Chapter Six Airport Layout Plans

INTRODUCTION

The Airport Layout Plan (ALP) set of drawings for HFJ graphically depicts the current and proposed facility expansion at the Airport necessary for the continued safe and efficient utilization of the facility while accommodating projected aviation demand. Additionally, the proposed capital improvements depicted within the ALP are derived from the master plan's review of the aviation activity forecasts, facility requirements and development alternatives.

The primary functions of the ALP that define its purpose include:

- An approved ALP is necessary for the airport to receive financial assistance under the terms of the Airport and Airway Improvement Act of 1982 (AIP) and/ or grants from the State Aviation Trust Fund. An airport sponsor is required to keep its ALP current and follow that plan, since those are grant assurance requirements of the AIP.
- An ALP creates a blueprint for airport development by depicting proposed facility improvements. The ALP provides a guideline by which the City can ensure that development maintains airport design standards and safety requirements, and is consistent with airport and community land use plans.
- The ALP is a public document that serves as a record of aeronautical requirements, both present and future, and as a reference for community deliberations on land use proposals and budget resource planning.
- The approved ALP enables the airport sponsor, MoDOT and the FAA to plan
 for facility improvements at the airport. It also allows MoDOT and the FAA to
 anticipate budgetary and procedural needs. The approved ALP will also allow
 the FAA to protect the airspace required for facility or approach procedure
 improvements.
- The ALP can be a working tool for the airport sponsor, including city personnel as well as airport management staff.

Lastly, the approved ALP provides detailed information for the airport sponsor regarding applicable Federal Aviation Regulations (FAR), airport design criteria, airfield and terminal area facilities, airspace structure and land use, terminal area characteristics, obstructions to air navigation, and property interests.

AIRPORT LAYOUT DRAWING

The **Airport Layout Drawing** (ALD) depicts existing and ultimate airfield and terminal area development based on proposed capital improvement

recommendations for the short, intermediate and long-term planning periods. The ALD illustrates those capital improvements that are intended to maintain a safe and efficient facility while at the same time capable of accommodating the current and projected aviation demand of the Airport throughout the 20-year planning period. The ALD includes required facility information, description labels, imaginary airspace and approach surfaces, runway protection zones, runway safety areas and basic airport and runway data tables.

The ALD and associated discussion included below describes the major elements of the preferred airport development concept. The **Title Sheet** is also included for reference as to the number and name of each sheet within the ALP set.

Runway System

The current layout consists of a single 5,000' x 75' north-south runway designated 18-36. Long-term airfield improvements at HFJ include relocating the existing runway 400 feet to the west and constructing a new 6,001' x 100' runway capable of accommodating 50:1 precision instrument approach procedures. The future runway will adhere to Airport Reference Code (ARC) C-II planning criteria and accommodate 100 percent of the general aviation aircraft fleet weighing 12,500 to 60,000 pounds at 60 percent useful load on takeoff.

During the 0-5 year planning period the 474 foot overrun located at the Runway 18 threshold is expected to be reconstructed and widened to 75 feet resulting in a usable runway length of 5,474'x 75' for takeoffs only to the south. In addition, establishment of declared distances for 18-36 will accompany the Runway 18 overrun improvements. Landings to 18 will be limited to 5,000 feet of runway length while landings and takeoffs for Runway 36 will also be limited to 5,000 feet.

Taxiway System

The taxiway system at HFJ consists of a full parallel taxiway serving Runway 18-36, as well as numerous access and connector taxiways. The taxiway system serving 18-36 is 35 feet wide and is expected to remain so throughout the planning period. Ultimately, the existing parallel taxiway serving 18-36 is recommended to be relocated and developed concurrently with the construction of the future 6,001 foot runway. The future parallel taxiway centerline is recommended to be located 400 feet from the ultimate runway centerline.

NAVAIDS and Airfield Lighting

Runway 18-36 is a non-precision runway capable of accommodating (RNAV) GPS approach procedures to both runway thresholds. The GPS approaches to 18 and 36 allow lateral and vertical navigation (LNAV/VNAV) LPV approach procedures (WAAS) with minimum visibilities not less than 1-mile and minimum descent altitudes ranging from 277 to 300 feet AGL. Ultimately, Runway 36 is recommended to accommodate 50:1 precision LPV approach procedures. However, the existing approach procedures are sufficient for

continued operational use and are expected to be retained throughout the 20-year planning period.

The pilot-controlled medium intensity runway lighting (MIRL) is recommended to be upgraded to high intensity runway lighting (HIRL) with the precision approach capabilities. Also, the threshold lighting and runway end indicator lights (REIL) serving Runway 18-36 are programmed to remain in place throughout the planning period.

The four-box PAPI-4L visual guidance systems serving Runway 18-36 are recommended to remain in service throughout the planning period. Additionally, the medium intensity approach lighting system with sequenced flashers (MALSF) serving the Runway 36 threshold is ultimately recommended to be replaced with a medium intensity approach lighting system with runway alignment indicator lights (MALSR). This upgrade would occur when the runway's precision capabilities are established.

Landside/Terminal Area Development

Ultimately, HFJ's current terminal area will experience vast changes and operational improvements. These changes are expected to include expansion of the T-hangar accommodations by 40 units consisting of approximately 50,000 square feet of storage space. New T-hangar development is expected to occur to the south of the existing terminal area complex.

Future clear span hangar accommodations are expected to consist of, at minimum, approximately 30,000 square feet of space by the end of the 20-year planning period. HFJ's public use clear span accommodations are expected to include six new units by 2029. These new facilities will be located to the northeast and southeast of the terminal building.

In order to increase the operational efficiency and address spatial limitations and configuration of the existing aircraft apron, HFJ's 24,300 square yard concrete apron is recommended to be redeveloped into a 20,000 square yard apron with reconfigured tie-down spaces. Ultimately, the apron is expected to be capable of accommodating 20 small and six large aircraft tie-downs.

Land Acquisition

The preferred development concept, as depicted on the ALD, is expected to involve acquisition of approximately 390 acres in fee simple and easements. HFJ's ultimate property interest is expected to total nearly 600 acres. Fee simple acquisition is expected to involve the acquisition and relocation of six residences located to the north, south and west of the Airport.

AIRSPACE DRAWING

HFJ's airspace drawing is based on Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Airspace. The provisions of FAR Part 77 have been enacted to protect the Airport's airspace infrastructure from objects and structures that represent an obstruction to air navigation by establishing imaginary airspace surfaces to provide guidance in an attempt to control the heights of objects in the vicinity of the Airport. When penetrated, these imaginary surfaces identify an object as an obstruction or hazard to air navigation. The drawings titled Airspace Drawing_Phase I and Airspace Drawing_Ultimate depict HFJ's Part 77 surfaces and provides plan and profile views as they relate to the Airport and the surrounding area. These airspace drawings are based specifically on the planned runway lengths, as well as planned instrument approach procedures for each runway end. Runway 36 is depicted as having an ultimate 50:1 precision instrument approach to the Runway 36 threshold. Runway 18 is expected to retain its current 34:1 1-mile visibility non-precision approach capabilities. Airspace Drawing_Phase I depicts the current 34:1 approach surfaces for the 18 and 36 thresholds. This drawing is intended to evaluate the feasibility of improving the Runway 18 overrun from an airspace standpoint and establishing declared distances.

There are 14 structures with top elevations above 200 feet AGL located within a nine nautical mile radius of HFJ. Of these, only one structure currently penetrates the Part 77 conical surface. This structure, identified as a tower, is located approximately 1.8 nautical miles due east of the airport has a top elevation of 1,598 feet MSL (240 feet AGL). Mitigation for this obstruction includes marking and lighting of the tower if these measures have not already been taken.

INNER PORTION OF THE APPROACH SURFACE DRAWING(S)

These drawings are intended to provide a detailed view of the inner portion of the Part 77 approach surfaces. The Inner Portion of the Approach Surface Drawings provides a large scale profile and plan view of the inner approach surfaces for all runway ends and facilitate identification of roadways, utilities, railroads, structures, as well as existing and potential property interests. Also, the inner approach drawings detail the size and location of the Runway Safety Areas (RSA), Object Free Area (OFA), Runway Protection Zones (RPZ), Obstacle Free Zones (OFZ), as well as illustrate the current and future location of the runway ends. The **Inner Portion of the Approach Surface Drawing(s)** detail the inner approach surfaces for the runway system and are based on the planned runway length and the type of approach established to each runway end.

RUNWAY CENTERLINE PROFILE DRAWING

The **Runway Centerline Profile Drawing** includes a plan and profile view of the existing and ultimate runway alignment which delineates the runway's line-of-sight attributes including runway end elevations, effective runway gradient, section gradient, touchdown zone elevations (TDZ), as well as runway high and low point elevations.

TERMINAL AREA DRAWING

The **Terminal Area Drawing** presents the landside/terminal area's existing and future configuration at HFJ.

Passenger Terminal Building

The existing 2,400 square foot passenger terminal building is located immediately adjacent to and east of the aircraft apron. Although the facility requirements assessment indicate that passenger facilities at the airport will need to be expanded in the future to accommodate potential demand, HFJ's terminal building is expected to remain at its current size and location into the foreseeable future.

