LOCATION MAP



U. S. Department
Of Transportation

Federal Aviation Administration

Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, Montana 59602

Phone: (406) 449-5271
Fax: (406) 449-5274

May 27, 2016

Mr. Walt McNutt, Chairman
Sidney-Richland Municipal Airport Authority
540 Airport Road
P.O. Box 1050
Sidney, MT 59270

Dear Mr. McNutt:

The Airport Layout Plan (ALP) for Sidney-Richland Municipal Apirport, Sidney, Montana prepared by KLJ Engineering, and bearing your signature, is conditionally approved. A signed copy of the approved ALP is enclosed.

An aeronautical study (no. 2015-ANM-1403-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect of the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected areas would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinance, property acquisition, aviation easements, letters of agreement, or other means.

This ALP approval is conditioned on the acknowledgement that any development on airport property that results in a change to the ALP requiring Federal approval, or that will receive federal funding, is subject to the National Environmental Policy Act of 1969 (NEPA). Therefore, the sponsor must receive such written approval from FAA prior to commencement of the subject development. Prior to any development on the airport, coordination with the ADO is required to ensure that all environmental requirements are met. Early coordination is critical to ensure that project schedules as well as NEPA compliance can be met. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated

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on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

We are enclosing one copy of the approved ALP drawing set for your records. Please attach this letter to the Airport Layout Plan and retain it at the airport. If you have any questions, please contact Scott Eaton in our office at 406-449-5271.

Sincerely,

David S. Stelling, Manager
Helena Airports District Office

Enclosure

cc: WFPO
ANM-620
Tim Conway, Montana Aeronautics Division (via electronic)
Wade Cebulski, Montana Aeronautics Division (via electronic)
Ben Mello, KLJ

AIRPORT LAYOUT PLAN

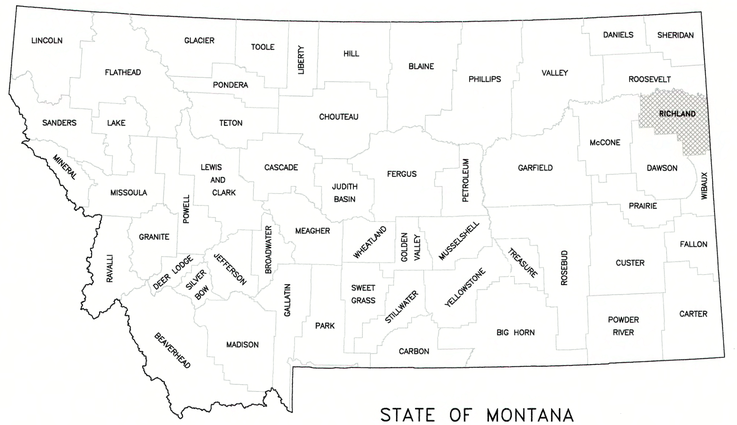
FOR

SIDNEY-RICHLAND MUNICIPAL AIRPORT

SIDNEY, RICHLAND COUNTY, MONTANA

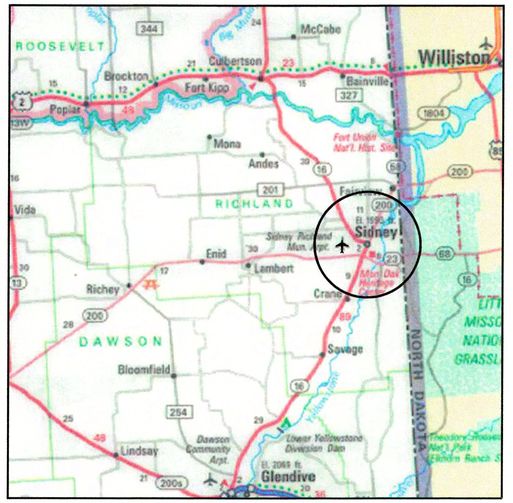
SIDNEY-RICHLAND AIRPORT AUTHORITY (OWNER)

JUNE 2015



STATE OF MONTANA

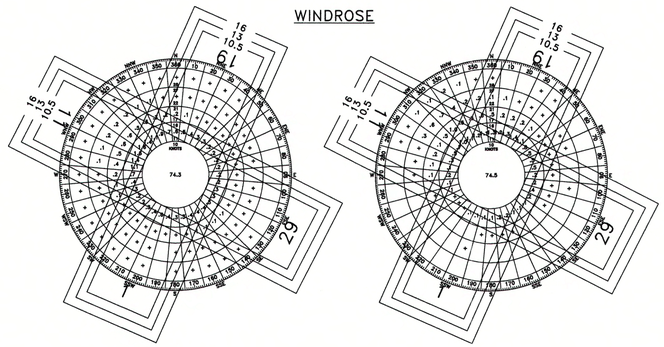
VICINITY MAP



SHEET INDEX

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A–15. AIRPORT PROPERTY MAP

WINDROSE



ALL WEATHER IFR

ON BEHALF OF THE SIDNEY–RICHLAND AIRPORT AUTHORITY, THIS AIRPORT LAYOUT PLAN (ALP) WAS PREPARED BY KLJ ACCORDING TO THE APPLICABLE ADVISORY CIRCULARS AT THE TIME OF SCOPING THE PROJECT, THE CURRENT VERSION OF THE ARP SOP No. 2.00 ALP CHECKLIST, AND ACCURATELY DEPICTS THE PROPOSED USE OF AIRSPACE AT THE TIME OF DATA COLLECTION. THE ALP CONFORMS WITH FAA DESIGN STANDARDS, EXCEPT AS NOTED.

WIND COVERAGE

RUNWAY	10.5 Knots	13 Knots	16 Knots
	ALL WEATHER		
01–19	83.51%	89.29%	95.2
11–29	92.34%	95.99%	99.04%
COMBINED	98.33%	99.48%	99.87%
	IFR		
01–19	87.97%	91.73%	94.95%
11–29	86.98%	92.43%	97.61%
COMBINED	97.13%	98.83%	99.55%

SOURCE: NOAA NATIONAL CLIMATIC DATA CENTER, ASHEVILLE, NC
OBSERVATIONS: ALL–WEATHER – 497,926 IFR – 8,973
SIDNEY MUNICIPAL AIRPORT – STATION 727687 APR. 2004 – APR. 2014
+ = LESS THAN 0.05% BLANK = NO OBSERVATIONS

Rev.	Date	Description



1-12-2016

SIDNEY-RICHLAND MUNICIPAL AIRPORT PROJ. #2513105

SIDNEY-RICHLAND MUNICIPAL AIRPORT
SIDNEY–RICHLAND AIRPORT AUTHORITY (OWNER)
SIDNEY, MONTANA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

TITLE SHEET

DRAFTED APT
REVIEWED BJM
PROJECT NUMBER 2513105
LAST REVISED DATE 05/04/2015
SHEET A-1

Jun 09, 2016 – 10:50am – C:\Users\adamtollefsrud\appdata\local\temp\AcPublish_5252\2513105_Title_2013.dwg (mt_title_2013)

© KLJ 2015

RUNWAY DATA TABLE

ITEM	PRIMARY RUNWAY 1/19						CROSSWIND RUNWAY 11/29					
	EXISTING		FUTURE		ULTIMATE		EXISTING		FUTURE		ULTIMATE	
RUNWAY DESIGNATION	1	19	1	19	1	19	11	29	11	29	11	29
RUNWAY REFERENCE CODE (RRC) - EXISTING RUNWAY DESIGN CODE (RDC) - PLANNED	B-II -5,000'	B-II -5,000'	B-II -5,000'	B-II -5,000'	C-II -4,000'	C-II -5,000'	B-II -VIS	B-II -VIS	B-II -VIS	B-II -VIS	B-II -5,000'	B-II -5,000'
RUNWAY DIMENSIONS	5705' x 100'		5705' x 100'		7000' x 100'		4023' x 100'		4023' x 100'		4023' x 100'	
RUNWAY LENGTH CRITERIA	LARGE, <60,000 LBS (75% FLEET & 60% USEFUL LOAD)		LARGE, <60,000 LBS (75% FLEET & 60% USEFUL LOAD)		LARGE, <60,000 LBS (75% FLEET & 90% USEFUL LOAD)		SMALL, <10 PX (95% FLEET)		SMALL, <10 PX (95% FLEET)		SMALL, <10 PX (95% FLEET)	
CRITICAL AIRCRAFT (TYPE)	KING-AIR B200		KING-AIR B200		CESSNA CITATION 560		KING-AIR B200		KING-AIR B200		KING-AIR B200	
CRITICAL AIRCRAFT (WINGSPAN)	54.5'		54.5'		55.7'		54.5'		54.5'		54.5'	
CRITICAL AIRCRAFT (TAIL HEIGHT)	15'		15'		15.2'		15'		15'		15'	
CRITICAL AIRCRAFT (APPROACH SPEED)	103 (Kts.)		103 (Kts.)		106 (Kts.)		103 (Kts.)		103 (Kts.)		103 (Kts.)	
MAXIMUM TAKEOFF WEIGHT (MTOW)	12500 (LBS.)		12500 LBS.		16300 LBS.		12500 LBS.		12500 LBS.		12500 LBS.	
RUNWAY END ELEVATION	1982.59'	1980.55'	1982.59'	1980.55'	1984'	1980.55'	1980.62'	1966.39'	1980.62'	1966.39'	1980.62'	1966.39'
TOUCHDOWN ZONE ELEVATION (TDZE)	1985.256'	1980.976'	1985.256'	1980.976'	1986'	1980.976'	1980.99'	1980.784'	1980.99'	1980.784'	1980.99'	1980.784'
RUNWAY GRADIENT	0.036%		0.036%		0.036%		0.354%		0.354%		0.354%	
MAX GRADE WITHIN RUNWAY LENGTH (%)	0.444%		0.444%		0.444%		0.843%		0.843%		0.843%	
RUNWAY LIGHTING	MIRL		MIRL		MIRL		MIRL		MIRL		MIRL	
PAVEMENT TYPE	BITUMINOUS		BITUMINOUS		BITUMINOUS		BITUMINOUS		BITUMINOUS		BITUMINOUS	
RUNWAY CATEGORY	OTHER-THAN-UTILITY		OTHER-THAN-UTILITY		OTHER-THAN-UTILITY		OTHER-THAN-UTILITY		OTHER-THAN-UTILITY		OTHER-THAN-UTILITY	
PAVEMENT STRENGTH (WHEEL-LOAD)	40000 LBS (SW)		40000 LBS (SW)		40000 LBS (SW)		40000 LBS (SW)		40000 LBS (SW)		40000 LBS (SW)	
PAVEMENT CLASSIFICATION NUMBER (PCN)	18/F/D/X/T		18/F/D/X/T		18/F/D/X/T		-		-		-	
PAVEMENT MARKINGS	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	VISUAL	VISUAL	VISUAL	VISUAL	NON-PRECISION	NON-PRECISION
SURFACE TREATMENT	GROOVED		GROOVED		GROOVED		GROOVED		GROOVED		GROOVED	
RUNWAY SAFETY AREA (RSA)	6305' x 150'		6305' x 150'		9000' x 500'		4623' x 150'		4623' x 150'		4623' x 150'	
RUNWAY OBJECT FREE AREA (OFA)	6305' x 500'		6305' x 500'		9000' x 800'		4623' x 500'		4623' x 500'		4623' x 500'	
RUNWAY OBSTACLE FREE ZONE (OFZ)	6105' x 400'		6105' x 400'		7400' x 400'		4423' x 400'		4423' x 400'		4423' x 400'	
14 CFR PART 77 APPROACH TYPE	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION	VISUAL	VISUAL	VISUAL	VISUAL	NON-PRECISION	NON-PRECISION
14 CFR PART 77 APPROACH SLOPE	34:1	34:1	34:1	34:1	34:1	34:1	20:1	20:1	20:1	20:1	34:1	34:1
14 CFR PART 77 APPROACH DIMENSIONS	500 X 3500 X 10000	500 X 3500 X 10000	500 X 3500 X 10000	500 X 3500 X 10000	1000 X 4000 X 10000	1000 X 3500 X 10000	500 X 1500 X 5000	500 X 1500 X 5000	500 X 1500 X 5000	500 X 1500 X 5000	500 X 3500 X 10000	500 X 3500 X 10000
VISIBILITY MINIMUMS	1 MILE	1 MILE	1 MILE	1 MILE	3/4 MILE	1 MILE	VISUAL	VISUAL	VISUAL	VISUAL	1 MILE	1 MILE
THRESHOLD SITING SURFACE (TSS) CATEGORY	4	4	4	4	5	4	3	3	3	3	4	4
THRESHOLD SITING SURFACE (TSS) SLOPE	20:1	20:1	20:1	20:1	20:1	20:1	20:1	20:1	20:1	20:1	20:1	20:1
THRESHOLD SITING SURFACE (TSS) DIMENSIONS	STARTS 200' FROM THRESHOLD, 400' X 3800' X 10000'	STARTS 200' FROM THRESHOLD, 400' X 3800' X 10000'	STARTS 200' FROM THRESHOLD, 400' X 3800' X 10000'	STARTS 200' FROM THRESHOLD, 400' X 3800' X 10000'	STARTS 200' FROM THRESHOLD, 800' X 3800' X 10000'	STARTS 200' FROM THRESHOLD, 400' X 3800' X 10000'	STARTS AT THRESHOLD, 400' X 1000' X 1500' X 8500'	STARTS AT THRESHOLD, 400' X 1000' X 1500' X 8500'	STARTS AT THRESHOLD, 400' X 1000' X 1500' X 8500'	STARTS AT THRESHOLD, 400' X 1000' X 1500' X 8500'	STARTS 200' FROM THRESHOLD, 400' X 3800' X 10000'	STARTS 200' FROM THRESHOLD, 400' X 3800' X 10000'
GLIDEPATH QUALIFICATION SURFACE (GQS)	30:1	30:1	30:1	30:1	30:1	30:1	NONE	NONE	NONE	NONE	30:1	30:1
GLIDEPATH QUALIFICATION SURFACE (GQS) DIMENSIONS	300' X 1520' X 10000'	300' X 1520' X 10000'	300' X 1520' X 10000'	300' X 1520' X 10000'	300' X 1520' X 10000'	300' X 1520' X 10000'	NONE	NONE	NONE	NONE	300' X 1520' X 10000'	300' X 1520' X 10000'
DEPARTURE SURFACE	40:1	40:1	40:1	40:1	40:1	40:1	NONE	NONE	NONE	NONE	40:1	40:1
DEPARTURE SURFACE DIMENSIONS	1000' X 6466' X 10200'	1000' X 6466' X 10200'	1000' X 6466' X 10200'	1000' X 6466' X 10200'	1000' X 6466' X 10200'	1000' X 6466' X 10200'	NONE	NONE	NONE	NONE	1000' X 6466' X 10200'	1000' X 6466' X 10200'
AERONAUTICAL SURVEY-TYPE REQUIRED	VERTICALLY-GUIDED	VERTICALLY-GUIDED	VERTICALLY-GUIDED	VERTICALLY-GUIDED	VERTICALLY-GUIDED	VERTICALLY-GUIDED	NON-VERT. GUIDED	NON-VERT. GUIDED	NON-VERT. GUIDED	NON-VERT. GUIDED	VERTICALLY-GUIDED	VERTICALLY-GUIDED
RUNWAY ORIENTATION (TRUE)	-	-	-	-	-	-	-	-	-	-	-	-
MAGNETIC VARIATION (2015)	0.4° (E)	0.4° (E)	0.4° (E)	0.4° (E)	0.4° (E)	0.4° (E)	0.4° (E)	0.4° (E)	0.4° (E)	0.4° (E)	0.4° (E)	0.4° (E)
RUNWAY ORIENTATION (MAGNETIC) (SOURCE: HTTP://WWW.NGDC.NOAA.GOV/GEOMAG-WEB/#DECLINATION)	-	-	-	-	-	-	-	-	-	-	-	-
VISUAL AND INSTRUMENT NAVAIDS (NAVAIDs)	PAPI, REIL, LPV	PAPI, REIL, LPV	PAPI, REIL, LPV	PAPI, REIL, LPV	PAPI, REIL, LPV	PAPI, REIL, LPV	PAPI, REIL	PAPI, REIL	PAPI, REIL	PAPI, REIL	PAPI, REIL, LPV	PAPI, REIL, LPV
DISPLACED THRESHOLD	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
TAKEOFF RUNWAY AVAILABLE (TORA)	5705'	5705'	5705'	5705'	7000'	7000'	4023'	4023'	4023'	4023'	4023'	4023'
TAKEOFF DISTANCE AVAILABLE (TODA)	5705'	5705'	5705'	5705'	7000'	7000'	4023'	4023'	4023'	4023'	4023'	4023'
ACCELERATED STOP DISTANCE AVAILABLE (ASDA)	5705'	5705'	5705'	5705'	7000'	7000'	4023'	4023'	4023'	4023'	4023'	4023'
LANDING DISTANCE AVAILABLE (LDA)	5705'	5705'	5705'	5705'	7000'	7000'	4023'	4023'	4023'	4023'	4023'	4023'
RPZ DIMENSIONS - APPROACH	500' X 700' X 1000'	500' X 700' X 1000'	500' X 700' X 1000'	500' X 700' X 1000'	1000' X 1510' X 1700'	1000' X 1510' X 1700'	500' X 700' X 1000'	500' X 700' X 1000'	500' X 700' X 1000'	500' X 700' X 1000'	500' X 700' X 1000'	500' X 700' X 1000'
RPZ DIMENSIONS - DEPARTURE	500' X 700' X 1000'	500' X 700' X 1000'	500' X 700' X 1000'	500' X 700' X 1000'	500' X 1010' X 1700'	500' X 1010' X 1700'	500' X 700' X 1000'	500' X 700' X 1000'	500' X 700' X 1000'	500' X 700' X 1000'	500' X 700' X 1000'	500' X 700' X 1000'

