AIRPORT LAYOUT PLAN
FOR
RANGE REGIONAL AIRPORT (HIB)
HIBBING, MINNESOTA

AUGUST 2025

Federal Aviation Administration

CONDITIONALLY APPROVED

Subject to the comments in the airspace determination letter

FAA Dakota-Minnesota Airports District Office

Aeronautical Study Number(s):

DEPARTMENT OF TRANSPORTATION
AERONAUTICS

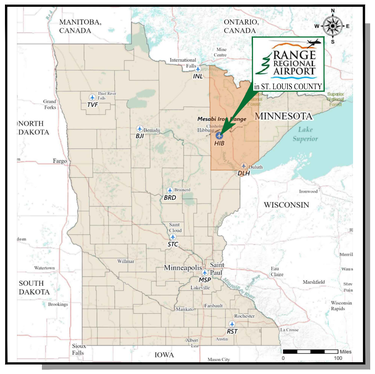
CONDITIONALLY APPROVED

NAME: DATE:

Regional Representative

CHISHOLM/HIBBING AIRPORT AUTHORITY

APPROVED _____ _____
BARRETT ZIEMER, EXECUTIVE DIRECTOR DATE



LOCATION MAP

VICINITY MAP
SCALE: NTS

PLANS PREPARED BY:

RS&H

RS&H, Inc.
4525 Airport Approach Road, Suite A
Duluth, Minnesota 55811
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REVISIONS		
NO.	DESCRIPTION	DATE

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Drawing: \\rsandh.com\files\Aviation\P\2140055.001 HIB Master Plan\CAD\ALP\C\HIB_01_Cvr.dwg Plotted on: 8/22/2025 7:52 AM Plotted by: Merrill, Tammy

AIRPORT DATA TABLE				
		EXISTING	FUTURE	ULTIMATE
AIRPORT REFERENCE CODE (ARC)		C-III	SAME	SAME
MEAN MAXIMUM TEMPERATURE / HOTTEST MONTH		79.1° / JULY	SAME	SAME
AIRPORT ELEVATION (NAVD 88)		1,353.7'	SAME	SAME
AIRPORT NAVIGATIONAL AIDS (OWNER)		VOR/DME (FAA), BEACON (HIB)	SAME	SAME
AIRPORT REFERENCE POINT (NAD 83)	LAT.	47° 23' 12" N	47° 23' 10" N	47° 23' 08" N
	LONG.	92° 50' 20" W	92° 50' 18" W	92° 50' 15" W
MISCELLANEOUS FACILITIES		ASOS, LIGHTED WIND INDICATOR	ASOS, LIGHTED WIND INDICATOR, SEGMENTED CIRCLE	ASOS, LIGHTED WIND INDICATOR, SEGMENTED CIRCLE
AIRPORT REFERENCE CODE AND CRITICAL AIRCRAFT		C-II / CRJ200 [2]	C-III / EMB175 [2]	C-III / EMB175 [2]
MAGNETIC VARIATION		0° 31' WEST SEPTEMBER 2021 ANNUAL CHANGE 0° 2' WEST	SAME	SAME
NPIAS SERVICE LEVEL		PRIMARY - NON-HUB	SAME	SAME
STATE EQUIVALENT SERVICE ROLE		KEY COMMERCIAL SERVICE	SAME	SAME

MAGNETIC VARIATION SOURCE: NOAA NATIONAL CENTERS FOR ENVIRONMENTAL INFORMATION, WORLD MAGNETIC MODEL (WMM) (2019-2024)

1. AIRPORT WISHES TO MAINTAIN C-III STANDARDS FOR RUNWAY 13/31, HOWEVER, AIP ELIGIBILITY AND JUSTIFICATION IS LIMITED TO C-II STANDARDS UNTIL 500 OPERATIONS THRESHOLD IS MET BY C-III AIRCRAFT.

2. FAA AIRCRAFT CHARACTERISTICS DATABASE, DATED FEBRUARY 7,2023;
CRJ200 - 68.7' WINGSPAN, 140 KT APPROACH SPEED, TDG 1B
EMB175 - 93.9' WINGSPAN, 124 KT APPROACH SPEED, TDG 3

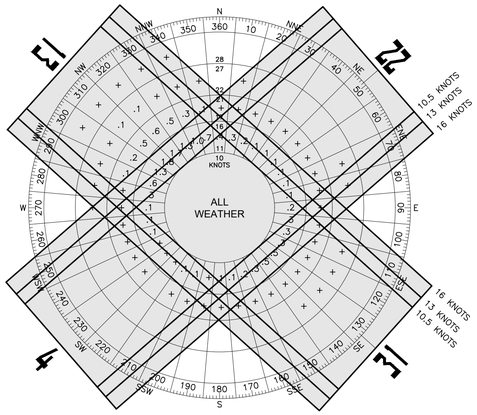
MODIFICATION TO STANDARDS			
DESCRIPTION	STANDARD TO BE MODIFIED	AIRSPACE CASE NO.	APPROVAL DATE
NONE REQUIRED			

DECLARED DISTANCES					
RUNWAY END		TODA	TORA	ASDA	LDA
RUNWAY 13	EXISTING	6,758'	6,758'	6,758'	6,758'
	FUTURE	7,400'	7,400'	7,400'	7,400'
	ULTIMATE	8,000'	8,000'	8,000'	8,000'
RUNWAY 31	EXISTING	6,758'	6,758'	6,758'	6,758'
	FUTURE	7,400'	7,400'	7,400'	7,400'
	ULTIMATE	8,000'	8,000'	8,000'	8,000'
RUNWAY 4	EXISTING	3,075'	3,075'	3,075'	3,075'
	FUTURE	SAME			
RUNWAY 22	EXISTING	3,075'	3,075'	3,075'	3,075'
	FUTURE	SAME			

SURVEY MONUMENTS					
DESIGNATION	NGS PID	PACS OR SACS	LATITUDE	LONGITUDE	ELEVATION
HIB ARP	AA9009	PACS	47° 23' 17.61" N	92° 50' 19.98" W	1,345.0'
HIB AP STA A	AA9010	SACS	47° 23' 26.32" N	92° 50' 49.23" W	1,350.3'

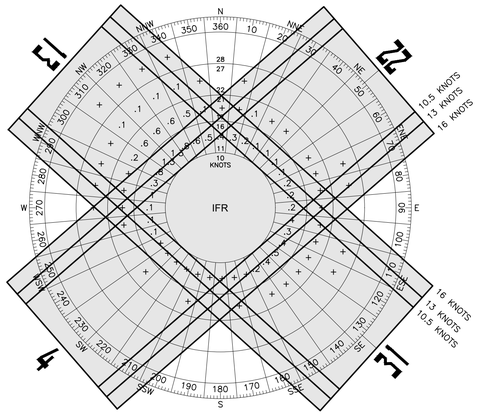
SOURCE: NATIONAL GEODETIC SURVEY, NAD 83 (2011), NAVD (88)
NOTE: NO PUBLISHED DATA AVAILABLE FOR ADDITIONAL SACS.

WIND ROSE DATA SOURCE: NOAA NATIONAL CLIMATIC DATA CENTER
STATION: 727455 RANGE REGIONAL AIRPORT ASOS
DATA RANGE: 2011 - 2020
AIRPORT REFERENCE CODE (ARC): C-III (BASED ON ULTIMATE ARC)



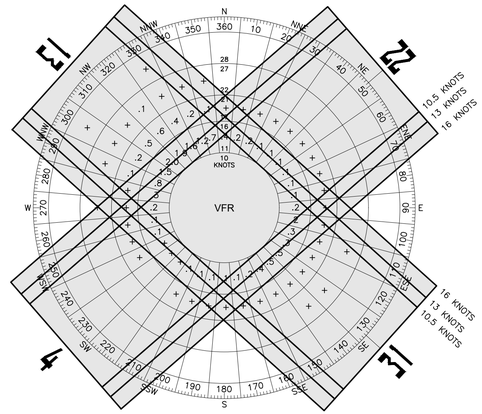
ALL WEATHER WIND DATA			
RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS
13-31	98.18%	99.29%	99.89%
4-22	86.80%	91.63%	97.03%
COMBINED	99.51%	99.94%	100.00%

ALL WEATHER OBSERVATIONS: 127,186



IFR WIND DATA			
RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS
13-31	98.10%	99.22%	99.83%
4-22	89.05%	92.63%	96.61%
COMBINED	99.46%	99.91%	99.99%

IFR OBSERVATIONS: 39,011



VFR WIND DATA			
RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS
13-31	98.21%	99.32%	99.92%
4-22	85.72%	91.13%	97.20%
COMBINED	99.53%	99.95%	100.00%

VFR OBSERVATIONS: 89,559

ABBREVIATIONS:

2D	TWO DUAL WHEELS IN TANDEM (AIRCRAFT LANDING GEAR)
ADG	AIRPLANE DESIGN GROUP
AGL	ABOVE GROUND LEVEL
ARP	AIRPORT REFERENCE POINT
ASDA	ACCELERATE STOP DISTANCE AVAILABLE
ASOS	AUTOMATED SURFACE OBSERVING SYSTEM
D	DUAL WHEEL (AIRCRAFT LANDING GEAR)
DME	DISTANCE MEASURING EQUIPMENT
GPS	GLOBAL POSITIONING SYSTEM
GS	GLIDESLOPE
HIRL	HIGH INTENSITY RUNWAY LIGHTS
IFR	INSTRUMENT FLIGHT RULES
ILS	INSTRUMENT LANDING SYSTEM
LDA	LANDING DISTANCE AVAILABLE
LOC	LOCALIZER
MALSR	MEDIUM INTENSITY APPROACH LIGHTING SYSTEM WITH RUNWAY ALIGNMENT INDICATOR LIGHTS
MITL	MEDIUM INTENSITY TAXIWAY LIGHTS
NGS	NATIONAL GEODETIC SURVEY
NP	NON-PRECISION
PAPI	PRECISION APPROACH PATH INDICATOR
PCN	PAVEMENT CONDITION NUMBER
PIR	PRECISION INSTRUMENT RUNWAY
RNAV	AREA NAVIGATION
S	SINGLE WHEEL (AIRCRAFT LANDING GEAR)
TDG	TAXIWAY DESIGN GROUP
TDZ	TOUCHDOWN ZONE
TODA	TAKEOFF DISTANCE AVAILABLE
TORA	TAKEOFF RUN AVAILABLE
VFR	VISUAL FLIGHT RULES
(E)	EXISTING CONDITIONS
(F)	FUTURE CONDITIONS (1-20 YEARS)
(U)	ULTIMATE CONDITIONS (20+ YEARS)

RUNWAY DATA TABLE										
	RUNWAY 13			RUNWAY 31			RUNWAY 4		RUNWAY 22	
	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	EXISTING	FUTURE
RUNWAY DESIGN CODE (RDC)	C-III-2400 [4]	SAME	SAME	C-III-2400 [4]	SAME	SAME	B-II-5000	B-II-VIS	B-II-5000	B-II-VIS
APPROACH REFERENCE CODE (APRC)	D-IV-2400 D-V-2400	SAME	SAME	D-IV-2400 D-V-2400	SAME	SAME	N/A	B-II-VIS	N/A	B-II-VIS
DEPARTURE REFERENCE CODE (DPRC)	D-IV D-V	SAME	SAME	D-IV D-V	SAME	SAME	N/A	B-II	N/A	B-II
PAVEMENT SURFACE	ASPHALT	SAME	SAME	ASPHALT	SAME	SAME	ASPHALT	SAME	ASPHALT	SAME
SURFACE TREATMENT	GROOVED	SAME	SAME	GROOVED	SAME	SAME	N/A	SAME	N/A	SAME
PAVEMENT STRENGTH - WHEEL LOADING (POUNDS) S	60,000	60,000	60,000	60,000	60,000	60,000	35,000	SAME	35,000	SAME
D	100,000	100,000	100,000	100,000	100,000	100,000	45,000		45,000	
2D	160,000	174,200	174,200	160,000	174,200	174,200	N/A		N/A	
PAVEMENT STRENGTH - PCN	33/F/C/X/T	SAME	SAME	33/F/C/X/T	SAME	SAME	3/F/B/Y/U	SAME	3/F/B/Y/U	SAME
EFFECTIVE RUNWAY GRADIENT (MAXIMUM GRADIENT)	-0.2% (-0.5%)	-0.2% (-0.5%)	-0.2% (-0.5%)	0.2% (0.5%)	0.2% (0.5%)	0.2% (0.5%)	0.1% (0.5%)	SAME	-0.1% (-0.5%)	SAME
PERCENT WIND COVERAGE (ALL WEATHER) 10.5 KNOTS	98.18%	SAME	SAME	98.18%	SAME	SAME	86.80%	SAME	86.80%	SAME
13 KNOTS	99.29%			99.29%			91.63%		91.63%	
16 KNOTS	99.89%			99.89%			N/A		N/A	
RUNWAY LENGTH	6,758'	7,400'	8,000'	6,758'	7,400'	8,000'	3,075'	SAME	3,075'	SAME
RUNWAY WIDTH	150'	SAME	SAME	150'	SAME	SAME	75'	SAME	75'	SAME
RUNWAY END - COORDINATES (NAD 83) LAT.	47° 23' 29.99" N	SAME	SAME	47° 22' 45.17" N	47° 22' 40.91" N	47° 22' 36.93" N	47° 23' 10.76" N	SAME	47° 23' 30.54" N	SAME
LONG.	92° 50' 51.94" W			92° 49' 39.22" W	92° 49' 32.31" W	92° 49' 25.85" W	92° 50' 47.69" W		92° 50' 13.79" W	
RUNWAY END - ELEVATION (NAVD 88)	1,353.7'	SAME	SAME	1,338.2'	1,338' (EST.)	1,338' (EST.)	1,348.9'	SAME	1,352.0'	SAME
DISPLACED THRESHOLD - LENGTH	N/A	SAME	SAME	N/A	SAME	SAME	N/A	SAME	N/A	SAME
DISPLACED THRESHOLD - COORDINATES (NAD 83) LAT. LONG.	N/A	SAME	SAME	N/A	SAME	SAME	N/A	SAME	N/A	SAME
DISPLACED THRESHOLD - ELEVATION (NAVD 88)	N/A	SAME	SAME	N/A	SAME	SAME	N/A	SAME	N/A	SAME
RUNWAY LIGHTING	HIRL	HIRL, TDZ	HIRL, TDZ	HIRL	HIRL, TDZ	HIRL, TDZ	N/A	SAME	N/A	SAME
RUNWAY PROTECTION ZONE (RPZ)	1,000'x2,500'x1,750'	SAME	SAME	1,000'x2,500'x1,750'	SAME	SAME	500'x1,000'x700'	SAME	500'x1,000'x700'	SAME
RUNWAY MARKING	PRECISION	SAME	SAME	PRECISION	SAME	SAME	NON-PRECISION	BASIC	NON-PRECISION	BASIC
14 CFR PART 77 APPROACH CATEGORY	50:1	SAME	SAME	50:1	SAME	SAME	20:1	SAME	20:1	SAME
APPROACH TYPE	PIR	SAME	SAME	PIR	SAME	SAME	A (NP)	B (V)	A (NP)	B (V)
VISIBILITY MINIMUMS	1/2 MILE	SAME	SAME	1/2 MILE	SAME	SAME	1 MILE	VISUAL	1 MILE	VISUAL
AERONAUTICAL SURVEY	VERTICALLY GUIDED	SAME	SAME	VERTICALLY GUIDED	SAME	SAME	NON-VERTICALLY GUIDED	SAME	NON-VERTICALLY GUIDED	SAME
RUNWAY DEPARTURE SURFACE	YES	SAME	SAME	YES	SAME	SAME	YES	N/A	YES	N/A
RUNWAY SAFETY AREA (RSA) WIDTH	500'	SAME	SAME	500'	SAME	SAME	150'	SAME	150'	SAME
LENGTH BEYOND RWY END	1,000'			1,000'			300'		300'	
RUNWAY OBJECT FREE AREA (ROFA) WIDTH	800'	SAME	SAME	800'	SAME	SAME	500'	SAME	500'	SAME
LENGTH BEYOND RWY END	1,000'			1,000'			300'		300'	
RUNWAY OBSTACLE FREE ZONE (ROFZ) WIDTH	400'	SAME	SAME	400'	SAME	SAME	400'	SAME	400'	SAME
LENGTH BEYOND RWY END	200'			200'			200'		200'	
PRECISION OBSTACLE FREE ZONE (POFZ) WIDTH	800'	SAME	SAME	800'	SAME	SAME	N/A	SAME	N/A	SAME
LENGTH BEYOND RWY END	200'			200'						
THRESHOLD SITING SURFACE (TSS)	34:1 (TYPE 5) [1]	SAME	SAME	34:1 (TYPE 5) [1]	SAME	SAME	20:1 (TYPE 4) [1]	20:1 (TYPE 3) [1]	20:1 (TYPE 4) [1]	20:1 (TYPE 3) [1]
VISUAL AND INSTRUMENT NAVAIDS	ILS, LOC/DME, GS, MALSR, PAPI, RNAV (GPS)	SAME	SAME	ILS, LOC, GS, MALSR, PAPI, RNAV (GPS)	SAME	SAME	RNAV (GPS)	NONE	RNAV (GPS)	NONE
CRITICAL AIRCRAFT	CRJ200	EMB175	EMB175	CRJ200	EMB175	EMB175	KING AIR 350	KING AIR 350	KING AIR 350	KING AIR 350
TOUCHDOWN ZONE ELEVATION (NAVD 88)	1,353.7'	SAME	SAME	1,345.3'	1,344.2'	1,343.3'	1,351.8'	SAME	1,352.0'	SAME

1. TABLE 3-2, ENGINEERING BRIEF #99A.
2. SEE SHEETS 10-16 FOR TSS PENETRATIONS.
3. RUNWAYS MEET LINE OF SIGHT REQUIREMENTS.
4. **AIRPORT WISHES TO MAINTAIN C-III STANDARDS FOR RUNWAY 13/31, HOWEVER, AIP ELIGIBILITY AND JUSTIFICATION IS LIMITED TO C-II STANDARDS UNTIL 500 OPERATIONS THRESHOLD IS MET BY C-III AIRCRAFT.**
5. FAA AIRCRAFT CHARACTERISTICS DATABASE, DATED FEBRUARY 7,2023;
CRJ200 - 68.7' WINGSPAN, 140 KT APPROACH SPEED, TDG 1B
EMB175 - 93.9' WINGSPAN, 124 KT APPROACH SPEED, TDG 3
KING AIR 350 - 57.9' WINGSPAN, 107 KT APPROACH SPEED, TDG 2A

EXISTING TAXIWAY / TAXILANE DATA TABLE											
	TWY A (NORTH END OF TWY C)	TLN A (E) (TERMINAL APRON)	TWY A (RWY 22 END)	TWY A1 (E)	TWY B (E) (RWY 22 END)	TWY B (E) (NORTH OF TWY C)	TWY B (E) (SOUTH OF TWY C)	TWY B1	TWY C (E)	TWY C1	TWY C2 (E) TWY C3 (F)	TLN (E) (TWY B TO MnDNR APRON)
TAXIWAY / TAXILANE WIDTH	70' (TDG 3)	50' (TDG 3)	75' (TDG 3)	69' (TDG 3)	101' (TDG 3)	54' (TDG 3)	63' (TDG 3)	50' (TDG 3)	50' (TDG 3)	50' (TDG 3)	59' (TDG 3)	48' (TDG 3)
TAXIWAY EDGE SAFETY MARGIN (TESM)	10'	10'	10'	10'	10'	10'	10'	10'	10'	10'	10'	5'
TAXIWAY SHOULDER WIDTH	20'	20' (PARTIAL)	N/A	20'	14'	13'	10'	N/A	20'	20'	20'	N/A
TAXIWAY / TAXILANE SAFETY AREA (TSA)	118' (ADG III)	118' (ADG III)	118' (ADG III)	118' (ADG III)	118' (ADG III)	118' (ADG III)	118' (ADG III)	79' (ADG II)	118' (ADG III)	118' (ADG III)	118' (ADG III)	79' (ADG II)
OBJECTS WITHIN TSA	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
TAXIWAY / TAXILANE OBJECT FREE AREA (TOFA)	186' (ADG III)	162' (ADG III)	186' (ADG III)	186' (ADG III)	186' (ADG III)	186' (ADG III)	186' (ADG III)	131' (ADG II)	186' (ADG III)	186' (ADG III)	186' (ADG III)	115' (ADG II)
OBJECTS WITHIN TOFA [1]	RD SIGN 90° NW	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
RUNWAY HOLDING POSITION	N/A	N/A	281'	N/A	N/A	278'	251'	223'	218'	264'	264'	N/A
TAXIWAY / TAXILANE LIGHTING	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL

TAXIWAY / TAXILANE TO BE REMOVED (FUTURE CONDITION) TAXIWAY / TAXILANE TO BE REMOVED (ULTIMATE CONDITION)

FUTURE TAXIWAY / TAXILANE DATA TABLE									
	TLN A (F) (TERMINAL APRON)	TWY A (F)	TWY A2 (F) (RWY 22 END)	TWY B (F) (RWY 22 END)	TWY C (F)	TWY C2 (F)	TWY C4 (F)	TWY D (F) (SE TWY B (E))	TWY D2 (F)
TAXIWAY / TAXILANE WIDTH	50' (TDG 3)	50' (TDG 3)	50' (TDG 3)	50' (TDG 3)	50' (TDG 3)	50' (TDG 3)	50' (TDG 3)	50' (TDG 3)	50' (TDG 3)
TAXIWAY EDGE SAFETY MARGIN (TESM)	10'	10'	10'	10'	10'	10'	10'	10'	10'
TAXIWAY SHOULDER WIDTH	20'	20'	20'	20'	20'	20'	20'	20'	20'
TAXIWAY / TAXILANE SAFETY AREA (TSA)	118' (ADG III)	118' (ADG III)	118' (ADG III)	118' (ADG III)	118' (ADG III)	118' (ADG III)	118' (ADG III)	118' (ADG III)	118' (ADG III)
OBJECTS WITHIN TSA	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
TAXIWAY / TAXILANE OBJECT FREE AREA (TOFA)	162' (ADG III)	186' (ADG III)	186' (ADG III)	186' (ADG III)	186' (ADG III)	186' (ADG III)	186' (ADG III)	186' (ADG III)	186' (ADG III)
OBJECTS WITHIN TOFA	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
RUNWAY HOLDING POSITION	N/A	N/A	200'	200'	N/A	264'	264'	N/A	N/A
TAXIWAY / TAXILANE LIGHTING	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL

ULTIMATE TAXIWAY / TAXILANE DATA TABLE												
	TWY A1 (U)	TWY B (U) (NORTH OF TWY C)	TWY B (U) (SOUTH OF TWY C)	TWY B2 (U)	TWY C (U)	TWY C5 (U)	TWY D (U) (NW OF RWY 4-22)	TWY D (U) (B/W RWY 4-22 AND TWY B (E))	TWY D1 (U)	TWY D3 (U)	TWY D4 (U)	TLN (U) (TWY D (U) TO MnDNR APRON)
TAXIWAY / TAXILANE WIDTH	50' (TDG 3)	50' (TDG 3)	50' (TDG 3)	35' (TDG 2)	50' (TDG 3)	50' (TDG 3)	50' (TDG 3)	50' (TDG 3)	50' (TDG 3)	50' (TDG 3)	50' (TDG 3)	35' (TDG 2)
TAXIWAY EDGE SAFETY MARGIN (TESM)	10'	10'	10'	7.5'	10'	10'	10'	10'	10'	10'	10'	7.5'
TAXIWAY SHOULDER WIDTH	20'	20'	20'	15'	20'	20'	20'	20'	20'	20'	20'	15'
TAXIWAY / TAXILANE SAFETY AREA (TSA)	118' (ADG III)	118' (ADG III)	118' (ADG III)	118' (ADG III)	118' (ADG III)	118' (ADG III)	118' (ADG III)	118' (ADG III)	118' (ADG III)	118' (ADG III)	118' (ADG III)	118' (ADG III)
OBJECTS WITHIN TSA	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
TAXIWAY / TAXILANE OBJECT FREE AREA (TOFA)	186' (ADG III)	186' (ADG III)	186' (ADG III)	186' (ADG III)	186' (ADG III)	186' (ADG III)	186' (ADG III)	186' (ADG III)	186' (ADG III)	186' (ADG III)	186' (ADG III)	162' (ADG III)
OBJECTS WITHIN TOFA	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
RUNWAY HOLDING POSITION	N/A	N/A	264'	N/A	N/A	264'	200'	200'	N/A	N/A	N/A	N/A
TAXIWAY / TAXILANE LIGHTING	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL	MITL

1. OBJECTS MEASURED FROM TAXIWAY / TAXILANE CENTERLINE.
2. SEE SHEETS 4-5 FOR ADDITIONAL TAXILANE TABLE INFORMATION.

GENERAL NOTES

1. DIMENSIONAL STANDARDS: AC 150/5300-13A CHANGE 1, ENGINEERING BRIEF #99A, PART 77-SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE AND ORDER JO 6850.2.
2. ALL COORDINATES ARE IN NORTH AMERICAN DATUM OF 1983 (NAD 83).
3. ALL ELEVATIONS ARE IN NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).
4. ALL ELEVATIONS EXPRESSED IN FEET ABOVE MEAN SEA LEVEL (MSL).