Aircraft Apron

From an operational, spatial and tie-down configuration standpoint, the current 24,300 square yard concrete parking apron is insufficient to accommodate peak hour transient, as well as local, demand throughout the planning period. Ultimately, the apron is recommended to be redeveloped into a 20,000 square yard parking area which will feature reconfigured tie-down spaces. Ultimately, the apron is expected to be capable of accommodating 20 small and six large aircraft tie-downs. The new apron configuration will allow maneuvering by large turbine aircraft with wingspans from 48 feet up to 78 feet.

Aircraft Hangar Facilities

Ultimately, given the projected based aircraft demand, approximately 40 nested T-hangars totaling nearly 50,000 square feet of space are programmed for construction throughout the planning period. New T-hangar construction will take place to the south of the existing terminal area complex. Additionally, given the projected based aircraft demand for large turbine aircraft, six new 5,000 square foot clear span hangars will be programmed for development to the north and south of the terminal building.

Support and Other Facilities

HFJ's fuel farm is located immediately east of the aircraft apron and south of the city-owned clear span Hangar B. This fuel storage facility consists of above-ground tanks capable of storing 10,000 gallons of 100 LL and 32,000 gallons of Jet A fuel. The furl farm also stores approximately 1,200 gallons of unleaded and diesel fuel. The existing fuel farm is expected to remain at its current location while the storage facility is not expected to require additional capacity during the planning period.

Should the opportunity and/or demand arise, the city-owned, 8,000 square foot, clear span Hangar B is recommended to serve as the Airport's future maintenance hangar providing airframe and powerplant services for piston and turbine airplanes. Based airplanes stored in Hangar B would then be relocated to future T-hangar and or clear span hangars.

Golden Aviation, located south of the terminal complex, will potentially expand its operations to include expansion of its current hangar/maintenance/show room facility; development of a large scale restoration and assembly hangar; development of a FBO and flight training hangar; and construction of additional apron for aircraft maneuvering and storage.

Should this development fail to be implemented, the depicted layout illustrated on this drawing is intended to show general aviation expansion potential and development capabilities of the southernmost terminal area.

Revenue Support Areas

Future land acquisition adjacent to the Airport holds potential to accommodate commercial and/or light-industrial uses on airport property. These areas could prove to be a sustained stream of revenue for the Airport throughout the 20-year planning period and beyond.

Acquisition of property to the west of HFJ will allow approximately 92 acres to be utilized for revenue support for the Airport. The proximity of U.S. Highway 60 to the north makes direct access to the future western portion of the airfield a plausible alternative to establish adjacent commercial and/or light-industrial use.

Property acquisition to the south of the Airport, west of MO Highway 97 and north of FR 2025 will potentially allow an additional 54 acres to be utilized for revenue support. Immediate access to and from Highway 97 also makes development of this area for future business development a plausible alternative.

LAND USE DRAWING

The **Land Use Drawing** depicts the existing and recommended land uses within the existing and ultimate airport property boundary. This drawing includes the future 65 day-night sound level (dNL) noise contour and the affected areas on and outside the airport property boundary including periphery land uses. The main purpose of the Land Use Drawing is to provide the airport sponsor a plan to coordinate land uses conducive to airside development and those landside areas available to be leased for revenue producing purposes. Lastly, the Land Use Drawing provides guidance to local community and county authorities for establishing compatible land use and zoning regulations in the vicinity of HFJ.

AIRPORT PROPERTY MAP

The **Airport Property Map** presents the existing and ultimate relevant property tracts including the acreage of each parcel, how the airport property was acquired (i.e., Federal AIP funds, military/ government surplus, local funding, etc.), when each tract of land was acquired, and the existing ownership status of proposed property acquisitions. The property map serves as a guide for the airport sponsor to analyze the current and future utilization of land acquired with Federal funding grants.

HFJ's property consists of seven tracts consisting of 202 acres held as fee simple and easements. As noted above, the preferred development concept is anticipated to require the acquisition of approximately 390 acres, in addition to the existing acreage, which will include fee simple and easements as well. Property acquisition is expected to involve the acquisition and relocation of six residences located to the north, south and west of the Airport.

40:1 DEPARTURE SURFACE DRAWING

The **40:1 Departure Surface Drawing** depicts the plan and profile view of the current and ultimate 40:1 departure surfaces to provide information on existing and potential obstructions to the engine-out departures on instrument procedure for Runway 18-36.

The existing Runway 18 departure surface (DS) is penetrated by 10 obstacles which includes two hangars, one antenna and one light pole. The remaining obstructions are trees. Ultimately, the 18 DS is expected to be penetrated by two additional trees.

The Runway 36 DS is currently penetrated by a fence and five trees located to the north and FR 2025. The ultimate DS for Runway 36 is also expected to be penetrated by four additional trees if not mitigated.

All existing obstructions, due to planned airfield and terminal area development, are expected to be mitigated during the short (0-5 year) and/or intermediate (6-10 year) planning periods.



Airport Layout Plan for the Monett Municipal Airport (HFJ) City of Monett, Missouri



MoDOT Project No. 08-098B-1



Vicinity Map NOT TO SCALE City of Pierce City 2 Miles Monett Municipal (HFJ) FR 2025

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- 4. Airspace Drawing_Ultimate
- Runway 18 Inner Portion of the Approach Surface Drawing_Existing/Phase I
- 6. Runway 36 Inner Portion of the Approach Surface Drawing_Existing
- 7. Runway 18 Inner Portion of the Approach Surface Drawing_Ultimate
- 8. Runway 36 Inner Portion of the Approach Surface Drawing_Ultimate
- 9. Runway 18-36 Centerline Profile Drawing
- 10. Terminal Area Drawing
- 11. Land Use Drawing
- 12. Airport Property Map
- 13. 40:1 Departure Surface Drawing

MoDOT	Appro	val Stam	р

∫MoDOT Disclaim

Block Grant from the Missouri Department of Transportation (McDOT), Available Exciton. The development depicted herein does not necessarily reflect when fifcial views or policy of McDOT or the U.S. Department of Transportation, deteral Availation Administration (FAA). Acceptance of this plan by McDOT does oft in any way constitute a commitment on the part of the State of Missouri to anticipate in any development depicted herein not does it Hotales that her proposed development is environmentally acceptable in accordance with explicitable public laws.

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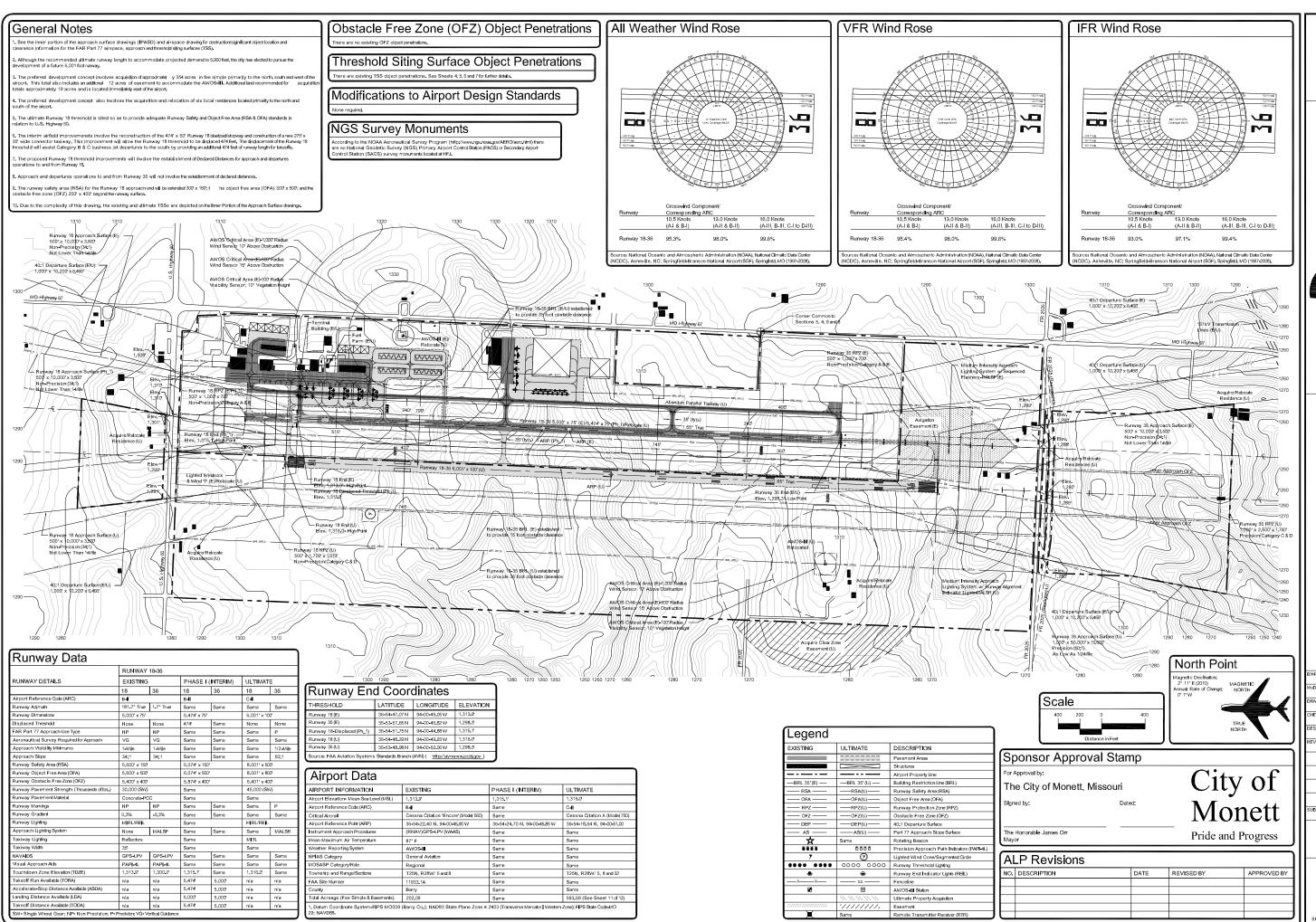
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REVISIONS