NO.	BUILDING	OWNER	SQFT	PEAK ELEV.
(1)	TERMINAL	SIDNEY–RICHLAND	4923.0	1992.41
(1C)	FBO/HANGAR	RICHLAND AVIATION	6241.0	1986.60
(2C)	HANGAR	RICHLAND AVIATION	7070.0	1971.36
(3C)	HANGAR	RICHLAND AVIATION	11,000.0	–
(4C)	MAINTANENCE SHOP	SIDNEY–RICHLAND	3630.0	–
(5C)	FBO/HANGAR	AIR SPECIALTIES	4500.0	1987.34
(1E)	HANGAR	RICHALAND AVIATION	3640.0	1983.40
(4E)	HANGAR	DON REES	1320.0	1982.96
(5E)	HANGAR	BILL HENDERSON	1320.0	1982.96
(6E)	HANGAR	HARLSON	2688.0	1981.90
(7E)	HANGAR	FRANZ CONT.	3456.0	1985.42
(8E)	HANGAR	MITCHELL OIL FIELD	1505.0	1982.19
(9E)	HANGAR	BOB GILBERT	1470.0	1982.20
(10E)	HANGAR	DEAN STEPPLER	1680.0	1982.05
(11E)	HANGAR	KENNY WERSLAND	1680.0	1981.84
(12E)	HANGAR	SIDNEY–RICHLAND	1596.0	1983.93
(13E)	HANGAR	ROGER SCHMIERER	1600.0	1977.62
(14E)	HANGAR	JERRY SATRA	1302.0	1977.60
(15E)	HANGAR	DON CRUSH	1025.0	1977.65
(16E)	HANGAR	WES STURGIS	1025.0	1974.80
(17E)	HANGAR	JA KNOOP	915.0	1975.36
(18E)	SRE BUILDING	SIDNEY–RICHLAND	4900.0	1989.40
(1W)	HANGAR	BENNETT FOLSTAD	1920.0	1989.83
(2W)	HANGAR	JOHN J. PREVOST	1640.0	1984.66
(3W)	HANGAR	D. DOUGLAS	1634.0	1975.74
(4W)	HANGAR	DON JOSHPHSON	1280.0	1982.46
(6W)	HANGAR	GETTYSBURG FARMS, INC.	1355.0	1983.79
(9W)	HANGAR	JOSEPH MCKINLEY	2100.0	1993.17
(10W)	HANGAR	–	2100.0	1993.17
(11W)	HANGAR	WALT MCNUTT	2100.0	1985.56
(14W)	HANGAR	HUFFMAN	1945.0	1989.06

AIRPORT DATA TABLE

ITEM	EXISTING	FUTURE	ULTIMATE
AIRPORT REFERENCE CODE (ARC)	B-II	B-II	C-II
AIRPORT OWNERSHIP	PUBLIC	PUBLIC	PUBLIC
NPIAS SERVICE LEVEL	COMMERCIAL SERVICE - PRIMARY	COMMERCIAL SERVICE - PRIMARY	COMMERCIAL SERVICE - PRIMARY
STATE SYSTEM PLAN SERVICE LEVEL	-	-	-
AIRPORT ELEVATION (MSL)	1985'	1985'	1985'
AIRPORT REFERENCE POINT (ARP)	(N) 47° 42' 24.69" (W) 104° 11' 33.20"	(N) 47° 42' 24.69" (W) 104° 11' 33.20"	(N) 47° 42' 20.08" (W) 104° 11' 37.27"
MEAN MAX TEMPERATURE (MONTH)	86.9° (JUL.)	86.9° (JUL.)	86.9° (JUL.)
AIRPORT NAVAIDS AND MISCELLANEOUS FACILITIES	Airport Beacon, AWOS, Lighted Windcone, NDB	Airport Beacon, AWOS, Lighted Windcone, NDB	Airport Beacon, AWOS, Lighted Windcone

TAXIWAY DATA TABLE

	EXISTING	FUTURE	ULTIMATE
HIGHEST TAXIWAY DESIGN GROUP (TDG)	3	3	3
TAXIWAY WIDTH	50'	50'	50'
HIGHEST AIRPLANE DESIGN GROUP (ADG)	II	II	II
TAXIWAY SAFETY AREA WIDTH	79'	79'	79'
TAXIWAY OBJECT FREE AREA WIDTH	131'	131'	131'
TAXILANE WIDTH	50'	50'	50'
TAXILANE OBJECT FREE AREA WIDTH	115'	115'	115'
TAXIWAY LIGHTING	MITL	MITL	MITL
TAXILANE LIGHTING	NONE	MITL	MITL

COORDINATE SUMMARY TABLE

Point	Primary Rwy Station	Crosswind Rwy Station	Latitude (DD-MM-SS)	Longitude (DD-MM-SS)
ARP (E & F)	59+23.91	32+87.50	N 47 ° 42 ' 24.690 "	W 104 ° 11 ' 33.200 "
ARP (U)	53+84.57	32+51.88	N 47 ° 42 ' 20.080 "	W 104 ° 11 ' 37.270 "
Runway Intersection (E, F & U)	75+27.74	26+24.12	N 47 ° 42 ' 41.450 "	W 104 ° 11 ' 31.430 "

Point	Elev.	Station	Latitude (DD-MM-SS)	Longitude (DD-MM-SS)
Rwy 01 End (E & F)	1982.59	20+00	N 47 ° 41 ' 51.483 "	W 104 ° 12 ' 3.965 "
Rwy 01 TDZE (E, F & U)	1985.26	34+00	N 47 ° 42 ' 4.139 "	W 104 ° 11 ' 55.726 "
Rwy 01 End (U)	1984.00	7+00	N 47 ° 41 ' 39.742 "	W 104 ° 12 ' 11.603 "
Rwy 19 End (E, F & U)	1980.55	77+06	N 47 ° 42 ' 43.021 "	W 104 ° 11 ' 30.407 "
Rwy 19 TDZE (E, F & U)	1980.98	75+20	N 47 ° 42 ' 41.382 "	W 104 ° 11 ' 31.474 "
Rwy 11 End (E, F & U)	1980.62	20+00	N 47 ° 42 ' 44.250 "	W 104 ° 11 ' 39.563 "
Rwy 11 TDZE (E, F & U)	1980.99	26+30	N 47 ° 42 ' 41.424 "	W 104 ° 11 ' 31.352 "
Rwy 29 End (E, F & U)	1966.39	60+23	N 47 ° 42 ' 26.206 "	W 104 ° 10 ' 47.156 "
Rwy 29 TDZE (E, F & U)	1980.78	30+50	N 47 ° 42 ' 39.539 "	W 104 ° 11 ' 25.878 "

TDZE = Touchdown Zone Elevation ARP = Airport Reference Point

MODIFICATION TO DESIGN STANDARDS

APPROVAL DATE	AIRSPACE CASE #	LOCATION	STANDARD MODIFIED	DESCRIPTION
NONE REQUIRED				

NOTES: (THIS IS AN EXAMPLE, VERIFY ALL FOR THIS AIRPORT)
1. NO MODIFICATIONS TO "FAA AIRPORT DESIGN STANDARDS"
2. DATA USED WITHIN THIS AIRPORT LAYOUT PLAN SET IS BASED ON:
   1. AIRPORT SURVEYS NOVEMBER 21, 2014. COMPLETED BY KADRMAS, LEE & JACKSON, INC.
   2. USGS NATIONAL ELEVATION DATASET AT 1/3 ARC SECOND.
   3. NOAA NATIONAL FLIGHT DATA CENTER DIGITAL OBSTACLE FILE FROM 03/29/2015.
   4. QUADRANGLE MAPS FROM USGS.
      (DATA IS ONLY AS ACCURATE AS THE SOURCES LISTED. ANY TOWERS, STRUCTURES, OR OBJECTS CONSTRUCTED AFTER THESE DATES ARE NOT REPRESENTED IN THIS AIRPORT LAYOUT PLAN SET.)
   5. AERONAUTICAL SURVEYS AUGUST, 26 2014. COMPLETED BY QUANTUM SPATIAL.
3. HORIZONTAL DATUM = (GRID) STATE PLANE, NAD 83, MT – FIPS 2500, INTERNATIONAL FEET
4. VERTICAL DATUM = NAVD 88, U.S. SURVEY FEET

Rev.	Date	Description

KLJ

SIDNEY-RICHLAND MUNICIPAL AIRPORT
SIDNEY–RICHLAND AIRPORT AUTHORITY (OWNER)
SIDNEY, MONTANA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

AIRPORT DATA SHEET

DRAFTED: APT
REVIEWED: BJM
PROJECT NUMBER: 2513105
LAST REVISED DATE: 05/11/2015
SHEET: A-2

© KLJ 2015

NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. SEE INNER APPROACH SHEETS FOR OBSTACLE DATA.
3. WIND SENSOR ELEVATION = 2008'
4. MAX ELEV OF OBSTACLE WITHIN 500' OF WIND SENSOR = 1993'
5. MAX ELEV OF OBSTACLE 500-1000' OF WIND SENSOR = 2018'

EXISTING DECLARED DISTANCE				
RWY ID	ASDA	LDA	TORA	TODA
RWY01	5705'	5705'	5705'	5705'
RWY19	5705'	5705'	5705'	5705'
RWY11	4023'	4023'	4023'	4023'
RWY29	4023'	4023'	4023'	4023'

TRUE NORTH
MAGNETIC DECLINATION
8°39'E (2015-04-27)

500 0 500 1000
scale feet

LEGEND

ITEM	EXISTING (E)	FUTURE (F)	ULTIMATE (ULT)
30' BUILDING RESTRICTION LINE (BRL)	BRL	BRL	BRL
RUNWAY OBJECT FREE AREA (OFA)	OFA	OFA	OFA
RUNWAY OBJECT FREE ZONE (OFZ)	OFZ	OFZ	OFZ
RUNWAY SAFETY AREA (RSA)	RSA	RSA	RSA
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA	TOFA
AIRPORT PROPERTY			
BUILDING LOTS			
BITUMINOUS/CONCRETE SURFACE			
REMOVAL			
AIRPLANE TIEDOWN			
BUILDING			N/A
AIRPORT REFERENCE POINT (ARP)			
ROTATING BEACON			
WINDCONE & SEGMENTED CIRCLE			
TREE ROWS, BUSHES			NONE
PAPI			
REIL/MALS			