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RANGE REGIONAL AIRPORT

RANGE REGIONAL AIRPORT

HIBBING, MINNESOTA

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: AUGUST 2025
REVIEWED BY: KR
DRAWN BY: TJM
DESIGNED BY: TJM

PROJECT NUMBER
214-0055-001

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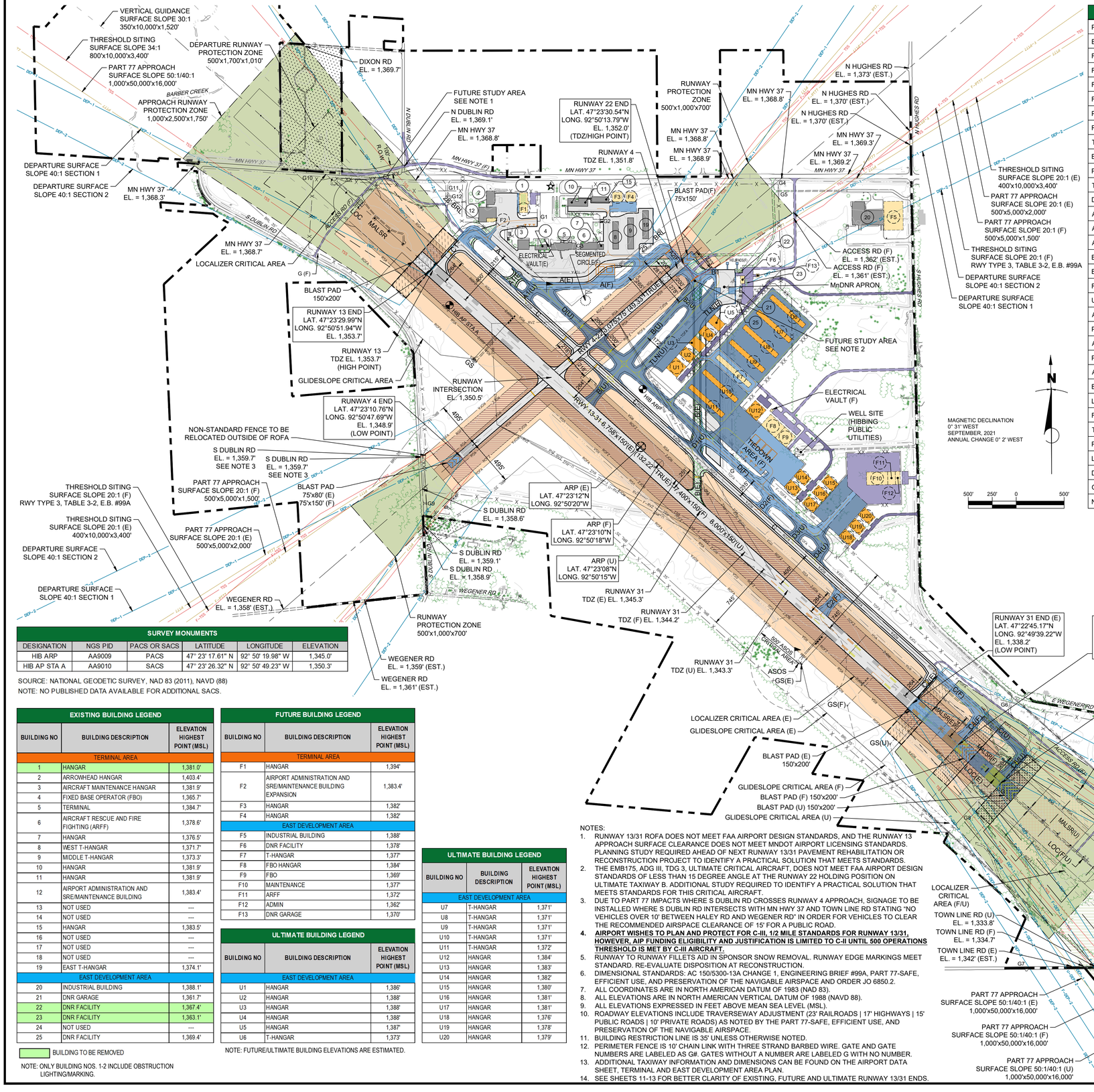
SHEET TITLE

AIRPORT DATA SHEET

SHEET NUMBER

2 OF 25



SURVEY MONUMENTS					
DESIGNATION	NGS PID	PACS OR SACS	LATITUDE	LONGITUDE	ELEVATION
HIB ARP	AA9009	PACS	47° 23' 17.61" N	92° 50' 19.98" W	1,345.0'
HIB AP STA A	AA9010	SACS	47° 23' 26.32" N	92° 50' 49.23" W	1,350.3'

SOURCE: NATIONAL GEODETIC SURVEY, NAD 83 (2011), NAVD (88)
NOTE: NO PUBLISHED DATA AVAILABLE FOR ADDITIONAL SACS.

EXISTING BUILDING LEGEND		
BUILDING NO	BUILDING DESCRIPTION	ELEVATION HIGHEST POINT (MSL)
TERMINAL AREA		
1	HANGAR	1,381.0'
2	ARROWHEAD HANGAR	1,403.4'
3	AIRCRAFT MAINTENANCE HANGAR	1,381.9'
4	FIXED BASE OPERATOR (FBO)	1,365.7'
5	TERMINAL	1,384.7'
6	AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF)	1,378.6'
7	HANGAR	1,376.5'
8	WEST T-HANGAR	1,371.7'
9	MIDDLE T-HANGAR	1,373.3'
10	HANGAR	1,381.9'
11	HANGAR	1,381.9'
12	AIRPORT ADMINISTRATION AND SRE/MAINTENANCE BUILDING	1,383.4'
13	NOT USED	---
14	NOT USED	---
15	HANGAR	1,383.5'
16	NOT USED	---
17	NOT USED	---
18	NOT USED	---
19	EAST T-HANGAR	1,374.1'
EAST DEVELOPMENT AREA		
20	INDUSTRIAL BUILDING	1,388.1'
21	DNR GARAGE	1,361.7'
22	DNR FACILITY	1,367.4'
23	DNR FACILITY	1,363.1'
24	NOT USED	---
25	DNR FACILITY	1,369.4'

BUILDING TO BE REMOVED

NOTE: ONLY BUILDING NOS. 1-2 INCLUDE OBSTRUCTION LIGHTING/MARKING.

FUTURE BUILDING LEGEND		
BUILDING NO	BUILDING DESCRIPTION	ELEVATION HIGHEST POINT (MSL)
TERMINAL AREA		
F1	HANGAR	1,394'
F2	AIRPORT ADMINISTRATION AND SRE/MAINTENANCE BUILDING EXPANSION	1,383.4'
F3	HANGAR	1,382'
F4	HANGAR	1,382'
EAST DEVELOPMENT AREA		
F5	INDUSTRIAL BUILDING	1,388'
F6	DNR FACILITY	1,378'
F7	T-HANGAR	1,377'
F8	FBO HANGAR	1,384'
F9	FBO	1,369'
F10	MAINTENANCE	1,377'
F11	ARFF	1,372'
F12	ADMIN	1,362'
F13	DNR GARAGE	1,370'

ULTIMATE BUILDING LEGEND		
BUILDING NO	BUILDING DESCRIPTION	ELEVATION HIGHEST POINT (MSL)
EAST DEVELOPMENT AREA		
U1	HANGAR	1,386'
U2	HANGAR	1,388'
U3	HANGAR	1,388'
U4	HANGAR	1,388'
U5	HANGAR	1,387'
U6	T-HANGAR	1,373'

NOTE: FUTURE/ULTIMATE BUILDING ELEVATIONS ARE ESTIMATED.

ULTIMATE BUILDING LEGEND		
BUILDING NO	BUILDING DESCRIPTION	ELEVATION HIGHEST POINT (MSL)
EAST DEVELOPMENT AREA		
U7	T-HANGAR	1,371'
U8	T-HANGAR	1,371'
U9	T-HANGAR	1,371'
U10	T-HANGAR	1,371'
U11	T-HANGAR	1,372'
U12	HANGAR	1,384'
U13	HANGAR	1,383'
U14	HANGAR	1,382'
U15	HANGAR	1,380'
U16	HANGAR	1,381'
U17	HANGAR	1,381'
U18	HANGAR	1,376'
U19	HANGAR	1,378'
U20	HANGAR	1,379'

NOTES:
1. RUNWAY 13/31 ROFA DOES NOT MEET FAA AIRPORT DESIGN STANDARDS, AND THE RUNWAY 13 APPROACH SURFACE CLEARANCE DOES NOT MEET MNDOT AIRPORT LICENSING STANDARDS. PLANNING STUDY REQUIRED AHEAD OF NEXT RUNWAY 13/31 PAVEMENT REHABILITATION OR RECONSTRUCTION PROJECT TO IDENTIFY A PRACTICAL SOLUTION THAT MEETS STANDARDS.
2. THE EMB175, ADG III, TDG 3, ULTIMATE CRITICAL AIRCRAFT, DOES NOT MEET FAA AIRPORT DESIGN STANDARDS OF LESS THAN 15 DEGREE ANGLE AT THE RUNWAY 22 HOLDING POSITION ON ULTIMATE TAXIWAY B. ADDITIONAL STUDY REQUIRED TO IDENTIFY A PRACTICAL SOLUTION THAT MEETS STANDARDS FOR THIS CRITICAL AIRCRAFT.
3. DUE TO PART 77 IMPACTS WHERE S DUBLIN RD CROSSES RUNWAY 4 APPROACH, SIGNAGE TO BE INSTALLED WHERE S DUBLIN RD INTERSECTS WITH MN HWY 37 AND TOWN LINE RD STATING "NO VEHICLES OVER 10' BETWEEN HALEY RD AND WEGENER RD" IN ORDER FOR VEHICLES TO CLEAR THE RECOMMENDED AIRSPACE CLEARANCE OF 15' FOR A PUBLIC ROAD.
4. **AIRPORT WISHES TO PLAN AND PROTECT FOR C-III, 1/2 MILE STANDARDS FOR RUNWAY 13/31, HOWEVER, AIP FUNDING ELIGIBILITY AND JUSTIFICATION IS LIMITED TO C-II UNTIL 500 OPERATIONS THRESHOLD IS MET BY C-III AIRCRAFT.**
5. RUNWAY TO RUNWAY FILLETS AID IN SPONSOR SNOW REMOVAL. RUNWAY EDGE MARKINGS MEET STANDARD. RE-EVALUATE DISPOSITION AT RECONSTRUCTION.
6. DIMENSIONAL STANDARDS: AC 150/5300-13A CHANGE 1, ENGINEERING BRIEF #99A, PART 77-SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE AND ORDER JO 6850.2.
7. ALL COORDINATES ARE IN NORTH AMERICAN DATUM OF 1983 (NAD 83).
8. ALL ELEVATIONS ARE IN NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).
9. ALL ELEVATIONS EXPRESSED IN FEET ABOVE MEAN SEA LEVEL (MSL).
10. ROADWAY ELEVATIONS INCLUDE TRAVERSEWAY ADJUSTMENT (23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS) AS NOTED BY THE PART 77-SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE.
11. BUILDING RESTRICTION LINE IS 35' UNLESS OTHERWISE NOTED.
12. PERIMETER FENCE IS 10' CHAIN LINK WITH THREE STRAND BARBED WIRE. GATE AND GATE NUMBERS ARE LABELED AS G#. GATES WITHOUT A NUMBER ARE LABELED G WITH NO NUMBER.
13. ADDITIONAL TAXIWAY INFORMATION AND DIMENSIONS CAN BE FOUND ON THE AIRPORT DATA SHEET, TERMINAL AND EAST DEVELOPMENT AREA PLAN.
14. SEE SHEETS 11-13 FOR BETTER CLARITY OF EXISTING, FUTURE AND ULTIMATE RUNWAY 13/31 ENDS.

DESCRIPTION	EXISTING	FUTURE	ULTIMATE
PROPERTY LINE			
EASEMENT		N/A	N/A
RUNWAY SAFETY AREA	RSA	F-RSA	U-RSA
RUNWAY OBJECT FREE AREA	ROFA	F-ROFA	U-ROFA
RUNWAY OBSTACLE FREE ZONE	ROFZ	F-ROFZ	U-ROFZ
RUNWAY PROTECTION ZONE			
PRECISION OBSTACLE FREE ZONE			
RUNWAY VISIBILITY ZONE	RVZ	F-RVZ	U-RVZ
TAXIWAY OBJECT FREE AREA	TOFA	F-TOFA	U-TOFA
BUILDING RESTRICTION LINE	BRL 35'	F-BRL 35'	U-BRL 35'
PART 77 SURFACE	PT77	F-PT77	U-PT77
THRESHOLD SITING SURFACE	TSS	F-TSS	U-TSS
DEPARTURE SURFACE SECTION 1/SECTION 2	DEP-1 DEP-2	F-DEP-1 F-DEP-2	U-DEP-1 U-DEP-2
APPROACH SURFACE (RUNWAY TYPE 6)			
AIRFIELD PAVEMENT			
AIRFIELD PAVEMENT TO BE REMOVED	N/A		
BUILDINGS			
BUILDINGS TO BE REMOVED	N/A		N/A
ROADWAY/PARKING			
UNPAVED ROADWAY/PARKING		N/A	N/A
AIRFIELD LIGHT			
PRECISION APPROACH PATH INDICATOR (PAPI)			
AIRCRAFT HOLDING POSITION			
PAVEMENT MARKING			
AIRPORT REFERENCE POINT (ARP)			
BEACON		N/A	N/A
LIGHTED WINDCONE			N/A
FENCE	X X X	XX XX	XXX XXX
TREES		N/A	N/A
POWER POLE		N/A	N/A
LIGHT POLE		N/A	N/A
DRAINAGE DITCH		N/A	N/A
GROUND CONTOURS		N/A	N/A
NGS MONUMENT	PACS/SACS	N/A	N/A

Federal Aviation Administration

CONDITIONALLY APPROVED

Subject to the comments in the airspace determination letter

FAA Dakota-Minnesota Airports District Office

Aeronautical Study Number(s):

DEPARTMENT OF TRANSPORTATION AERONAUTICS

CONDITIONALLY APPROVED

NAME: Regional Representative DATE:

RS&H, Inc.
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RANGE REGIONAL AIRPORT

HIBBING, MINNESOTA

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: AUGUST 2025
REVIEWED BY: KR
DRAWN BY: TJM
DESIGNED BY: TJM

PROJECT NUMBER
214-0055-001

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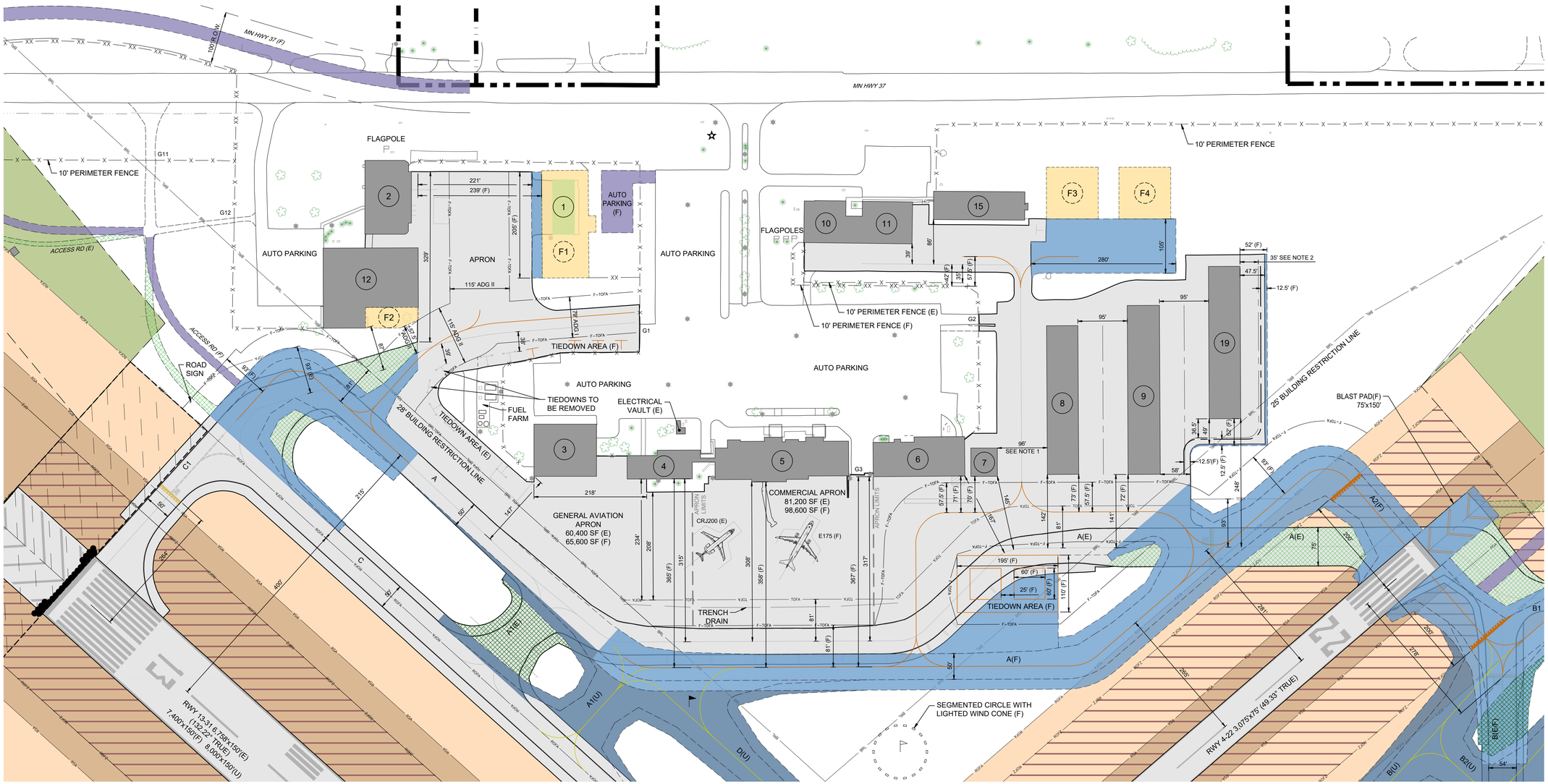
SHEET TITLE

AIRPORT LAYOUT DRAWING

SHEET NUMBER

3 OF 25



DESCRIPTION	EXISTING	FUTURE	ULTIMATE
PROPERTY LINE			
EASEMENT		N/A	N/A
RUNWAY SAFETY AREA	RSA	F~RSA	U~RSA
RUNWAY OBJECT FREE AREA	ROFA	F~ROFA	U~ROFA
RUNWAY OBSTACLE FREE ZONE	ROFZ	F~ROFZ	U~ROFZ
RUNWAY PROTECTION ZONE			
PRECISION OBSTACLE FREE ZONE			
RUNWAY VISIBILITY ZONE	RVZ	F~RVZ	U~RVZ
TAXIWAY OBJECT FREE AREA	TOFA	F~TOFA	U~TOFA
BUILDING RESTRICTION LINE	BRL 35'	F~BRL 35'	U~BRL 35'
PART 77 SURFACE	PT77	F~PT77	U~PT77
AIRFIELD PAVEMENT			
AIRFIELD PAVEMENT TO BE REMOVED	N/A		

DESCRIPTION	EXISTING	FUTURE	ULTIMATE
BUILDINGS			
BUILDINGS TO BE REMOVED	N/A		N/A
ROADWAY/PARKING			
UNPAVED ROADWAY/PARKING		N/A	N/A
AIRCRAFT HOLDING POSITION			
PAVEMENT MARKING			
BEACON		N/A	N/A
LIGHTED WINDCONE			N/A
FENCE	X X X	XX XX	XXX XXX
TREES		N/A	N/A
POWER POLE		N/A	N/A
LIGHT POLE		N/A	N/A
DRAINAGE DITCH		N/A	N/A

NON-MOVEMENT AREAS TAXILANE DATA TABLE

	TLN SOUTH OF BLDG 12	TLN SOUTH AND EAST OF BLDG F2	TLN SOUTH OF BLDG 1	TLN SOUTH OF BLDG F1	TLN SOUTH OF BLDGS 10, 11 AND 15	TLN SOUTH OF BLDGS F3 AND F4	TLN BETWEEN BLDGS 7 AND 8	TLN BETWEEN BLDGS 8 AND 9	TLN BETWEEN BLDGS 9 AND 19	TLN EAST OF BLDG 19	TLN SOUTH OF BLDGS 6 AND 7
TAXIWAY / TAXILANE WIDTH	40' (TDG 1B)	25' (TDG 1B)	25' (TDG 1B)	25' (TDG 1B)	29' (TDG 1A)	35' (TDG 2)	25' (TDG 1A)	25' (TDG 1A)	25' (TDG 1A)	25' (TDG 1A)	35' (TDG 2)
TAXIWAY EDGE SAFETY MARGIN (TESM)	5'	5'	5'	5'	5'	7.5'	5'	5'	5'	5'	7.5'
TAXIWAY SHOULDER WIDTH	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TAXIWAY / TAXILANE SAFETY AREA (TSA)	79' (ADG II)	79' (ADG II)	49' (ADG I)	49' (ADG I)	49' (ADG I)	79' (ADG II)	49' (ADG I)	49' (ADG I)	49' (ADG I)	49' (ADG I)	79' (ADG II)
OBJECTS WITHIN TSA	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
TAXIWAY / TAXILANE OBJECT FREE AREA (TOFA)	115' (ADG II)	115' (ADG II)	79' (ADG I)	79' (ADG I)	79' (ADG I)	115' (ADG II)	79' (ADG I)	79' (ADG I)	79' (ADG I)	79' (ADG I)	115' (ADG II)
OBJECTS WITHIN TOFA [1]	TIEDOWN 39' S	NONE	TIEDOWN 38' S	NONE	FENCE 35' S	NONE	NONE	NONE	NONE	T-HANGAR 35' W	NONE
RUNWAY HOLDING POSITION	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TAXIWAY / TAXILANE LIGHTING	MITL	MITL	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

1. OBJECTS MEASURED FROM TAXIWAY / TAXILANE CENTERLINE.

EXISTING BUILDING LEGEND

BUILDING NO	BUILDING DESCRIPTION	ELEVATION HIGHEST POINT (MSL)
1	HANGAR	1,381.0'
2	ARROWHEAD HANGAR	1,403.4'
3	AIRCRAFT MAINTENANCE HANGAR	1,381.9'
4	FIXED BASE OPERATOR (FBO)	1,365.7'
5	TERMINAL	1,384.7'
6	AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF)	1,378.6'

BUILDING TO BE REMOVED

EXISTING BUILDING LEGEND

BUILDING NO	BUILDING DESCRIPTION	ELEVATION HIGHEST POINT (MSL)
7	HANGAR	1,376.5'
8	WEST T-HANGAR	1,371.7'
9	MIDDLE T-HANGAR	1,373.3'
10	HANGAR	1,381.9'
11	HANGAR	1,381.9'
12	AIRPORT ADMINISTRATION AND SRE/MAINTENANCE BUILDING	1,383.4'

NOTE: ONLY BUILDING NOS. 1-2 INCLUDE OBSTRUCTION LIGHTING/MARKING.

EXISTING BUILDING LEGEND

BUILDING NO	BUILDING DESCRIPTION	ELEVATION HIGHEST POINT (MSL)
13	NOT USED	---
14	NOT USED	---
15	HANGAR	1,383.5'
16	NOT USED	---
17	NOT USED	---
18	NOT USED	---
19	EAST T-HANGAR	1,374.1'

FUTURE BUILDING LEGEND

BUILDING NO	BUILDING DESCRIPTION	ELEVATION HIGHEST POINT (MSL)	BUILDING HEIGHT (FT.)
F1	HANGAR	1,394'	40'
F2	AIRPORT ADMINISTRATION AND SRE/MAINTENANCE BUILDING EXPANSION	1,383.4'	SEE NOTE 2
F3	HANGAR	1,382'	30'
F4	HANGAR	1,382'	30'

1. FUTURE BUILDING HEIGHTS AND ELEVATIONS ARE ESTIMATED.
2. FUTURE BUILDING EXPANSION TO MATCH EXISTING BUILDING HEIGHT.

NOTES:
1. THE TLOFA REQUIREMENT FOR FULL ADG II AIRCRAFT IS 115' (AC 150/5300-13A) AND WOULD REQUIRE MOVE/REMOVAL OF BUILDING NO. 7. A 94' TLOFA PROVIDES AN ACCEPTABLE LEVEL OF SAFETY FOR THE KING AIR 350 HAVING A WINGSPAN OF 58' AND WINGTIP CLEARANCE OF 18'.
2. AIRCRAFT RESTRICTED TO WINGSPAN OF 40' OR LESS ALONG EAST SIDE OF BUILDING NO. 19 TO ACCOUNT FOR 15' WINGTIP CLEARANCE.
3. DEICING OCCURS ON TERMINAL APRON.
4. BUILDING RESTRICTION LINE IS 35' UNLESS OTHERWISE NOTED.
5. GATE AND GATE NUMBERS ARE LABELED AS G#. GATES WITHOUT A NUMBER ARE LABELED G WITH NO NUMBER.