SUBMITTAL DATE



Monett
Pride and Progress

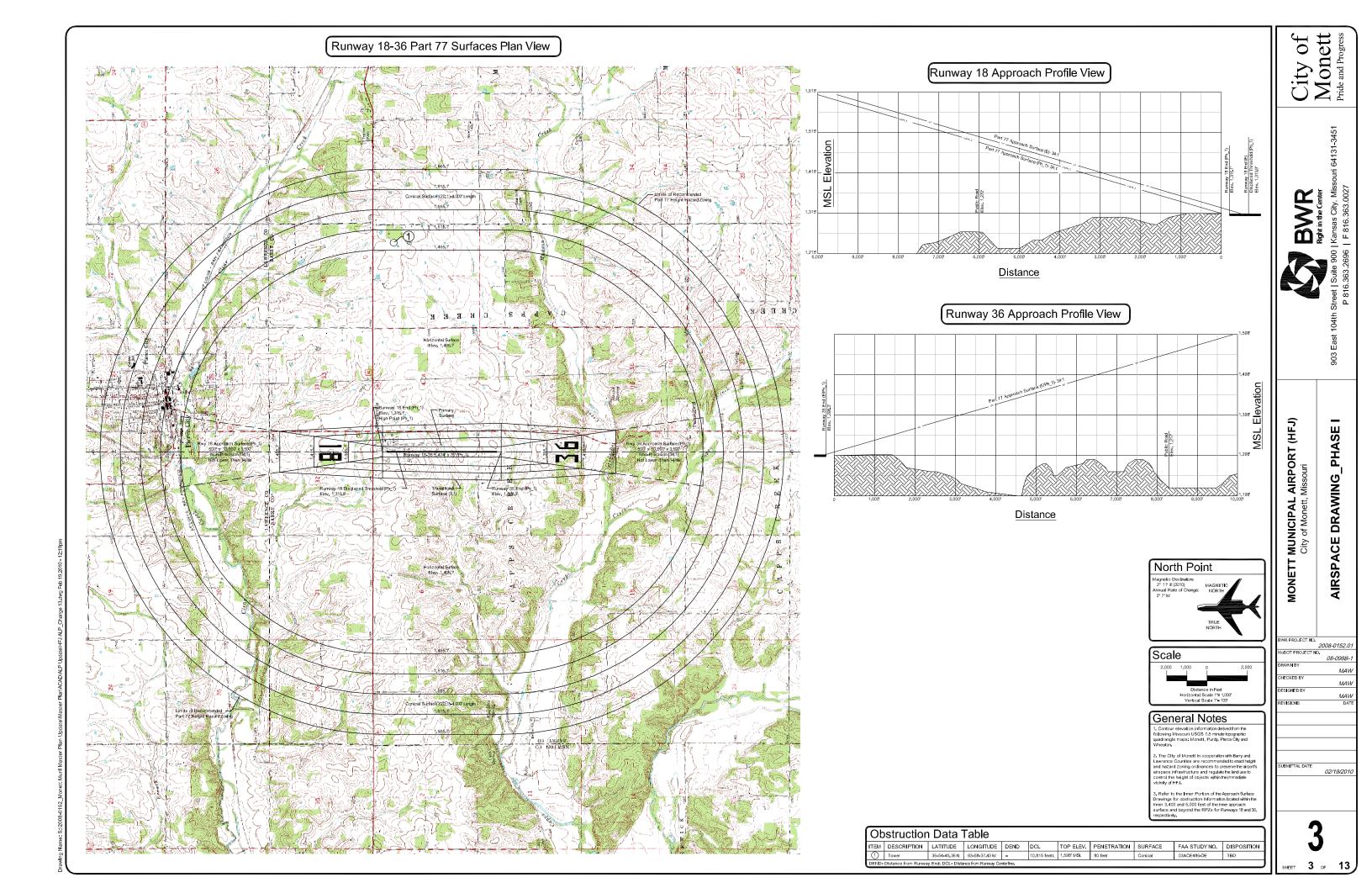
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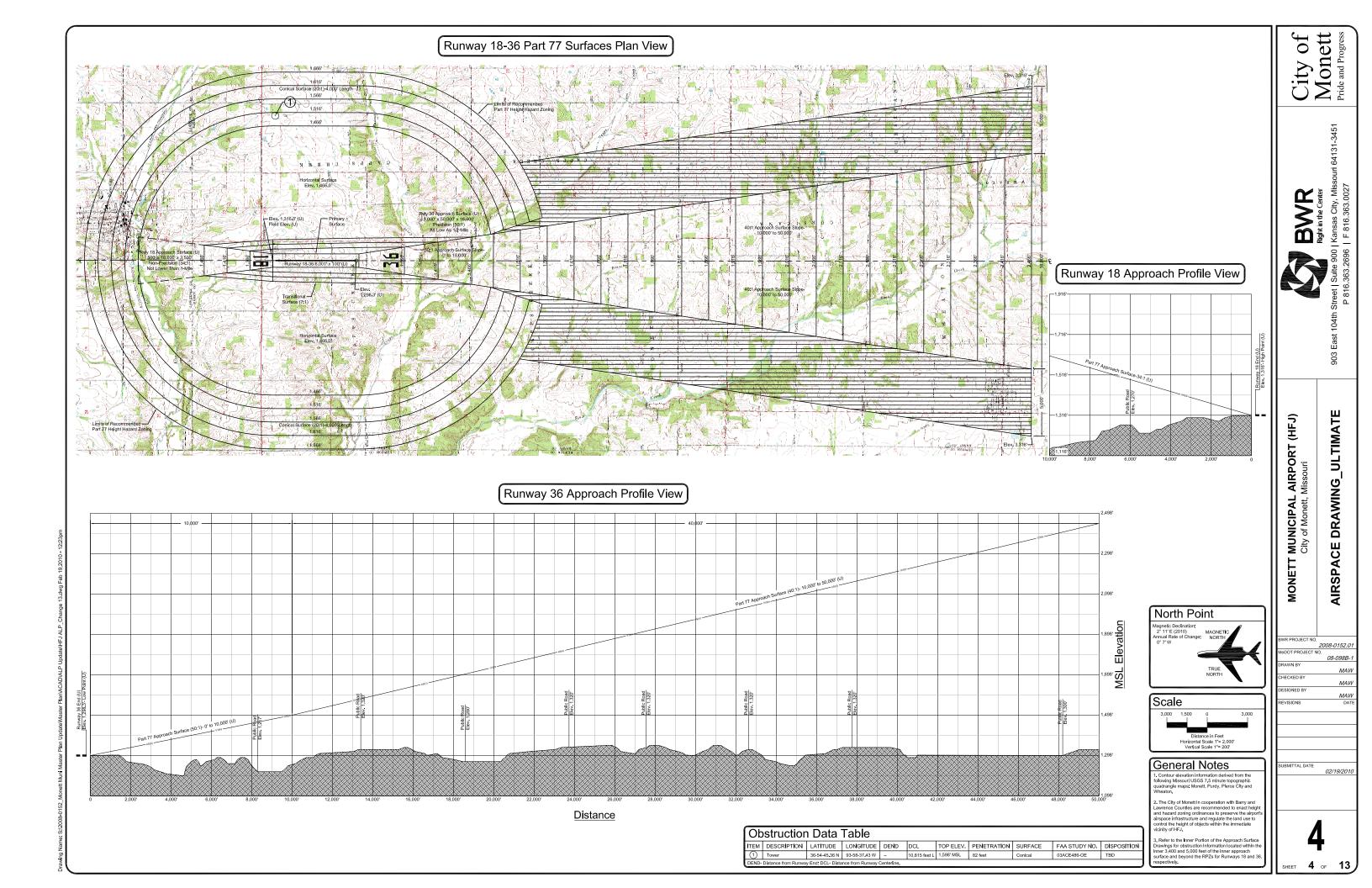
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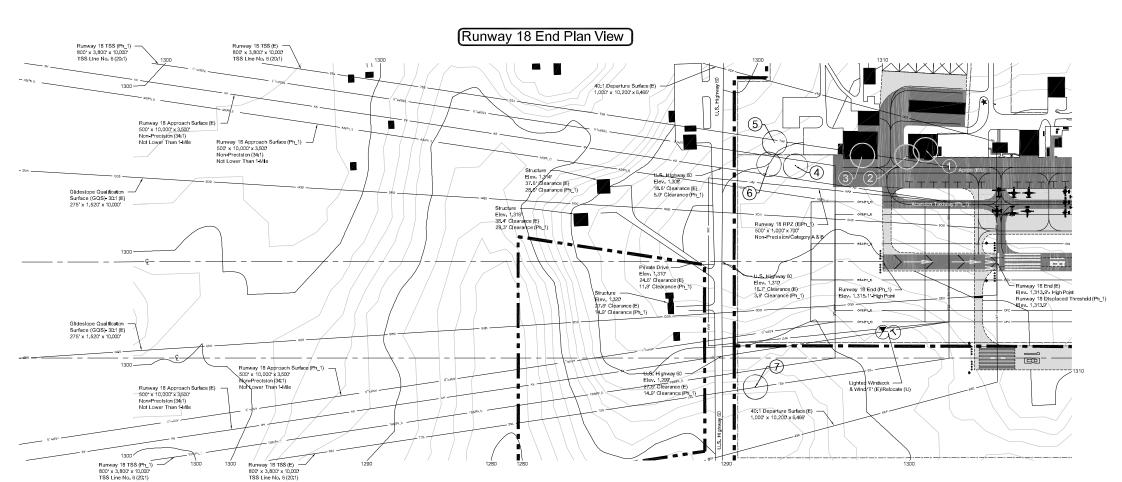
LAYOUT DRAWING **AIRPORT**