A.L.P. APPROVALS

FEDERAL AVIATION ADMINISTRATION

CONDITIONALLY APPROVED SUBJECT TO LETTER BY:
SIGNATURE:_____
NAME:_____
TITLE:_____
DATE: _____
F.A.A. DISTRICT OFFICE
HELLENA, MONTANA

AIRSPACE APPROVAL

A.L.P. AIRSPACE APPROVAL DATE: _____
CASE #:_____

SIDNEY–RICHLAND MUNICIPAL AIRPORT AUTHORITY

APPROVED BY _____

MR. WALTER L. McNUTT, CHAIRMAN

MODIFICATIONS TO FAA AIRPORT DESIGN STANDARDS: NONE

COORDINATE SUMMARY TABLE

Point	Primary Rwy Station	Crosswind Rwy Station	Latitude (DD-MM-SS)	Longitude (DD-MM-SS)
ARP (E & F)	59+23.91	32+87.50	N 47° 42' 24.690"	W 104° 11' 33.200"
ARP (U)	53+84.57	32+51.88	N 47° 42' 20.080"	W 104° 11' 37.270"
Runway Intersection (E, F & U)	75+27.74	26+24.12	N 47° 42' 41.450"	W 104° 11' 31.430"

Point	Elev.	Station	Latitude (DD-MM-SS)	Longitude (DD-MM-SS)
Rwy 01 End (E & F)	1982.59	20+00	N 47° 41' 51.483"	W 104° 12' 3.965"
Rwy 01 TDZE (E, F & U)	1985.26	34+00	N 47° 42' 4.139"	W 104° 11' 55.726"
Rwy 01 End (U)	1984.00	7+00	N 47° 41' 39.742"	W 104° 12' 11.603"
Rwy 19 End (E, F & U)	1980.55	77+06	N 47° 42' 43.021"	W 104° 11' 30.407"
Rwy 19 TDZE (E, F & U)	1980.98	75+20	N 47° 42' 41.382"	W 104° 11' 31.474"
Rwy 11 End (E, F & U)	1980.62	20+00	N 47° 42' 44.250"	W 104° 11' 39.563"
Rwy 11 TDZE (E, F & U)	1980.99	26+30	N 47° 42' 41.424"	W 104° 11' 31.352"
Rwy 29 End (E, F & U)	1966.39	60+23	N 47° 42' 26.206"	W 104° 10' 47.156"
Rwy 29 TDZE (E, F & U)	1980.78	30+50	N 47° 42' 39.539"	W 104° 11' 25.878"

TDZE = Touchdown Zone Elevation ARP = Airport Reference Point

Rev.	Date	Description
3	9-22-24	ADD TERMINAL EXPANSION
2	8-21-24	ADD CONSTRUCTED TW D
1B	1-29-21	ADD PROPOSED AG SPRAY APRON
1A	1-29-21	ADD CONSTRUCTED TW B & E

SIDNEY-RICHLAND MUNICIPAL AIRPORT

SIDNEY–RICHLAND AIRPORT AUTHORITY (OWNER)

SIDNEY, MONTANA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY. NOT FOR CONSTRUCTION

AIRPORT LAYOUT PLAN (E, F & U)

DRAFTED: JRS
REVIEWED: CCC
PROJECT NUMBER: ALP
LAST REVISED DATE: 9/22/2024
SHEET: A-3

Sep 22, 2024 - 4:44pm - K:\Projects\Airport\MT\Sidney_SDY\ClientInfo\ALP\2024Update\2105-00595_Plan_2024.dwg (Plan (E F U))

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NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. SEE INNER APPROACH SHEETS FOR OBSTACLE DATA.
3. WIND SENSOR ELEVATION = 2008'
4. MAX ELEV OF OBSTACLE WITHIN 500' OF WIND SENSOR = 1993'
5. MAX ELEV OF OBSTACLE 500-1000' OF WIND SENSOR = 2018'

LEGEND

ITEM	EXISTING (E)	FUTURE (F)	ULTIMATE (ULT)
30' BUILDING RESTRICTION LINE (BRL)	BRL	BRL	BRL
RUNWAY OBJECT FREE AREA (OFA)	OFA	OFA	OFA
RUNWAY OBJECT FREE ZONE (OFZ)	OFZ	OFZ	OFZ
RUNWAY SAFETY AREA (RSA)	RSA	RSA	RSA
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA	TOFA
AIRPORT PROPERTY			
BUILDING LOTS			
BITUMINOUS/CONCRETE SURFACE			
REMOVAL			
AIRPLANE TIEDOWN			
BUILDING			N/A
AIRPORT REFERENCE POINT (ARP)			
ROTATING BEACON			
WINDCONE & SEGMENTED CIRCLE			
TREE ROWS, BUSHES			NONE
PAPI			
REIL/MALS			

NO.	BUILDING	OWNER	SQFT	PEAK ELEV.
(1)	TERMINAL	SIDNEY–RICHLAND	4923.0	1992.41
(1C)	FBO/HANGAR	RICHLAND AVIATION	6241.0	1986.60
(2C)	HANGAR	RICHLAND AVIATION	7070.0	1971.36
(3C)	HANGAR	RICHLAND AVIATION	11,000.0	–
(4C)	MAINTENENCE SHOP	SIDNEY–RICHLAND	3630.0	–
(5C)	FBO/HANGAR	AIR SPECIALTIES	4500.0	1987.34
(1E)	HANGAR	RICHLAND AVIATION	3640.0	1983.40
(4E)	HANGAR	DON REES	1320.0	1982.96
(5E)	HANGAR	BILL HENDERSON	1320.0	1982.96
(6E)	HANGAR	HARLSON	2688.0	1981.90
(7E)	HANGAR	FRANZ CONT.	3456.0	1985.42
(8E)	HANGAR	MITCHELL OIL FIELD	1505.0	1982.19
(9E)	HANGAR	BOB GILBERT	1470.0	1982.20
(10E)	HANGAR	DEAN STEPPLER	1680.0	1982.05
(11E)	HANGAR	KENNY WERSLAND	1680.0	1981.84
(12E)	HANGAR	SIDNEY–RICHLAND	1596.0	1983.93
(13E)	HANGAR	ROGER SCHMIERER	1600.0	1977.62
(14E)	HANGAR	JERRY SATRA	1302.0	1977.60
(15E)	HANGAR	DON CRUSH	1025.0	1977.65
(16E)	HANGAR	WES STURGIS	1025.0	1974.80
(17E)	HANGAR	JA KNOOP	915.0	1975.36
(18E)	SRE BUILDING	SIDNEY–RICHLAND	4900.0	1989.40
(1W)	HANGAR	BENNETT FOLSTAD	1920.0	1989.83
(2W)	HANGAR	JOHN J. PREVOST	1640.0	1984.66
(3W)	HANGAR	D. DOUGLAS	1634.0	1975.74
(4W)	HANGAR	DON JOSEPHSON	1280.0	1982.46
(6W)	HANGAR	GETTYSBURG FARMS, INC.	1355.0	1983.79
(9W)	HANGAR	JOSEPH MCKINLEY	2100.0	1993.17
(10W)	HANGAR	–	2100.0	1993.17
(11W)	HANGAR	WALT MCNUTT	2100.0	1985.56
(14W)	HANGAR	HUFFMAN	1945.0	1989.06

Rev.	Date	Description
3	9-22-24	ADD TERMINAL EXPANSION
2	8-21-24	ADD CONSTRUCTED TW D
1B	1-29-21	ADD PROPOSED AG SPRAY APRON
1A	1-29-21	ADD CONSTRUCTED TW B & E

TRUE NORTH
MAGNETIC DECLINATION 8° 39'E (YEAR)

100 0 100 200
scale feet

SIDNEY-RICHLAND MUNICIPAL AIRPORT

SIDNEY–RICHLAND AIRPORT AUTHORITY (OWNER)

SIDNEY, MONTANA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

TERMINAL AREA NORTH (E, F & U)

DRAFTED: JRS
REVIEWED: CCC
PROJECT NUMBER: ALP
LAST REVISED DATE: 9/22/2024
SHEET: A-4

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NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. SEE INNER APPROACH SHEETS FOR OBSTACLE DATA.
3. WIND SENSOR ELEVATION = 2008'
4. MAX ELEV OF OBSTACLE WITHIN 500' OF WIND SENSOR = 1993'
5. MAX ELEV OF OBSTACLE 500-1000' OF WIND SENSOR = 2018'

LEGEND

ITEM	EXISTING (E)	FUTURE (F)	*ULTIMATE (ULT)*
30' BUILDING RESTRICTION LINE (BRL)	BRL	BRL	BRL
RUNWAY OBJECT FREE AREA (OFA)	OFA	OFA	OFA
RUNWAY OBJECT FREE ZONE (OFZ)	OFZ	OFZ	OFZ
RUNWAY SAFETY AREA (RSA)	RSA	RSA	RSA
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA	TOFA
AIRPORT PROPERTY			
BUILDING LOTS			
BITUMINOUS/CONCRETE SURFACE			
REMOVAL			
AIRPLANE TIEDOWN			
BUILDING			N/A
AIRPORT REFERENCE POINT (ARP)			
ROTATING BEACON			
WINDCONE & SEGMENTED CIRCLE			
TREE ROWS, BUSHES			NONE
PAPI			
REIL/MALS			

TRUE NORTH
MAGNETIC DECLINATION 8° 39'E (YEAR)

200 0 200 400
scale feet

Rev.	Date	Description
2	8-21-24	ADD CONSTRUCTED TW D
1B	1-29-21	ADD PROPOSED AG SPRAY APRON
1A	1-29-21	ADD CONSTRUCTED TW B & E

SIDNEY-RICHLAND MUNICIPAL AIRPORT

SIDNEY-RICHLAND AIRPORT AUTHORITY (OWNER)

SIDNEY, MONTANA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

TERMINAL AREA SOUTH (F & U)

DRAFTED	APT
REVIEWED	BJM
PROJECT NUMBER	2513105
LAST REVISED DATE	8/21/2024
SHEET	A-5

Aug 21, 2024 - 6:07pm - K:\Projects\Airport\MT\Sidney_SDY\ClientInfo\ALP\2024Update\TerminalAreaNorth(E,F&U)_2020.dwg (Terminal(ULT))