MAGNETIC DECLINATION
0° 31' WEST
SEPTEMBER, 2021
ANNUAL CHANGE 0° 2' WEST

N

100' 50' 0 100'

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HIBBING, MINNESOTA

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: AUGUST 2025
REVIEWED BY: KR
DRAWN BY: TJM
DESIGNED BY: TJM

PROJECT NUMBER
214-0055-001

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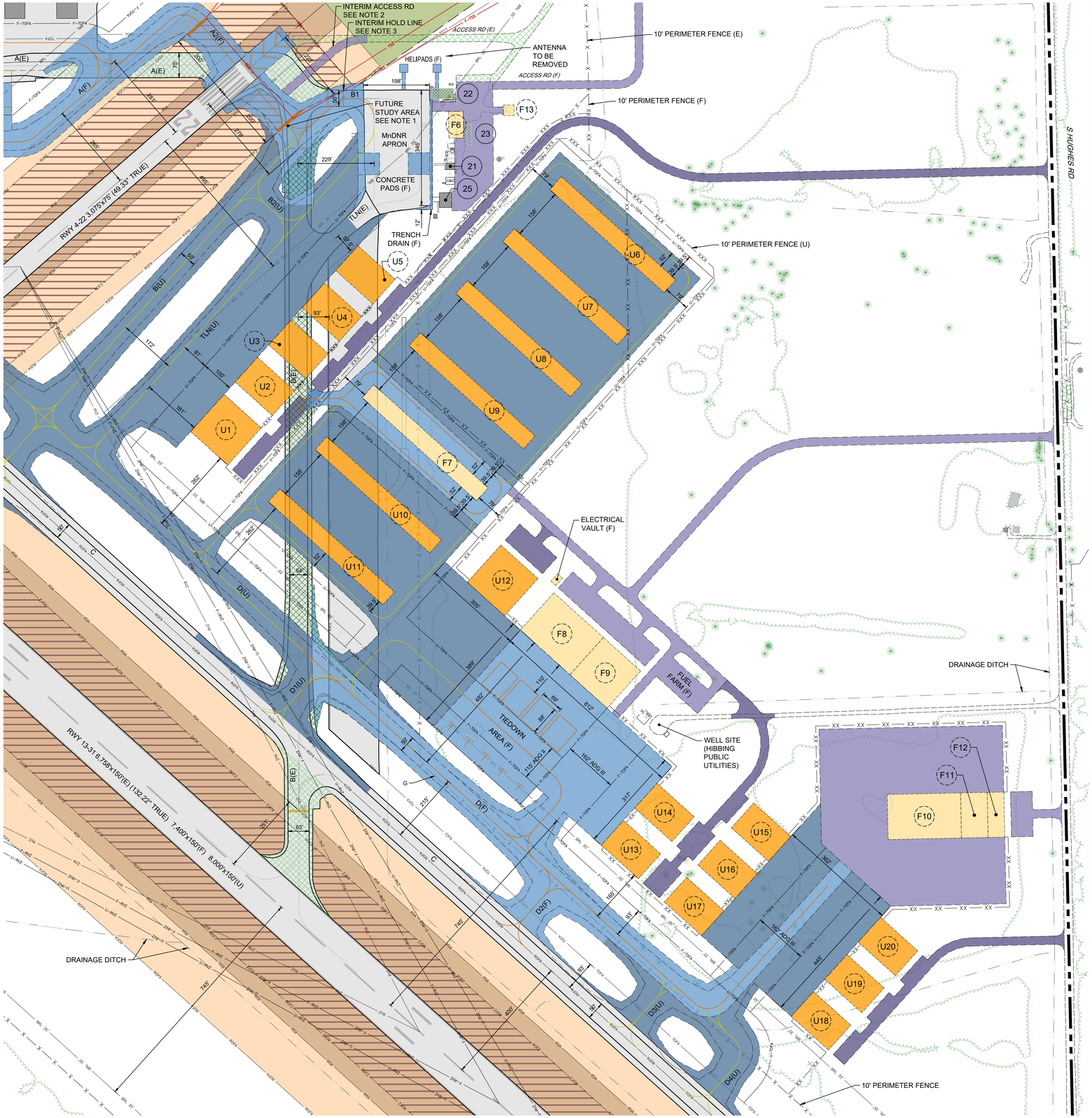
SHEET TITLE

TERMINAL AREA PLAN

SHEET NUMBER

4 OF 25

Drawing: \\rsandh.com\files\Aviation\P\2140055.001 HIB Master Plan\CAD\ALP\C\HIB_04_Term.dwg Plotted on: 8/22/2025 7:55 AM Plotted by: Merrill, Tammy



DESCRIPTION	EXISTING	FUTURE	ULTIMATE
PROPERTY LINE			
EASEMENT		N/A	N/A
RUNWAY SAFETY AREA	RSA	F–RSA	U–RSA
RUNWAY OBJECT FREE AREA	ROFA	F–ROFA	U–ROFA
RUNWAY OBSTACLE FREE ZONE	ROFZ	F–ROFZ	U–ROFZ
RUNWAY PROTECTION ZONE			
PRECISION OBSTACLE FREE ZONE			
RUNWAY VISIBILITY ZONE	RVZ	F–RVZ	U–RVZ
TAXIWAY OBJECT FREE AREA	TOFA	F–TOFA	U–TOFA
BUILDING RESTRICTION LINE	BRL 35'	F–BRL 35'	U–BRL 35'
PART 77 SURFACE	PT77	F–PT77	U–PT77
AIRFIELD PAVEMENT			
AIRFIELD PAVEMENT TO BE REMOVED	N/A		
BUILDINGS			
BUILDINGS TO BE REMOVED	N/A		N/A
ROADWAY/PARKING			
UNPAVED ROADWAY/PARKING		N/A	N/A
AIRCRAFT HOLDING POSITION			
PAVEMENT MARKING			
BEACON		N/A	N/A
LIGHTED WINDCONE			N/A
FENCE	X X X	XX XX	XXX XXX
TREES		N/A	N/A
POWER POLE		N/A	N/A
LIGHT POLE		N/A	N/A
DRAINAGE DITCH		N/A	N/A

NON-MOVEMENT AREAS TAXILANE DATA TABLE

	TLN BORDERING BLDG F7	TLN BORDERING/ BETWEEN BLDGS U6-U11	TLN SW OF BLDGS F8, F9 AND U12	TLN BETWEEN BLDGS U15-U20
TAXIWAY / TAXILANE WIDTH	25' (TDG 1B)	25' (TDG 1B)	25' (TDG 1B)	50' (TDG 3)
TAXIWAY EDGE SAFETY MARGIN (TESM)	5'	5'	5'	10'
TAXIWAY SHOULDER WIDTH	N/A	N/A	N/A	N/A
TAXIWAY / TAXILANE SAFETY AREA (TSA)	49' (ADG I)	49' (ADG I)	79' (ADG II)	118' (ADG III)
OBJECTS WITHIN TSA	NONE	NONE	NONE	NONE
TAXIWAY / TAXILANE OBJECT FREE AREA (TOFA)	79' (ADG I)	79' (ADG I)	115' (ADG II)	162' (ADG III)
OBJECTS WITHIN TOFA [1]	NONE	NONE	NONE	NONE
RUNWAY HOLDING POSITION	N/A	N/A	N/A	N/A
TAXIWAY / TAXILANE LIGHTING	NONE	NONE	NONE	NONE

1. OBJECTS MEASURED FROM TAXIWAY / TAXILANE CENTERLINE.

EXISTING BUILDING LEGEND

BUILDING NO	BUILDING DESCRIPTION	ELEVATION HIGHEST POINT (MSL)
20	INDUSTRIAL BUILDING	1,388.1'
21	DNR GARAGE	1,361.7'
22	DNR FACILITY	1,367.4'
23	DNR FACILITY	1,363.1'
24	NOT USED	---
25	DNR FACILITY	1,369.4'

BUILDING TO BE REMOVED

FUTURE BUILDING LEGEND

BUILDING NO	BUILDING DESCRIPTION	ELEVATION HIGHEST POINT (MSL)	BUILDING HEIGHT (FT.)
F5	INDUSTRIAL BUILDING	1,388'	SEE NOTE 2
F6	DNR FACILITY	1,378'	30'
F7	T-HANGAR	1,377'	25'
F8	FBO HANGAR	1,384'	40'
F9	FBO	1,389'	25'
F10	MAINTENANCE	1,377'	40'
F11	ARFF	1,372'	35'
F12	ADMIN	1,362'	25'
F13	DNR GARAGE	1,370'	22'

1. FUTURE/ULTIMATE BUILDING HEIGHTS AND ELEVATIONS ARE ESTIMATED.
2. FUTURE BUILDING EXPANSION TO MATCH EXISTING BUILDING HEIGHT.

ULTIMATE BUILDING LEGEND

BUILDING NO	BUILDING DESCRIPTION	ELEVATION HIGHEST POINT (MSL)	BUILDING HEIGHT (FT.)
U1	HANGAR	1,386'	40'
U2	HANGAR	1,388'	40'
U3	HANGAR	1,388'	40'
U4	HANGAR	1,388'	40'
U5	T-HANGAR	1,387'	40'
U6	T-HANGAR	1,373'	25'
U7	T-HANGAR	1,371'	25'
U8	T-HANGAR	1,371'	25'
U9	T-HANGAR	1,371'	25'
U10	T-HANGAR	1,371'	25'
U11	T-HANGAR	1,372'	25'
U12	HANGAR	1,384'	40'
U13	HANGAR	1,383'	40'
U14	HANGAR	1,382'	40'
U15	HANGAR	1,380'	40'
U16	HANGAR	1,381'	40'
U17	HANGAR	1,381'	40'
U18	HANGAR	1,376'	40'
U19	HANGAR	1,378'	40'
U20	HANGAR	1,379'	40'

NOTES:
1. THE EMB175, ADG III, TDG 3, ULTIMATE CRITICAL AIRCRAFT, DOES NOT MEET FAA AIRPORT DESIGN STANDARDS OF LESS THAN 15 DEGREE ANGLE AT THE RUNWAY 22 HOLDING POSITION ON ULTIMATE TAXIWAY B. ADDITIONAL STUDY REQUIRED TO IDENTIFY A PRACTICAL SOLUTION THAT MEETS STANDARDS FOR THIS CRITICAL AIRCRAFT.
2. RELOCATE INTERIM ACCESS RD OUTSIDE OF RSA UNTIL FUTURE ACCESS RD CONSTRUCTED.
3. ADD INTERIM HOLD LINE ON TWY B1 TO CLEAR FUTURE FAA VISUAL APPROACH SURFACE (TSS).
4. BUILDING RESTRICTION LINE IS 35' UNLESS OTHERWISE NOTED.
5. GATE AND GATE NUMBERS ARE LABELED AS G#. GATES WITHOUT A NUMBER ARE LABELED G WITH NO NUMBER.

MAGNETIC DECLINATION
0° 31' WEST
SEPTEMBER, 2021
ANNUAL CHANGE 0° 2' WEST

N

150' 75' 0 150'

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CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: AUGUST 2025
REVIEWED BY: KR
DRAWN BY: TJM
DESIGNED BY: TJM

PROJECT NUMBER
214-0055-001

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SHEET TITLE

EAST DEVELOPMENT AREA PLAN

SHEET NUMBER

5 OF 25

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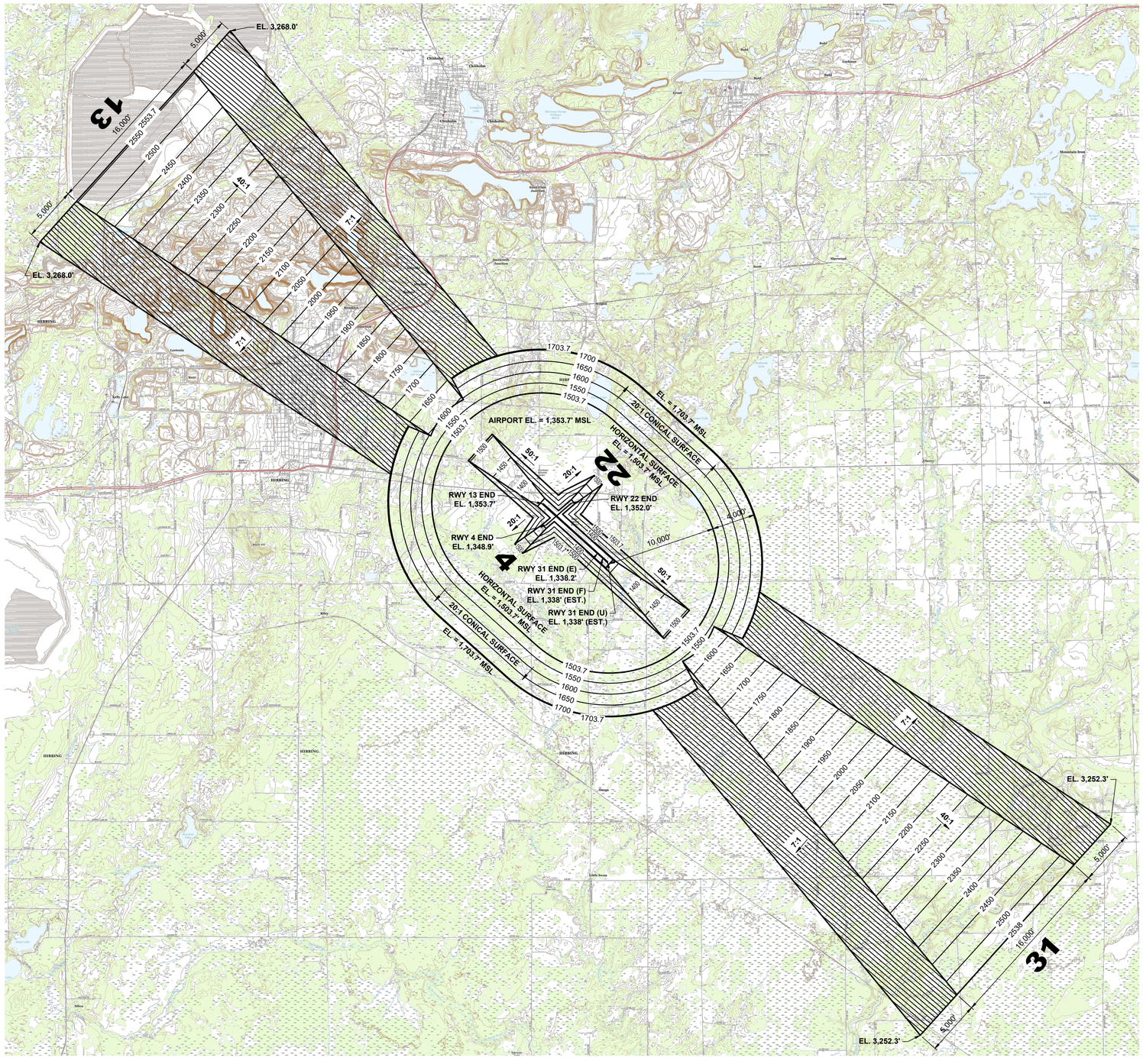

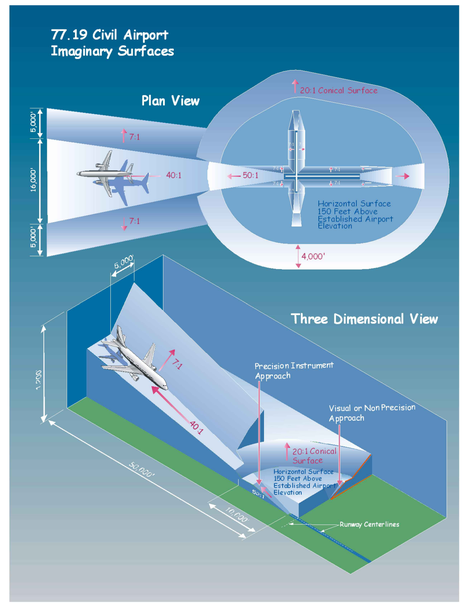

DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A - UTILITY RUNWAYS
B - RUNWAYS LARGER THAN UTILITY
C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET

ZONING RESTRICTIONS

HIBBING CITY CODE, CHAPTER 11, SECTION 11.39 CHISHOLM-HIBBING AIRPORT ZONING ORDINANCE, ORDINANCE NO. 323, 2ND SERIES AND SECTION 11.40 AMU-P AIRPORT MULTIPLE USE PARK DISTRICT, ORDINANCE NO. 329, 2ND SERIES; MINNESOTA STATUTE 360.063 AIRPORT ZONING

SOURCE: CITY OF HIBBING; MnDOT AERONAUTICS AND AVIATION

NOTES:
1. SEE SHEET 7 FOR PART 77 OBSTRUCTIONS AND OBSTRUCTION TABLE.

MAGNETIC DECLINATION
0° 31' WEST
SEPTEMBER, 2021
ANNUAL CHANGE 0° 2' WEST

N

5,000' 2,500' 0 5,000'

RS&H, Inc.
4525 AIRPORT APPROACH RD.
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218-722-1227
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RANGE REGIONAL AIRPORT

RANGE REGIONAL AIRPORT

HIBBING, MINNESOTA

AIRPORT LAYOUT PLAN

CONSULTANTS

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SHEET TITLE

AIRPORT AIRSPACE

SHEET NUMBER

6 OF 25

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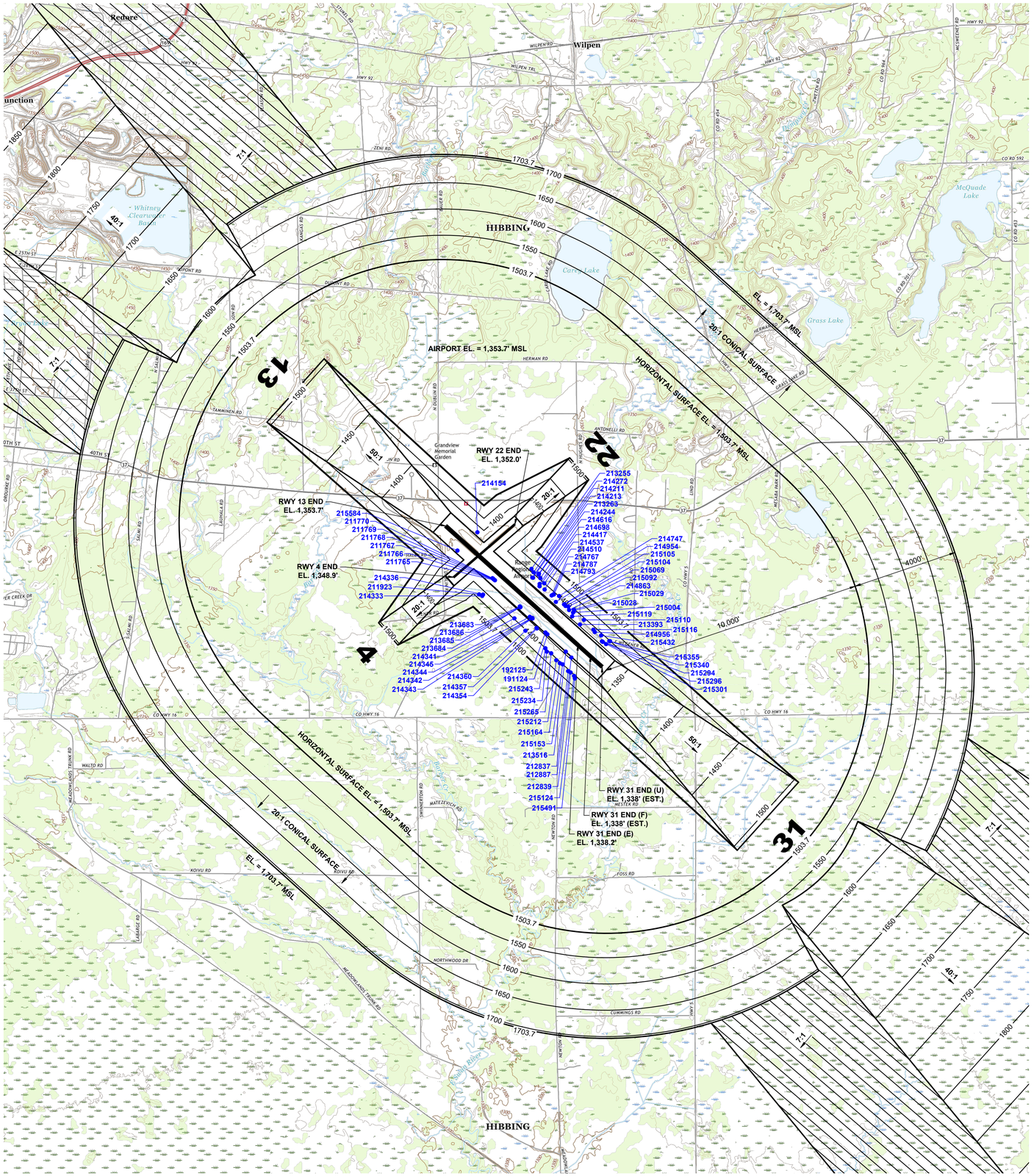