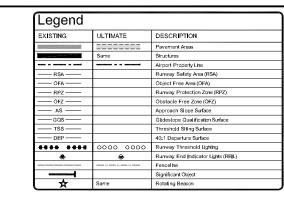
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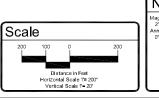
SUBMITTAL DATE 02/19/2010

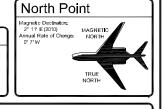




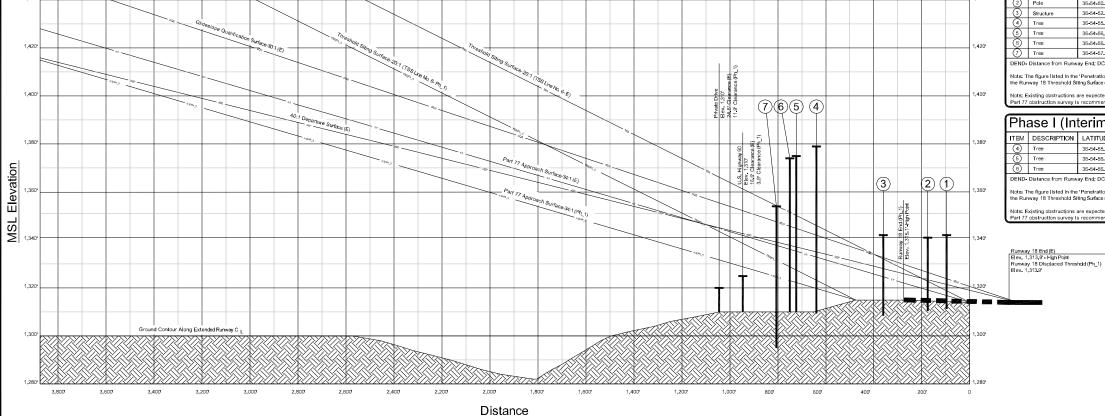








Runway 18 End Profile View



Existing Obstruction Data Table

EM	DESCRIPTION	LATITUDE	LONGITUDE	DEND	DCL	TOP ELEV.	PENETRATION	SURFACE	MITIGATION
1)	Structure	36-54-49.87 N	94-00-39.19 W	297 feet	467 feet L	1,346' MSL	1 foot	Transitional	Light
2)	Pole	36-54-50-65 N	94-00-39.51 W	375 feet	439 feet L	1,341' MSL	1 foat	Transitional	Relocate
3)	Structure	36-54-52-48 N	94-00-39-39 W	560 feet	444 feet L	1,342' MSL	1 foat	Transitional	Light
Ð	Tree	36-54-55-25 N	94-00-39.84 W	839 feet	399 feet L	1,379' MSL	44 feet	Transitional	Remove
5)	Tree	36-54-56.08 N	94-00-38.61 W	926 feet	496 feet L	1,375' MSL	26 feet	Transitional	Remove
<u>6</u>	Tree	36-54-56-34 N	94-00-39-71 W	949 feet	406 feet L	1,374' MSL	38 feet	Transitional	Remove
7)	Tree	36-54-57-16 N	94-00-51.10 W	1,004 feet	521 feet R	1,353' MSL	1 foot	Transitional	Remove

DEND- Distance from Runway End; DCL- Distance from Runway Centerline.

lote: The figure listed in the 'Penetration' column is the number of feet the obstacle penetrates the FAR Part 77 airspace surface. Obstructions 3, 4, 5, 6 and 7 also penetrative Renumber 1 threshold Siting Surface (TSS).

Note: Existing obstructions are expected to be mitigated within the 0-5 year (Phase I) planning period. Accordingly, there are no known future obstructions. However, an FAR Part 77 obstruction survey is recommended to be completed to identify and militigate potential obstructions that might exist.

Phase I (Interim) Obstruction Data Table

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ITEM	DESCRIPTION	LATITUDE	LONGITUDE	DEND	DCL	TOP ELEV.	PENETRATION	SURFACE	MITIGATION
4	Tree	36-54-55.25 N	94-00-39.84 W	540 feet	399 feet L	1,379' MSL	43 feet	Transitional	Remove
(5)	Tree	36-54-56-08 N	94-00-38-61 W	670 feet	496 feet L	1,375' MSL	25 feet	Transitional	Remove
6	Tree	36-54-56-34 N	94-00-39.71 W	624 feet	406 feet L	1,374' MSL	37 feet	Transitional	Remove

DEND- Distance from Runway End; DCL- Distance from Runway Centerline.

Note: Existing obstructions are expected to be mitigated within the 0-5 year (Phase I) planning period. Accordingly, there are no known future dostructions. However, an FAR Part 77 obstruction survey is recommended to be completed to identify and militigate potential obstructions that might exist.

General Notes

Refer to sheet 13 of 13 for obstruction information and penetrations to the 40:1 Departure

The recommended FAR Part 77 minimum adjusted approach surface clearance over a public roadway is 15 feet. The existing calculated clearances over U.S. Highway 60 reflect the clearance over the approximate centerline of the road at ground level plus the 15 foot penalty height.

The recommended FAR Part 77 minimum adjusted approach surface clearance over a private driveway is 10 feet. The existing calculated clearances over these surfaces reflect the clearance over the approximate centerline of the drive at ground level plus the 10 foot penally height.

4. The IPASD is a general representation of existing runway conditions within the inner portion of the appracch slope surface pertaining to traverse ways, safety area dimensions, terrain relief and structure location. Any deviations from existing conditions compared to conditions detailed in this drawing are unintentional.

5. The interim airfield improvemenets involve the reconstruction of the 474 x 50' Runway 18 blastpad/stopway and construction of a new 275' x 35' wide connector taskway. This improvement will allow the Runway 18 threshold to be displaced 476 feet. The displacement of the Runway 18 threshold sull assist Category B & C usiness jet departures to the south by providing an additional 474 feet of runway length or takeoffs.

7. The runway safety area (RSA) for the Runway 18 approach end will be extended 300° s 50°; the object free area (OFA) 300° x 500°; and the obstacle free zone (OFZ) 200′ x 400° beyond the runway surface.

City of Monett of

BSR Right in the Center

RWY 18 INNER PORTION OF THE APPROACH SURFACE DRAWING_EXISTING/PHASE I

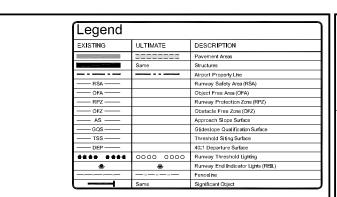
MUNICIPAL AIRPORT (HFJ)
City of Monett, Missouri

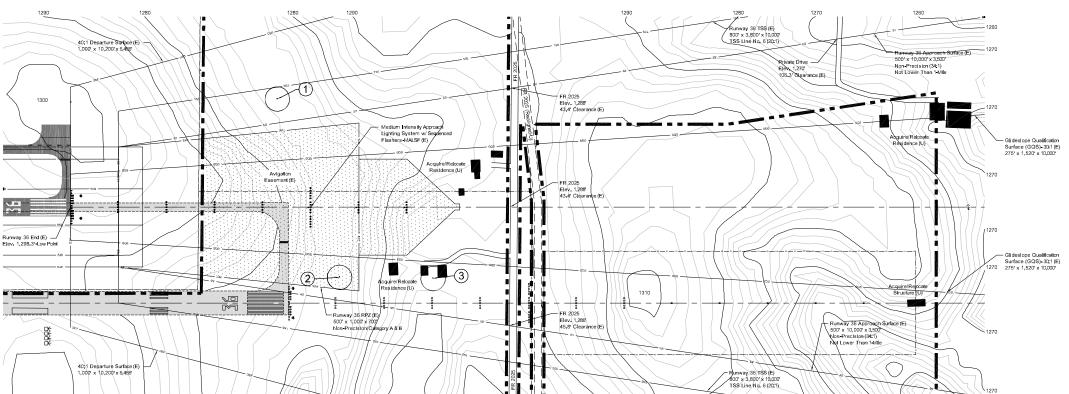
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SUBMITTAL DATE 02/19/2010

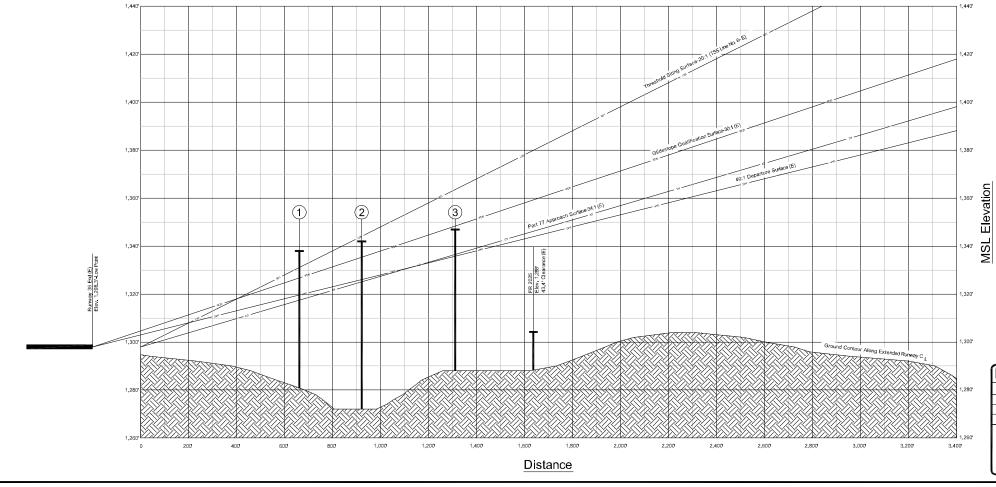
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Runway 36 End Plan View

Runway 36 End Profile View



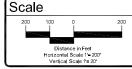
General Notes Refer to sheet 12 of 12 for obstruction information and penetrations to the 40.1 Departure Surface.