©KLJ 2024

INNER APPROACH OBSTACLE PENETRATIONS

ID	DESCRIPTION	ELEVATION (AMSL)	AGL	DE (E)	DE (U)	GQS (E)	GQS (U)	TH (E)	TH (U)	PR (E)	PR (U)	TR (E)	TR (U)	AP (E)	AP (U)	ULTIMATE DISPOSITION	DISPOSITION TIMEFRAME
1-1	TREE	1993.2	-	4.5	-	-	-	-	-	-	10.3	2.5	-	-	-	TO BE TRIMMED	1-5 YEARS
1-2	TREE	1999.9	-	-19.4	11.7	-31.6	-	-46.1	7.4	-	15.9	-	-	-20.0	-	TO BE TRIMMED	1-5 YEARS
1-3	TREE	2024.5	-	-0.6	30.5	-	-	-33.0	20.5	-	-	-	-	-2.2	34.6	TO BE TRIMMED	1-5 YEARS
1-4	POWER POLE	2028.4	63.0	-28.7	2.3	-	-	-	-	-	-	-60.7	-16.0	-	-	TO BE REMOVED	1-5 YEARS
1-5	TREE	2047.3	-	-15.3	15.8	-	-	-85.2	-31.7	-	-	-	-	-23.5	13.3	TO BE TRIMMED	1-5 YEARS
1-6	TREE	2038.7	-	-24.5	6.6	-	-	-95.0	-41.5	-	-	-	-	-32.8	4.0	TO BE TRIMMED	1-5 YEARS
1-7	TREE	2034.7	-	-29.1	2.0	-	-	-100.3	-46.8	-	-	-	-	-37.6	-0.8	TO BE TRIMMED	1-5 YEARS
1-8	TREE	2051.6	-	-30.4	0.7	-	-	-	-	-	-	-68.9	-24.2	-	-	TO BE TRIMMED	1-5 YEARS
1-9	TREE	2061.8	-	-29.2	1.9	-	-	-127.6	-	-	-	-46.6	-	-	-5.7	TO BE TRIMMED	1-5 YEARS
1-10	TREE	2061.2	-	-33.4	-2.4	-	-	-135.5	-	-	-	-50.5	-	-	-10.6	TO BE TRIMMED	1-5 YEARS
1-11	BUILDING	2016.5	15.5	-	-	-	-	-	-	-	-	-33.0	0.6	-	-	TO BE LIGHTED	1-5 YEARS
1-12	GROUND	1988.4	-	-	-	-	-	-	-	-	7.0	-16.6	-	-	-	TO BE LOWERED	1-5 YEARS
1-13	ANTENNE	2007.5	36.1	-	-	-	-	-	-	-	-	-21.6	13.1	-	-	TO BE LIGHTED	1-5 YEARS
1-14	GROUND	1991.6	6.2	-	-	-	-	-	-	-	10.7	-	-	-	-	TO BE LOWERED	1-5 YEARS
1-15	GROUND	1985.2	-	-	-	-	-	-	-	-	5.2	-8.8	-	-	-	TO BE LOWERED	1-5 YEARS
1-16	WINDSOCK	1987.4	10.5	-	-	-	-	-	-	-	7.2	-	-	-	-	TO BE REMOVED	1-5 YEARS
19-1	GROUND	2015.0	-	0.9	0.9	-	-	-	-	-	-	-49.6	-12.8	-	-	TO BE LOWERED	1-5 YEARS
11-1	BUILDING	1991.1	20.0	-	-	-	-	-	-	-	-	-13.6	-	-	-	TO BE LIGHTED	1-5 YEARS
11-2	BUILDING	1994.9	23.9	-	-	-	-	-	-	-	-	-5.9	-	-	-	TO BE LIGHTED	1-5 YEARS
11-3	BUILDING	1990.8	19.4	-	-	-	-	-	-	-	-	-	16.0	-	-	TO BE LIGHTED	1-5 YEARS
11-4	BUSH	1991.8	-	-	6.5	-	-	1.8	-	11.2	11.2	-	-	-	-	TO BE TRIMMED	1-5 YEARS
11-5	POLE	1985.8	7.1	-	-4.8	-	-8.1	-14.7	-4.7	-	-	-	-	-4.7	-0.6	TO BE REMOVED	1-5 YEARS
11-6	GROUND	2048.9	-	-	-	-	-	-	-	-	-	-68.2	-	-	-	TO BE LOWERED	1-5 YEARS
11-7	OIL PUMP	2026.9	36.5	-	10.4	-	-1.6	-25.6	-15.6	-	-	-	-	-15.6	9.9	TO BE LIGHTED	1-5 YEARS
11-8	POLE	2094.1	19.9	-	75.2	-	-	-	-	-	-	-9.6	27.4	-	-	TO BE REMOVED	1-5 YEARS
11-9	GROUND	2048.9	-	-	11.2	-	-	-	-	-	-	-64.1	-6.3	-	-	TO BE LOWERED	1-5 YEARS
11-10	GROUND	2055.6	-	-	7.0	-	-	-	-51.1	-	-	-	-	-	0.8	TO BE LOWERED	1-5 YEARS
11-11	TREE	2049.1	-	-	-2.8	-	-	-74.1	64.1	-	-	-	-	-64.2	-9.5	TO BE TRIMMED	1-5 YEARS
11-12	TREE	2063.4	-	-	-0.5	-	-	-83.9	73.9	-	-	-	-	-	-9.4	TO BE TRIMMED	1-5 YEARS
29-1	WINDSOCK	1995.6	29.3	-	-	-	-	-	-	-	-	9.7	9.7	-	-	TO BE REMOVED	1-5 YEARS
29-2	TREE	1976.5	-	-	8.0	-	-	-	-	-	-	1.4	1.4	-	-	TO BE TRIMMED	1-5 YEARS
29-3	TREE	1980.2	-	-	8.4	-	-	-	-	-	-	2.9	4.0	-	-	TO BE TRIMMED	1-5 YEARS
29-4	FENCE	1971.1	7.0	-	-2.3	-	-	-9.2	-	-	-	-	-	0.8	2.4	TO BE REMOVED	1-5 YEARS
A-1	TREE	1986.4<--->2045.6	-	-4.7<--->55.0	-4.7<--->55.0	-7.9<--->8.7	-7.9<--->8.7	-13.9<--->10.4	-9.1<--->10.5	0<--->22.9	0<--->58.6	-20.5<--->45.5	0<--->58.1	-3.9<--->16.9	-1.4<--->54.6	TO BE TRIMMED	1-5 YEARS
A-2	ROAD	1991.8<--->1995.6	-	-4.1<--->-0.1	-4.1<--->0.1	-	-	-9.5<--->0	-9.5<--->0	-	-	-	-	-1<--->0	-1.0<--->3.1	TO BE RELOCATED	DEPENDENT ON PROJECT IMPLEMENTATION
A-3	TREE	1994.9<--->2082.2	-	-4.9<--->56.8	-4.9<--->56.8	-24.2<--->16.6	-24.2<--->16.6	-52.8<--->9.9	-52.8<--->9.9	-	-	-59.8<--->39.1	-28.3<--->40.3	-9.2<--->42.4	-9.2<--->52.1	TO BE TRIMMED	1-5 YEARS
A-4	TREE	2036.1<--->2058.7	-	-4.6<--->18.6	-4.6<--->18.6	-	-	-75.2<--->0	-75.2<--->0	-	-	-61.6<--->0	-40.2<--->4.1	-12.1<--->14.3	-12.1<--->14.3	TO BE TRIMMED	DEPENDENT ON PROJECT IMPLEMENTATION
B-1	FENCE	1983.1<--->1991.4	-	-	-4.3<--->2.7	-	-7.6<--->0	-14.3<--->0	-4.3<--->0	0<--->7.7	0<--->11.0	-1.0<--->1.4	-	-4.3<--->0.6	-0.2<--->2.4	TO BE REMOVED	1-5 YEARS
B-2	FENCE	1982.0<--->1986.0	-	-0.5<--->0.9	-0.5<--->3.2	-	-	-3.7<--->2.5	-	1.3<--->5.4	1.4<--->5.4	-	-	-	-1.3<--->3.1	TO BE REMOVED	1-5 YEARS
B-3	GROUND	1982.5<--->1991.6	-	-	-4.0<--->4.3	-	-	-14.8<--->0	-	-	0<--->6.4	-2.1<--->0	-	-4.8<--->0	-0.1<--->1.5	TO BE LOWERED	1-5 YEARS
B-4	ROAD	1990.7<--->1998.0	-	-	-4.6<--->1.7	-	-11.8<--->0	-26.4<--->0	-16.4<--->0	-	-	-	-	-16.5<--->0	-2.5<--->5.5	TO BE RELOCATED	DEPENDENT ON PROJECT IMPLEMENTATION
B-5	GROUND	2023.1<--->2066.9	-	-	0<--->51.5	-	-	-	-	-	-	-41.6<--->0	-8.6<--->17	-	-	TO BE LOWERED	DEPENDENT ON PROJECT IMPLEMENTATION
B-6	TREE	1995.9<--->2062.1	-	-	-4.4<--->41.1	-	-23.6<--->15.5	-66.4<--->15.8	-56.4<--->25.8	-	-	-65.9<--->21.5	-19.9<--->34.7	-56.4<--->25.7	-8.5<--->34.4	TO BE TRIMMED	1-5 YEARS
B-7	POWER POLE	2016.8<--->2019.7	-	-	-2.2<--->6.9	-	-	-43.5<--->0	-33.5<--->0	-	-	-31.8<--->0	-3.8<--->0	-33.6<--->0	-3.7<--->1.4	TO BE REMOVED	DEPENDENT ON PROJECT IMPLEMENTATION
B-8	POLE	2020.6<--->2103.5	-	-	-3.8<--->78.3	-	0<--->1.2	-54.6<--->0	-44.6<--->0	-	-	-46.1<--->0	-20.0<--->30.2	-44.7<--->0	-6.9<--->11.6	TO BE REMOVED	1-5 YEARS
B-9	TREE	2016.7<--->2113.5	-	-	-4.9<--->34.6	-	-18.6<--->0	-45.9<--->0	-43.4<--->0	-	-	-53.4<--->0	-7.8<--->17.0	-36.0<--->0	-6.3<--->14.5	TO BE TRIMMED	DEPENDENT ON PROJECT IMPLEMENTATION
B-10	GROUND	2055.0<--->2066.5	-	-	5.4<--->24.6	-	-	-	-	-	-	-	-64.6<--->11.6	-	-	TO BE LOWERED	DEPENDENT ON PROJECT IMPLEMENTATION
B-11	GROUND	2016.0<--->2107.6	-	-	0<--->78.3	-	-	-	-	-	-	-69.0<--->0	-60.5<--->24.3	-	-	TO BE LOWERED	DEPENDENT ON PROJECT IMPLEMENTATION
B-12	TREE	2054.0<--->2120.3	-	-	0<--->93.1	-	-	-	-	-	-	-54.4<--->0	-61.6<--->40.9	-	-	TO BE TRIMMED	DEPENDENT ON PROJECT IMPLEMENTATION
B-13	GROUND	2057.9<--->2079.7	-	-	-1.6<--->7.5	-	-	-	-78.0<--->0	-	-	-70.0<--->0	-52.1<--->0	-72.8<--->0	-10.1<--->0	TO BE LOWERED	DEPENDENT ON PROJECT IMPLEMENTATION
B-14	POLE	2083.9<--->2133.3	-	-	19.8<--->49.2	-	-8.0<--->0	-64.1<--->0	-54.1<--->0	-	-	-53.6<--->0	-46.8<--->6.5	-51.5<--->0	-7.0<--->16.0	TO BE REMOVED	DEPENDENT ON PROJECT IMPLEMENTATION
C-1	GROUND	1989.1<--->1993.1	-	-	-	-	-	-	-	-	-	0<--->5.8	-32.4<--->2.8	0<--->6.3	-	TO BE LOWERED	1-5 YEARS
C-2	ROAD	1992.6<--->2008.9	-	-14.2<--->13.8	-	-22.3<--->0	-	-28.4<--->0	-	-	-	0<--->20.6	-31.4<--->5.4	0<--->17.2	-12.6<--->1.9	-	TO BE RELOCATED 1-5 YEARS
C-3	FENCE	1979.2<--->1993.7	-	-10.0<--->0.9	-	-12.9<--->0	-	-10.7<--->0	-	-	-	-3.6<--->10.5	-39.6<--->0.9	-	-5.3<--->0	-	TO BE REMOVED 1-5 YEARS
C-4	TREE	1998.1<--->2031.6	-	-2.5<--->27.7	-	-	-	-	-	-	-	0<--->22.5	-37.0<--->-5.0	0<--->34.7	-	-	TO BE TRIMMED 1-5 YEARS
C-5	TREE	2014.1<--->2032.6	-	-23.1<--->-7.9	8.0<--->23.2	-	-	-72.2<--->-55.4	-18.7<--->-1.9	-	-	-	-	-26.8<--->-12.2	10.0<--->24.6	TO BE TRIMMED	DEPENDENT ON PROJECT IMPLEMENTATION
C-6	POLE	2037.5<--->2083.9	-	-29.8<--->-4.1	0<--->23.7	-58.1<--->0	-16.2<--->0	-104.5<--->0	-51.0<--->0	-	-	-43.0<--->0	-24.2<--->1.7	-39.0<--->0	-2.1<--->8.1	TO BE REMOVED	DEPENDENT ON PROJECT IMPLEMENTATION
C-7	TREE	20112.0<--->2034.2	-	-	-	-	-	-	-	-	0<--->38.7	-28.7<--->5.5	0<--->40.6	-	-	TO BE TRIMMED	1-5 YEARS
C-8	POLE	2022.1<--->2026.2	-	-	-	-	-	-	-	-	-	-26.8<--->12.8	7.9<--->21.8	-	-	TO BE REMOVED	DEPENDENT ON PROJECT IMPLEMENTATION
C-9	FENCE	1989.9<--->2000.6	-	-	-	-	-	-	-	-	9.7<--->17.1	1.1<--->8.7	-	-	-	TO BE REMOVED	1-5 YEARS
D-1	ROAD	1977.0<--->1977.6	-	-	-0.1<--->3.3	-	-3.1<--->0	-11.5<--->-4.5	-1.5<--->5.5	-	-	-	-	-1.5<--->5.5	-	TO BE RELOCATED	DEPENDENT ON PROJECT IMPLEMENTATION
D-2	TREE	1975.3<--->2019.5	-	-	-4.2<--->32.9	-	-8.6<--->0.9	-21.6<--->0	-11.6<--->0	-	-	-50.8<--->0	-30.7<--->0.4	-11.6<--->0	-0.8<--->9.8	TO BE TRIMMED	1-5 YEARS
D-3	TREE	2003.6<--->2035.2	-	-	-4.9<--->16.9	-	-19.8<--->0	-62.3<--->0	-52.3<--->0	-	-	-88.4<--->0	-46.8<--->6.5	-51.5<--->0	-7.0<--->16.0	TO BE TRIMMED	DEPENDENT ON PROJECT IMPLEMENTATION

SURFACES: PR=PRIMARY AP=APPROACH TR=TRANSITIONAL TH=THRESHOLD DE=DEPARTURE GQS=GLIDEPATH QUALIFICATION SURFACE
H/C=HORIZONTAL/CONICAL AGL=ABOVE GROUND LEVEL AMSL=ABOVE MEAN SEA LEVEL E=EXISTING U=ULTIMATE
NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION

PART 77 HORIZONTAL AND CONICAL SURFACE OBSTACLE PENETRATIONS

ID	DESCRIPTION	ELEVATION (AMSL)	AGL	HORIZONTAL (E)	CONICAL (E)	HORIZONTAL (U)	CONICAL (U)	ULTIMATE DISPOSITION	DISPOSITION TIMEFRAME
1-17	GROUND	2140.6	-	5.3	-	5.3	5.3	TO BE LOWERED	1-5 YEARS
1-18	TREE	2136.2	-	0.9	-	0.9	0.9	TO BE TRIMMED	1-5 YEARS
1-19	POLE	2220.1	38.2	-	73.9	84.8	-	TO BE REMOVED	1-5 YEARS
1-20	GROUND	2138.4	-	3.2	-	3.2	-	TO BE LOWERED	1-5 YEARS
19-2	TOWER	2197.2	163.9	62.0	-	62.0	-	TO BE LIGHTED	1-5 YEARS
19-3	POWER POLE	2138.3	48.5	3.0	-	3.0	-	TO BE REMOVED	1-5 YEARS
19-4	TREE	2140.8	-	5.6	-	5.6	-	TO BE TRIMMED	1-5 YEARS
19-5	TREE	2139.3	-	4.0	-	4.0	-	TO BE TRIMMED	1-5 YEARS
19-6	POLE	2190.0	53.0	-	32.6	-	32.6	TO BE REMOVED	1-5 YEARS
11-13	BUILDING	2136.3	21.6	1.0	-	1.0	-	TO BE LIGHTED	1-5 YEARS
11-14	ANTENNE	2156.9	29.7	21.6	-	21.6	-	TO BE LIGHTED	1-5 YEARS
11-15	POWER POLE	2151.0	40.0	15.7	-	15.7	-	TO BE REMOVED	1-5 YEARS
11-16	POWER POLE	2165.8	57.5	30.6	-	30.6	-	TO BE REMOVED	1-5 YEARS
11-17	TOWER	2142.3	-	7.0	-	7.0	-	TO BE LIGHTED	1-5 YEARS
11-18	GROUND	2135.3	-	0.1	-	0.1	-	TO BE LOWERED	1-5 YEARS
11-19	TREE	2143.5	-	8.2	-	8.2	-	TO BE TRIMMED	1-5 YEARS
11-20	TREE	2192.0	-	56.7	-	56.7	-	TO BE TRIMMED	1-5 YEARS
11-21	TREE	2159.0	-	23.7	-	23.7	-	TO BE TRIMMED	1-5 YEARS
11-22	TREE	2144.8	-	9.6	-	9.6	-	TO BE TRIMMED	1-5 YEARS
11-23	TANK	2176.7	27.7	41.4	-	41.4	-	TO BE REMOVED	1-5 YEARS
E-1	GROUND	2135.3<--->2273.3		0.03<--->114.3	-2.4<-->118.0	0.03<--->118.1	-4.2<--->113.2	TO BE LOWERED	1-5 YEARS
E-2	GROUND	2130.9<--->2257.4		-4.3<--->76.1	-3.6<--->78.8	-4.3<--->76.1	-3.6<--->78.8	TO BE LOWERED	1-5 YEARS
E-3	POLE	2131.1<--->2283.2		-4.2<--->106.2	-	-4.2<--->106.2	-	TO BE REMOVED	1-5 YEARS
E-4	GROUND	2131.8<--->2138.6		-3.5<--->3.3	-	-3.5<--->3.3	-	TO BE LOWERED	1-5 YEARS
E-5	TREE	2131.1<--->2139.5		-4.2<--->4.2	-	-4.2<--->4.2	-	TO BE TRIMMED	1-5 YEARS
E-6	TREE	2132.4<--->2166.4		-2.9<--->31.2	-	-2.9<--->31.2	-	TO BE TRIMMED	1-5 YEARS
E-7	TREE	2149.0<--->2166.2		13.8<--->31.0	-	13.8<--->31.0	-	TO BE TRIMMED	1-5 YEARS
E-8	POLE	2162.5<--->2233.7		27.3<--->56.5	7.7<--->46.1	27.3<--->56.5	17.8<--->46.1	TO BE REMOVED	1-5 YEARS
E-9	GROUND	2122.1<--->2135.3		-4.6<--->42.9	-	-4.6<--->42.9	-	TO BE LOWERED	1-5 YEARS
E-10	FENCE	2155.4<--->2174.6		20.2<--->39.4	-	20.2<--->39.4	-	TO BE REMOVED	1-5 YEARS
E-11	POLE	2177.0<--->2208.5		41.7<--->73.3	-	41.7<--->73.3	-	TO BE REMOVED	1-5 YEARS
E-12	TREE	2130.3<--->2177.4		-5.0<--->42.1	-	-5.0<--->42.1	-	TO BE TRIMMED	1-5 YEARS
E-13	ROAD	2161.1<--->2237.6		25.9<--->54.6	-1.5<--->59.6	25.9<--->54.6	-0.4<--->59.6	TO BE RELOCATED	1-5 YEARS
E-14	ROAD	2198.9<--->2280.4		63.7<--->121.7	60.3<--->124.3	63.7<--->121.7	40.8<--->129.0	TO BE RELOCATED	1-5 YEARS
E-15	FENCE	2162.1<--->2191.1		26.8193<--->55.7973	-	26.8193<--->55.7973	-	TO BE REMOVED	1-5 YEARS
E-16	TREE	2131.0<--->2190.2		-4.3<--->55.0	-	-4.3<--->55.0	-	TO BE TRIMMED	1-5 YEARS
E-17	POLE	2133.1<--->2285.7		-2.1<--->135.7	-	-2.1<--->135.7	-	TO BE REMOVED	1-5 YEARS
E-18	POLE	2197.3<--->2271.8		-	3.7<--->54.8	-	3.7<--->54.8	TO BE REMOVED	1-5 YEARS
E-19	FENCE	2210.9<--->2220.7		-	-	75.6<--->83.8	0<--->53.4	TO BE REMOVED	1-5 YEARS
E-20	GROUND	2139.2<--->2192.3		-13.9<--->0.3	-	-13.9<--->0.3	-	TO BE LOWERED	1-5 YEARS
E-21	TREE	2082.7<--->2139.5		-52.3<--->4.5	-	-52.3<--->4.5	-	TO BE TRIMMED	1-5 YEARS
E-22	TREE	2148.9<--->2166.3		13.9<--->31.3	-	13.9<--->31.3	-	TO BE TRIMMED	1-5 YEARS
E-23	GROUND	2149.1<--->2216.0		14.1<--->81	-	14.1<--->81	-	TO BE LOWERED	1-5 YEARS
E-24	GROUND	2114.1<--->2142.3		-20.9<--->7.3	-	-20.9<--->7.3	-	TO BE LOWERED	1-5 YEARS
E-25	POWER POLE	2109.9<--->2158.7		-25.1<--->23.7	-	-25.1<--->23.7	-	TO BE REMOVED	1-5 YEARS
E-26	FENCE	2185.1<--->2201.4		50.1<--->66.4	-	50.1<--->66.4	-	TO BE REMOVED	1-5 YEARS
E-27	FENCE	2134.1<--->2150.3		-1.2<--->15.0	-	-1.2<--->15.0	-	TO BE REMOVED	1-5 YEARS

SURFACES: PR=PRIMARY AP=APPROACH TR=TRANSITIONAL TH=THRESHOLD DE=DEPARTURE GQS=GLIDEPATH QUALIFICATION SURFACE
H/C=HORIZONTAL/CONICAL AGL=ABOVE GROUND LEVEL AMSL=ABOVE MEAN SEA LEVEL E=EXISTING U=ULTIMATE
NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION

DEPARTURE ZONE OBSTACLE PENETRATIONS

ID	DESCRIPTION	ELEV. (AMSL)	AGL	DE (E)	DE (U)	GQS (E)	GQS (U)	TH (E)	TH (U)	PR (E)	PR (U)	TR (E)	TR (U)	AP (E)	AP (U)	ULTIMATE DISPOSITION	DISPOSITION TIMEFRAME
11-19	TREE	2143.5	-	-	6.0	-	-	-	-	-	-	-	-	-	-	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
11-20	TREE	2192.0	-	-	5.0	-	-	-	-	-	-	-	-	-	-	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
F-1	GROUND	2069.9	-	-	-4.3	-	-	-97.9	-87.9	-	-	-	-	-	-15.0	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
F-2	FENCE	2071.6	6.6	-	2.1	-	-	-86.8	-76.8	-	-	-	-	-	-7.7	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
F-3	POWER POLE	2151	40	-	40.7	-	-	-	-	-	-	-	-	-	-	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
F-4	POLE	2092.7	67.1	-	16.1	-	-	-	-70.0	-	-	-	-	-	4.9	TO BE REMOVED	DEPENDENT ON PROJECT IMPLEMENTATION
F-5	GROUND	2079.1	-	-	-4	-	-	-	-96.5	-	-	-	-	-	-16.3	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
F-6	GROUND	2078.9	-	-	-2.6	-	-	-	-93.5	-	-	-	-	-	-14.6	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
F-7	GROUND	2071.2	-	-	-4.5	-	-	-	-89.5	-	-	-	-	-	-15.4	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
F-8	FENCE	2140.4	5.9	-	9	-	-	-	-	-	-	-	-	-	-	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
F-9	POLE	2179.9	54.7	-	74.8	-	-	-	-	-	-	-	-	-	-	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
F-10	POLE	2185.5	59.8	-	79.9	-	-	-	-	-	-	-	-	-	-	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
F-11	GROUND	2122.2	-	-	19.9	-	-	-	-	-	-	-	-	-	-	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
F-12	GROUND	2114.4	-	-	34.1	-	-	-	-	-	-	-	-	-	-	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
F-13	GROUND	2092.8	-	-	8.9	-	-	-	-	-	-	-	-	-	-	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
F-14	GROUND	2068.9	-	-	11.3	-	-	-	-	-	-	-	-54.0	-	-	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
F-15	GROUND	2068.5	-	-	7.3	-	-	-	-	-	-	-	-58.4	-	-	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
E-1	GROUND	2149.1<--->2216.0	-	-	-4.9<--->15.0	-	-	-	-	-	-	-	-	-	-	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
E-2	GROUND	2118.4<--->2194.8	-	-3.8<--->0	-3.8<--->79.9	-	-	-	-	-	-	-	-	-	-	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
E-9	GROUND	2122.1<--->2135.3	-	-	-2.8<--->3.2	-	-	-	-144.4<--->134.1	-	-	-	-	-	-	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
E-21	TREE	2082.7<--->2139.5	-	-	-4.8<--->10.8	-	-	-	-160.0<--->0	-	-	-	-	-	-15.8<--->0	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
E-22	TREE	2148.9<--->2166.3	-	-	-3.1<--->14.5	-	-	-	-	-	-	-	-	-	-	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
E-23	GROUND	2149.1<--->2216.0	-	-	-4.9<--->15.0	-	-	-	-	-	-	-	-	-	-	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
E-24	GROUND	2114.1<--->2142.3	-	-	0.4<--->27.8	-	-	-	-	-	-	-	-	-	-	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
E-25	POWER POLE	2109.9<--->2158.7	-	-	-3.2<--->57.5	-	-	-	-125.6<--->0	-	-	-	-	-	-20.8<--->0	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
E-26	FENCE	2185.1<--->2201.4	-	-	-2.4<--->7.4	-	-	-	-	-	-	-	-	-	-	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
E-28	TREE	2076.8<--->2116.0	-	-	3.1<--->43.0	-	-	-	-	-	-	-	-55.6<--->0	-	-	TO REMAIN	DEPENDENT ON PROJECT IMPLEMENTATION
E-29	GROUND	2016.0<--->2107.6	-	-	0<--->78.3	-	-	-	-	-	-	-69.0<--->0	-60.5<--->24.3	-	-	TO BELOWERED	DEPENDENT ON PROJECT IMPLEMENTATION
E-30	TREE	2054.0<--->2120.3	-	-	0<--->93.1	-	-	-	-	-	-	-54.4<--->0	-61.6<--->40.9	-	-	TO BE TRIMMED	DEPENDENT ON PROJECT IMPLEMENTATION
E-31	GROUND	2080.5<--->2125.1	-	-	-3.8<--->25.2	-	-	-	-	-	-	-	-	-	-19.6<--->0	TO BELOWERED	DEPENDENT ON PROJECT IMPLEMENTATION
E-32	GROUND	2112.2<--->2133.6	-	-	-4.7<--->21.1	-	-	-	-	-	-	-	-	-	-	TO BELOWERED	DEPENDENT ON PROJECT IMPLEMENTATION
E-33	POLE	2083.9<--->2133.3	-	-	19.8<--->49.2	-	-8.0<--->0	-64.1<--->0	-54.1<--->0	-	-	-	-16.9<--->11.2	-	0<--->20.8	TO BEREMOVED	DEPENDENT ON PROJECT IMPLEMENTATION
E-34	GROUND	2055.0<--->2066.5	-	-	5.4<--->24.6	-	-	-	-	-	-	-	-64.6<--->-11.6	-	-	TO BELOWERED	DEPENDENT ON PROJECT IMPLEMENTATION
E-35	GROUND	2057.9<--->2079.7	-	-	-1.6<--->7.5	-	-	-	-78.0<--->0	-	-	-70.0<--->0	-52.1<--->0	-72.8<--->0	-10.0<--->0	TO BELOWERED	DEPENDENT ON PROJECT IMPLEMENTATION

SURFACES: PR=PRIMARY AP=APPROACH TR=TRANSITIONAL TH=THRESHOLD DE=DEPARTURE GQS=GLIDEPATH QUALIFICATION SURFACE
H/C=HORIZONTAL/CONICAL AGL=ABOVE GROUND LEVEL AMSL=ABOVE MEAN SEA LEVEL E=EXISTING U=ULTIMATE
NOTE: AN AERONAUTICAL SURVEY IS REQUIRED FOR OBSTACLE VERIFICATION

INNER APPROACH TABLE NOTES:

1. NOMENCLATURE #-1: # REFERS TO RUNWAY END
2. NOMENCLATURE X-1: X REFERS TO RUNWAY END
3. A POSITIVE NUMBER DENOTES A PENETRATION.

A=19END, B=11END, C=1END, D=29END

PART 77 TABLE NOTES:

1. NOMENCLATURE #-1: # REFERS TO RUNWAY END
2. NOMENCLATURE X-1: X DOES NOT REFER TO A RUNWAY END (ARBITRARY NUMBER)
3. A POSITIVE NUMBER DENOTES A PENETRATION.

DEPARTURE TABLE NOTES:

1. NOMENCLATURE #-1: # REFERS TO RUNWAY END
2. NOMENCLATURE X-1: X DOES NOT REFER TO A RUNWAY END (ARBITRARY NUMBER)
3. A POSITIVE NUMBER DENOTES A PENETRATION.

