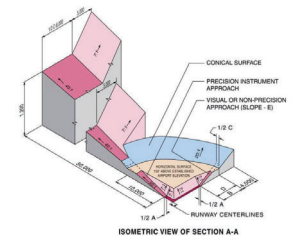
OBSTRUCTION LEGEND	
✚1 OBSTRUCTION	
OBSTRUCTION SURVEY (9-17-2016 from MTZ geospatial)	

GENERAL NOTES:

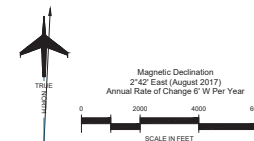
- Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
- Depiction of features and objects within the primary, transitional, horizontal, and conical surfaces, are illustrated on the AIRPORT AIRSPACE DRAWINGS.
- Depiction of features and objects within the inner portion of the approach surfaces, are illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.
- Existing and future height and hazard obstructions are to be amended and/or referenced upon approval of the PART 77 AIRSPACE PLAN.
- Obstruction survey accuracy conforms to requirements listed in AC 150/5300-18b for the Obstacle feature class.
- Per Blair Municipal Airport Zoning Regulations adopted June 12, 2006, height restriction zoning exists within three miles of the existing or planned airport property line. The boundaries, operation zones, approach zones, transition zones, and turning zones of the airport are indicated on the Zoning Map that accompanies these regulations. A copy of the zoning is on file in the office of the City Clerk, Blair, Nebraska.

DIM	ITEM	DIMENSIONAL STANDARDS (FEET)							
		VISUAL RUNWAY				NON-PRECISION INSTRUMENT RUNWAY			
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT 1000' END	250	300	500	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	5,000	10,000	10,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT END	1,000	1,000	2,000	2,000	3,000	3,000	4,000	4,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	5,000	10,000	10,000	10,000	10,000
E	APPROACH SLOPE	20:1	20:1	20:1	20:1	20:1	20:1	20:1	20:1

- A. UTILITY RUNWAYS
- B. RUNWAYS LARGER THAN UTILITY
- C. VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
- D. VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
- E. PRECISION INSTRUMENT APPROACH SLOPE IS 20:1 FOR INNER 10,000 FEET AND 10:1 FOR AN ADDITIONAL 4,000 FEET



SOURCE: 14 CFR Part 77, Section 77.23, Civil Airport Imaginary Surfaces.



NO.	REVISIONS	DATE	BY	APPROD.
1	AS-BUILT (OBSTRUCTION REMOVAL)	3/20/20	JOB	HMO
2	AS-BUILT (ACCESS ROAD CONSTRUCTION)	11/20/20	JOB	HMO

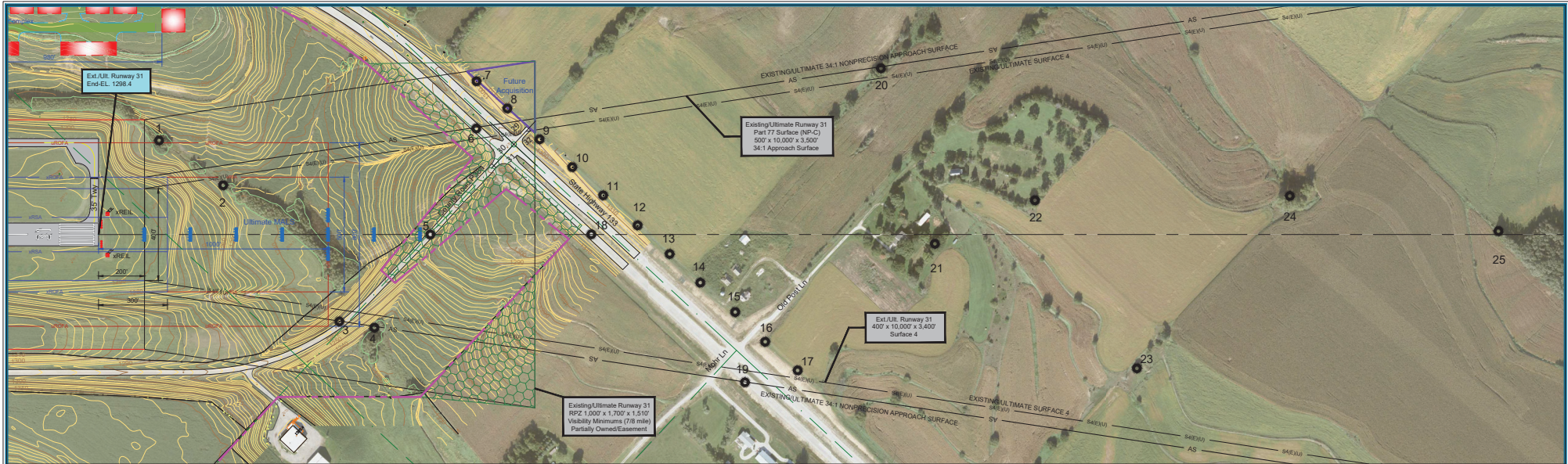
THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 105 OF THE AIRPORT AND AIRWAY REIMBURSEMENT ACT OF 1982. ALL AIRPORT CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT BY THE PART OF THE STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPENDING HEREON NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