The recommended FAR Part 77 minimum adjusted approach surface clearance over a public roadway is 15 feet. The calculated clearances over FR 2025 reflect the clearance over the approximate centerline of the road at ground level plus the 15 foot penalty height.

The recommended FAR Part 77 minimum adjusted approach surface clearance over a private driveway is 10 feet. The existing calculated clearances over these surfaces reflect the clearance over the approximate centerline of the drive at ground level plus the 10 foot penalty height.

4. The IPASD is a general representation of existing runway conditivithin the inner portion of the appraoch slope surface pertaining to traverse ways, safety area dimensions, terrain relief and structure location. Any deviations from existing conditions compared to conditions detailed in this drawing are unintentional.





Existing Obstruction Data Table

-/-	Alsting Obstruction Data Table								
ΓEM	DESCRIPTION	LATITUDE	LONGITUDE	DEND	DCL	TOP ELEV.	PENETRATION	SURFACE	MITIGATION
①	Tree	36-53-49.01 N	94-00-41.59 W	862 feet	450 feet R	1,339' MSL	12 feet	Transitional	Remove
(b)	Tree	36-53-46-66 N	94-00-50-82 W	1,121 feet	293 feet L	1,342' MSL	17 feet	Approach	Remove
(3)	Tree	36-53-42.81 N	94-00-51.02 W	1,511 feet	298 feet L	1,347' MSL	10 feet	Approach	Remove

DEND- Distance from Runway End; DCL- Distance from Runway Centerline.

Note: Existing obstructions are expected to be mitigated within the 0-5 year (Phase I) planning period. Accordingly, there are no known future distructions. However, an FAR Part 77 obstruction survey is recommended to be completed to identify and mitigate potential obstructions that might exist.

RUNWAY 36 INNER PORTION OF THE APPROACH SURFACE DRAWING_EXISTING 2008-0152.01 MoDOT PROJECT NO. MAN MAW REVISIONS

MONETT MUNICIPAL AIRPORT (HFJ)
City of Monett, Missouri

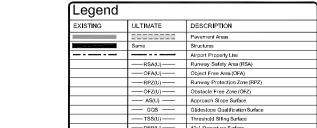
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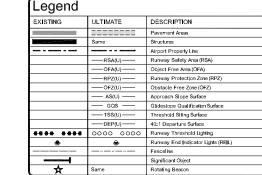
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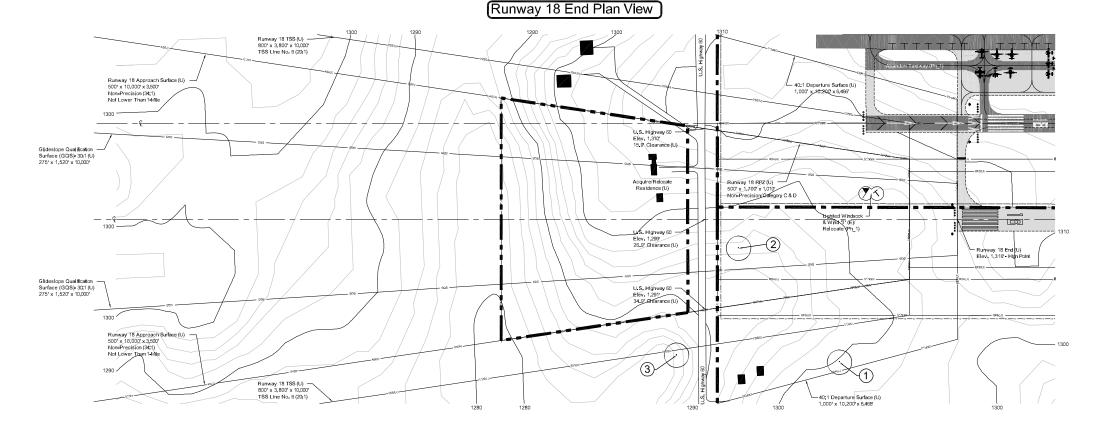
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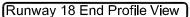
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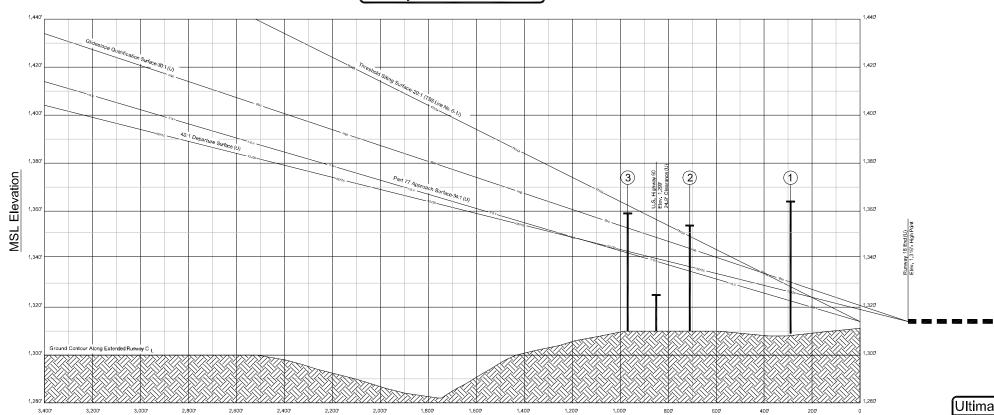
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Distance

General Notes

. Refer to sheet 12 of 12 for obstruction information and penetrations o the 40:1 Departure Surface.

The recommended FAR Part 77 minimum adjusted approach surface clearance over a public roadway is 15 feet. The existing calculated clearances over U.S. Highway 05 reflect the clearance over the approximate centerline of the road at ground level plus the 15 foot penalty height.

3. The recommended FAR Part 77 minimum adjusted approach surface clearance over a private driveway is 10 feet. The existing calculated clearances over these surfaces reflect the clearance over the approximate centerline of the drive at ground level plus the 10 foot penalty helght.

4. The IPASD is a general representation of existing runway conditions within the inner portion of the appracch slope surface pertaining to traverse ways, safety area dimensions, terrain relief and structure location. Any deviations from existing conditions compared to conditions detailed in this drawing are unintentional.

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Annual Rate of Change:	TRUE
0º 7'W	NORTH

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ITEM	DESCRIPTION	LATITUDE	LONGITUDE	DEND	DCL	TOP ELEV.	PENETRATION	SURFACE	MITIGATION	
1	Tree	36-54-53.14 N	94-00-57.09 W	490 feet	595 feet R	1364' MSL	34 feet	Transitional	Remove	
2	Tree	36-54-57-16 N	94-00-51.10 W	911 feet	121 feet R	1353' MSL	16 feet	Approach	Remove	
3	Tree	36-54-59-84 N	94-00-56-49 W	1,169 feet	566 feet R	1358' MSL	33 feet	Transitional	Remove	
DEND-	DEND- Distance from Runway End; DCL- Distance from Runway Centerline									

ı	mate Obstruction Data Table								
	DESCRIPTION	LATITUDE	LONGITUDE	DEND	DCL	TOP ELEV.	PENETRATION	SURFACE	MITIGATION
	Tree	36-54-53.14 N	94-00-57.09 W	490 feet	595 feet R	1364' MSL	34 feet	Transitional	Remove
	Tree	36-54-57-16 N	94-00-51.10 W	911 feet	121 feet R	1353' MSL	16 feet	Approach	Remove
	Tree	36-54-59.84 N	94-00-56-49 W	1,169 feet	566 feet R	1358' MSL	33 feet	Transitional	Remove