KLJ

SIDNEY-RICHLAND REGIONAL AIRPORT
SIDNEY–RICHLAND AIRPORT AUTHORITY (OWNER)
SIDNEY, MONTANA

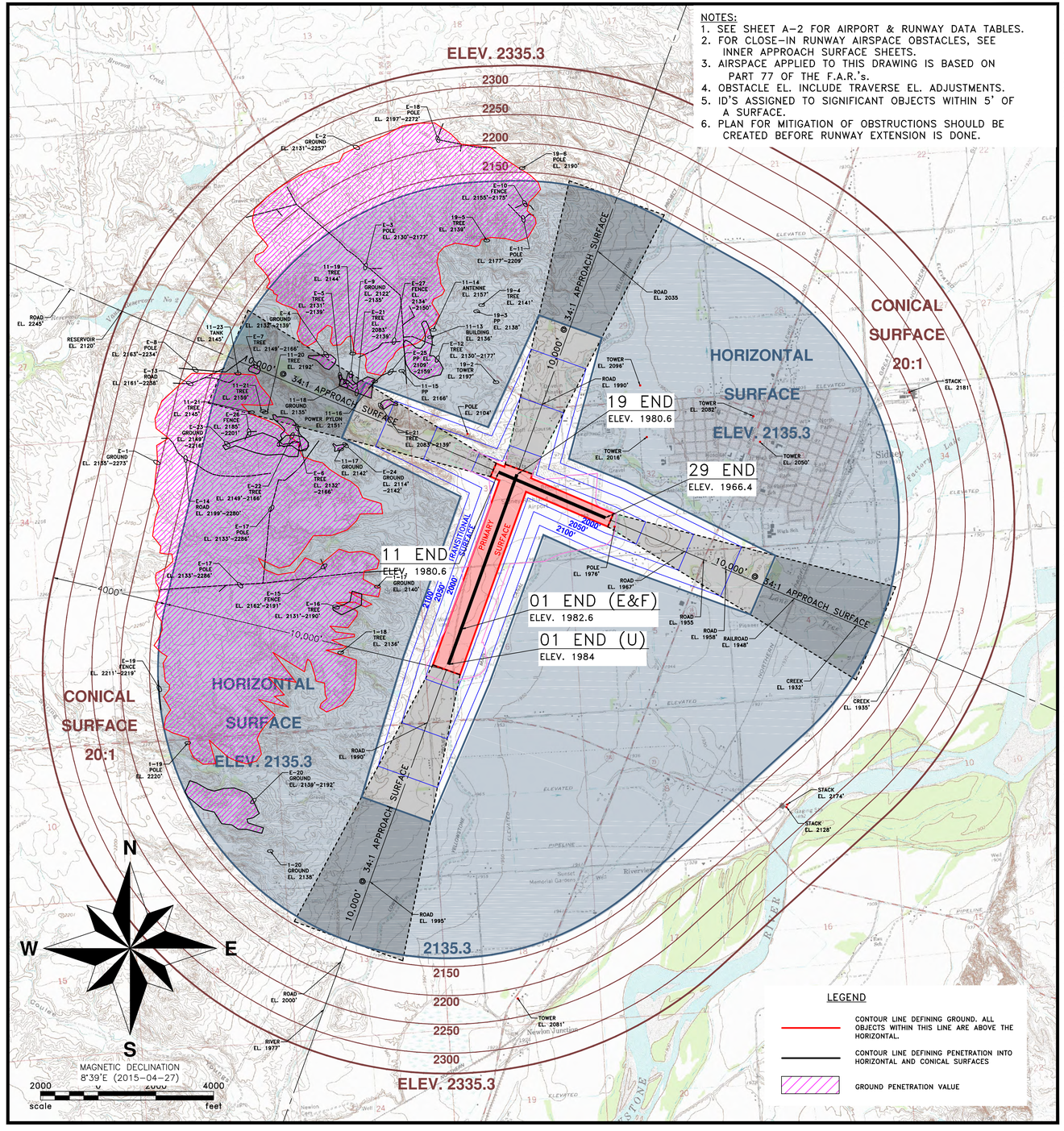
OBSTRUCTION TABALES

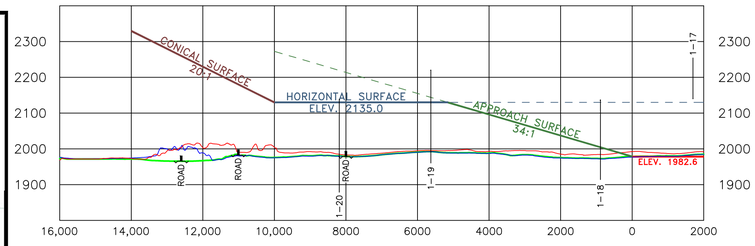
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REVIEWED: BJM
PROJECT NUMBER: 2513105
LAST REVISED DATE: 06/19/2015
SHEET: A-6

Feb 10, 2016 – 1:31pm – J:\airport\2513105\CADD\ALP\2513105_Obstruction_Tables.dwg (Obs_Tbl)

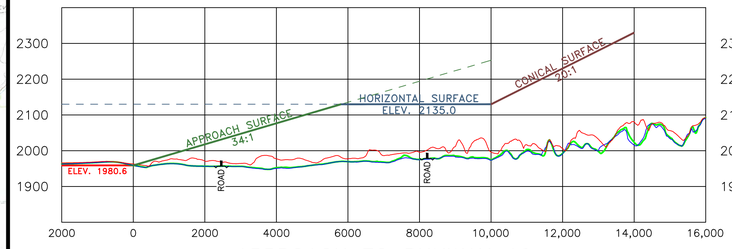
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NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. FOR CLOSE-IN RUNWAY AIRSPACE OBSTACLES, SEE INNER APPROACH SURFACE SHEETS.
3. AIRSPACE APPLIED TO THIS DRAWING IS BASED ON PART 77 OF THE F.A.R.'s.
4. OBSTACLE EL. INCLUDE TRAVERSE EL. ADJUSTMENTS.
5. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.
6. PLAN FOR MITIGATION OF OBSTRUCTIONS SHOULD BE CREATED BEFORE RUNWAY EXTENSION IS DONE.

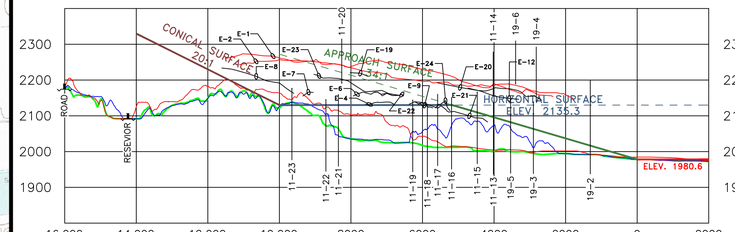




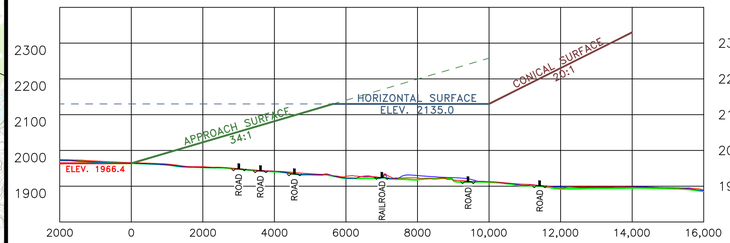
APPROACH TO RUNWAY 01



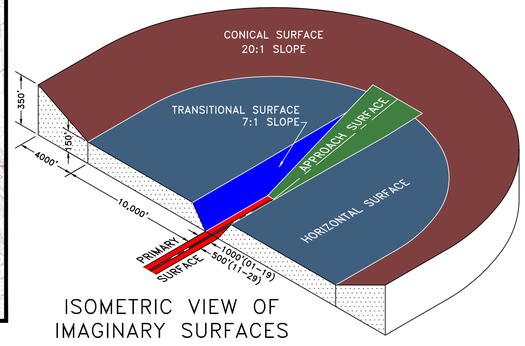
APPROACH TO RUNWAY 19



APPROACH TO RUNWAY 11



APPROACH TO RUNWAY 29



ISOMETRIC VIEW OF IMAGINARY SURFACES

Rev.	Date	Description

SIDNEY-RICHLAND MUNICIPAL AIRPORT

SIDNEY-RICHLAND AIRPORT AUTHORITY (OWNER)

SIDNEY, MONTANA

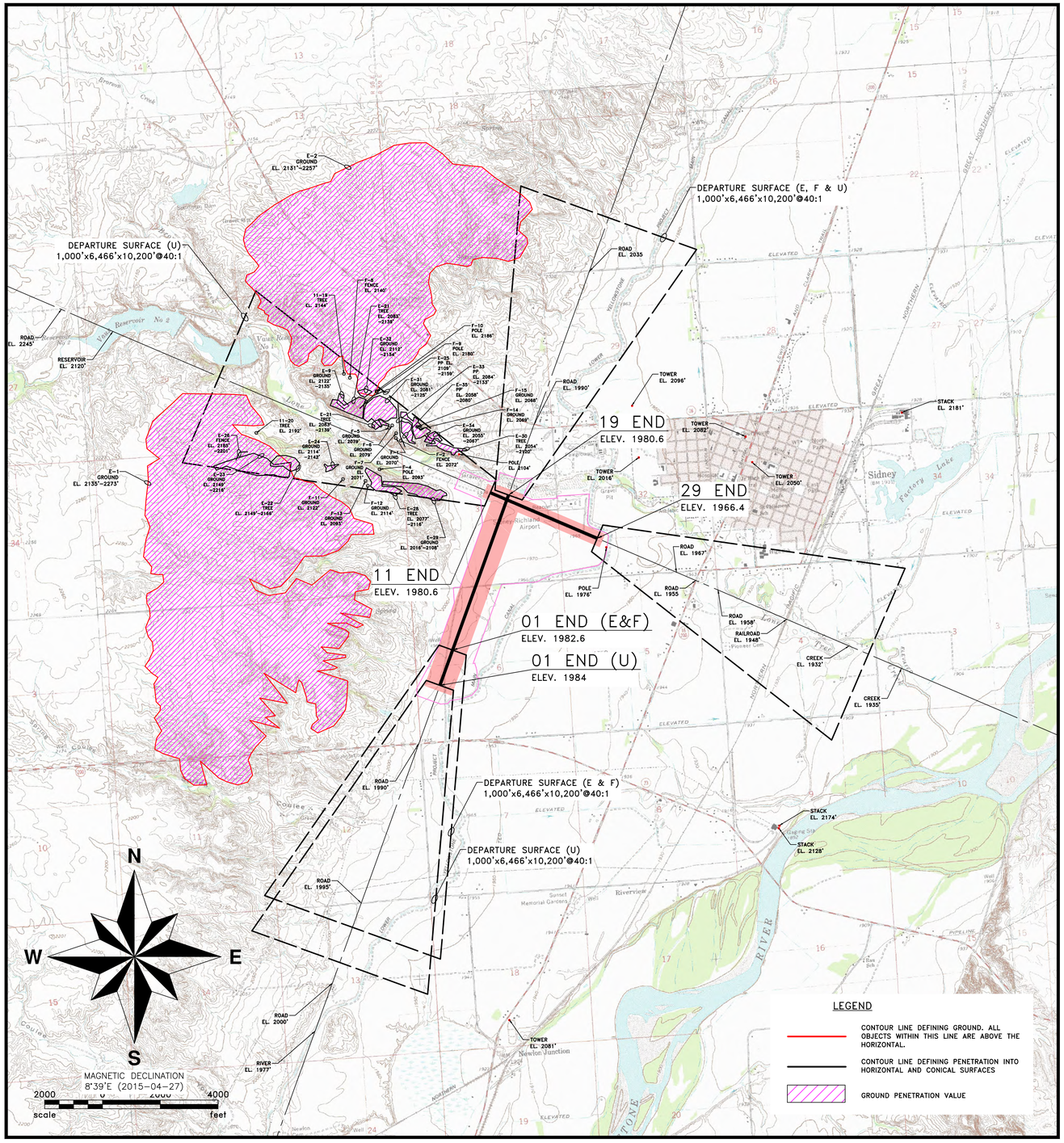
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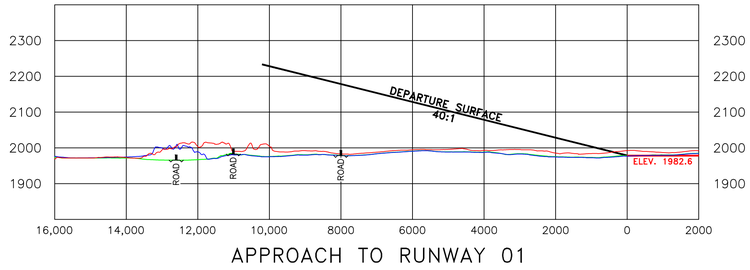
AIRSPACE PLAN (PART 77) (ULTIMATE)

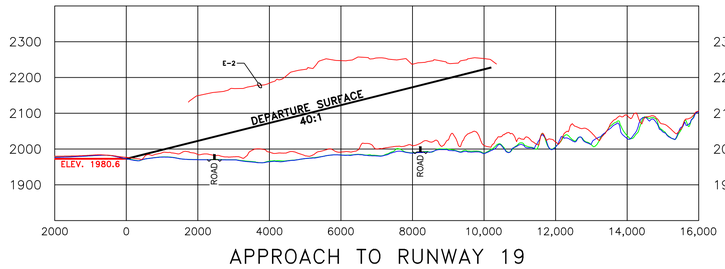
DRAFTED	APT
REVIEWED	BJM
PROJECT NUMBER	2513105
LAST REVISED DATE	05/20/2015
SHEET	A-7

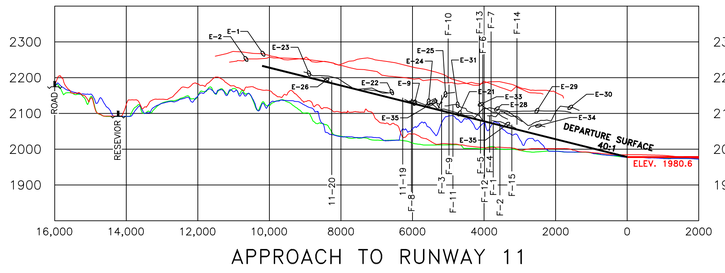
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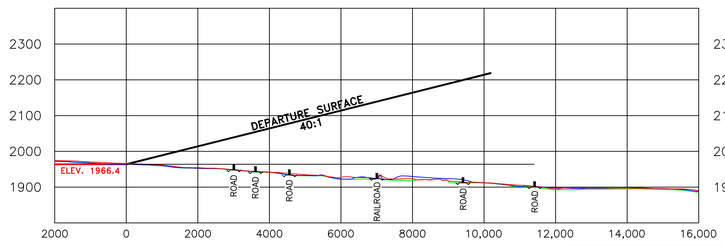
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NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. FOR CLOSE-IN RUNWAY AIRSPACE OBSTACLES, SEE INNER APPROACH SURFACE SHEETS.
3. AIRSPACE APPLIED TO THIS DRAWING IS BASED ON PART 77 OF THE F.A.R.'s.
4. OBSTACLE EL. INCLUDE TRAVERSE EL. ADJUSTMENTS.
5. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.