ULTIMATE OBSTRUCTION TABLE							
OBJECT NO.	OBJECT DESCRIPTION	GROUND SURFACE ELEVATION (FT.)	OBJECT TOP ELEVATION (FT.)	PART 77 SURFACE ELEVATION (FT.)	PART 77 CLEARANCE (+ PENETRATE) (- CLEAR)	PART 77 SURFACE VIOLATION	PROPOSED DISPOSITION
191124	RWY 31 GS ANTENNA [4]	1339.3	1392.0	1341.6	50.4	PRIMARY	FIXED BY FUNCTION
192125	WINDCONE [4]	1339.1	1360.7	1342.1	18.6	PRIMARY	FIXED BY FUNCTION
211765	TREETOP	1340.2	1348.8	1347.7	1.1	PRIMARY	REMOVE
211766	TREETOP	1340.7	1348.9	1347.8	1.2	PRIMARY	REMOVE
211767	TREETOP	1340.6	1349.4	1347.8	1.6	PRIMARY	REMOVE
211768	TREETOP	1340.8	1348.3	1347.9	0.4	PRIMARY	REMOVE
211769	TREETOP	1340.9	1348.1	1348.0	0.1	PRIMARY	REMOVE
211770	TREETOP	1341.4	1350.4	1348.0	2.3	PRIMARY	REMOVE
211923	TREETOP	1342.2	1433.0	1431.4	1.6	TRANSITIONAL	REMOVE
212837 [2]	TREETOP	1352.0	1410.4	1407.3	3.1	TRANSITIONAL	REMOVE
212839 [2]	TREETOP	1353.0	1407.0	1404.2	2.8	TRANSITIONAL	REMOVE
212887	PHONE PEDESTAL [3]	1337.5	1341.5	1341.2	0.3	TRANSITIONAL	RELOCATE (ULT. RWY EXT.)
213255	TREETOP	1345.7	1413.1	1412.9	0.2	TRANSITIONAL	REMOVE
213263	TREETOP	1344.4	1421.4	1420.1	1.3	TRANSITIONAL	REMOVE
213393	TREETOP	1334.9	1376.4	1357.9	18.5	TRANSITIONAL	REMOVE
213516	GROUND	1338.8	1338.8	1338.7	0.2	PRIMARY	NONE
213683	GROUND	1345.5	1345.5	1344.6	0.9	PRIMARY	NONE
213684	GROUND	1345.4	1345.4	1344.5	0.8	PRIMARY	NONE
213685	GROUND	1345.4	1345.4	1344.5	0.9	PRIMARY	NONE
213686	GROUND	1345.3	1345.3	1344.6	0.7	PRIMARY	NONE
214154	WINDCONE [4]	1350.9	1372.6	1370.1	2.6	TRANSITIONAL	FIXED BY FUNCTION
214211	TREETOP	1344.7	1415.2	1380.3	34.9	TRANSITIONAL	REMOVE
214213	TREETOP	1345.0	1418.3	1382.1	36.2	TRANSITIONAL	REMOVE
214244	TREETOP	1343.5	1420.1	1414.3	5.9	TRANSITIONAL	REMOVE
214272	TREETOP	1344.5	1424.8	1406.5	18.2	TRANSITIONAL	REMOVE
214333	TREETOP	1342.4	1427.3	1426.2	1.2	TRANSITIONAL	REMOVE
214336	TREETOP	1342.5	1422.3	1417.6	4.7	TRANSITIONAL	REMOVE
214341	TREETOP	1338.7	1399.8	1396.3	3.5	TRANSITIONAL	REMOVE
214342	TREETOP	1342.4	1347.5	1343.6	3.9	PRIMARY	REMOVE
214343	TREETOP	1341.5	1347.5	1343.6	3.9	PRIMARY	REMOVE
214344	TREETOP	1341.4	1346.7	1343.7	3.0	PRIMARY	REMOVE
214345	TREETOP	1341.6	1348.3	1343.8	4.5	PRIMARY	REMOVE
214354	TREETOP	1340.4	1361.2	1353.8	7.4	TRANSITIONAL	REMOVE
214357	TREETOP	1339.8	1358.3	1353.4	5.0	TRANSITIONAL	REMOVE
214360	TREETOP	1339.2	1407.0	1405.3	1.7	TRANSITIONAL	REMOVE
214417	TREETOP	1354.0	1409.1	1371.0	38.1	TRANSITIONAL	REMOVE
214510	TREETOP	1341.9	1397.9	1375.7	22.2	TRANSITIONAL	REMOVE
214537	TREETOP	1356.0	1427.1	1399.6	27.5	TRANSITIONAL	REMOVE
214616	TREETOP	1356.0	1421.5	1406.4	15.1	TRANSITIONAL	REMOVE
214698	TREETOP	1357.0	1402.7	1380.4	22.3	TRANSITIONAL	REMOVE
214747	TREETOP	1338.0	1402.0	1401.1	0.9	TRANSITIONAL	REMOVE
214767	TREETOP	1339.4	1392.9	1376.9	16.1	TRANSITIONAL	REMOVE
214787	TREETOP	1339.6	1400.2	1383.8	16.4	TRANSITIONAL	REMOVE
214793	TREETOP	1339.9	1400.2	1388.7	11.5	TRANSITIONAL	REMOVE
214863	TREETOP	1346.0	1400.9	1379.5	21.4	TRANSITIONAL	REMOVE
214954	TREETOP	1337.9	1389.5	1365.6	24.0	TRANSITIONAL	REMOVE
214956 [2]	TREETOP	1335.5	1381.2	1380.3	0.9	TRANSITIONAL	REMOVE
215004	TREETOP	1335.7	1388.0	1382.9	5.2	TRANSITIONAL	REMOVE
215028	TREETOP	1338.5	1410.2	1395.2	14.9	TRANSITIONAL	REMOVE
215029	TREETOP	1338.7	1413.0	1398.1	14.9	TRANSITIONAL	REMOVE
215069	TREETOP	1350.0	1405.0	1383.8	21.2	TRANSITIONAL	REMOVE
215092	TREETOP	1348.0	1414.0	1390.8	23.2	TRANSITIONAL	REMOVE
215104	TREETOP	1351.0	1401.6	1387.6	14.0	TRANSITIONAL	REMOVE
215105	TREETOP	1351.0	1398.6	1384.8	13.8	TRANSITIONAL	REMOVE
215110	TREETOP	1336.9	1394.8	1391.5	3.3	TRANSITIONAL	REMOVE
215116 [2]	TREETOP	1335.7	1395.2	1385.1	10.1	TRANSITIONAL	REMOVE
215119	TREETOP	1336.0	1369.1	1363.9	5.2	TRANSITIONAL	REMOVE
215124 [2]	TREETOP	1351.0	1408.0	1405.0	3.0	TRANSITIONAL	REMOVE
215153	TREETOP	1347.0	1411.9	1400.2	11.7	TRANSITIONAL	REMOVE
215164	TREETOP	1348.0	1417.7	1406.0	11.7	TRANSITIONAL	REMOVE
215212	TREETOP	1349.0	1414.3	1407.4	6.9	TRANSITIONAL	REMOVE
215234	TREETOP	1345.2	1414.3	1408.2	6.1	TRANSITIONAL	REMOVE
215243	TREETOP	1344.2	1413.4	1400.3	13.1	TRANSITIONAL	REMOVE
215265	TREETOP	1341.8	1413.7	1398.4	15.3	TRANSITIONAL	REMOVE
215294 [2]	TREETOP	1335.6	1385.8	1370.0	15.8	TRANSITIONAL	REMOVE
215296 [2]	TREETOP	1337.3	1373.3	1368.7	4.5	TRANSITIONAL	REMOVE
215301	TREETOP	1336.7	1376.2	1372.8	3.3	TRANSITIONAL	REMOVE
215340 [2]	TREETOP	1337.6	1405.3	1398.7	6.5	TRANSITIONAL	TRIM/REMOVE
215355 [2]	TREETOP	1338.0	1407.0	1396.9	10.1	TRANSITIONAL	TRIM/REMOVE
215432 [2]	TREETOP	1349.0	1396.0	1390.2	5.8	TRANSITIONAL	REMOVE
215491 [2]	TREETOP	1350.0	1419.1	1412.7	6.4	TRANSITIONAL	REMOVE
215584	RWY 13 GS ANTENNA [4]	1349.1	1393.4	1352.1	41.3	PRIMARY	FIXED BY FUNCTION

1. OBSTRUCTION SURVEY COMPLETED BY MARTINEZ GEOSPATIAL AUGUST 11, 2020. SURVEY ACCURACY H20/V3.
2. OBJECT IS HIGHEST TREETOP WITHIN 200'x200' GRID STARTING AT EACH RUNWAY END.
3. OBJECT DOES NOT INCLUDE OBSTRUCTION LIGHTING OR MARKING.
4. OBJECT INCLUDES OBSTRUCTION LIGHT.
5. OBJECT WITH A PROPOSED DISPOSTION OF TRIM/REMOVE IS OFF AIRPORT PROPERTY. FINAL DISPOSITION TO BE DETERMINED AT TIME OF MITIGATION.
6. USGS QUADRANGLE BASE MAPS DATED 2019.
7. SEE INNER APPROACH PLAN AND PROFILE SHEETS FOR ADDITIONAL OBSTRUCTIONS.

LEGEND	
DESCRIPTION	SYMBOL
OBSTRUCTION	● 200000

MAGNETIC DECLINATION
0° 31' WEST
SEPTEMBER, 2021
ANNUAL CHANGE 0° 2' WEST

N

2,000' 1,000' 0 2,000'

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RANGE REGIONAL AIRPORT

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HIBBING, MINNESOTA

AIRPORT LAYOUT PLAN

CONSULTANTS

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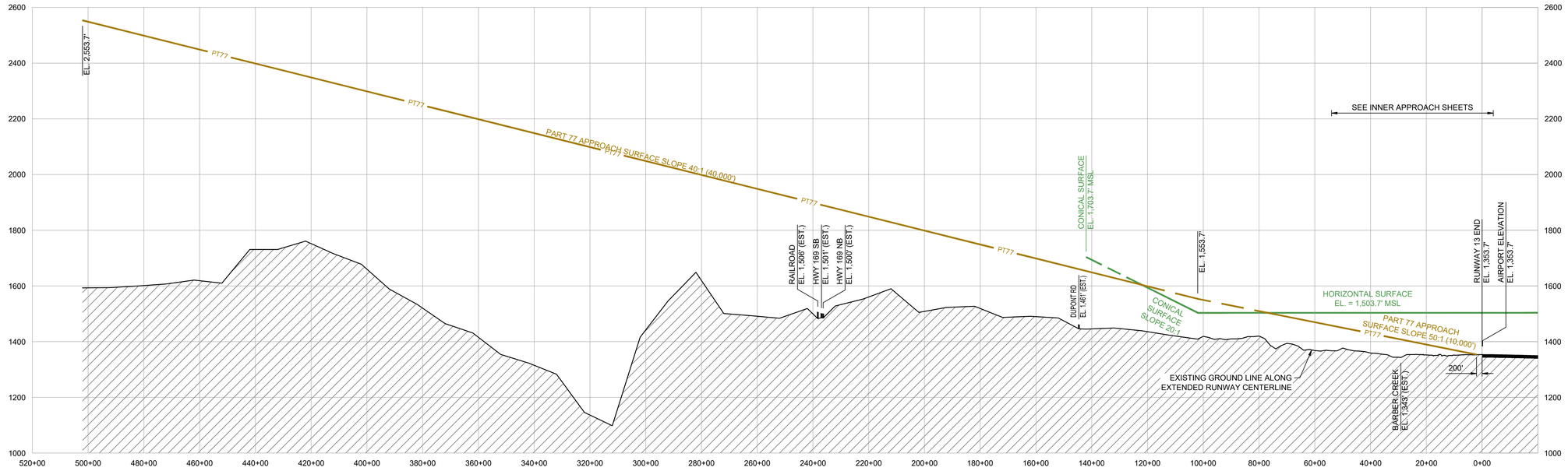
SHEET TITLE

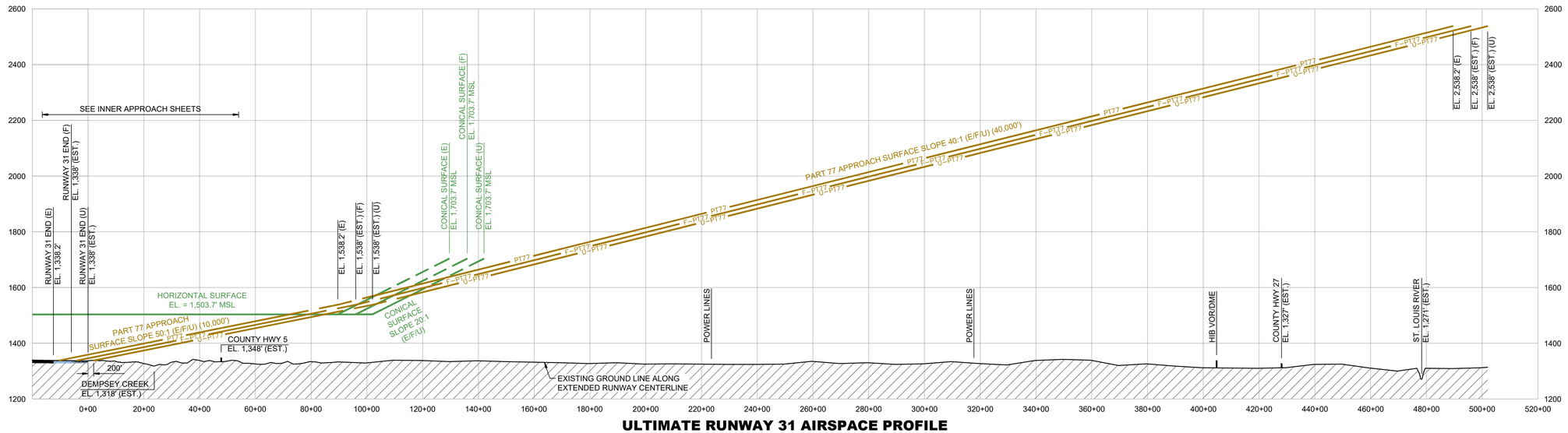
AIRPORT AIRSPACE CONICAL SURFACE

SHEET NUMBER

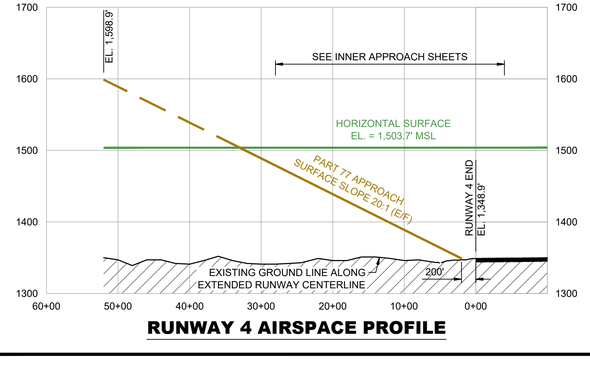
7 OF 25



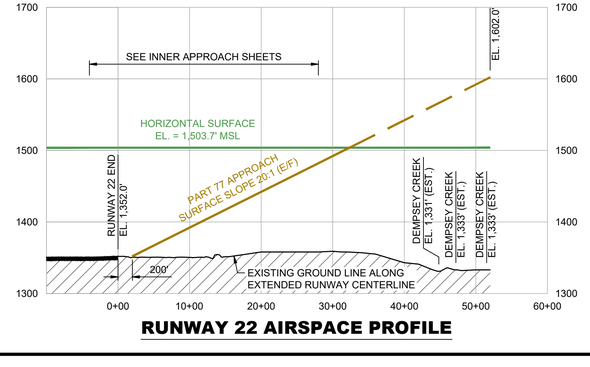
RUNWAY 13 AIRSPACE PROFILE



ULTIMATE RUNWAY 31 AIRSPACE PROFILE



RUNWAY 4 AIRSPACE PROFILE



RUNWAY 22 AIRSPACE PROFILE

2,000' 1,000' 0 2,000'
HORIZONTAL SCALE

200' 100' 0 200'
VERTICAL SCALE

1,000' 500' 0 1,000'
HORIZONTAL SCALE

100' 50' 0 100'
VERTICAL SCALE

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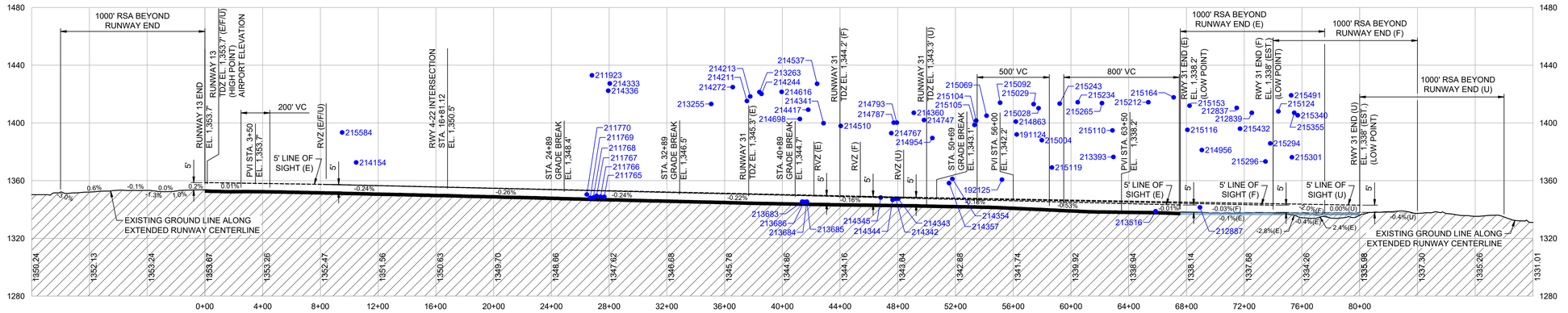
SHEET TITLE

AIRPORT AIRSPACE PROFILES

SHEET NUMBER

8 OF 25

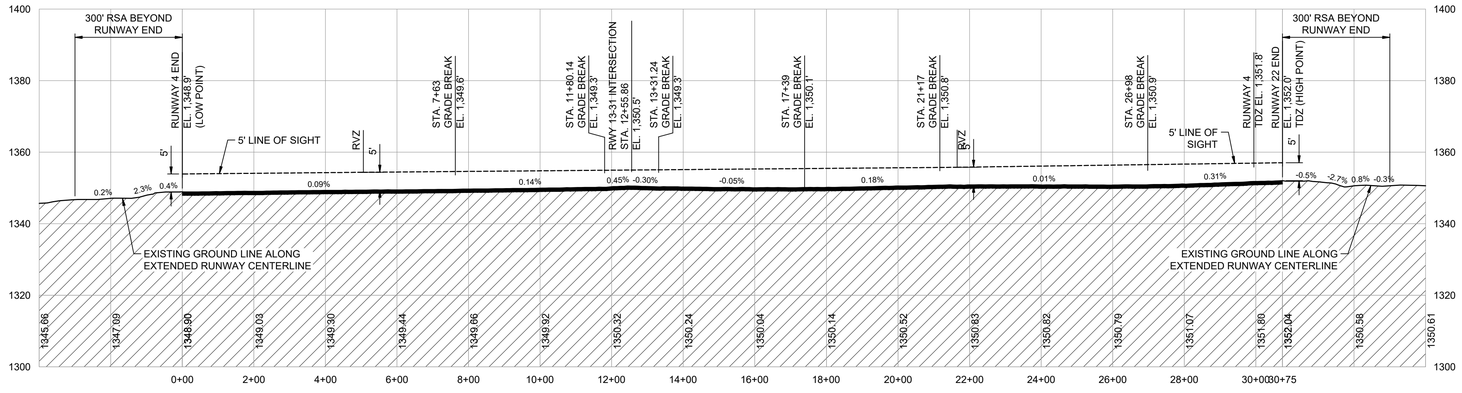


RUNWAY 13-31 CENTERLINE PROFILE

SEE SHEET 7 FOR PART 77 OBSTRUCTION TABLE.

HORIZONTAL SCALE: 400' 200' 0 400'

VERTICAL SCALE: 40' 20' 0 40'



RUNWAY 4-22 CENTERLINE PROFILE

NOTE: RUNWAY AND RUNWAY SAFETY AREA GRADIENTS AND VERTICAL CURVES HAVE BEEN ESTIMATED AND SHOULD BE USED FOR PLANNING PURPOSES ONLY.

HORIZONTAL SCALE: 200' 100' 0 200'

VERTICAL SCALE: 20' 10' 0 20'

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AIRPORT LAYOUT PLAN

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RUNWAY PROFILES

SHEET NUMBER

9 OF 25

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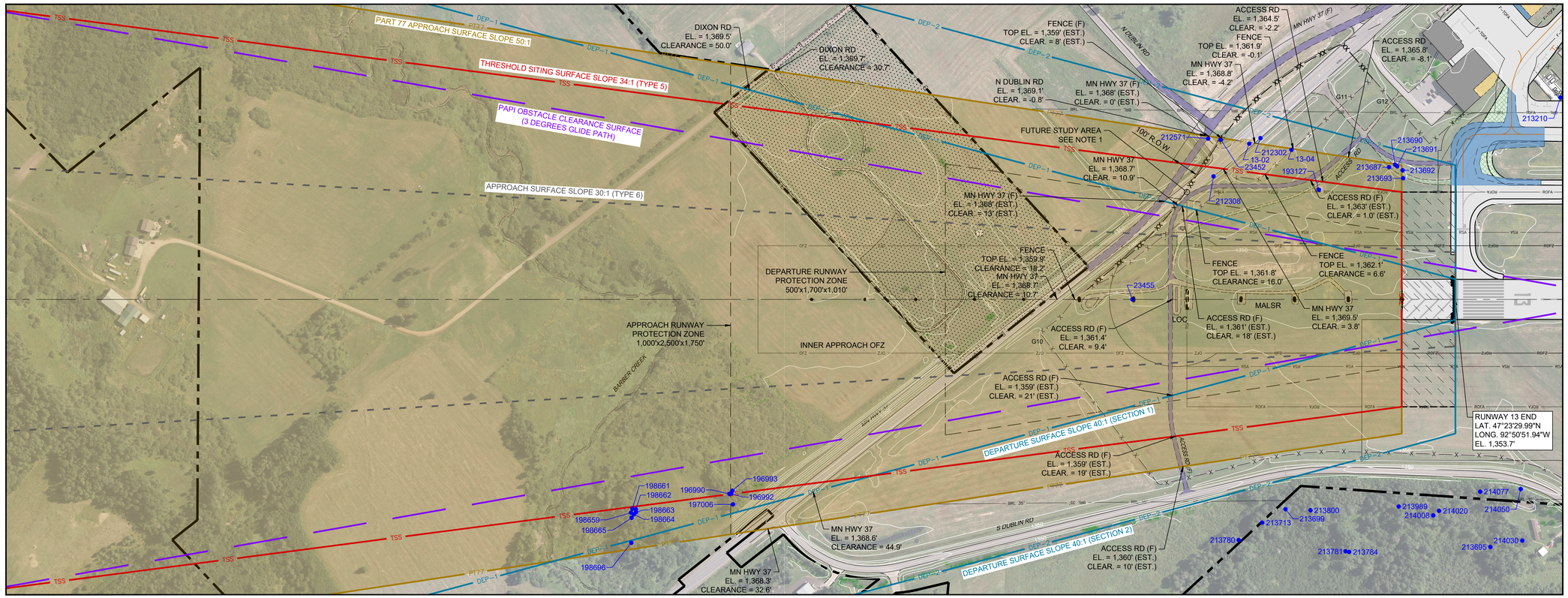

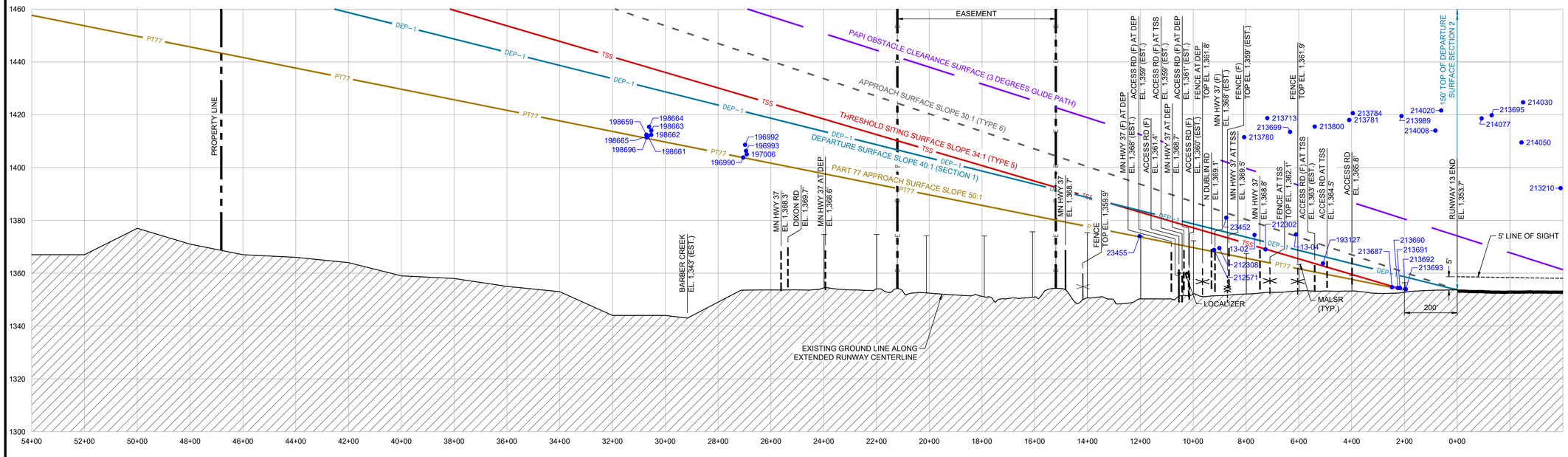

DESCRIPTION	EXISTING
PROPERTY LINE	
EASEMENT	
PART 77 SURFACE	PT77
THRESHOLD SITING SURFACE	TSS

DESCRIPTION	EXISTING
DEPARTURE SURFACE SECTION 1/SECTION 2	DEP–1 DEP–2
PAPI OBSTACLE CLEARANCE SURFACE	
APPROACH SURFACE (RUNWAY TYPE 6)	
OBSTRUCTION	200000

NOTES:
1. RUNWAY 13/31 ROFA DOES NOT MEET FAA AIRPORT DESIGN STANDARDS, AND THE RUNWAY 13 APPROACH SURFACE CLEARANCE DOES NOT MEET MNDOT AIRPORT LICENSING STANDARDS. ADDITIONAL STUDY IS REQUIRED AHEAD OF NEXT RUNWAY 13/31 PAVEMENT REHABILITATION OR RECONSTRUCTION PROJECT TO IDENTIFY A PRACTICAL SOLUTION THAT MEETS STANDARDS.
2. DIMENSIONAL STANDARDS: AC 150/5300-13A CHANGE 1, ENGINEERING BRIEF #99A, PART 77-SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE AND ORDER JO 6850.2.
3. ROADWAY ELEVATIONS INCLUDE TRAVERSEWAY ADJUSTMENT (23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS) AS NOTED BY THE PART 77-SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE.
4. SEE SHEET 14 FOR OBSTRUCTION TABLE.