BLAIR MUNICIPAL AIRPORT
AIRPORT AIRSPACE DRAWING
Blair, Nebraska

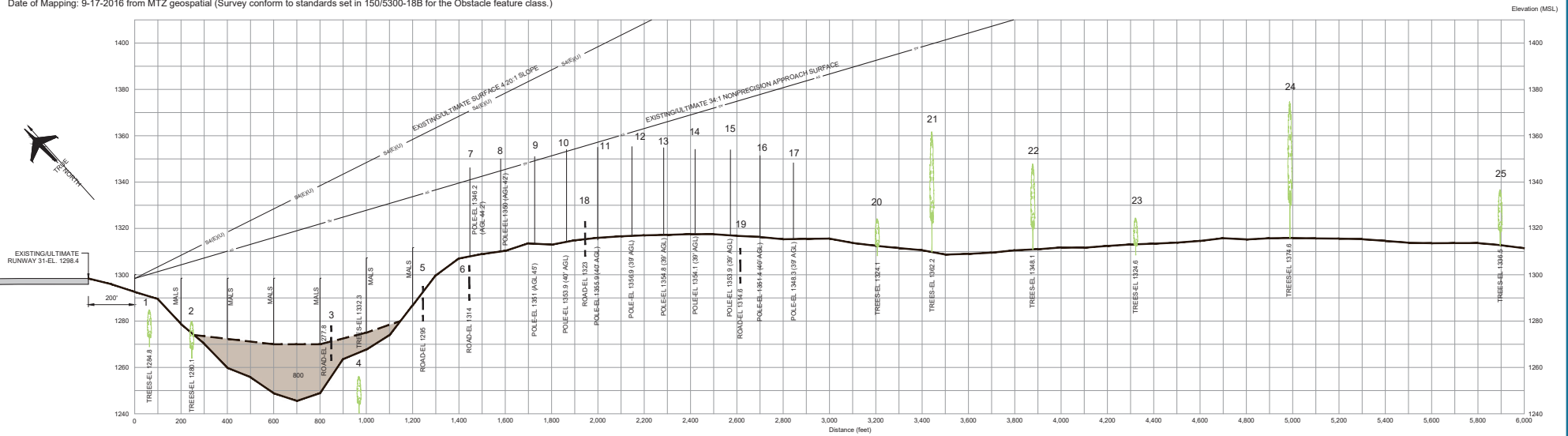
PLANNED BY: *Tyler Helzer*
DETAILED BY: *Larry D. Johnson*
APPROVED BY: *Mike W. Dwyer*

March 13, 2019 SHEET 3 OF 10

Coffman Associates
AIRPORT CONSULTANTS
www.coffmanassociates.com



Date of Mapping: 9-17-2016 from MTZ geospatial (Survey conform to standards set in 150/5300-18B for the Obstacle feature class.)