RUNWAY 18 INNER PORTION OF THE APPROACH SURFACE DRAWING_ULTIMATE MONETT MUNICIPAL AIRPORT (HFJ)
City of Monett, Missouri

City of Monett

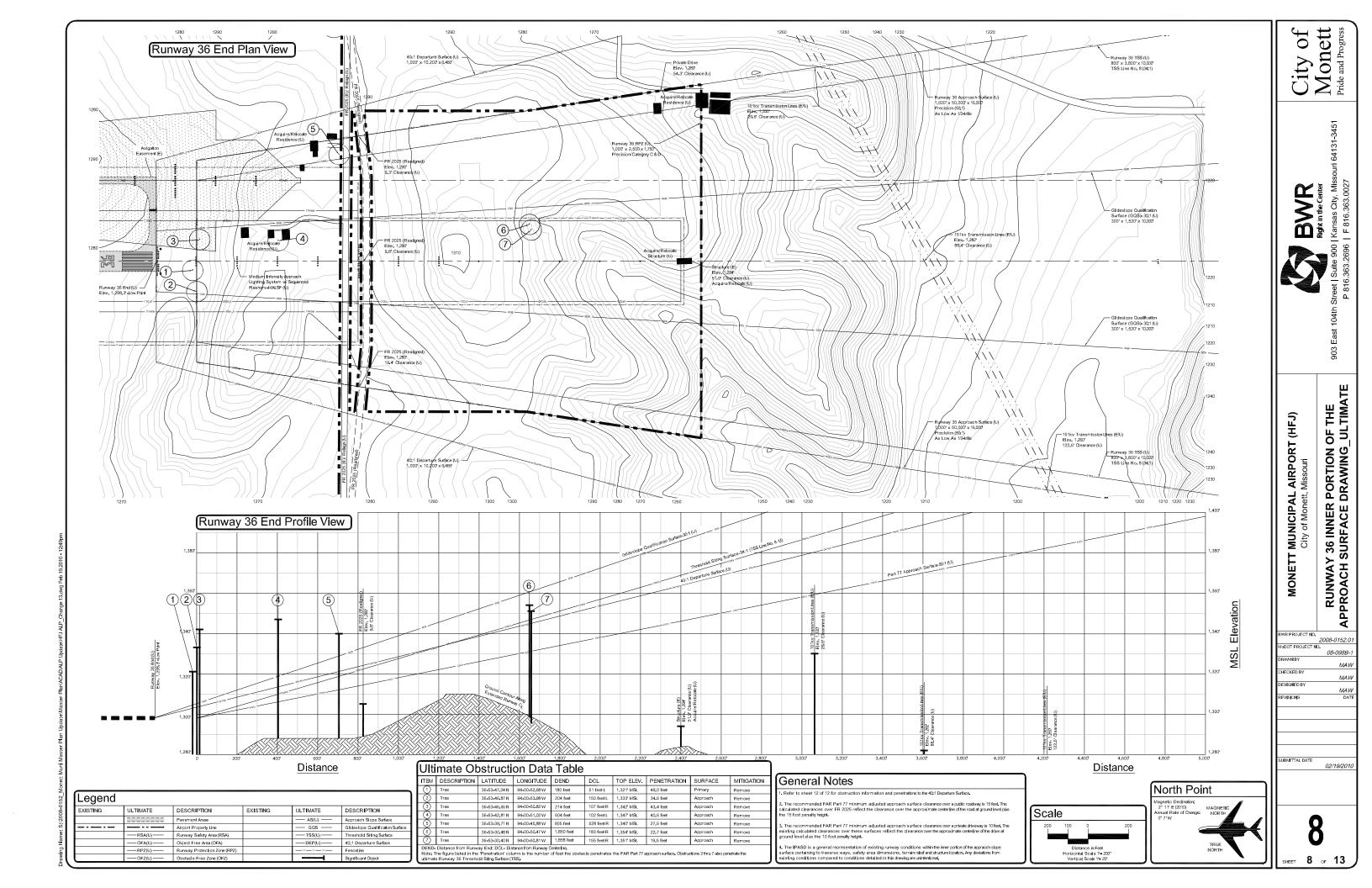
BWR Right in the Center 900 | Kansas City, Misse 696 | F 816.363.0027

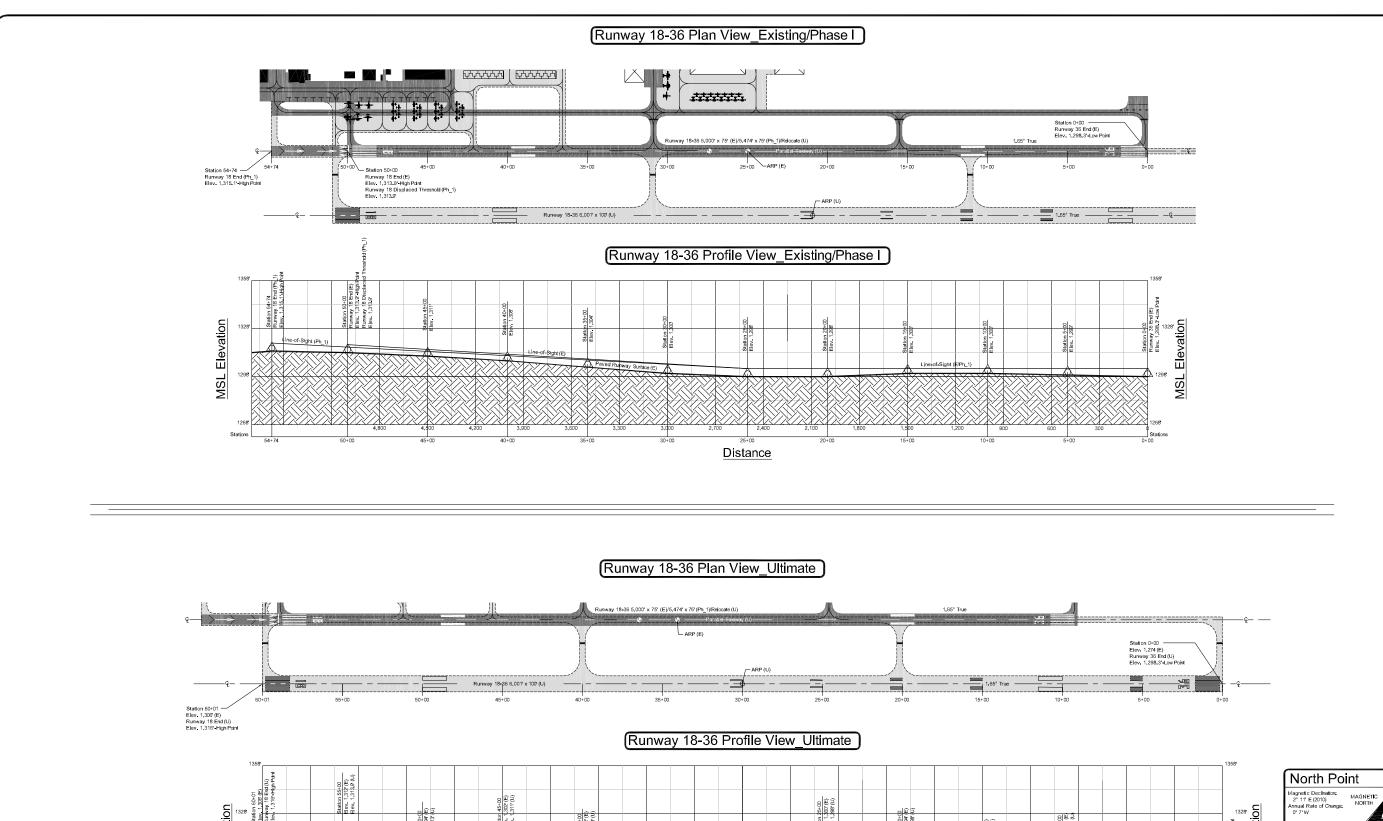
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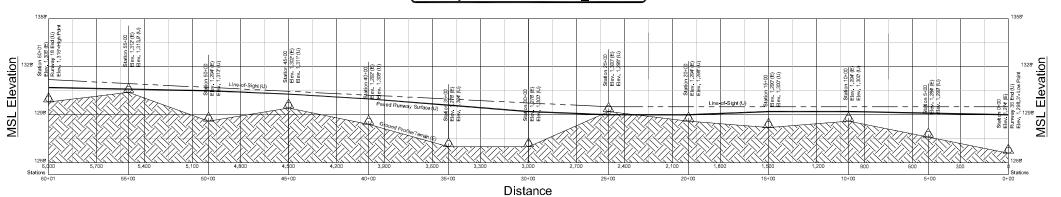
2008-0152.01 MoDOT PROJECT NO. MAN MAW

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SUBMITTAL DATE 02/19/2010







Effective Gradient

General Notes

Scale

The centerline profile is a general representation of existing runway conditions pertaining to grade changes, elevations and terrain contours. Any deviations from existing conditions compared to conditions detailed in this drawing are unintention.