Rev.	Date	Description

KLJ

SIDNEY-RICHLAND MUNICIPAL AIRPORT

SIDNEY-RICHLAND AIRPORT AUTHORITY (OWNER)

SIDNEY, MONTANA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

AIRSPACE PLAN (DEPARTURE) (E, F & U)

DRAFTED	APT
REVIEWED	BJM
PROJECT NUMBER	2513105
LAST REVISED DATE	05/20/2015
SHEET	A-8

Feb 10, 2016 – 1:32pm – J:\airport\2513105\CADD\ALP\2513105_Zone_2013.dwg (Depart)

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NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEV. INCLUDE TRAVERSE ELEV. ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.

STATION	ELEVATION	HIGH/LOW
20+00	1982.6	LOW
34+00	1985.3	HIGH
77+06	1980.6	LOW

Rev.	Date	Description

SIDNEY-RICHLAND MUNICIPAL AIRPORT

SIDNEY–RICHLAND AIRPORT AUTHORITY (OWNER)

SIDNEY, MONTANA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

INNER APPROACH SURFACE RUNWAY 1 END

DRAFTED	APT
REVIEWED	BJM
PROJECT NUMBER	2513105
LAST REVISED DATE	05/08/2015
SHEET	A-9

Feb 10, 2016 – 1:33pm – J:\airport\2513105\CADD\ALP\2513105_InnerApprch_2013.dwg (Sheet – 1 End)

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NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEV. INCLUDE TRAVERSE ELEV. ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.

TRUE NORTH
MAGNETIC DECLINATION 8° 39'E (YEAR)
200 0 200 400 scale feet
1-11 BUILDING EL. 2016.5'
C-7 TREE EL. 2012'-2034'
C-8 FENCE EL. 2022'-2026'
C-2 ROAD EL. 1993'-2009'
C-1 GROUND EL. 1998'-2032'
C-9 FENCE EL. 1990'-2001'
1-14 GROUND EL. 1991.6'
1-12 GROUND EL. 1988.4'
1-15 GROUND EL. 1985.2'
C-2 ROAD EL. 2014'-2033'
PAPI
AWOS (U)
B-19
B-13
RUNWAY INTERSECTION 1-19 STA. 75+27.74 11-29 STA. 26+24.12 1981'
5705'x100' PAVED RUNWAY (EXISTING)
7000'x100' PAVED RUNWAY (ULTIMATE)
110.48° (TRUE AZIMUTH)
TDZE STA 34+00 EL 1985.3'
TDZE STA 75+20 EL 1981.0'
MIRL
PAPI
WINDCONE AND SEGMENTED CIRCLE
1-13 ANTENNE
AWOS (E)
ARP (U)
ARP
MITL
WINDCONE
1-16 WINDCONE EL. 1987.4'

STATION	ELEVATION	HIGH/LOW
20+00	1982.6	LOW
34+00	1985.3	HIGH
77+06	1980.6	LOW

Rev.	Date	Description

1-11 BUILDING
C-5
C-3
1-13 ANTENNE
1-12 GROUND
C-8
1-14 GROUND
1-15 GROUND
1-16 WINDSOCK
STA 75+27.74 RUNWAY INTERSECTION EL. 1981' (EXISTING, FUTURE & ULTIMATE)
29 END TDZE STA. 75+20 1981'
RIGHT PROFILE
C-9
C-6
LINE-OF-SITE PROFILE
LEFT PROFILE
1 END TDZE EL 1985.3'
RUNWAY CENTERLINE 1-19
RUNWAY CENTERLINE ELEVATION

1982.59 1982.96 1983.39 1983.76 1984.30 1984.79 1985.13 1985.26 1985.02 1984.58 1983.79 1982.89 1982.04 1981.14 1980.39 1979.76 1979.21 1978.96 1979.01 1979.11 1979.27 1979.44 1979.74 1980.04 1980.30 1980.56 1980.66

20+00 22+00 24+00 26+00 28+00 30+00 32+00 34+00 36+00 38+00 40+00 42+00 44+00 46+00 48+00 50+00 52+00 54+00 56+00 58+00 60+00 62+00 64+00 66+00 68+00 70+00 72+00

SIDNEY-RICHLAND MUNICIPAL AIRPORT

SIDNEY-RICHLAND AIRPORT AUTHORITY (OWNER)

SIDNEY, MONTANA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

INNER APPROACH SURFACE RUNWAY 1-19

DRAFTED	APT
REVIEWED	BJM
PROJECT NUMBER	2513105
LAST REVISED DATE	05/08/2015
SHEET	A-10

Feb 10, 2016 – 1:34pm – J:\airport\2513105\CADD\ALP\2513105_InnerApprch_2013.dwg (Sheet – 1-19)

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NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEV. INCLUDE TRAVERSE ELEV. ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.

STATION	ELEVATION	HIGH/LOW
20+00	1982.6	LOW
34+00	1985.3	HIGH
77+06	1980.6	LOW

Rev.	Date	Description

SIDNEY-RICHLAND MUNICIPAL AIRPORT

SIDNEY-RICHLAND AIRPORT AUTHORITY (OWNER)

SIDNEY, MONTANA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

INNER APPROACH SURFACE RUNWAY 19 END

DRAFTED	APT
REVIEWED	BJM
PROJECT NUMBER	2513105
LAST REVISED DATE	05/08/2015
SHEET	A-11

Feb 10, 2016 – 1:34pm – J:\airport\2513105\CADD\ALP\2513105_InnerApprch_2013.dwg (Sheet – 19 End)

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NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.
2. OBSTACLE ELEV. INCLUDE TRAVERSE ELEV. ADJUSTMENTS.
3. ID'S ASSIGNED TO SIGNIFICANT OBJECTS WITHIN 5' OF A SURFACE.

STATION	ELEVATION	HIGH/LOW
20+00	1980.6	LOW
26+30	1980.9	HIGH
60+23	1966.39	LOW

Rev.	Date	Description

SIDNEY-RICHLAND MUNICIPAL AIRPORT

SIDNEY-RICHLAND AIRPORT AUTHORITY (OWNER)

SIDNEY, MONTANA

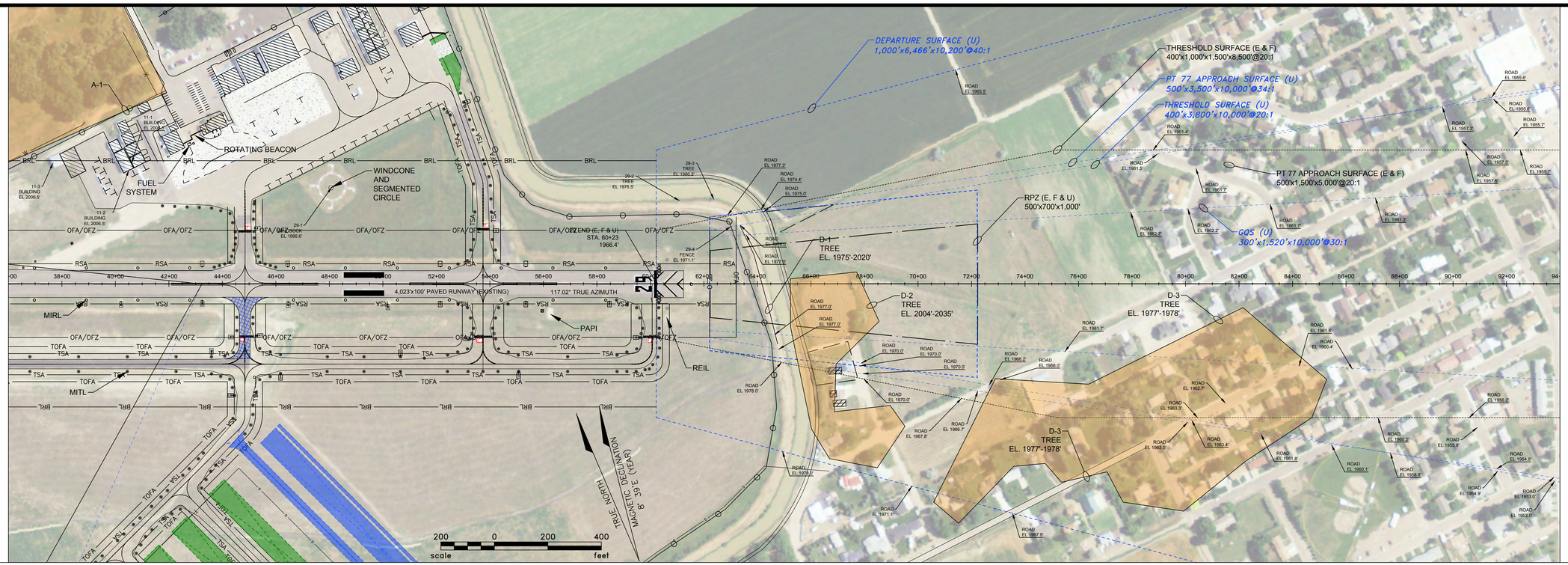
TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

INNER APPROACH SURFACE RUNWAY 11 END

DRAFTED	APT
REVIEWED	BJM
PROJECT NUMBER	2513105
LAST REVISED DATE	05/11/2015
SHEET	A-12

Feb 10, 2016 – 1:35pm – J:\airport\2513105\CADD\ALP\2513105_InnerApprch_2013.dwg (Sheet – 11 End)

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Rev.	Date	Description
2	8-21-24	ADD CONSTRUCTED TW D
1B	1-29-21	ADD PROPOSED AG SPRAY APRON
1A	1-29-21	ADD CONSTRUCTED TW B & E

STATION	ELEVATION	HIGH/LOW
20+00	1980.6	LOW
26+30	1980.9	HIGH
60+23	1966.39	LOW

SIDNEY-RICHLAND MUNICIPAL AIRPORT

SIDNEY–RICHLAND AIRPORT AUTHORITY (OWNER)

SIDNEY, MONTANA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

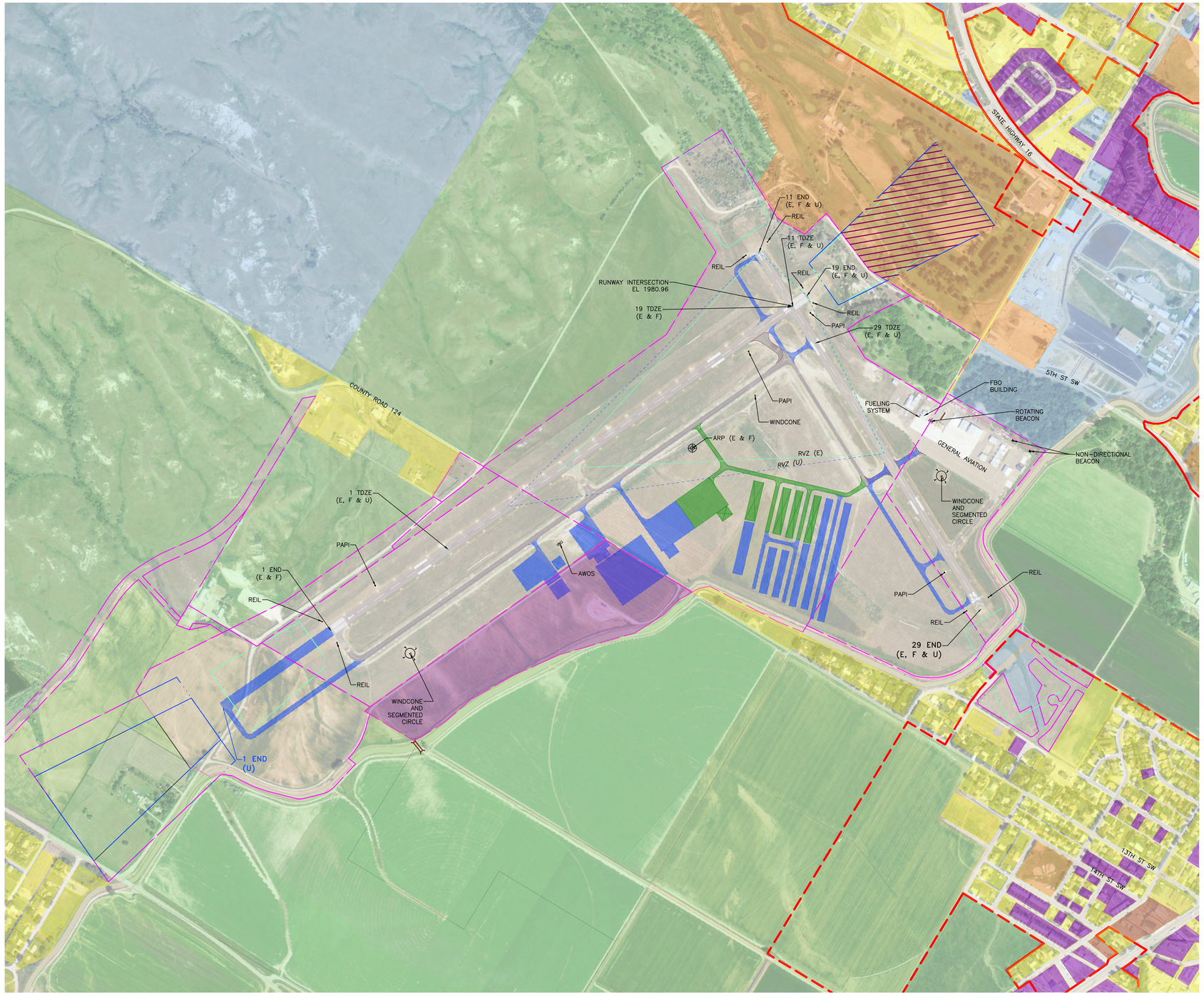
INNER APPROACH SURFACE RUNWAY 29 END

DRAFTED	JRS
REVIEWED	CCC
PROJECT NUMBER	ALP
LAST REVISED DATE	8/21/2024
SHEET	A-13

Aug 21, 2024 - 6:08pm - K:\Projects\Airport\MT\Sidney_SDY\ClientInfo\ALP\2024Update\InnerApprch_2024.dwg (Sheet - 29 End)

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NOTES:
1. SEE SHEET A-2 FOR AIRPORT & RUNWAY DATA TABLES.