MAGNETIC DECLINATION
0° 31' WEST
SEPTEMBER, 2021
ANNUAL CHANGE 0° 2' WEST

200' 100' 0 200'
HORIZONTAL SCALE

20' 10' 0 20'
VERTICAL SCALE

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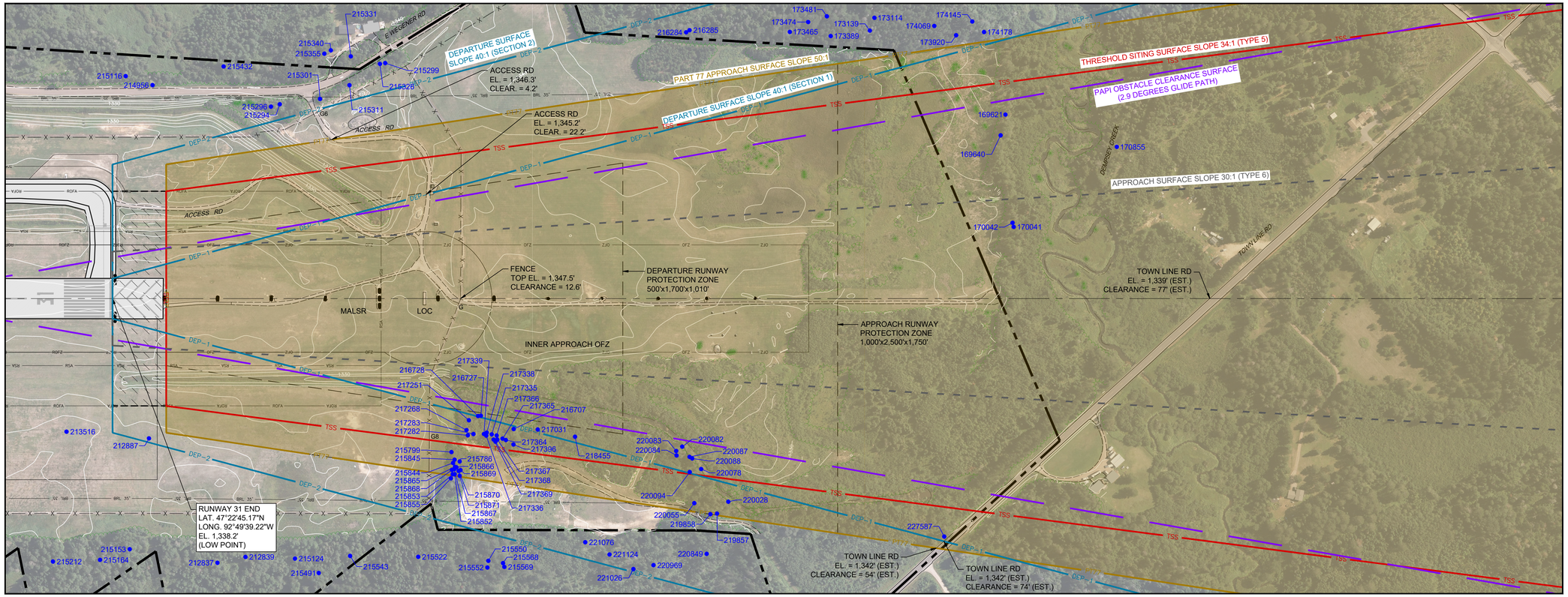
SHEET TITLE

INNER PORTION OF THE APPROACH SURFACE RUNWAY 13

SHEET NUMBER

10 OF 25



DESCRIPTION	EXISTING
PROPERTY LINE	
EASEMENT	
PART 77 SURFACE	PT77
THRESHOLD SITING SURFACE	TSS

DESCRIPTION	EXISTING
DEPARTURE SURFACE SECTION 1/SECTION 2	DEP–1 DEP–2
PAPI OBSTACLE CLEARANCE SURFACE	
APPROACH SURFACE (RUNWAY TYPE 6)	
OBSTRUCTION	● 200000

NOTES:
1. DIMENSIONAL STANDARDS: AC 150/5300-13A CHANGE 1, ENGINEERING BRIEF #99A, PART 77-SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE AND ORDER JO 6850.2.
2. ROADWAY ELEVATIONS INCLUDE TRAVERSEWAY ADJUSTMENT (23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS) AS NOTED BY THE PART 77-SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE.
3. SEE SHEET 14 FOR OBSTRUCTION TABLE.

MAGNETIC DECLINATION
0° 31' WEST
SEPTEMBER, 2021
ANNUAL CHANGE 0° 2' WEST

200' 100' 0 200'
HORIZONTAL SCALE

20' 10' 0 20'
VERTICAL SCALE

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INNER PORTION OF THE APPROACH SURFACE RUNWAY 31 (EXISTING)

SHEET NUMBER

11 OF 25

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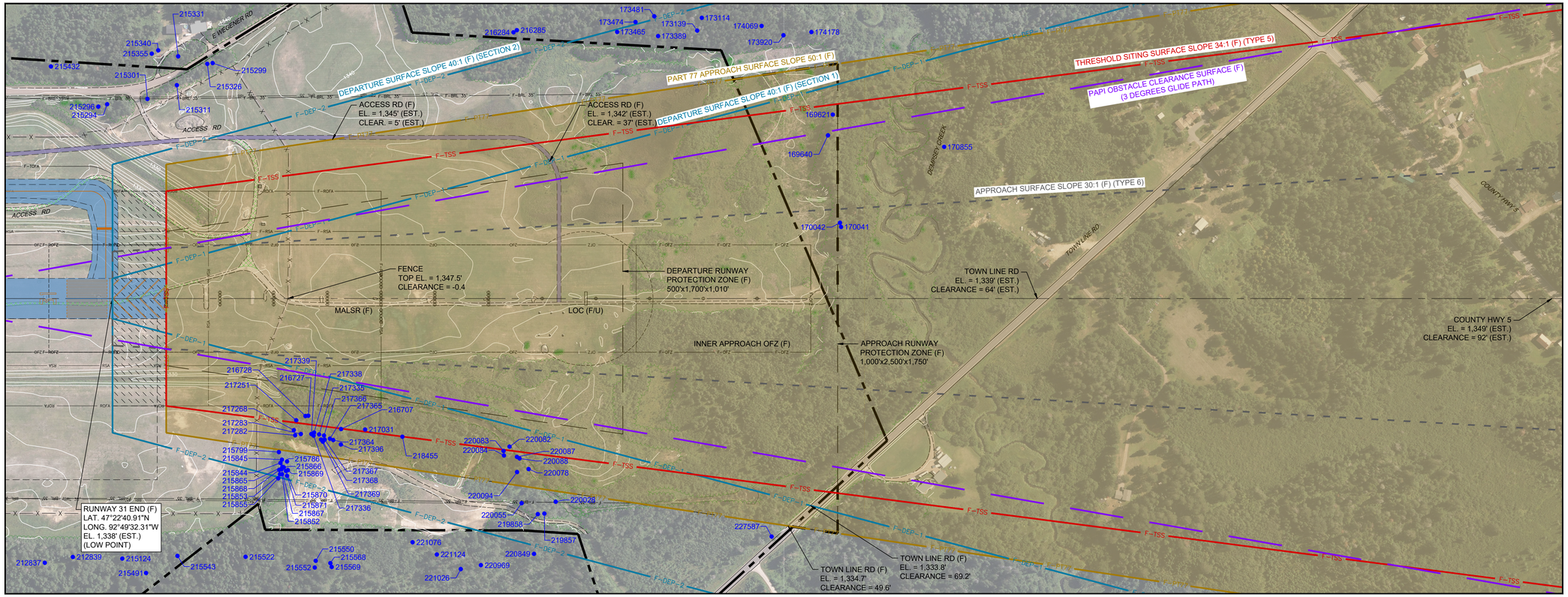

DESCRIPTION	FUTURE
PROPERTY LINE	
EASEMENT	N/A
PART 77 SURFACE	F-PT77
THRESHOLD SITING SURFACE	F-TSS

DESCRIPTION	FUTURE
DEPARTURE SURFACE SECTION 1/SECTION 2	F-DEP-1 / F-DEP-2
PAPI OBSTACLE CLEARANCE SURFACE	
APPROACH SURFACE (RUNWAY TYPE 6)	
OBSTRUCTION	200000

NOTES:
1. DIMENSIONAL STANDARDS: AC 150/5300-13A CHANGE 1, ENGINEERING BRIEF #99A, PART 77-SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE AND ORDER JO 6850.2.
2. ROADWAY ELEVATIONS INCLUDE TRAVERSEWAY ADJUSTMENT (23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS) AS NOTED BY THE PART 77-SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE.
3. SEE SHEET 14 FOR OBSTRUCTION TABLE.

MAGNETIC DECLINATION
0° 31' WEST
SEPTEMBER, 2021
ANNUAL CHANGE 0° 2' WEST

200' 100' 0 200'
HORIZONTAL SCALE

20' 10' 0 20'
VERTICAL SCALE

RS&H, Inc.
4525 AIRPORT APPROACH RD.
SUITE A
DULUTH, MINNESOTA 55811
218-722-1227
www.rsandh.com

RANGE REGIONAL AIRPORT

RANGE REGIONAL AIRPORT

HIBBING, MINNESOTA

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: AUGUST 2025
REVIEWED BY: KR
DRAWN BY: TJM
DESIGNED BY: TJM

PROJECT NUMBER
214-0055-001

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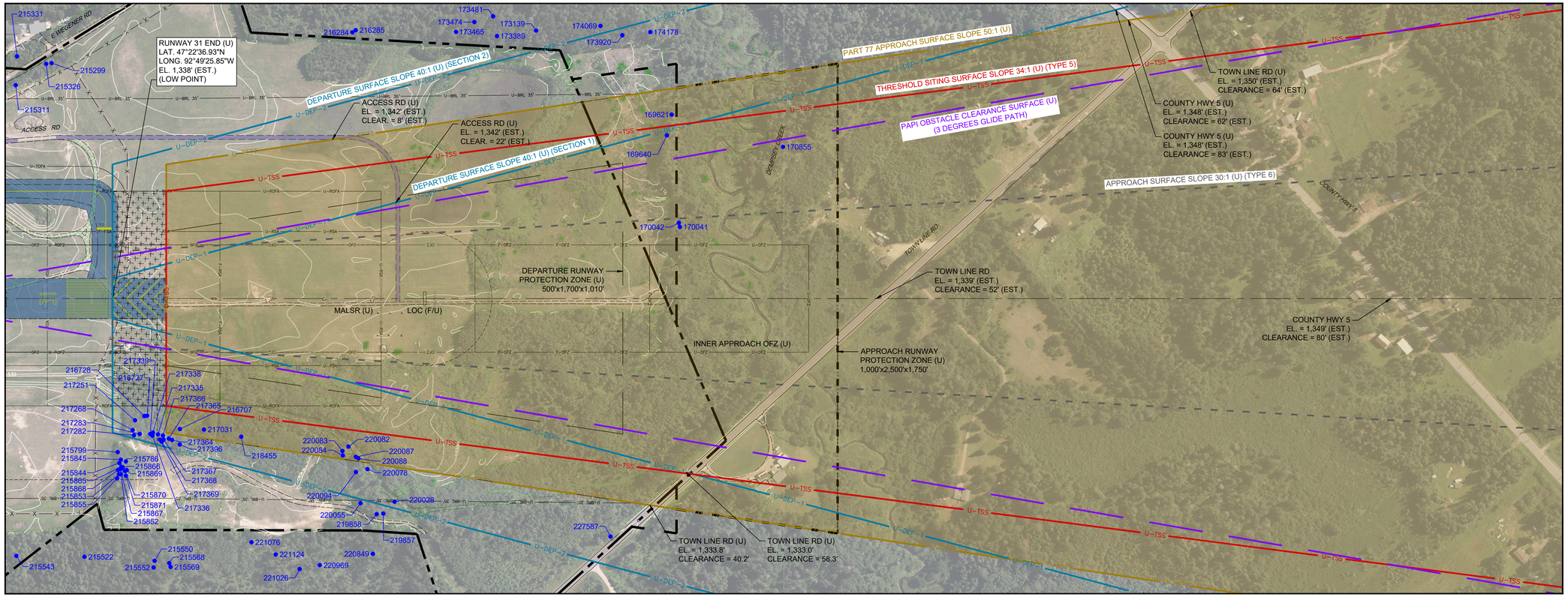
SHEET TITLE

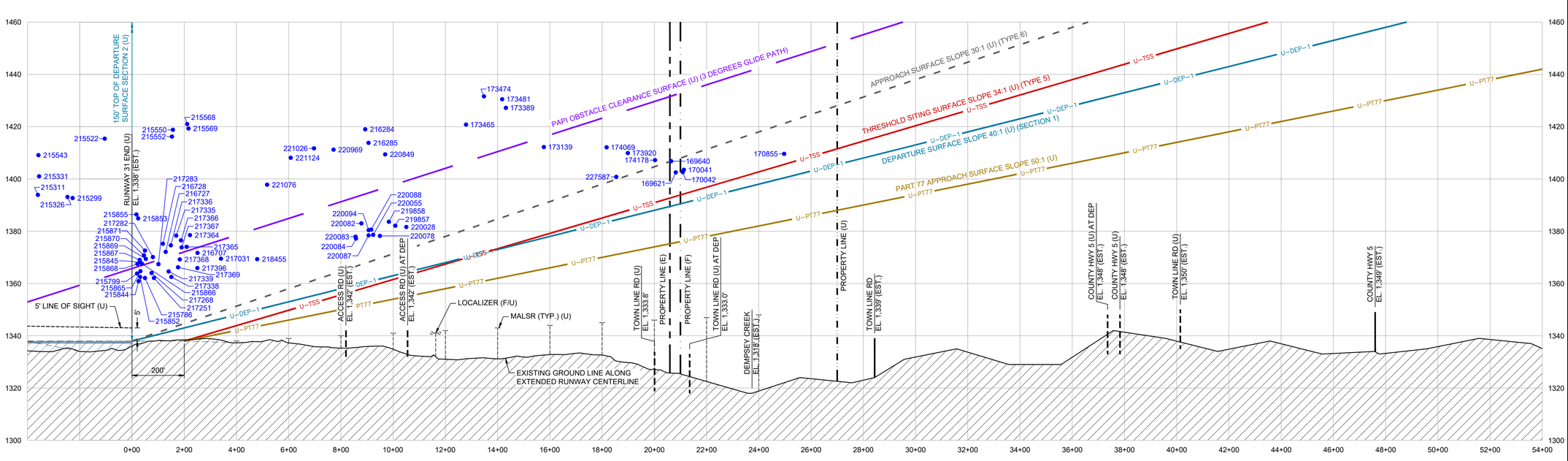
INNER PORTION OF THE APPROACH SURFACE RUNWAY 31 (FUTURE)

SHEET NUMBER

12 OF 25

Drawing: \\rsandh.com\files\Aviation\P\2140055.001 HIB Master Plan\CAD\ALP\C\HIB_10-16_InnerApps.dwg Plotted on: 8/22/2025 8:12 AM Plotted by: Merrill, Tammy





DESCRIPTION	ULTIMATE
PROPERTY LINE	
EASEMENT	N/A
PART 77 SURFACE	U-PT77
THRESHOLD SITING SURFACE	U-TSS

DESCRIPTION	ULTIMATE
DEPARTURE SURFACE SECTION 1/SECTION 2	U-DEP-1 / U-DEP-2
PAPI OBSTACLE CLEARANCE SURFACE	
APPROACH SURFACE (RUNWAY TYPE 6)	
OBSTRUCTION	200000

NOTES:
1. DIMENSIONAL STANDARDS: AC 150/5300-13A CHANGE 1, ENGINEERING BRIEF #99A, PART 77-SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE AND ORDER JO 6850.2.
2. ROADWAY ELEVATIONS INCLUDE TRAVERSEWAY ADJUSTMENT (23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS) AS NOTED BY THE PART 77-SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE.
3. SEE SHEET 14 FOR OBSTRUCTION TABLE.

MAGNETIC DECLINATION
0° 31' WEST
SEPTEMBER, 2021
ANNUAL CHANGE 0° 2' WEST

200' 100' 0 200'
HORIZONTAL SCALE

20' 10' 0 20'
VERTICAL SCALE

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RANGE REGIONAL AIRPORT

RANGE REGIONAL AIRPORT

HIBBING, MINNESOTA

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: AUGUST 2025
REVIEWED BY: KR
DRAWN BY: TJM
DESIGNED BY: TJM

PROJECT NUMBER
214-0055-001

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SHEET TITLE

INNER PORTION OF THE APPROACH SURFACE RUNWAY 31 (ULTIMATE)

SHEET NUMBER

13 OF 25

Drawing: \\rsandh.com\files\Aviation\P\2140055.001 HIB Master Plan\CAD\ALP\C\HIB_10-16_InnerApps.dwg Plotted on: 8/22/2025 8:14 AM Plotted by: Merrill, Tammy

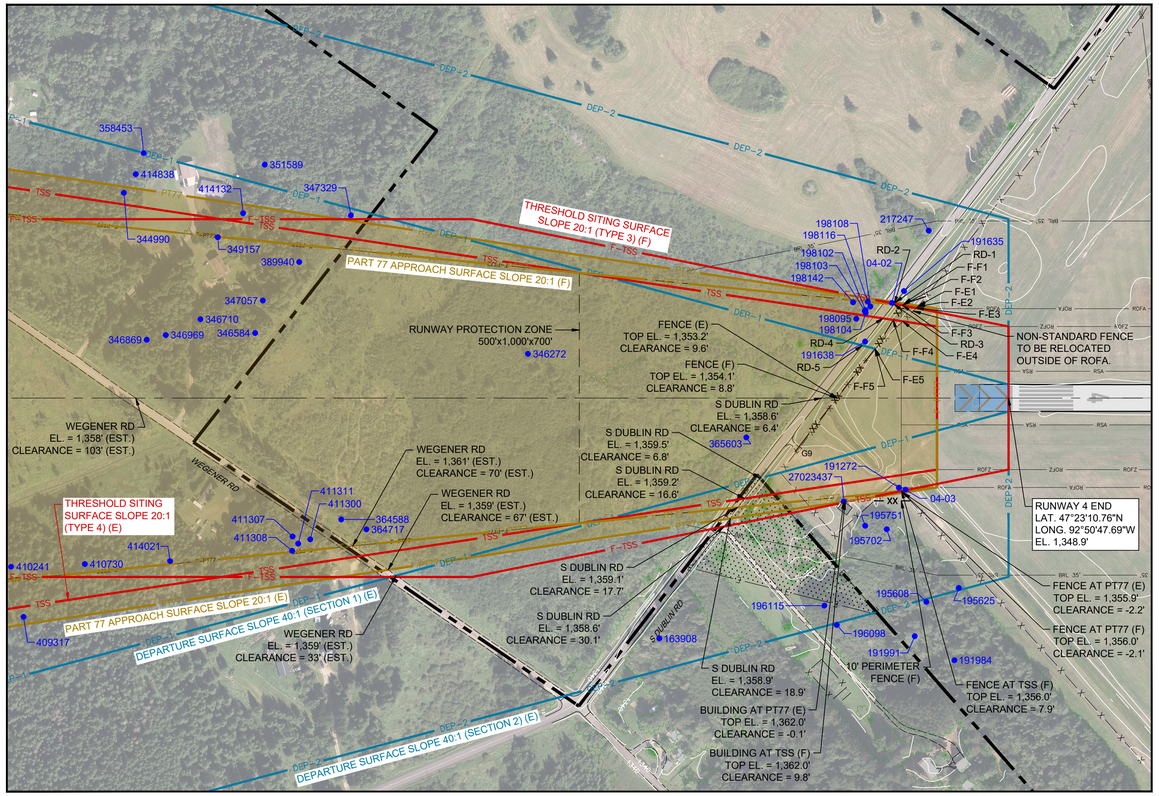
RUNWAY 13 OBSTRUCTION TABLE

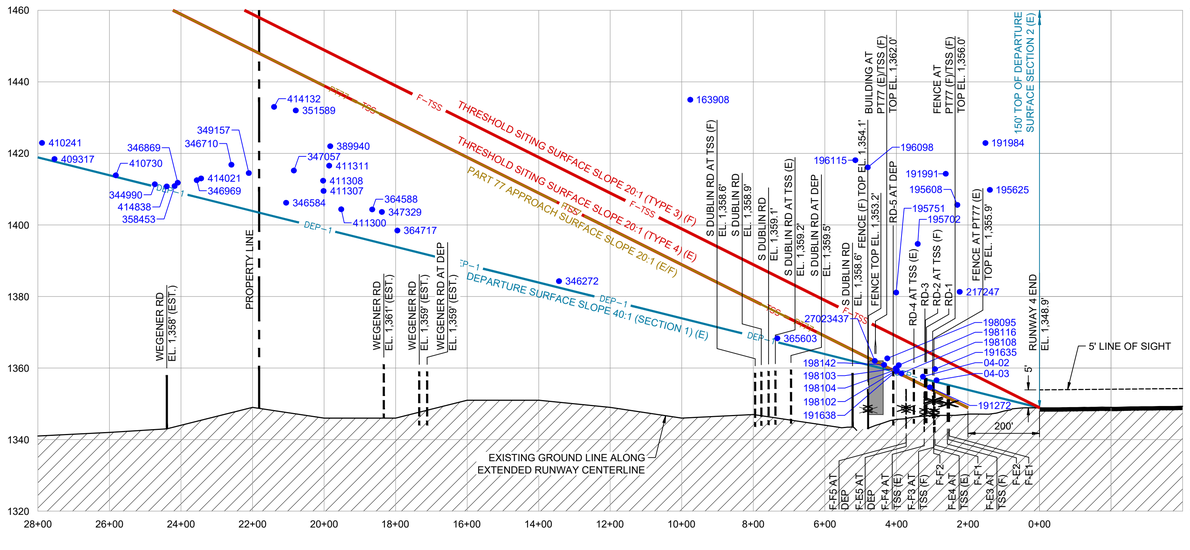
OBJECT NO.	OBJECT DESCRIPTION	ABOVE GROUND LEVEL (FT.)	OBJECT TOP ELEVATION (FT.)	CLEARANCE (+ PENETRATE) (- CLEAR)			PROPOSED DISPOSITION	PART 77 SURFACE VIOLATION	TRIGGERING EVENT
				PART 77 SURFACE (FT.)	DEPARTURE SURFACE (FT.)	THRESHOLD SITING SURFACE (FT.)			
13-02 [8]	ROAD	---	---	5.4	---	---	RELOCATE	APPROACH	MN HWY 37 RELOCATION
13-04 [8]	FENCE	---	---	8.8	---	---	RELOCATE	APPROACH	MN HWY 37 RELOCATION
23452	LIGHT POLE [3]	28.0	1381.0	13.8	-95.7	N/A	OBSTRUCTION LIGHT	APPROACH	NONE
23455	MALSR LIGHT	23.0	1374.0	0.3	-9.8	-9.2	NONE	APPROACH	NONE
193127	BUILDING [4]	9.1	1363.7	3.9	-72.3	0.9	LOWER OR RELOCATE, AND LIGHT	APPROACH	NONE
196990	TREETOP	51.8	1403.8	0.1	-17.5	-23.5	REMOVE	APPROACH	OBS MITIGATION
196992	TREETOP	56.9	1408.6	5.0	-12.5	-18.5	REMOVE	APPROACH	OBS MITIGATION
196993	TREETOP	55.2	1406.3	2.8	-14.7	-20.7	REMOVE	APPROACH	OBS MITIGATION
197006	TREETOP	52.9	1405.0	1.6	-15.9	N/A	REMOVE	APPROACH	OBS MITIGATION
198659	TREETOP	50.4	1412.4	1.3	-18.1	N/A	REMOVE	APPROACH	OBS MITIGATION
198661	TREETOP	49.9	1411.9	1.0	-18.4	N/A	REMOVE	APPROACH	OBS MITIGATION
198662	TREETOP	58.0	1412.4	1.7	-17.6	N/A	REMOVE	APPROACH	OBS MITIGATION
198663	TREETOP	59.4	1414.0	3.3	-16.0	N/A	REMOVE	APPROACH	OBS MITIGATION
198664	TREETOP	53.4	1415.4	4.5	-14.9	N/A	REMOVE	APPROACH	OBS MITIGATION
198665	TREETOP	50.9	1411.9	0.8	-18.5	N/A	REMOVE	APPROACH	OBS MITIGATION
198696	TREETOP	71.8	1411.4	0.3	-22.3	N/A	REMOVE	APPROACH	OBS MITIGATION
212302	ROAD	15.0	1369.0	1.6	-119.8	N/A	RELOCATE [7]	TRANSITIONAL	MN HWY 37 RELOCATION
212308	ROAD	15.0	1369.5	1.8	-56.8	-4.8	RELOCATE [7]	APPROACH	MN HWY 37 RELOCATION
212571	ROAD	15.0	1368.8	0.7	-105.8	N/A	NONE	APPROACH	NONE
213210	LIGHT POLE [5]	37.8	1392.2	2.9	N/A	N/A	NONE	TRANSITIONAL	NONE
213687	GROUND	0.0	1354.7	0.1	-129.2	N/A	NONE	APPROACH	NONE
213690	GROUND	0.0	1354.4	0.2	-134.3	N/A	NONE	APPROACH	NONE
213691	GROUND	0.0	1354.4	0.4	-132.7	N/A	NONE	APPROACH	NONE
213692	GROUND	0.0	1354.0	0.3	-129.3	N/A	NONE	PRIMARY	NONE
213693	GROUND	0.0	1353.9	0.2	-119.1	N/A	NONE	PRIMARY	NONE
213695 [2]	TREETOP	72.0	1419.8	6.1	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	OBS MITIGATION
213699 [2]	TREETOP	64.4	1413.5	20.2	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	OBS MITIGATION
213713 [2]	TREETOP	68.2	1418.7	18.4	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	OBS MITIGATION
213780 [2]	TREETOP	61.1	1411.5	2.0	N/A	N/A	REMOVE	TRANSITIONAL	OBS MITIGATION
213781 [2]	TREETOP	67.7	1418.0	1.9	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	OBS MITIGATION
213784 [2]	TREETOP	71.2	1420.6	4.3	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	OBS MITIGATION
213800 [2]	TREETOP	64.9	1415.5	21.5	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	OBS MITIGATION
213989 [2]	TREETOP	58.5	1419.5	27.1	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	OBS MITIGATION
214008 [2]	TREETOP	65.5	1414.0	16.8	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	OBS MITIGATION
214020 [2]	TREETOP	59.6	1421.6	26.9	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	OBS MITIGATION
214030 [2]	TREETOP	78.0	1424.7	14.5	N/A	N/A	TRIM/REMOVE	TRANSITIONAL	OBS MITIGATION
214050 [2]	TREETOP	60.2	1409.5	26.7	N/A	N/A	REMOVE	TRANSITIONAL	OBS MITIGATION
214077 [2]	TREETOP	57.6	1418.6	34.2	N/A	N/A	REMOVE	TRANSITIONAL	OBS MITIGATION

1. OBSTRUCTION SURVEY COMPLETED BY MARTINEZ GEOSPATIAL AUGUST 11, 2020. SURVEY ACCURACY H20/V3.
2. OBJECT IS HIGHEST TREETOP WITHIN 200'x200' GRID STARTING AT THE END OF RUNWAY 13.
3. OBJECT DOES NOT INCLUDE OBSTRUCTION LIGHTING OR MARKING.
4. OBJECT DOES NOT INCLUDE OBSTRUCTION LIGHTING BUT IS PAINTED ORANGE AND WHITE. ROOF WAS CHANGED FROM PEAKED TO FLAT IN 2011/2012. MnDOT AERONAUTICS GRANT #A6902-120, AGREEMENT #00253.
5. OBJECT INCLUDES OBSTRUCTION LIGHT.
6. OBJECT WITH A PROPOSED DISPOSTION OF TRIM/REMOVE IS OFF AIRPORT PROPERTY. FINAL DISPOSITION TO BE DETERMINED AT TIME OF MITIGATION.
7. SEE MnDOT, WAIVER OF MINNESOTA RULES FOR RUNWAY 13.
8. INFORMATION PROVIDED FROM MnDOT 5010 INSPECTION, 2022.
9. ELEVATIONS IN TABLE REFLECT THE RECOMMENDED AIRSPACE CLEARANCES:
23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS
AS NOTED BY THE PART 77-SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE.
10. NO OBSTRUCTIONS TO PAPI OBSTACLE SURFACE.
11. NO OBSTRUCTIONS TO APPROACH SURFACE (TYPE 6, TABLE 3-2, ENGINEERING BRIEF #99A).