City of Monett

BEAR Right in the Center

18-36 CENTERLINE PROFILE DRAWING

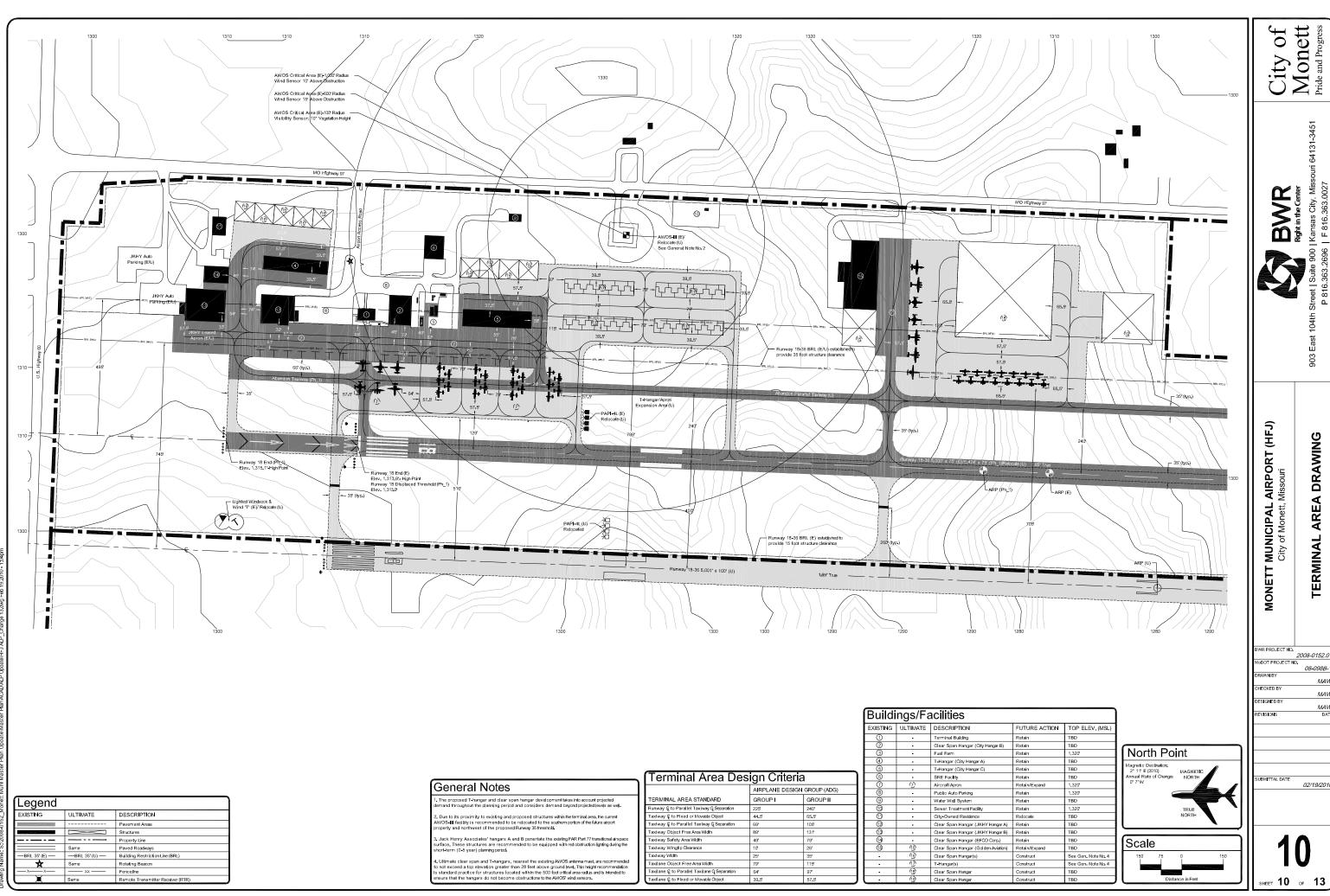
MONETT MUNICIPAL AIRPORT (HFJ)
City of Monett, Missouri RUNWAY

2008-0152.01 MoDOT PROJECT NO. MAW

SUBMITTAL DATE 02/19/2010

9

SHEET **9** OF **13**

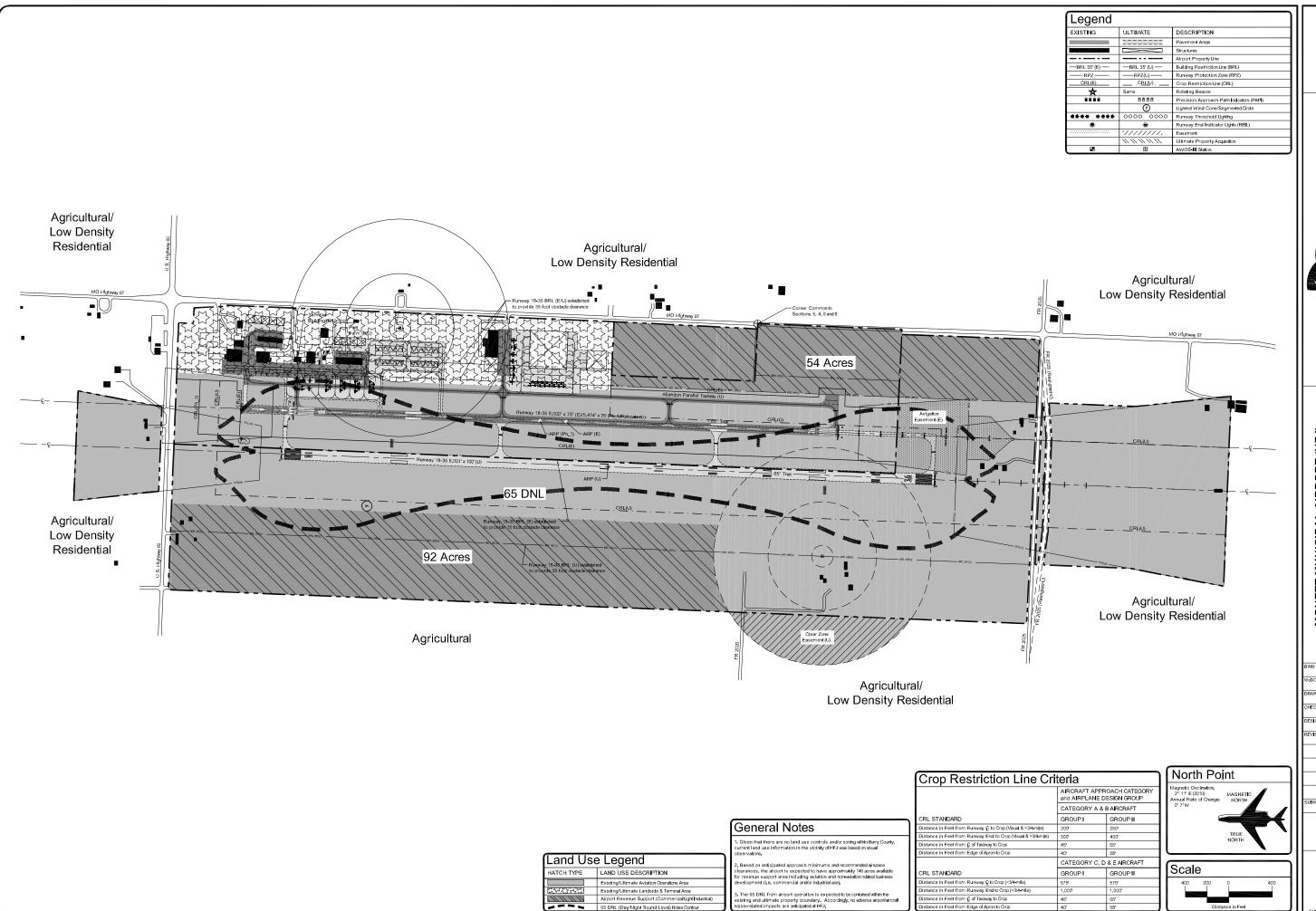


City of Monett

TERMINAL AREA DRAWING

2008-0152.01 WoDOT PROJECT NO. MAW

02/19/2010



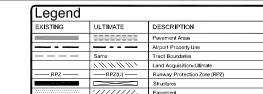
City of Monett

LAND USE DRAWING

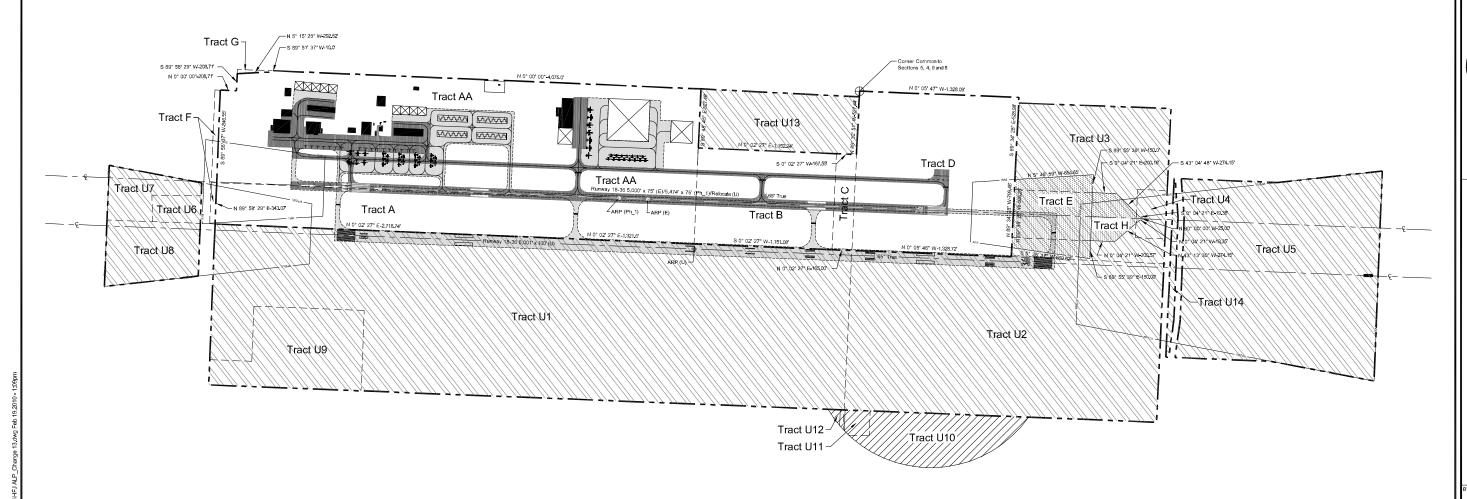
MONETT MUNICIPAL AIRPORT (HFJ)
City of Monett, Missouri

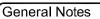
2008-0152.01 MoDOT PROJECT NO.