OBSTRUCTION TABLE					Proposed Disposition
No.	Object Name	Elevation TOP MSL	Existing / Ultimate 34:1 Approach	Existing / Ultimate 20:1 Surface 4	
9	Utility Pole	1351	1.8'		BURY LINE/REMOVE POLES No. 9 thru 17
10	Utility Pole	1353.0	1'		BURY LINE/REMOVE POLES No. 9 thru 17

GENERAL NOTES:

- Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted. Road obstructions reflect a safety clearance of 10' for dirt Roads or private Roads, 15' for noninterstate Roads, 17' for interstate Roads, and 23' for railroad.

Magnetic Declination 2° 42' East
Annual Rate of Change
0° 6' West (August 2017)

0 200 400 600
HORIZONTAL SCALE IN FEET

0 20 40 60
VERTICAL SCALE IN FEET

REVISIONS		DATE	BY	APP'D
NO.	REVISIONS	DATE	BY	APP'D
1	AS-BUILT (OBSTRUCTION REMOVAL)	3/23/20	JOB	HAO
2	AS-BUILT (ACCESS ROAD CONSTRUCTION)	11/20/20	JOB	HAO

BLAIR MUNICIPAL AIRPORT INNER PORTION OF RUNWAY 31 APPROACH SURFACE DRAWING Blair, Nebraska

PLANNED BY: *Tyler Huber*
DETAILED BY: *Larry D. Johnson*
APPROVED BY: *Nick W. Dwyer*
March 13, 2019

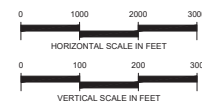
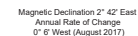
SHEET 6 OF 10





GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, horizontal, and conical surfaces, are illustrated on the AIRPORT AIRSPACE DRAWINGS.
3. Depiction of features and objects within the outer portion of the approach surfaces, are illustrated on the RUNWAY APPROACH SURFACE PROFILES.
4. Depiction of features and objects within the inner portion of the approach surfaces, are illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.
5. Obstructions within groupings represent tallest object in that specified area.



BLAIR MUNICIPAL AIRPORT
RUNWAY 13-31
DEPARTURE SURFACE DRAWING
Blair, Nebraska

PLANNED BY:	Tyler Huber
DETAILED BY:	Larry D. Johnson

March 13, 2019 SHEET 7 OF 10

	AIP-021 AS-BUILTS (OBSTRUCTION REMOVAL)	3/2025	JDB	HAR
	AIP-016 AS-BUILTS (ACCESS ROAD CONSTRUCTION)	11/2025	JDB	HAR
NO.	REVISIONS	DATE	BY	APP
THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 606 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OPINIONS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY MANNER CONSTITUTE AN ENDORSEMENT OF THE PROJECT OF THE UNITED STATES TO THE PROJECT OR ANY OF THE PROJECT'S DEFICIT HEREIN. NOR DOES IT INDICATE THAT THE PROPOSED CONSTRUCTION ENVIRONMENTAL				

*THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 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 A DEVELOPMENT DESCRIBED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY SOUND.

Coffman Associates
Airport Consultants



EXISTING 2016 DNL-65

ULTIMATE 2036 DNL-65

CROP LIMIT LINES

1. Depiction of features and objects, including related elevations and clearances, within the Inner Approach of the CFR 14 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 LAND USE DRAWING.
4. NAVD 88 Datum was used for all vertical elevations and NAD 83 on all horizontal elevations.
5. Existing and future height and hazard obstructions are to be amended and/or referenced upon approval of updated AIRPORT AIRSPACE DRAWING (14 CFR Part 77).
6. No other drawings, including but not limited to, charts, or photographs shall be part of the plan view of this drawing.
7. Existing or future Cess 601 Limits begin at 610' x 510' beyond each runway end, 70' from Taxiway Centerline, Limit off of Apron edge and 300' center on MALS.

0 300 600 900
SCALE IN FEET

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

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AID HIGHWAY ADMINISTRATION AS PROVIDED UNDER SECTION 6302 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 OR FUND ANY SUBSEQUENT DESIGN OR CONSTRUCTION OF THE PROJECTS, OR TO PROVIDE THE PROJECTS WITH FEDERAL FINANCIAL ASSISTANCE.