LAND USE LEGEND

- CITY INCORPORATED LIMITS
- AERONAUTICAL
- AGRICULTURE
- RESIDENTIAL
- CONSERVATION/RECREATION
- COMMERCIAL
- INSTITUTIONAL
- FUTURE DEVELOPMENT
- ULTIMATE DEVELOPMENT
- EXISTING RPZ
- FUTURE RPZ
- AVIGATION EASEMENT
- AIRPORT PROPERTY (E, F & U)

TRUE NORTH
MAGNETIC VARIANCE OF RECORD
8° 39'E (YEAR)

500 0 500 1000
scale feet

Rev.	Date	Description

SIDNEY-RICHLAND MUNICIPAL AIRPORT

SIDNEY-RICHLAND AIRPORT AUTHORITY (OWNER)

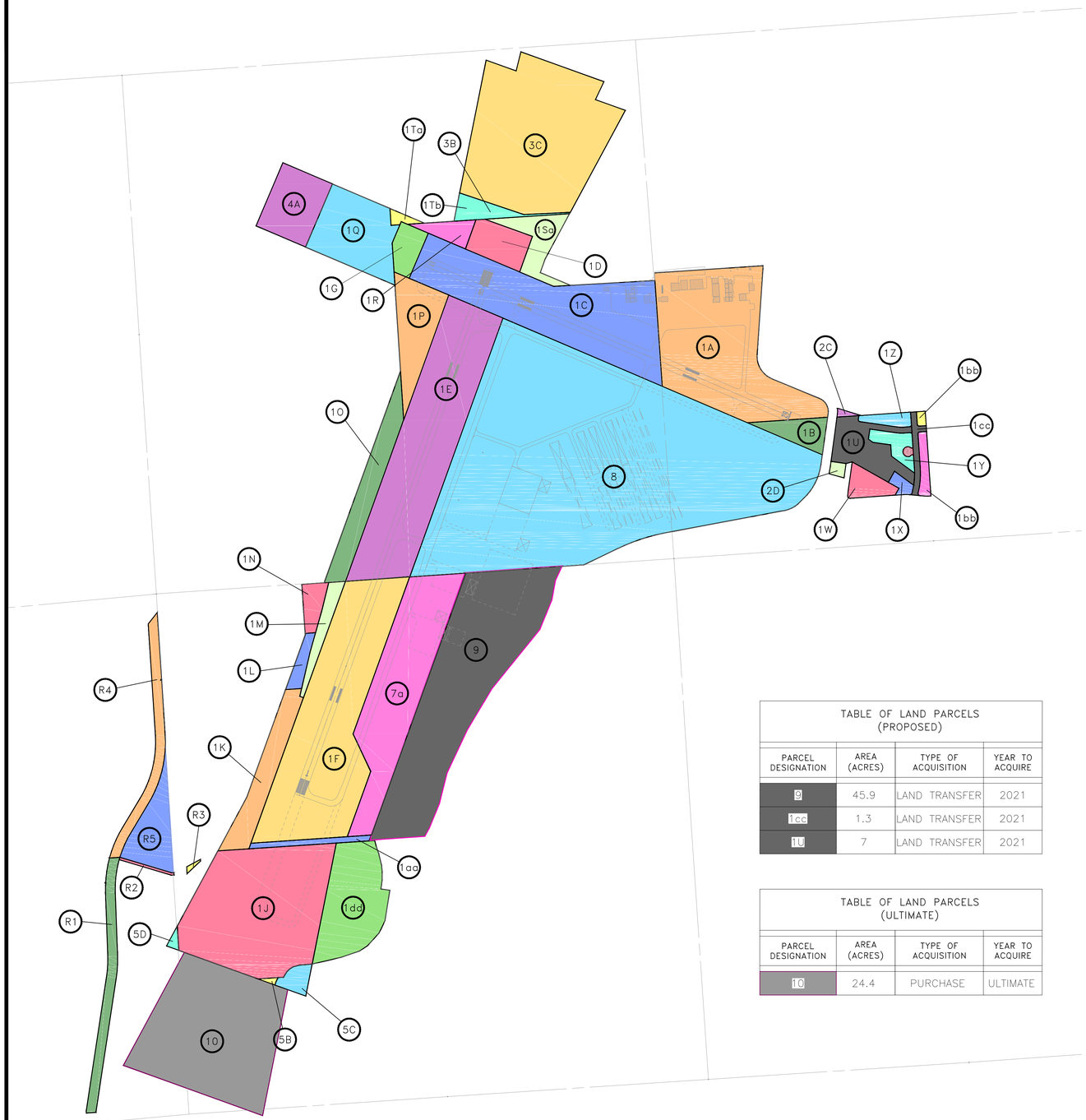
SIDNEY, MONTANA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

LAND USE PLAN

DRAFTED: APT
REVIEWED: BJM
PROJECT NUMBER: 2513105
LAST REVISED DATE: 05/15/2015
SHEET: A-14

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LAND PARCELS

PARCEL NUMBER	AREA (ACRES)	RECEIVED FROM	TYPE OF ACQUISITION	ACQUIRED UNDER PROJECT NO.	YEAR ACQUIRED	RICHLAND COUNTY DOCUMENT NO.	RICHLAND COUNTY GEOCODE
1J	37.58	JOE G. STEINBEISSER & SONS INC.	FEE	AIP 3-30-0070-10	2004	BK.A145, P.970	27-3325-06-3-02-02-0000
1K	8.47	DON JENSEN	FEE	AIP 3-30-0070-09	2001	BK.A142, P.794	27-3325-02-03-03-0000
1L	1.64	DON JENSEN	FEE	AIP 3-30-0070-09	2001	BK.A142, P.794	27-3325-02-03-03-0000
1M	2.89	JOHN & LOIS JONES	FEE	AIP 3-30-0070-09	2000	BK.A142, P.722	27-3325-06-2-01-05-0000
1N	2.23	HERBERT L. & SHARON A. SCHMIERER	FEE	AIP 3-30-0070-09	2000	BK.A142, P.723	27-3325-06-2-01-06-0000
1O	9.28	LONE TREE RANCH	FEE	AIP 3-30-0070-10	2002	BK.A144, P.227	27-3444-31-3-02-01-0000
1P	9.41	LONE TREE RANCH	FEE	AIP 3-30-0070-10	2002	BK.A144, P.230	27-3444-31-3-02-01-0000
1Q	13.28	LONE TREE RANCH	FEE	AIP 3-30-0070-10	2002	BK.A144, P.233	27-3444-31-3-02-01-0000
1R	2.33	LONE TREE RANCH	FEE	AIP 3-30-0070-10	2002	BK.A144, P.233	27-3444-31-3-02-01-0000
1Sa	5.22	LONE TREE RANCH	FEE	AIP 3-30-0070-10	2002	BK.A144, P.238	27-3444-31-3-02-01-0000
1Ta	0.64	LONE TREE RANCH	FEE	AIP 3-30-0070-10	2002	BK.A144, P.241	27-3444-31-3-02-01-0000
1Tb	2.81	LONE TREE RANCH	FEE	AIP 3-30-0070-10	2002	BK.A144, P.241	27-3444-31-3-02-01-0000
1W	2.58	RICHLAND COUNTY	FEE	AIP 3-30-0070-10	2004	BK.A145, P.728	27-3444-32-3-08-02-0000
1X	0.78	MARY JENSEN	FEE	AIP 3-30-0070-09	2001	BK.A143, P.235	27-3444-32-3-08-05-0000
1Y	2.13	MARY JENSEN	FEE	AIP 3-30-0070-09	2001	BK.A142, P.720	27-3444-32-3-08-16-0000
1Z	1.39	MARY JENSEN	FEE	AIP 3-30-0070-09	2001	BK.A143, P.223	27-3444-32-3-10-02-0000
1aa	1.60	JOE G. STEINBEISSER & SONS INC.	FEE	AIP 3-30-0070-10	2004	BK.A145, P.975	27-3325-06-3-02-02-0000
1bb	1.75	MARY JENSEN	FEE	AIP 3-30-0070-09	2001	BK.A143, P.420	27-3444-32-3-11-01-0000
1dd	15.214	JOE G. STEINBEISSER & SONS INC.	FEE	AIP 3-30-0070-10	2004	BK.A146, P.965	27-3325-06-3-02-02-0000
2C	0.25	ROBERT & BETTY HANSON	AIR EASEMENT	AIP 3-30-0070-09	2001	BK.E279, P.578	27-3444-32-4-18-01-0000
2D	0.49	STUART NEER	AIR EASEMENT	AIP 3-30-0070-09	2001	BK.E279, P.582	27-3444-32-07-03-0000
3C	39.80	SIDNEY COUNTRY CLUB	AIR EASEMENT	AIP 3-30-0070-09	2001	BK.E279, P.772	27-3444-31-1-01-01-0000
5B	0.17	DONALD D. PUST	AIR EASEMENT	AIP 3-30-0070-09	2001	BK.E273, P.356	27-3325-3-01-01-0000
5C	1.12	GROKINSKY FARMING CORPORATION	AIR EASEMENT	AIP 3-30-0070-09	2000	BK.E273, P.446	27-3325-06-4-01-01-0000
5D	0.35	JOE G. STEINBEISSER & SONS INC.	AIR EASEMENT	AIP 3-30-0070-10	2004	BK.E291, P.996	27-3324-01-4-02-01-0000
1A	32.2	DYNESON	FEE	NONE KNOWN	1950	A68-176	27-3444-32-2-03-01-0000
1B	4.0	MICHELOTTO	FEE	NONE KNOWN	1950	A68-178	27-3444-32-3-04-01-0000
1C	36.5	S.A. ANDERSON	FEE	NONE KNOWN	1950	A68-480	27-3444-31-4-02-01-0000
1D	5.09	LONE TREE RANCH	FEE	FAAP 9-24-060-06	1968	A102-275	27-3444-31-4-02-01-0000
1E	40.68	LONE TREE RANCH	FEE	FAAP 9-24-060-06	1968	A102-275	27-3444-31-4-02-01-0000
1F	45.50	VIGGO ANDERSON	FEE	FAAP 9-24-060-06	1968	A102-277	27-3325-06-1-01-02-0000
1G	3.44	LONE TREE RANCH	FEE	NONE	1993	A134-474	27-3444-31-4-02-01-0000
7a	27.865	ANDERSEN	FEE	AIP 3-30-0070-04	1991	A129-845	27-3325-06-1-01-02-0000
8	142.745	LONE TREE RANCH	FEE	AIP 3-30-0070-04	1991	E228-512	27-3444-31-4-02-01-0000
3B	1.65	LONE TREE RANCH	AVIGATION EASEMENT	ADAP-6-30-0070-03	1981	E166-230	27-3444-31-4-02-01-0000
4A	8.03	LONE TREE RANCH	AVIGATION EASEMENT	ADAP-6-30-0070-03	1981	E166-230	27-3444-31-4-02-01-0000

TABLE OF LAND PARCELS (PROPOSED)

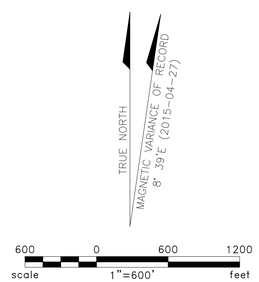
PARCEL DESIGNATION	AREA (ACRES)	TYPE OF ACQUISITION	YEAR TO ACQUIRE
2	45.9	LAND TRANSFER	2021
1cc	1.3	LAND TRANSFER	2021
1U	7	LAND TRANSFER	2021

TABLE OF LAND PARCELS (ULTIMATE)

PARCEL DESIGNATION	AREA (ACRES)	TYPE OF ACQUISITION	YEAR TO ACQUIRE
10	24.4	PURCHASE	ULTIMATE

TABLE OF LAND PARCELS – ROAD RIGHT-OF-WAY PURCHASED FOR FUTURE RELOCATION

PARCEL NUMBER	AREA (ACRES)	RECEIVED FROM	TYPE OF ACQUISITION	ACQUIRED UNDER PROJECT NO.	YEAR ACQUIRED	RICHLAND COUNTY DOCUMENT NO.	RICHLAND COUNTY GEOCODE
R1	6.020	JOE STEINBEISSER & SONS INC.	FEE	AIP 3-30-0070-10	2004	BK.A146, P.32	27-3324-01-1-02-01-0000
R2	0.332	JOE STEINBEISSER & SONS INC.	FEE	AIP 3-30-0070-10	2004	BK.A146, P.32	27-3324-01-1-02-01-0000
R3	0.142	JOE STEINBEISSER & SONS INC.	FEE	AIP 3-30-0070-10	2004	BK.A146, P.32	27-3324-01-1-02-01-0000
R4	5.859	JOE STEINBEISSER & SONS INC.	FEE	AIP 3-30-0070-10	2004	BK.A146, P.32	27-3325-06-3-02-02-0000
R5	7.069	JOE STEINBEISSER & SONS INC.	FEE	AIP 3-30-0070-10	2004	BK.A146, P.32	27-3324-01-1-04-01-0000



600 0 600 1200
scale 1"=600' feet

Rev.	Date	Description

SIDNEY-RICHLAND MUNICIPAL AIRPORT

SIDNEY-RICHLAND AIRPORT AUTHORITY (OWNER)

SIDNEY, MONTANA

TO BE USED AS A COMPLETE DRAWING SET FOR PLANNING PURPOSES ONLY, NOT FOR CONSTRUCTION

AIRPORT PROPERTY MAP

EXHIBIT "A"

DRAFTED APT
REVIEWED BJM
PROJECT NUMBER 2513105
LAST REVISED DATE 05/18/2015
SHEET A-15

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