02/19/2010







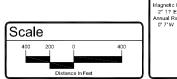


Tract G, totaling 0.15 acres, was conveyed to the Missouri Highway and Trace utilized as right-of-way for MO Highway 97.

NGS Survey Monuments

According to the NOAA Aeronautical Survey Program (http://www.ngs.noas.gov/AERO/aero.html) there re no National Geodetic Survey (NGS) Primary Airport Control Statton (PACS) or Secondary Airport Jointel Statton (SACS) survey monuments located at HFJ.

[Ultin	nate P	roperty Data	1		
PARCEL	ACREAGE	PROPERTY INTEREST	CURRENT OWNER	BOOK & PAGE NO.	PARCEL ID NUMBER
U1	146.2	Fee-Simple	CHAPMAN, Steve	Book 09, p. 959	07-03-5-3
U2	80.0	Fee-Simple	BARTKOSKI, Edward J.	Book 384, p. 414	07-03-8-2
U3	37.87	Fee-Simple	VOGT, Alice C. & Henry L.	Book 96, p. 1062	07-03-8-7
U4	2.13	Fee-Simple	WARD, Newell & Cynthia	Book 05, p. 5663	07-03-8-7.01
U5	59.0	Fee-Simple	WITT Family Trust	Book 01, p. 4633	07-03-8-8
U6	2.0	Fee-Simple	YONKER, Robert D. & Shelly	Book 414, p. 7078	04-09-32-13.02
U7	5.0	Fee-Simple	YONKER, Robert T. & Linda	Book 270, p. 213	04-09-32-13
U8	9.0	Fee-Simple	REOTTO, Samuel G.	Book 09, p. 320	04-09-32-9.01
U9	16,0	Fee-Simple	WROBLESKI, Kenneth A.	Book 278, p. 170	07-03-5-6
U10	11.0	Clear Zone Easement	Don & Patsy VOLKL Trust	Book 05, p. 5993	07-03-8-6
U11	1.0	Clear Zone Easement	WROBLESKI, Kenneth	Book 332, p. 362	07-03-8-4
U12	0.3	Clear Zone Easement	WROBLESKI, Kenneth A.	Book 278, p. 170	07-03-5-6
U13	19.1	Fee-Simple	EFCO Corporation	Book 97, p. 354	07-03-5-3.01
U14	1,5	Fee-Simple	WITT Family Trust	Book 01, p. 4633	07-03-8-8
Total	390.1				



Magnetic Declination: 2" 1" E(2010) Annual Rate of Change: 0" 7" W	North Point
TRUE NORTH	2° 1° E (2010) MAGNETIC Annual Rate of Change NORTH 0° 7° W

Existing Property Data									
TRACT	ACREAGE	PROPERTY INTEREST	LAND OWNER	FEDERAL AID PROJECT NUMBER					
AA	98.0	Fee-Simple	City of Monett	n/a					
Α	21.41	Fee-Simple	City of Monett	n/a					
В	21.15	Fee-Simple	City of Monett	n/a					
0	3.05	Fee-Simple	City of Monett	AIR 925-98B					
D	40.0	Fee-Simple	City of Monett	AIR 925-98B					
Е	9.53	Avigation Easement	VOGT, Alice C. & Henry L.	AIR 925-98B					
F See General Note No. 1									
O	G See General Note No. 2								
н	8.95	Avigation Easement	VOGT, Alice C. & Henry L.	n/a					
Total 202.09									
Source: Monett Municipal Airport Exhibit 'A' Property Map dated 07/28/98 and completed by Bucher, Willis & Ralliff Corporation (BWR), Kansas City, MO, Barry County, MO Assessor's Office									

SHEET 12 OF 13

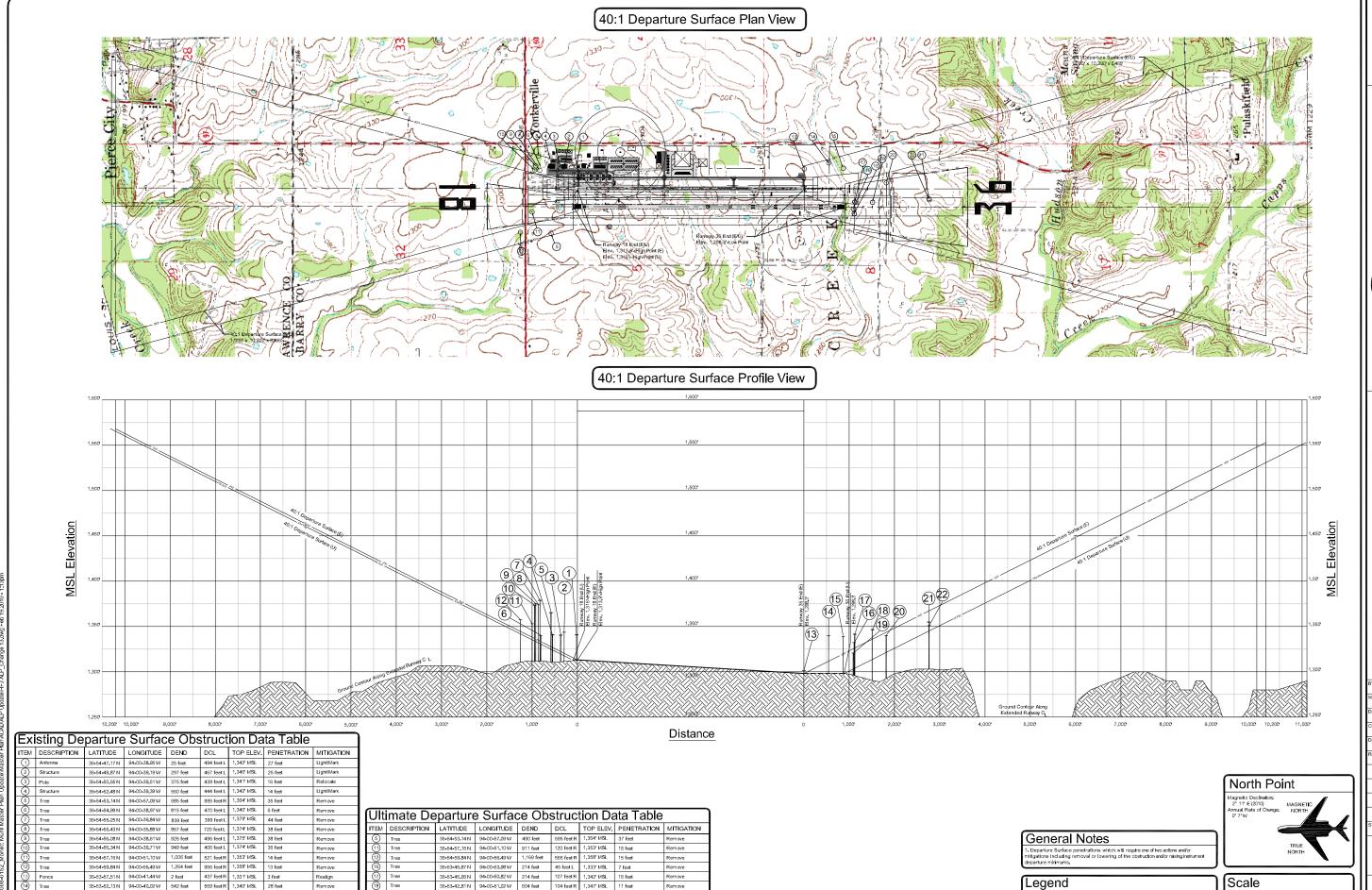
MONETT MUNICIPAL AIRPORT (HFJ)
City of Monett, Missouri AIRPORT PROPERTY MAP

City of Monett

BONE Right in the Center NOO | Kansas City, Miss 196 | F 816.363.0027

2008-0152.0; MoDOT PROJECT NO.

SUBMITTAL DATE 02/19/2010



36-53-52.13 N 94-00-40.02 W 542 feet 569 feet R

6-53-49.01 N 94-00-41.59 W 862 feet 450 feet R

36-53-46.87 N 94-00-53.98 W 1,107 feet 550 feet L 1,333 MSL 7 feet

36-53-46.66 N 94-00-50.82 W 1,121 feet 293 feet L 1,342 MSL 16 feet

36-53-42.81N 94-00-51.02W 1,511 feet 298 feet L 1,347 MSL 11 feet

1,340' MSL 28 feet

1339' MSL 41 feet

Remove

36-53-42.81 N

36-53-47.04 N 94-00-52.68 W 219 feet 45 feet R 1,321 MSL 18 feet

36-53-30.48 N 94-00-50.47 W 1,850 feet 182 feet R 1,354 MSL 9 feet

36-53-30.40 N 94-00-50.81 W 1,858 feet 115 feet R 1,351 MSL 6 feet

94-00-45.88 W 905 feet 528 feet R 1,340 MSL 19 feet

Monett
Pride and Progress City of

BEAR Right in the Center

MUNICIPAL AIRPORT (HFJ)
City of Monett, Missouri

MONETT

40:1 DEPARTURE SURFACE DRAWING

2008-0152.01 MoDOT PROJECT NO. MAW

REVISIONS

SUBMITTAL DATE 02/19/2010

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XISTING

ULTIMATE

DESCRIPTION