RUNWAY 31 OBSTRUCTION TABLE

OBJECT NO.	OBJECT DESCRIPTION	ABOVE GROUND LEVEL (FT.)	OBJECT TOP ELEVATION (FT.)	CLEARANCE (+ PENETRATE) (- CLEAR)									PROPOSED DISPOSITION			PART 77 SURFACE VIOLATION			TRIGGERING EVENT		
				PART 77 SURFACE (FT.)			DEPARTURE SURFACE (FT.)			THRESHOLD SITING SURFACE (FT.)											
				(E)	(F)	(U)	(E)	(F)	(U)	(E)	(F)	(U)	(E)	(F)	(U)	(E)	(F)	(U)	(E)	(F)	(U)
169621	TREETOP	73.1	1402.5	1.8	14.8	26.8	-18.8	-2.6	-6.1	-27.6	-8.5	N/A	TRIM/REMOVE	TRIM/REMOVE	TRIM/REMOVE	APPROACH	APPROACH	APPROACH	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
169640	TREETOP	74.8	1406.8	6.5	19.5	31.5	-14.1	2.2	17.2	-22.8	-3.7	14.0	TRIM/REMOVE	TRIM/REMOVE	TRIM/REMOVE	APPROACH	APPROACH	APPROACH	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
170041	TREETOP	82.2	1403.5	2.2	15.2	27.2	-18.6	-2.3	12.7	-27.5	-8.4	9.2	TRIM/REMOVE	TRIM/REMOVE	TRIM/REMOVE	APPROACH	APPROACH	APPROACH	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
170042	TREETOP	76.8	1402.6	1.4	14.4	26.4	-19.4	-3.1	11.9	-28.3	-9.2	8.5	TRIM/REMOVE	TRIM/REMOVE	TRIM/REMOVE	APPROACH	APPROACH	APPROACH	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
170855	TREETOP	84.6	1409.6	0.7	13.7	25.7	-22.1	-5.8	9.2	-32.7	-13.6	4.1	TRIM/REMOVE	TRIM/REMOVE	TRIM/REMOVE	APPROACH	APPROACH	APPROACH	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
173114 [2]	TREETOP	69.5	1415.5	3.1	2.3	✕	-68.0	-112.6	✕	N/A	N/A	✕	TRIM/REMOVE	TRIM/REMOVE	✕	TRANSITIONAL	TRANSITIONAL	✕	OBS MITIGATION	✕	✕
173139 [2]	TREETOP	66.2	1412.2	6.6	5.8	4.9	-55.7	-100.3	N/A	N/A	N/A	N/A	TRIM/REMOVE	TRIM/REMOVE	TRIM/REMOVE	TRANSITIONAL	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
173389 [2]	TREETOP	78.2	1427.2	24.3	23.5	22.7	-43.6	-88.1	N/A	N/A	N/A	N/A	TRIM/REMOVE	TRIM/REMOVE	TRIM/REMOVE	TRANSITIONAL	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
173465 [2]	TREETOP	70.8	1420.8	15.4	14.7	13.8	-66.1	-110.6	N/A	N/A	N/A	N/A	TRIM/REMOVE	TRIM/REMOVE	TRIM/REMOVE	TRANSITIONAL	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
173474 [2]	TREETOP	81.6	1431.6	21.1	20.3	19.5	-63.5	N/A	N/A	N/A	N/A	N/A	TRIM/REMOVE	TRIM/REMOVE	TRIM/REMOVE	TRANSITIONAL	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
173481 [2]	TREETOP	80.5	1430.5	17.0	16.3	15.4	-67.3	N/A	N/A	N/A	N/A	N/A	TRIM/REMOVE	TRIM/REMOVE	TRIM/REMOVE	TRANSITIONAL	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
173920 [2]	TREETOP	74.9	1409.9	7.2	6.5	5.6	-29.6	-74.0	-115.8	N/A	N/A	N/A	TRIM/REMOVE	TRIM/REMOVE	TRIM/REMOVE	TRANSITIONAL	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
174069 [2]	TREETOP	73.1	1412.1	4.3	3.6	2.7	-45.2	-89.7	N/A	N/A	N/A	N/A	TRIM/REMOVE	TRIM/REMOVE	TRIM/REMOVE	TRANSITIONAL	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
174145 [2]	TREETOP	76.2	1410.2	0.2	✕	✕	-43.2	✕	✕	N/A	✕	✕	TRIM/REMOVE	✕	✕	TRANSITIONAL	✕	✕	OBS MITIGATION	✕	✕
174178 [2]	TREETOP	78.1	1407.2	3.0	2.2	1.4	-29.2	-73.7	-115.4	N/A	N/A	N/A	TRIM/REMOVE	TRIM/REMOVE	TRIM/REMOVE	TRANSITIONAL	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
212837 [2]	TREETOP	58.4	1410.4	3.3	3.1	*3.1*	N/A	N/A	*N/A*	N/A	N/A	*N/A*	REMOVE	REMOVE	*REMOVE*	TRANSITIONAL	TRANSITIONAL	*TRANSITIONAL*	OBS MITIGATION	FU. RWY EXT.	*ULT. RWY EXT.*
212839 [2]	TREETOP	54.0	1407.0	3.1	2.8	*2.8*	N/A	N/A	*N/A*	N/A	N/A	*N/A*	REMOVE	REMOVE	*REMOVE*	TRANSITIONAL	TRANSITIONAL	*TRANSITIONAL*	OBS MITIGATION	FU. RWY EXT.	*ULT. RWY EXT.*
212887	PHONE PEDESTAL [3]	4.0	1341.5	0.3	*0.3*	*0.3*	-144.8	*N/A*	*N/A*	N/A	*N/A*	*N/A*	NONE	*RELOCATE*	*RELOCATE*	TRANSITIONAL	*TRANSITIONAL*	*TRANSITIONAL*	NONE	*FU. RWY EXT.*	*ULT. RWY EXT.*
213516	GROUND	0.0	1338.8	0.2	*0.2*	*0.2*	N/A	*N/A*	*N/A*	N/A	*N/A*	*N/A*	NONE	*NONE*	*NONE*	PRIMARY	*PRIMARY*	*PRIMARY*	NONE	*FU. RWY EXT.*	*ULT. RWY EXT.*
214956 [2]	TREETOP	45.7	1381.2	0.8	*0.9*	*0.9*	N/A	*N/A*	*N/A*	N/A	*N/A*	*N/A*	REMOVE	*REMOVE*	*REMOVE*	TRANSITIONAL	*TRANSITIONAL*	*TRANSITIONAL*	OBS MITIGATION	*FU. RWY EXT.*	*ULT. RWY EXT.*
215116 [2]	TREETOP	59.5	1395.2	10.0	*10.1*	*10.1*	N/A	*N/A*	*N/A*	N/A	*N/A*	*N/A*	REMOVE	*REMOVE*	*REMOVE*	TRANSITIONAL	*TRANSITIONAL*	*TRANSITIONAL*	OBS MITIGATION	*FU. RWY EXT.*	*ULT. RWY EXT.*
215124 [2]	TREETOP	57.0	1408.0	3.5	3.0	*3.0*	N/A	N/A	*N/A*	N/A	N/A	*N/A*	REMOVE	REMOVE	*REMOVE*	TRANSITIONAL	TRANSITIONAL	*TRANSITIONAL*	OBS MITIGATION	FU. RWY EXT.	*ULT. RWY EXT.*
215153	TREETOP	64.9	1411.9	11.7	*11.7*	*11.7*	N/A	*N/A*	*N/A*	N/A	*N/A*	*N/A*	REMOVE	*REMOVE*	*REMOVE*	TRANSITIONAL	*TRANSITIONAL*	*TRANSITIONAL*	OBS MITIGATION	*FU. RWY EXT.*	*ULT. RWY EXT.*
215164	TREETOP	69.7	1417.7	11.7	*11.7*	*11.7*	N/A	*N/A*	*N/A*	N/A	*N/A*	*N/A*	REMOVE	*REMOVE*	*REMOVE*	TRANSITIONAL	*TRANSITIONAL*	*TRANSITIONAL*	OBS MITIGATION	*FU. RWY EXT.*	*ULT. RWY EXT.*
215212	TREETOP	65.3	1414.3	6.9	*6.9*	*6.9*	N/A	*N/A*	*N/A*	N/A	*N/A*	*N/A*	REMOVE	*REMOVE*	*REMOVE*	TRANSITIONAL	*TRANSITIONAL*	*TRANSITIONAL*	OBS MITIGATION	*FU. RWY EXT.*	*ULT. RWY EXT.*
215294 [2]	TREETOP	50.2	1385.8	16.3	15.8	*15.8*	N/A	*N/A*	*N/A*	N/A	*N/A*	*N/A*	REMOVE	*REMOVE*	*REMOVE*	TRANSITIONAL	*TRANSITIONAL*	*TRANSITIONAL*	OBS MITIGATION	*FU. RWY EXT.*	*ULT. RWY EXT.*
215296 [2]	TREETOP	36.0	1373.3	5.0	4.5	*4.5*	N/A	*N/A*	*N/A*	N/A	*N/A*	*N/A*	REMOVE	*REMOVE*	*REMOVE*	TRANSITIONAL	*TRANSITIONAL*	*TRANSITIONAL*	OBS MITIGATION	*FU. RWY EXT.*	*ULT. RWY EXT.*
215299 [2]	TREETOP	55.7	1392.7	1.7	1.0	0.7	N/A	N/A	N/A	N/A	N/A	N/A	REMOVE	REMOVE	REMOVE	TRANSITIONAL	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215301	TREETOP	39.5	1376.2	4.0	3.3	*3.3*	N/A	N/A	*N/A*	N/A	N/A	*N/A*	REMOVE	REMOVE	*REMOVE*	TRANSITIONAL	TRANSITIONAL	*TRANSITIONAL*	OBS MITIGATION	FU. RWY EXT.	*ULT. RWY EXT.*
215311 [2]	TREETOP	57.2	1393.9	14.5	13.7	13.7	N/A	N/A	N/A	N/A	N/A	N/A	REMOVE	REMOVE	REMOVE	TRANSITIONAL	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215326	TREETOP	56.4	1393.1	2.6	1.8	1.6	N/A	N/A	N/A	N/A	N/A	N/A	REMOVE	REMOVE	REMOVE	TRANSITIONAL	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215331	TREETOP	64.1	1401.0	6.3	5.5	5.5	N/A	N/A	N/A	N/A	N/A	N/A	TRIM/REMOVE	TRIM/REMOVE	TRIM/REMOVE	TRANSITIONAL	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215340 [2]	TREETOP	67.7	1405.3	7.3	6.5	*6.5*	N/A	N/A	*N/A*	N/A	N/A	*N/A*	TRIM/REMOVE	TRIM/REMOVE	*TRIM/REMOVE*	TRANSITIONAL	TRANSITIONAL	*TRANSITIONAL*	OBS MITIGATION	FU. RWY EXT.	*ULT. RWY EXT.*
215355 [2]	TREETOP	69.0	1407.0	10.8	10.1	*10.1*	N/A	N/A	*N/A*	N/A	N/A	*N/A*	TRIM/REMOVE	TRIM/REMOVE	*TRIM/REMOVE*	TRANSITIONAL	TRANSITIONAL	*TRANSITIONAL*	OBS MITIGATION	FU. RWY EXT.	*ULT. RWY EXT.*
215432 [2]	TREETOP	47.0	1396.0	6.0	5.8	*5.8*	N/A	N/A	*N/A*	N/A	N/A	*N/A*	REMOVE	REMOVE	*REMOVE*	TRANSITIONAL	TRANSITIONAL	*TRANSITIONAL*	OBS MITIGATION	FU. RWY EXT.	*ULT. RWY EXT.*
215491 [2]	TREETOP	69.1	1419.1	7.1	6.4	*6.4*	N/A	N/A	*N/A*	N/A	N/A	*N/A*	REMOVE	REMOVE	*REMOVE*	TRANSITIONAL	TRANSITIONAL	*TRANSITIONAL*	OBS MITIGATION	FU. RWY EXT.	*ULT. RWY EXT.*
215522 [2]	TREETOP	77.8	1415.4	12.5	11.7	11.3	N/A	N/A	N/A	N/A	N/A	N/A	TRIM/REMOVE	TRIM/REMOVE	TRIM/REMOVE	TRANSITIONAL	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215543 [2]	TREETOP	72.5	1409.1	6.3	5.6	5.5	N/A	N/A	N/A	N/A	N/A	N/A	REMOVE	REMOVE	REMOVE	TRANSITIONAL	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215550 [2]	TREETOP	82.8	1418.8	14.2	13.4	12.6	N/A	N/A	N/A	N/A	N/A	N/A	TRIM/REMOVE	TRIM/REMOVE	TRIM/REMOVE	TRANSITIONAL	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215552 [2]	TREETOP	80.5	1416.2	7.9	7.2	6.4	N/A	N/A	N/A	N/A	N/A	N/A	TRIM/REMOVE	TRIM/REMOVE	TRIM/REMOVE	TRANSITIONAL	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215568 [2]	TREETOP	86.8	1421.0	15.2	14.4	13.5	N/A	N/A	N/A	N/A	N/A	N/A	TRIM/REMOVE	TRIM/REMOVE	TRIM/REMOVE	TRANSITIONAL	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215569 [2]	TREETOP	85.7	1419.3	11.5	10.7	9.9	N/A	N/A	N/A	N/A	N/A	N/A	TRIM/REMOVE	TRIM/REMOVE	TRIM/REMOVE	TRANSITIONAL	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215786	TREETOP	31.7	1362.1	2.1	9.5	8.8	-73.9	-118.4	N/A	N/A	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215799	TREETOP	32.2	1363.8	4.4	16.1	15.5	-62.0	-106.6	N/A	N/A	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215844	TREETOP	30.5	1360.9	1.4	7.4	6.8	-78.8	-123.3	N/A	N/A	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215845	TREETOP	37.2	1368.1	8.5	16.4	15.7	-66.9	-111.4	N/A	N/A	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215852	TREETOP	30.1	1362.5	2.9	3.0	2.4	-91.7	-136.2	N/A	N/A	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215853	TREETOP	52.2	1384.9	29.5	25.4	24.8	-69.8	-114.3	N/A	N/A	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215855 [2]	TREETOP	53.4	1386.4	25.4	24.7	24.1	-74.2	N/A	N/A	N/A	N/A	N/A	REMOVE	REMOVE	REMOVE	TRANSITIONAL	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215865	TREETOP	34.0	1364.7	5.0	9.1	8.5	-79.7	-124.3	N/A	N/A	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215866	TREETOP	36.2	1367.6	7.8	11.8	11.2	-77.0	-121.5	N/A	N/A	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215867	TREETOP	38.5	1369.0	9.4	12.2	11.6	-78.6	-123.1	N/A	N/A	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215868	TREETOP	35.4	1367.5	8.1	10.3	9.7	-81.7	-126.2	N/A	N/A	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215869	TREETOP	35.5	1369.4	9.3	12.1	11.5	-77.8	-122.3	N/A	N/A	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215870	TREETOP	37.7	1370.8	10.9	13.1	12.4	-78.0	-122.6	N/A	N/A	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
215871	TREETOP	36.6	1372.6	12.6	12.3	11.6	-82.3	-126.9	N/A	N/A	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
216284	TREETOP	84.0	1419.0	13.3	12.5	11.6	-94.3	N/A	N/A	N/A	N/A	N/A	TRIM/REMOVE	TRIM/REMOVE	TRIM/REMOVE	TRANSITIONAL	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
216285	TREETOP	79.0	1413.8	7.0	6.2	5.3	-101.4	N/A	N/A	N/A	N/A	N/A	TRIM/REMOVE	TRIM/REMOVE	TRIM/REMOVE	TRANSITIONAL	TRANSITIONAL	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
216707	TREETOP	42.5	1371.7	7.7	20.7	32.7	-7.8	-52.3	-94.1	-4.6	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	APPROACH	APPROACH	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
216727	TREETOP	44.8	1372.1	10.5	23.5	34.1	-0.4	-42.8	-84.5	-0.6	18.5	N/A	REMOVE	REMOVE	REMOVE	APPROACH	APPROACH	PRIMARY	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
216728 [7]	TREETOP	47.6	1375.2	13.8	26.9	37.2	3.0	-40.9	-82.6	2.9	22.0	N/A	REMOVE	REMOVE	REMOVE	APPROACH	APPROACH	PRIMARY	OBS MITIGATION [7]	FU. RWY EXT.	ULT. RWY EXT.
217031	TREETOP	41.4	1369.5	3.7	16.7	28.7	-8.3	-48.8	-90.6	-9.4	9.7	N/A	REMOVE	REMOVE	REMOVE	APPROACH	APPROACH	APPROACH	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
217251	TREETOP	33.4	1362.1	1.5	14.5	24.1	-17.4	-61.9	-103.7	-9.2	9.9	N/A	REMOVE	REMOVE	REMOVE	APPROACH	APPROACH	PRIMARY	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
217268	TREETOP	34.0	1364.0	3.5	16.5	26.0	-29.0	-73.6	-115.3	-7.1	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	APPROACH	PRIMARY	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
217282	TREETOP	39.8	1370.1	9.5	22.5	30.7	-29.4	-74.0	-115.7	-1.1	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	APPROACH	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
217283	TREETOP	37.7	1367.4	6.4	19.4	28.7	-29.0	-73.5	-115.3	-4.4	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	APPROACH	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
217335	TREETOP	48.1	1378.3	15.9	28.9	39.4	-13.8	-58.3	-100.1	4.4	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	APPROACH	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
217336	TREETOP	44.3	1374.6	12.6	25.6	35.1	-20.6	-65.2	-106.9	1.4	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	APPROACH	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
217338	TREETOP	33.0	1362.5	0.5	13.5	24.5	-28.6	-73.1	-114.8	-10.8	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	APPROACH	PRIMARY	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
217339	TREETOP	34.9	1364.6	2.8	15.8	25.9	-29.1	-73.6	-115.4	-8.4	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	APPROACH	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
217364	TREETOP	47.4	1378.5	15.0	28.0	36.6	-17.5	-62.0	-103.7	3.1	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	APPROACH	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
217365	TREETOP	42.1	1374.0	10.8	23.8	32.8	-21.0	-65.5	-107.3	-1.0	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	APPROACH	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
217366	TREETOP	45.5	1376.5	13.8	26.8	37.0	-15.8	-60.4	-102.1	2.1	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	APPROACH	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
217367	TREETOP	43.9	1373.8	11.0	24.0	32.2	-23.7	-68.2	-110.0	-0.6	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	APPROACH	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
217368	TREETOP	39.5	1369.2	6.6	19.6	26.5	-31.5	-76.0	-117.8	-5.0	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	APPROACH	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
217369	TREETOP	35.9	1366.2	3.6	16.6	24.5	-32.3	-76.8	-118.6	-7.9	N/A	N/A	REMOVE	REMOVE	REMOVE	APPROACH	APPROACH	TRANSITIONAL	OBS MITIGATION	FU. RWY EXT.	ULT. RWY EXT.
217396	TREETOP	35.9	1365.9	1.8	14.9	21.7	-33.9	-78.4	-120.2	-10.4	N/A	N/A	REMOVE	REMOVE	REM





DESCRIPTION	EXISTING
PROPERTY LINE	
EASEMENT	
PART 77 SURFACE	PT77
THRESHOLD SITING SURFACE	TSS
DEPARTURE SURFACE SECTION 1/SECTION 2	DEP-1 DEP-2
OBSTRUCTION	200000

NOTES:
1. DUE TO PART 77 IMPACTS WHERE S DUBLIN RD CROSSES RUNWAY 4 APPROACH, SIGNAGE TO BE INSTALLED WHERE S DUBLIN RD INTERSECTS WITH MN HWY 37 AND TOWN LINE RD STATING "NO VEHICLES OVER 10' BETWEEN HALEY RD AND WEGENER RD" IN ORDER FOR VEHICLES TO CLEAR THE RECOMMENDED AIRSPACE CLEARANCE OF 15' FOR A PUBLIC ROAD.
2. DIMENSIONAL STANDARDS: AC 150/5300-13A CHANGE 1, ENGINEERING BRIEF #99A, PART 77-SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE AND ORDER JO 6850.2.
3. ROADWAY ELEVATIONS INCLUDE TRAVERSEWAY ADJUSTMENT (23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS) AS NOTED BY THE PART 77-SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE.

RUNWAY 4 OBJECT CLEARANCES

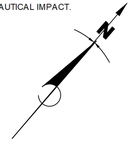
OBJECT	OBJECT DESCRIPTION	OBJECT ELEVATION (FT.)	(E)	(F)	PROPOSED DISPOSITION	TRIGGERING EVENT	OE/AAA AERONAUTICAL STUDY NUMBER (ASN)
PART 77 CLEARANCE (FT.) (NEGATIVE # - DOES NOT CLEAR)							
RD-1	S DUBLIN RD	1359.7	-5.0	N/A	OBS LT	N/A IFR APPROACH	N/A
RD-3	S DUBLIN RD	1359.7	N/A	-4.8	OBS LT	N/A IFR APPROACH	N/A
F-E1	EXISTING FENCE	1355.0	-3.5	N/A	RELOCATE	FENCE RELOCATION	N/A
F-E2	EXISTING FENCE	1355.0	N/A	-3.4	RELOCATE	FENCE RELOCATION	N/A
F-F1	FUTURE FENCE	1353.1	0.4	N/A	NONE	NONE	N/A
F-F2	FUTURE FENCE	1353.0	N/A	0.7	NONE	NONE	N/A
THRESHOLD SITING SURFACE CLEARANCE (FT.) (NEGATIVE # - DOES NOT CLEAR)							
RD-2	S DUBLIN RD	1359.7	N/A	5.2	NONE	NONE	N/A
RD-4	S DUBLIN RD	1359.5	-3.0	N/A	OBS LT	N/A IFR APPROACH [2]	2025-AGL-5468-NRA
F-E3	EXISTING FENCE	1355.0	N/A	6.8	NONE	NONE	N/A
F-E4	EXISTING FENCE	1355.5	-1.8	N/A	REMOVE	N/A IFR APPROACH [2]	2025-AGL-5469-NRA
F-F3	FUTURE FENCE	1353.0	N/A	10.7	NONE	NONE	N/A
F-F4	FUTURE FENCE	1353.2	1.8	N/A	NONE	NONE	N/A
DEPARTURE CLEARANCE (FT.) (NEGATIVE # - DOES NOT CLEAR)							
RD-5	S DUBLIN RD	1359.0	0.1	N/A	NONE	NONE	N/A
F-E5	EXISTING FENCE	1353.7	4.5	N/A	NONE	NONE	N/A
F-F5	FUTURE FENCE	1354.1	4.1	N/A	NONE	NONE	N/A

1. A NEGATIVE NUMBER MEANS THE OBJECT DOES NOT CLEAR THE SURFACE IN THIS TABLE ONLY.
2. FAA "NO OBJECTION DETERMINATION" LETTER, DATED 8/4/2025, MITIGATE EXISTING OBJECTS HAVING AN ADVERSE AERONAUTICAL IMPACT.
3. ELEVATIONS IN TABLE REFLECT THE RECOMMENDED AIRSPACE CLEARANCES:
23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS
AS NOTED BY THE PART 77-SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE.

RUNWAY 4 OBSTRUCTION TABLE

OBJECT NO.	OBJECT DESCRIPTION	ABOVE GROUND LEVEL (FT.)	OBJECT TOP ELEVATION (FT.)	CLEARANCE (+ PENETRATE) (- CLEAR)						PROPOSED DISPOSITION		SURFACE VIOLATION		TRIGGERING EVENT		OE/AAA AERONAUTICAL STUDY NUMBER (ASN)
				PART 77 SURFACE (FT.)		DEPARTURE SURFACE (FT.)		THRESHOLD SITING SURFACE (FT.)								
				(E)	(F)	(E)	(F)	(E)	(F)	(E)	(F)	(E)	(F)	(E)	(F)	
04-02 [6]	ROAD	---	---	2.4	---	---	---	---	---	NONE [7]		PT77 APPROACH		---	---	N/A
04-03 [6]	FENCE	---	---	3.3	---	---	---	---	---	RELOCATE		PT77 APPROACH		---	---	N/A
163908	TREETOP	94.5	1435.0	3.7	-1.9	-59.2	N/A	N/A	N/A	TRIM/REM	NONE	PT77 TRANSITIONAL		OBS MITIGATION	NONE	N/A
191272	FENCE [3]	8.4	1354.6	0.3	0.3	-44.4	N/A	N/A	-9.7	NONE [5]	NONE [5]	PT77 APPROACH		NONE	NONE	N/A
191635	ROAD	15.0	1359.7	1.1	0.5	-56.0	N/A	N/A	N/A	NONE [5]	NONE [5]	PT77 TRANSITIONAL		NONE	NONE	N/A
191638	ROAD	15.0	1359.1	0.1	0.1	-4.0	N/A	0.1	-9.9	OBS LT	NONE [5]	PT77 APP/TSS	PT77 APP	N/A IFR APPROACH [8]	NONE	2025-AGL-4432-NRA
191984 [2]	TREETOP	77.9	1422.9	5.0	5.0	N/A	N/A	N/A	N/A	REMOVE	REMOVE	PT77 TRANSITIONAL		OBS MITIGATION	N/A IFR APP	N/A
191991 [2]	TREETOP	70.0	1414.3	4.3	3.9	N/A	N/A	N/A	N/A	REMOVE	REMOVE	PT77 TRANSITIONAL		OBS MITIGATION	N/A IFR APP	N/A
195608 [2]	TREETOP	60.5	1405.6	10.2	10.0	N/A	N/A	N/A	N/A	REMOVE	REMOVE	PT77 TRANSITIONAL		OBS MITIGATION	N/A IFR APP	N/A
195625 [2]	TREETOP	66.5	1409.8	20.8	20.8	-90.5	N/A	N/A	N/A	REMOVE	REMOVE	PT77 TRANSITIONAL		OBS MITIGATION	N/A IFR APP	N/A
195702 [2]	TREETOP	46.8	1394.7	25.2	24.2	-39.8	N/A	N/A	N/A	REMOVE	REMOVE	PT77 TRANSITIONAL		OBS MITIGATION	N/A IFR APP	N/A
195751 [2]	TREETOP	35.1	1381.1	11.2	9.8	-46.5	N/A	N/A	N/A	REMOVE	REMOVE	PT77 TRANSITIONAL		OBS MITIGATION	N/A IFR APP	N/A
196098 [2]	TREETOP	72.1	1416.1	4.3	2.3	N/A	N/A	N/A	N/A	TRIM/REM	TRIM/REM	PT77 TRANSITIONAL		OBS MITIGATION	N/A IFR APP	N/A
196115 [2]	TREETOP	74.5	1418.1	13.0	10.7	-75.0	N/A	N/A	N/A	TRIM/REM	TRIM/REM	PT77 TRANSITIONAL		OBS MITIGATION	N/A IFR APP	N/A
198095	TREETOP	19.3	1362.7	2.6	2.6	-19.6	N/A	2.6	-7.5	REMOVE	REMOVE	PT77 APP/TSS	PT77 APP	N/A IFR APPROACH [8]	N/A IFR APPROACH	2025-AGL-4433-NRA
198102	TREETOP	16.1	1359.4	0.5	0.5	-32.3	N/A	N/A	-9.5	REMOVE	REMOVE	PT77 APPROACH		OBS MITIGATION	N/A IFR APP	N/A
198103	TREETOP	16.3	1359.9	0.9	0.9	-31.0	N/A	N/A	-9.1	REMOVE	REMOVE	PT77 APPROACH		OBS MITIGATION	N/A IFR APP	N/A
198104	TREETOP	16.7	1359.6	0.8	0.8	-29.5	N/A	N/A	-9.4	REMOVE	REMOVE	PT77 APPROACH		OBS MITIGATION	N/A IFR APP	N/A
198108	TREETOP	15.5	1358.5	0.3	0.3	-37.4	N/A	N/A	-9.7	REMOVE	REMOVE	PT77 APPROACH		OBS MITIGATION	N/A IFR APP	N/A
198116	TREETOP	17.7	1360.8	2.2	2.2	-38.9	N/A	N/A	-7.8	REMOVE	REMOVE	PT77 APPROACH		OBS MITIGATION	N/A IFR APP	N/A
198142	TREETOP	17.4	1360.9	0.3	0.3	-35.8	N/A	N/A	-9.7	REMOVE	REMOVE	PT77 APPROACH		OBS MITIGATION	N/A IFR APP	N/A
217247 [2]	TREETOP	37.1	1381.3	0.6	0.4	-93.4	N/A	N/A	N/A	REMOVE	REMOVE	PT77 TRANSITIONAL		OBS MITIGATION	N/A IFR APP	N/A
344990	TREETOP	69.4	1411.4	-51.1	-64.9	0.6	N/A	N/A	N/A	TRIM/REM	NONE	DEPARTURE	N/A	OBS MITIGATION	NONE	2025-AGL-4434-NRA [9]
346272	TREETOP	42.7	1384.3	-21.8	-21.8	1.8	N/A	-21.8	-31.8	REMOVE	NONE	DEPARTURE	N/A	OBS MITIGATION [9]	NONE	2025-AGL-4435-NRA
346584 [2]	TREETOP	52.2	1406.2	-38.0	-38.0	4.7	N/A	-38.0	-48.0	TRIM/REM	NONE	DEPARTURE	N/A	OBS MITIGATION [9]	NONE	2025-AGL-4436-NRA
346710 [2]	TREETOP	73.9	1416.8	-35.0	-35.0	11.5	N/A	-35.0	-45.0	TRIM/REM	NONE	DEPARTURE	N/A	OBS MITIGATION [9]	NONE	2025-AGL-4437-NRA
346869 [2]	TREETOP	56.8	1411.8	-47.5	-47.5	2.7	N/A	-47.5	-57.5	TRIM/REM	NONE	DEPARTURE	N/A	OBS MITIGATION	NONE	2025-AGL-4438-NRA [9]
346969 [2]	TREETOP	56.5	1412.5	-44.2	-44.2	4.7	N/A	-44.2	-54.2	TRIM/REM	NONE	DEPARTURE	N/A	OBS MITIGATION [9]	NONE	2025-AGL-4439-NRA
347057 [2]	TREETOP	71.5	1415.2	-27.9	-27.9	14.2	N/A	-27.9	-37.9	TRIM/REM	NONE	DEPARTURE	N/A	OBS MITIGATION [9]	NONE	2025-AGL-4440-NRA
347329 [2]	TREETOP	60.7	1403.6	-29.3	-41.0	8.8	N/A	N/A	N/A	TRIM/REM	NONE	DEPARTURE	N/A	OBS MITIGATION [9]	NONE	2025-AGL-4441-NRA
349157 [2]	TREETOP	69.1	1414.5	-34.9	-34.9	10.3	N/A	-34.9	-44.9	TRIM/REM	NONE	DEPARTURE	N/A	OBS MITIGATION [9]	NONE	2025-AGL-4442-NRA
351589 [2]	TREETOP	70.0	1432.0	-28.1	-41.5	12.3	N/A	N/A	N/A	TRIM/REM	NONE	DEPARTURE	N/A	OBS MITIGATION [9]	NONE	2025-AGL-4443-NRA
358453	TREETOP	67.2	1410.9	-63.5	-79.3	1.5	N/A	N/A	N/A	TRIM/REM	NONE	DEPARTURE	N/A	OBS MITIGATION	NONE	2025-AGL-4444-NRA [9]
364588 [2]	TREETOP	62.7	1404.3	-27.9	-27.9	8.8	N/A	-27.9	-37.9	REMOVE	NONE	DEPARTURE	N/A	OBS MITIGATION [9]	NONE	2025-AGL-4445-NRA
364717 [2]	TREETOP	56.5	1398.4	-30.2	-30.2	4.7	N/A	-30.2	-40.2	REMOVE	NONE	DEPARTURE	N/A	OBS MITIGATION [9]	NONE	2025-AGL-4446-NRA
365603 [2]	TREETOP	24.8	1368.3	-7.2	-7.2	1.1	N/A	-7.2	-17.2	REMOVE	NONE	DEPARTURE	N/A	OBS MITIGATION [9]	NONE	2025-AGL-4447-NRA
389940 [2]	TREETOP	78.7	1422.0	-16.0	-16.0	23.5	N/A	-16.0	-26.0	TRIM/REM	NONE	DEPARTURE	N/A	OBS MITIGATION [9]	NONE	2025-AGL-4448-NRA
409317 [2]	TREETOP	79.4	1418.4	-58.2	-73.3	0.7	N/A	N/A	N/A	TRIM/REM	NONE	DEPARTURE	N/A	OBS MITIGATION	NONE	2025-AGL-4449-NRA [9]
410241 [2]	TREETOP	83.3	1422.9	-55.4	-55.4	4.3	N/A	-55.4	-65.4	TRIM/REM	NONE	DEPARTURE	N/A	OBS MITIGATION	NONE	2025-AGL-4450-NRA [9]
410730 [2]	TREETOP	74.0	1413.9	-54.1	-54.1	0.4	N/A	-54.1	-64.1	TRIM/REM	NONE	DEPARTURE	N/A	OBS MITIGATION	NONE	2025-AGL-4451-NRA [9]
411300 [2]	TREETOP	63.2	1404.4	-32.1	-32.1	6.7	N/A	-32.1	-42.1	TRIM/REM	NONE	DEPARTURE	N/A	OBS MITIGATION [9]	NONE	2025-AGL-4452-NRA
411307 [2]	TREETOP	65.2	1409.5	-29.5	-29.5	10.6	N/A	-29.5	-39.5	TRIM/REM	NONE	DEPARTURE	N/A	OBS MITIGATION [9]	NONE	2025-AGL-4453-NRA
411308 [2]	TREETOP	69.8	1412.4	-26.6	-26.6	13.4	N/A	-26.6	-36.6	TRIM/REM	NONE	DEPARTURE	N/A	OBS MITIGATION [9]	NONE	2025-AGL-4454-NRA
411311 [2]	TREETOP	72.1	1416.6	-21.6	-21.6	18.0	N/A	-21.6	-31.6	TRIM/REM	NONE	DEPARTURE	N/A	OBS MITIGATION [9]	NONE	2025-AGL-4455-NRA
414021 [2]	TREETOP	73.9	1413.0	-43.1	-43.1	5.5	N/A	-43.1	-53.1	TRIM/REM	NONE	DEPARTURE	N/A	OBS MITIGATION [9]	NONE	2025-AGL-4456-NRA
414132 [2]	TREETOP	86.7	1433.0	-12.9	-23.2	30.6	N/A	N/A	N/A	TRIM/REM	NONE	DEPARTURE	N/A	OBS MITIGATION [9]	NONE	2025-AGL-4457-NRA
414838	TREETOP	68.5	1410.8	-55.8	-71.8	0.9	N/A	N/A	N/A	TRIM/REM	NONE	DEPARTURE	N/A	OBS MITIGATION	NONE	2025-AGL-4458-NRA [9]
27023437	BUILDING [3]	15.0	1362.0	0.1	-1.8	-40.0	N/A	N/A	-9.9	NONE	NONE	PT77 APP	N/A	NONE	NONE	N/A

1. OBSTRUCTION SURVEY COMPLETED BY MARTINEZ GEOSPATIAL AUGUST 11, 2020. SURVEY ACCURACY H20/V3.
2. OBJECT IS HIGHEST TREETOP WITHIN 200'x200' GRID STARTING AT THE END OF RUNWAY 4.
3. OBJECT DOES NOT INCLUDE OBSTRUCTION LIGHTING OR MARKING.
4. OBJECT WITH A PROPOSED DISPOSITION OF TRIM/REMOVE IS OFF AIRPORT PROPERTY. FINAL DISPOSITION TO BE DETERMINED AT TIME OF MITIGATION.
5. SEE MnDOT, WAIVER OF MINNESOTA RULES FOR RUNWAY 4.
6. INFORMATION PROVIDED FROM MnDOT 5010 INSPECTION, 2022.
7. DUE TO PART 77 IMPACTS WHERE S DUBLIN RD CROSSES RUNWAY 4 APPROACH, SIGNAGE TO BE INSTALLED WHERE S DUBLIN RD INTERSECTS WITH MN HWY 37 AND TOWN LINE RD STATING "NO VEHICLES OVER 10' BETWEEN HALEY RD AND WEGENER RD" IN ORDER FOR VEHICLES TO CLEAR THE RECOMMENDED AIRSPACE CLEARANCE OF 15' FOR A PUBLIC ROAD.
8. FAA "NO OBJECTION DETERMINATION" LETTER, DATED 8/4/2025, MITIGATE EXISTING OBJECTS HAVING AN ADVERSE AERONAUTICAL IMPACT.
9. FAA DETERMINATION, NO HAZARD. NOT INCLUDED IN FAA "NO OBJECTION DETERMINATION" LETTER, DATED 8/4/2025.
10. ELEVATIONS IN TABLE REFLECT THE RECOMMENDED AIRSPACE CLEARANCES: 23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS AS NOTED BY THE PART 77-SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE.



MAGNETIC DECLINATION
0° 31' WEST
SEPTEMBER, 2021
ANNUAL CHANGE 0° 2' WEST

200' 100' 0 200'
HORIZONTAL SCALE

20' 10' 0 20'
VERTICAL SCALE

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RANGE REGIONAL AIRPORT

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HIBBING, MINNESOTA

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: AUGUST 2025
REVIEWED BY: KR
DRAWN BY: TJM
DESIGNED BY: TJM

PROJECT NUMBER
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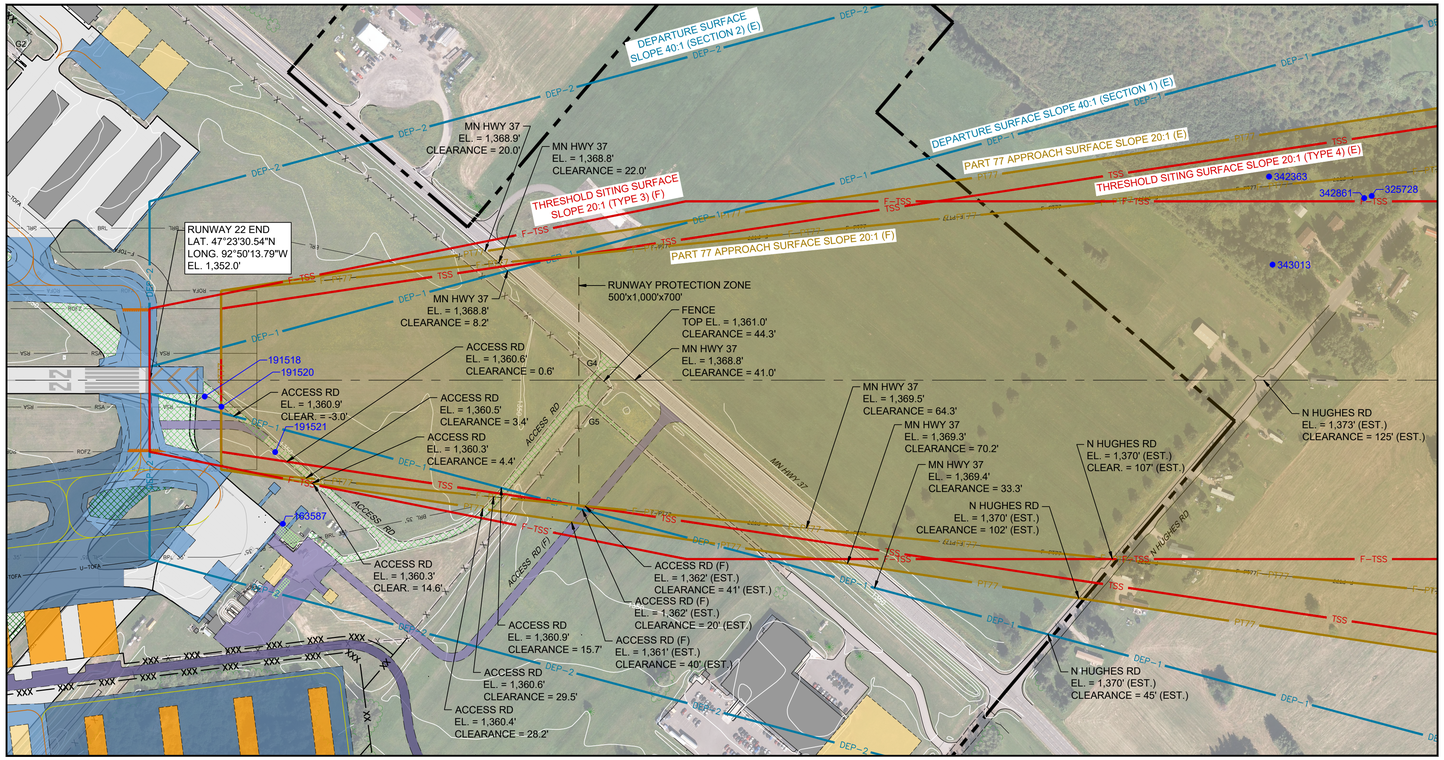
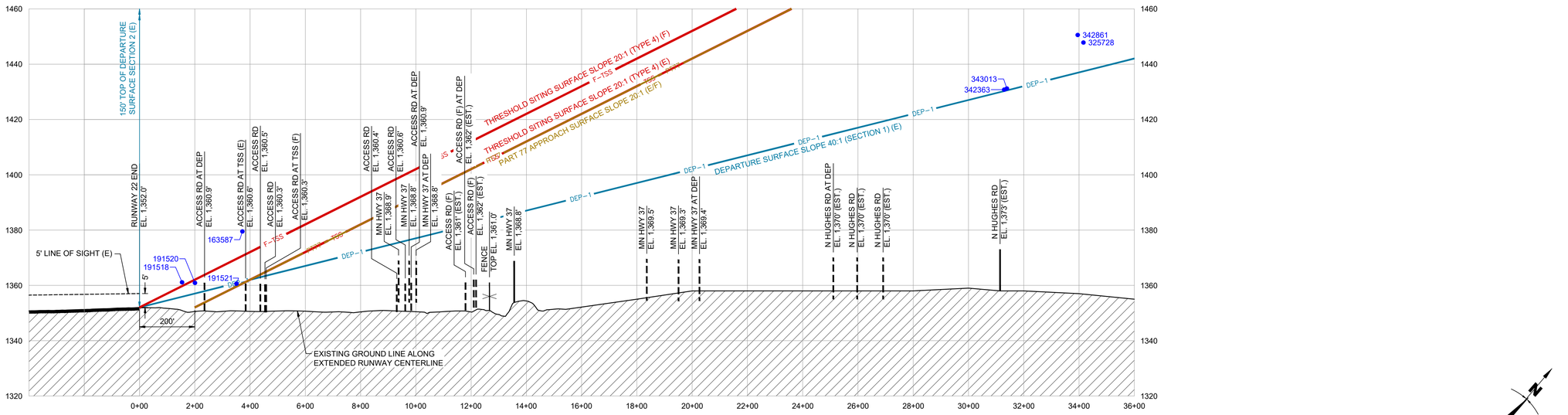
SHEET TITLE
INNER PORTION OF THE APPROACH SURFACE RUNWAY 4

SHEET NUMBER
15 OF 25





NOTES:
1. DIMENSIONAL STANDARDS: AC 150/5300-13A CHANGE 1, ENGINEERING BRIEF #99A, PART 77-SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE AND ORDER JO 6850.2.
2. ROADWAY ELEVATIONS INCLUDE TRAVERSEWAY ADJUSTMENT (23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS) AS NOTED BY THE PART 77-SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE.

DESCRIPTION	EXISTING
PROPERTY LINE	
EASEMENT	
PART 77 SURFACE	PT77
THRESHOLD SITING SURFACE	TSS
DEPARTURE SURFACE SECTION 1/SECTION 2	DEP–1 DEP–2
OBSTRUCTION	200000

RUNWAY 22 OBSTRUCTION TABLE

OBJECT NO.	OBJECT DESCRIPTION	ABOVE GROUND LEVEL (FT.)	OBJECT TOP ELEVATION (FT.)	CLEARANCE (+ PENETRATE) (- CLEAR)						PROPOSED DISPOSITION		SURFACE VIOLATION		TRIGGERING EVENT		OE/AAA AERONAUTICAL STUDY NUMBER (ASN)
				PART 77 SURFACE (FT.)		DEPARTURE SURFACE (FT.)		THRESHOLD SITING SURFACE (FT.)								
				(E)	(F)	(E)	(F)	(E)	(F)	(E)	(F)	(E)	(F)	(E)	(F)	
163587	ANTENNA [3]	30.1	1379.5	0.9	-0.3	-67.5	N/A	N/A	N/A	OBSTRUCTION LIGHT	REMOVE	PT77 TRANSITIONAL		NONE	BLDG REMOVAL	N/A
191518	ACCESS ROAD	10.0	1361.1	9.0	9.0	5.2	N/A	N/A	1.4	REMOVE	REMOVE	PT77 PRIMARY		RELOCATE [5]	RD RELOCATION	2025-AGL-4459-NRA
191520	ACCESS ROAD	10.0	1360.9	8.8	8.8	3.9	N/A	8.9	-1.2	REMOVE	REMOVE	PT77 APPROACH		RELOCATE [5]	RD RELOCATION	2025-AGL-4460-NRA
191521	ACCESS ROAD	10.0	1360.6	1.0	1.0	-22.6	N/A	1.1	-9.0	REMOVE	REMOVE	PT77 APPROACH		RELOCATE [5]	RD RELOCATION	2025-AGL-4461-NRA
325728 [2]	TREETOP	93.5	1447.8	-65.0	-65.0	10.4	N/A	-65.0	N/A	TRIM/REMOVE	NONE	DEPARTURE	NONE	OBS MITIGATION [5]	NONE	2025-AGL-4462-NRA
342363	TREETOP	78.8	1430.8	-67.7	-71.4	0.6	N/A	-67.7	N/A	TRIM/REMOVE	NONE	DEPARTURE	NONE	OBS MITIGATION	NONE	2025-AGL-4463-NRA [6]
342861 [2]	TREETOP	94.7	1450.6	-61.2	-61.2	13.7	N/A	-61.2	N/A	TRIM/REMOVE	NONE	DEPARTURE	NONE	OBS MITIGATION [5]	NONE	2025-AGL-4464-NRA
343013	TREETOP	75.1	1431.2	-67.7	-67.7	0.7	N/A	-67.7	-77.7	TRIM/REMOVE	NONE	DEPARTURE	NONE	OBS MITIGATION	NONE	2025-AGL-4465-NRA [6]

1. OBSTRUCTION SURVEY COMPLETED BY MARTINEZ GEOSPATIAL AUGUST 11, 2020. SURVEY ACCURACY H20/V3.
2. OBJECT IS HIGHEST TREETOP WITHIN 200'x200' GRID STARTING AT THE END OF RUNWAY 4.
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0° 31' WEST
SEPTEMBER, 2021
ANNUAL CHANGE 0° 2' WEST

200' 100' 0 200'
HORIZONTAL SCALE

20' 10' 0 20'
VERTICAL SCALE

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RANGE REGIONAL AIRPORT

HIBBING, MINNESOTA

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: AUGUST 2025
REVIEWED BY: KR
DRAWN BY: TJM
DESIGNED BY: TJM

PROJECT NUMBER
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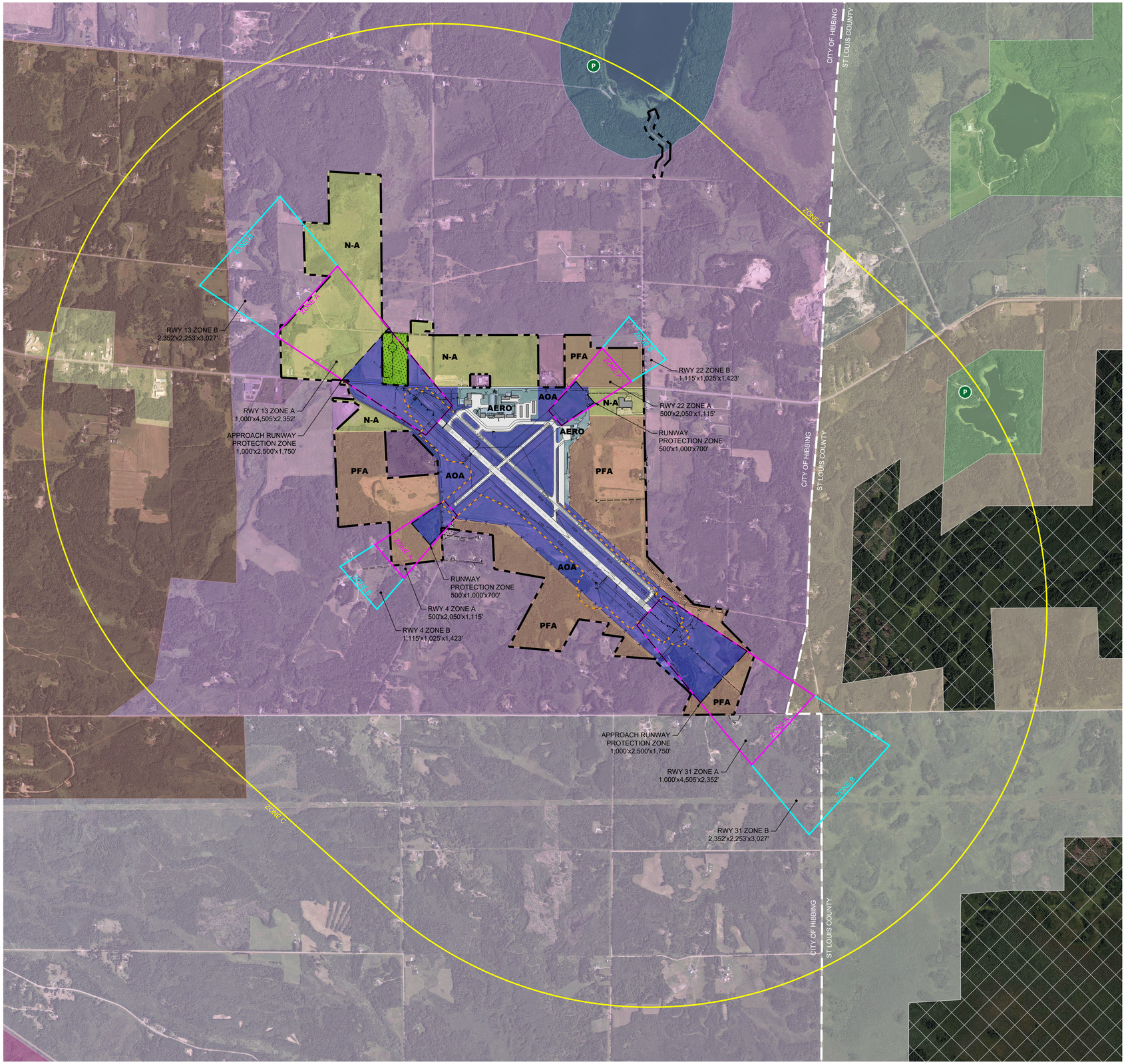
SHEET TITLE

INNER PORTION OF THE APPROACH SURFACE RUNWAY 22

SHEET NUMBER

16 OF 25



GENERAL
PROPERTY LINE
EASEMENT
RUNWAY PROTECTION ZONE
CROP RESTRICTION LINE

MnDOT SAFETY ZONES
ZONE A
ZONE B
ZONE C

SOURCE:
MnDOT AERONAUTICS AND AVIATION, AIRPORT ZONING

PUBLIC FACILITIES
PARK

ON-AIRPORT LAND USE LEGEND
AIRPORT OPERATIONS AREA (AOA)
AERONAUTICAL (AERO)
POTENTIAL NON-AERONAUTICAL (N-A)
PRESERVE FOR FUTURE AERONAUTICAL USE (PFA)

CITY OF HIBBING OFF-AIRPORT LAND USE LEGEND
CITY LIMITS
AGRICULTURAL (A-1)
AGRICULTURAL RURAL RESIDENTIAL (A-R)
AIRPORT MULTIPLE USE PARK DISTRICT (AMU-P)
LIGHT INDUSTRY (I-1)
OPEN SPACE (O-1)
RURAL RESIDENTIAL (R-R)
RECREATIONAL DEVELOPMENT (W-2)
CEMETARY

SOURCE:
CITY OF HIBBING - HIBBING GIS MAPPING, HIBBING ZONING

ST LOUIS COUNTY OFF-AIRPORT LAND USE LEGEND
FOREST AGRICULTURAL MANAGEMENT (FAM-3)
MULTIPLE USE (MU-4)
RESIDENTIAL (RES-5)
SENSITIVE AREAS (SENS-3)

SOURCE:
ST. LOUIS COUNTY - ST. LOUIS COUNTY MINNESOTA OPEN DATA, ZONING AND LAND USE

ZONING RESTRICTIONS
HIBBING CITY CODE, CHAPTER 11, SECTION 11.39 CHISHOLM-HIBBING AIRPORT ZONING ORDINANCE, ORDINANCE NO. 323, 2ND SERIES AND SECTION 11.40 AMU-P AIRPORT MULTIPLE USE PARK DISTRICT, ORDINANCE NO. 329, 2ND SERIES; MINNESOTA STATUTE 360.063 AIRPORT ZONING

SOURCE: CITY OF HIBBING; MnDOT AERONAUTICS AND AVIATION

NOTES:
1. AIRPORT SPONSOR TO COORDINATE WITH THE FAA PRIOR TO ANY NON-AERONAUTICAL USE OF AIRPORT PROPERTY TO DETERMINE FAA LAND USE AUTHORITY UNDER SECTION 163, AND APPROVE LAND USE CHANGES AS APPLICABLE.
2. MnDOT SAFETY ZONE A: THE LENGTH IS A DISTANCE EQUAL TO TWO-THIRDS OF THE PLANNED RUNWAY LENGTH STARTING AT THE PRIMARY SURFACE.
3. MnDOT SAFETY ZONE B: THE LENGTH IS A DISTANCE EQUAL TO ONE-THIRD OF THE PLANNED RUNWAY LENGTH STARTING AT SAFETY ZONE A.
4. LOW CROPS, THREE FEET TALL OR LESS, AND HIGH CROPS, MORE THAN THREE FEET TALL, NEED TO BE EVALUATED WITHIN THE LIMITS OF THE FAA APPROACH SURFACES TO CONFIRM VERTICAL CLEARANCE STANDARDS ARE MET.
5. FOR ADDITIONAL GUIDANCE ON THE CROP RESTRICTION LINE SEE FAA AC 150/5200-33 AND MnDOT AIRPORT AGRICULTURAL GUIDELINES.

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HIBBING, MINNESOTA

AIRPORT LAYOUT PLAN

CONSULTANTS

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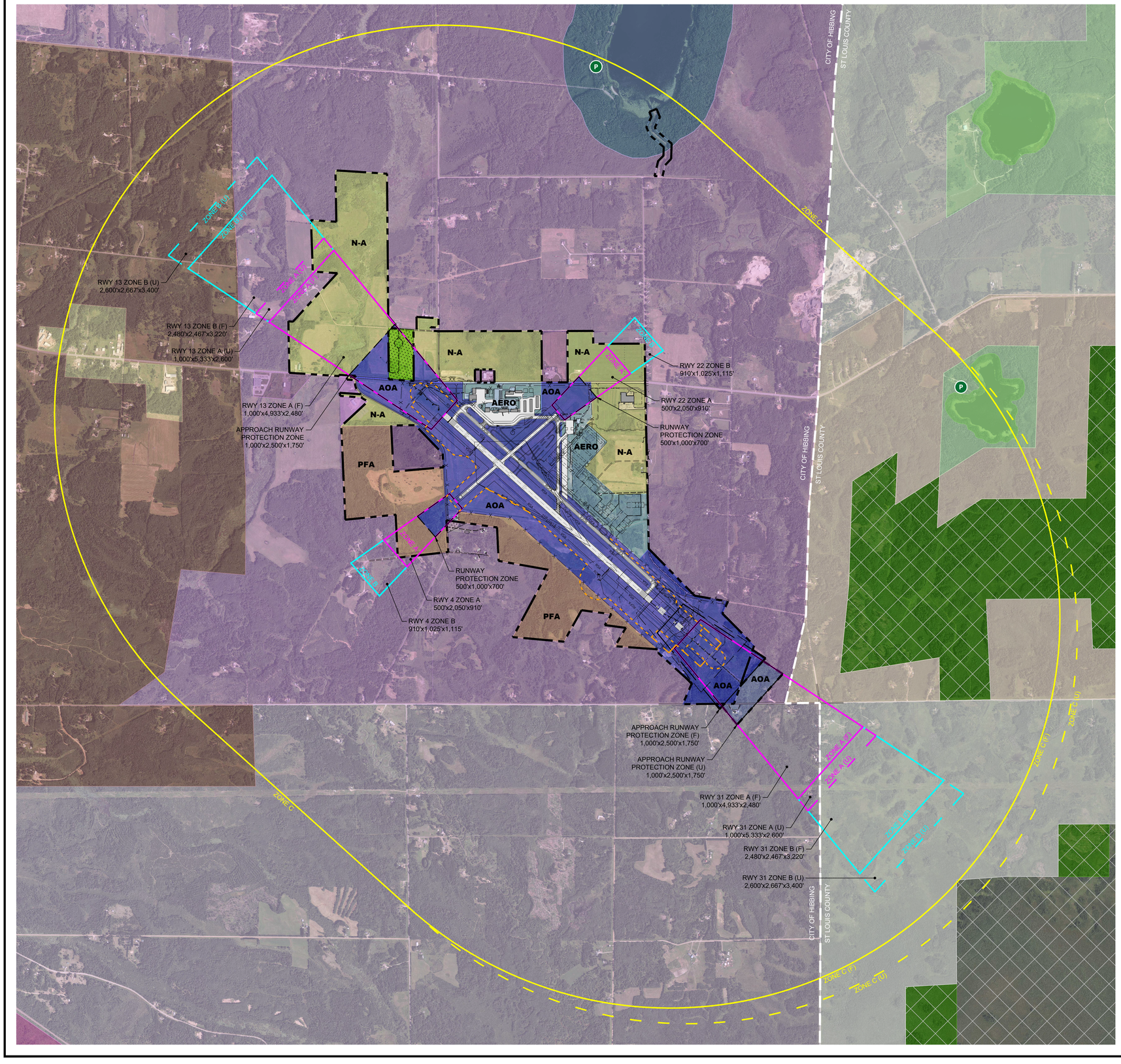
SHEET TITLE

LAND USE PLAN (EXISTING)

SHEET NUMBER

17 OF 25

Drawing: \\rsandh.com\files\Aviation\P\2140055.001 HIB Master Plan\CAD\ALP\C\HIB_17_ExLand.dwg Plotted on: 8/22/2025 8:30 AM Plotted by: Merrill, Tammy



GENERAL
EXISTING PROPERTY LINE
EASEMENT
FUTURE PROPERTY LINE
ULTIMATE PROPERTY LINE
FUTURE RUNWAY PROTECTION ZONE
ULTIMATE RUNWAY PROTECTION ZONE
FUTURE CROP RESTRICTION LINE
ULTIMATE CROP RESTRICTION LINE

MnDOT SAFETY ZONES	FUTURE	ULTIMATE
ZONE A		
ZONE B		
ZONE C		

SOURCE:
MnDOT AERONAUTICS AND AVIATION, AIRPORT ZONING

PUBLIC FACILITIES	
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AGRICULTURAL RURAL RESIDENTIAL (A-R)
AIRPORT MULTIPLE USE PARK DISTRICT (AMU-P)
LIGHT INDUSTRY (I-1)
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RURAL RESIDENTIAL (R-R)
RECREATIONAL DEVELOPMENT (W-2)
CEMETARY

SOURCE:
CITY OF HIBBING - HIBBING GIS MAPPING, HIBBING ZONING

ST LOUIS COUNTY OFF-AIRPORT LAND USE LEGEND
NATURAL AREAS (NA)

SOURCE:
ST. LOUIS COUNTY - ST. LOUIS COUNTY MINNESOTA OPEN DATA, ZONING AND LAND USE

ZONING RESTRICTIONS
HIBBING CITY CODE, CHAPTER 11, SECTION 11.39 CHISHOLM-HIBBING AIRPORT ZONING ORDINANCE, ORDINANCE NO. 323, 2ND SERIES AND SECTION 11.40 AMU-P AIRPORT MULTIPLE USE PARK DISTRICT, ORDINANCE NO. 329, 2ND SERIES; MINNESOTA STATUTE 360.063 AIRPORT ZONING

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MAGNETIC DECLINATION
0° 31' WEST
SEPTEMBER, 2021
ANNUAL CHANGE 0° 2' WEST

N

1,200' 600' 0 1,200'

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HIBBING, MINNESOTA

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

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REVIEWED BY: KR
DRAWN BY: TJM
DESIGNED BY: TJM

PROJECT NUMBER
214-0055-001

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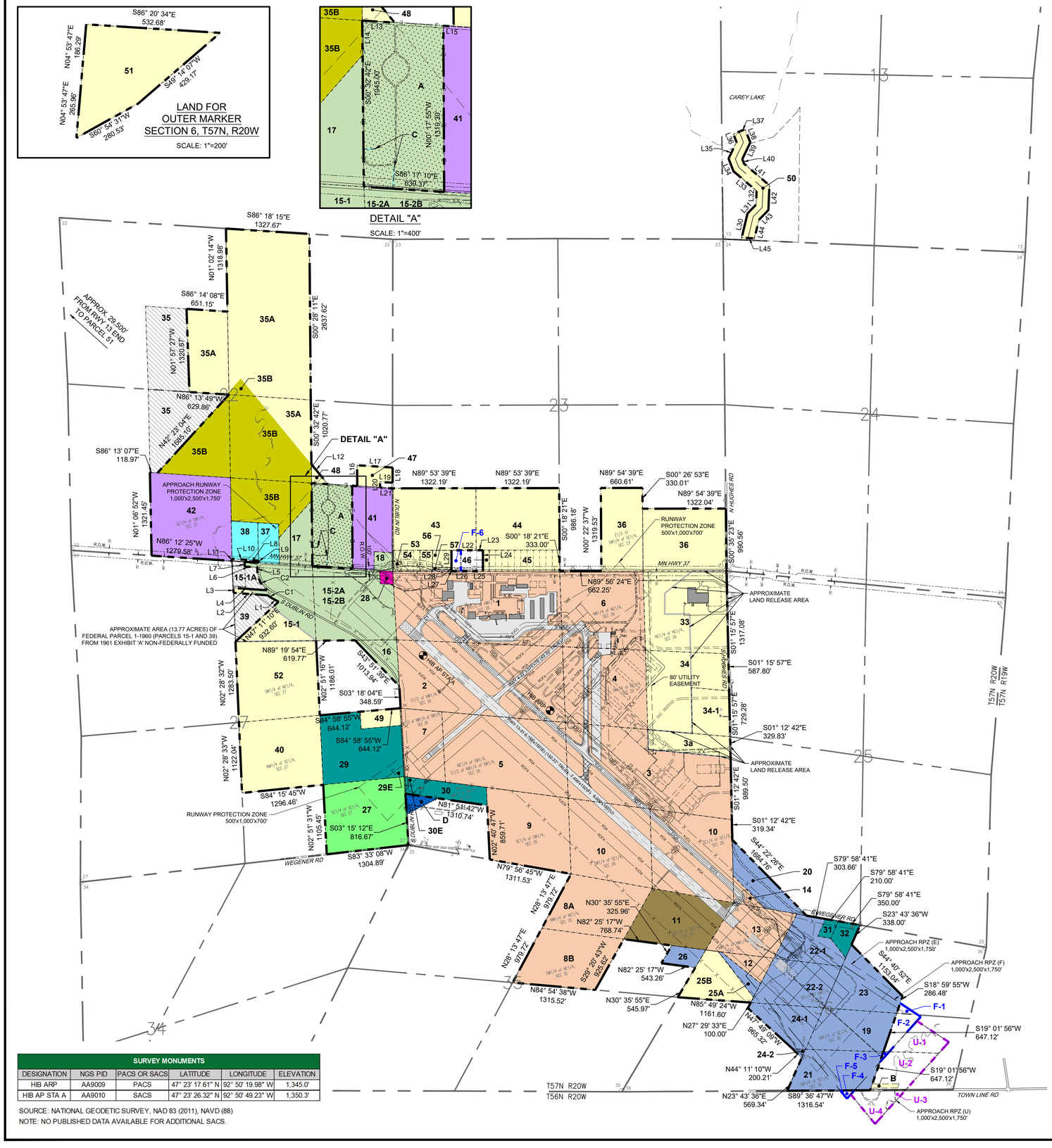
SHEET TITLE

LAND USE PLAN (FUTURE)

SHEET NUMBER

18 OF 25



SURVEY MONUMENTS					
DESIGNATION	NGS PID	PACS OR SACS	LATITUDE	LONGITUDE	ELEVATION
HIB ARP	AA9009	PACS	47° 23' 17.61" N	92° 50' 19.98" W	1,345.0'
HIB AP STA A	AA9010	SACS	47° 23' 26.32" N	92° 50' 49.23" W	1,350.3'

SOURCE: NATIONAL GEODETIC SURVEY, NAD 83 (2011), NAVD (88)
NOTE: NO PUBLISHED DATA AVAILABLE FOR ADDITIONAL SACS.

DESCRIPTION	EXISTING	FUTURE	ULTIMATE
DEDICATED AIRPORT PROPERTY LINE			
EASEMENT		N/A	N/A
PARCEL LINE		N/A	N/A
RUNWAY SAFETY AREA	RSA	F-RSA	U-RSA
RUNWAY OBJECT FREE AREA	ROFA	F-ROFA	U-ROFA
RUNWAY OBSTACLE FREE ZONE	ROFZ	F-ROFZ	U-ROFZ
RUNWAY PROTECTION ZONE			
RUNWAY VISIBILITY ZONE	RVZ	F-RVZ	U-RVZ
TAXIWAY OBJECT FREE AREA	TOFA	F-TOFA	U-TOFA
BUILDING RESTRICTION LINE	BRL 35'	F-BRL 35'	U-BRL 35'
PART 77 SURFACE	PT77	F-PT77	U-PT77
AIRFIELD PAVEMENT			
AIRFIELD PAVEMENT TO BE REMOVED	N/A		
BUILDINGS			
BUILDINGS TO BE REMOVED	N/A		
ROADWAY/PARKING			
UNPAVED ROADWAY/PARKING		N/A	N/A
FENCE	X X X	XX XX	XXX XXX
NGS MONUMENT	PACS/SACS	N/A	N/A

FEDERAL GRANT NUMBER / PROPERTY LEGEND			
FAAP 9-21-080-0801		AIP 3-27-0041-03	
FAAP 9-21-080-5902		AIP 3-27-0041-16-00	
FAAP 9-21-080-6103		AIP 3-27-0041-14-99	
FAAP 9-21-080-C707		AIP 3-27-0041-19-03	
ADAP 8-27-0041-01		NON-FEDERALLY FUNDED	
ADAP 6-27-0041-04		SOLD PROPERTY	

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N61° 12' 11"W	123.88'
L2	N85° 49' 16"W	542.36'
L3	N06° 10' 10"W	79.86'
L4	S85° 55' 43"E	540.31'
L5	N00° 33' 25"E	31.77'
L6	N85° 55' 43"W	200.10'
L7	N02° 28' 33"W	76.75'
L8	S86° 17' 10"E	221.45'
L9	N01° 02' 14"W	33.11'
L10	N86° 17' 10"W	421.45'
L11	S01° 02' 14"E	33.11'
L12	S39° 29' 46"E	409.63'
L13	N86° 15' 28"W	258.24'
L14	S00° 32' 42"E	275.03'
L15	S86° 15' 28"E	81.95'
L16	N00° 32' 42"W	330.93'
L17	S86° 15' 28"E	565.99'
L18	S00° 03' 07"E	240.53'
L19	N86° 15' 28"W	200.44'
L20	S00° 03' 07"E	90.20'

LINE TABLE		
LINE	BEARING	DISTANCE
L21	S86° 15' 28"E	200.44'
L22	N89° 54' 24"E	391.38'
L23	N89° 54' 24"E	108.62'
L24	S00° 03' 07"E	334.03'
L25	N89° 32' 42"W	107.89'
L26	S89° 54' 24"W	392.12'
L27	N00° 03' 07"W	33.00'
L28	N00° 03' 07"W	27.00'
L29	N00° 03' 07"W	273.00'
L30	N13° 34' 44"E	397.35'
L31	N44° 12' 18"E	194.05'
L32	N02° 15' 36"E	219.21'
L33	N49° 27' 01"W	482.67'
L34	N21° 14' 06"W	215.59'
L35	N25° 44' 36"E	292.44'
L36	N21° 46' 19"W	136.98'
L37	N68° 13' 41"E	200.00'
L38	S21° 46' 19"E	225.02'
L39	S25° 44' 36"W	293.56'
L40	S21° 14' 06"E	78.41'

LINE TABLE		
LINE	BEARING	DISTANCE
L41	S49° 27' 01"E	529.33'
L42	S02° 15' 36"W	392.79'
L43	S44° 12' 18"W	215.95'
L44	S13° 34' 44"W	303.39'
L45	N87° 30' 37"W	203.81'

CURVE TABLE				
CURVE	ARC LENGTH	RADIUS	CHORD LENGTH	CHORD BEARING
C1	76.12'	420.00'	76.02'	N56° 00' 39"W
C2	377.39'	420.00'	364.82'	N25° 11' 04"W

NOTES:
1. NO BOUNDARY SURVEY WAS DONE FOR THIS EXHIBIT 'A'.
2. SECTION CORNERS LOCATED USING ST. LOUIS COUNTY MINNESOTA OPEN DATA, LAND AND PROPERTY.
3. SEE SHEETS 20-22 FOR PARCEL INFORMATION.
4. THE PARCEL DESIGNATIONS SHOWN ARE GENERALLY RECOGNIZED BY CHISHOLM/HIBBING AIRPORT AUTHORITY. THE CORRESPONDING FEDERALLY RECOGNIZED ORIGINAL PARCEL DESIGNATIONS CAN BE FOUND ON SHEETS 20-22.
5. INDIVIDUAL PARCELS TO BE DESCRIBED IN ADDITIONAL DETAIL DURING NEXT EXHIBIT 'A' UPDATE.
6. PROPERTY TITLE RESEARCH COMPLETED IN SEPTEMBER, 2020 FOR EXISTING AIRPORT PARCELS. RESEARCH MAY NOT CONFORM WITH THE MARKETABLE TITLE ACT (MINNESOTA STATUTE §541.023).

Federal Aviation Administration

EXHIBIT 'A' ACCEPTANCE

Subject to the Exhibit 'A' conditional acceptance provisions

FAA Dakota-Minnesota Airports District Office

SPONSOR
CHISHOLM/HIBBING AIRPORT AUTHORITY

APPROVED_____ _____
BARRETT ZIEMER, EXECUTIVE DIRECTOR DATE

MAGNETIC DECLINATION
0° 31' WEST
SEPTEMBER, 2021
ANNUAL CHANGE 0° 2' WEST

800' 400' 0 800'

RS&H, Inc.
4525 AIRPORT APPROACH RD.
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www.rsandh.com

RANGE REGIONAL AIRPORT

HIBBING, MINNESOTA

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: AUGUST 2025
REVIEWED BY: KR
DRAWN BY: TJM
DESIGNED BY: TJM

PROJECT NUMBER
214-0055-001

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SHEET TITLE
EXHIBIT 'A' AIRPORT PROPERTY INVENTORY MAP (1 OF 4)

SHEET NUMBER
19 OF 25

Drawing: \\rsandh.com\files\Aviation\P\2140055.001 HIB Master Plan\CAD\ALP\C\HIB_19-22_ExhA.dwg Plotted on: 8/22/2025 8:41 AM Plotted by: Merrill, Tammy

EXISTING AIRPORT PROPERTY

LOCAL PARCEL DESIGNATION (1)	ACREAGE	FEDERAL PARCEL DESIGNATION	FEDERAL GRANT NUMBER [YEAR ACQUIRED] (ACRES)	STATE GRANT NUMBER	TYPE OF INTEREST ACQUIRED	PURPOSE OF ACQUISITION	GRANTOR	CONVEYANCE INSTRUMENT	RECORDING DATE	RECORDING INFO	PARCEL ID / COUNTY TAX ID	EASEMENTS	MINERAL AND MINING RIGHTS	PARCEL NOTES	LEGAL DESCRIPTION *(Link to PDF)*
1	80	PARCEL 1-1957	FAAP 9-21-080-0801 [1957] (390)		FEE SIMPLE	AERONAUTICAL	JOHN AND SARAH McHALE		5/12/1931	DOC 783312	141-0020-03450	HIGHWAY EASEMENT TO TRUNK HIGHWAY NO. 37 RECORDED 2/20/2009, DOC. 01101389	ALL MINERALS AND MINING RIGHTS RESERVED TO JOHN MCHALE AND SARAH MCHALE, THEIR HEIRS, LEGAL REPRESENTATIVES, AND ASSIGNS.	PARCELS 1,2,4 AND 6 WERE PURCHASED UNDER A SINGLE DEED	Link to 1
2	80				FEE SIMPLE	AERONAUTICAL	JOHN AND SARAH McHALE		3/30/1932	DOC 783312	141-0020-03450		ALL MINERALS AND MINING RIGHTS RESERVED TO JOHN MCHALE AND SARAH MCHALE, THEIR HEIRS, LEGAL REPRESENTATIVES, AND ASSIGNS.		Link to 2
3	70				FEE SIMPLE	AERONAUTICAL	JOHN MCHALE, CATHERINE & PETER G. DRONG		5/10/1941		141-0020-03550	80 FOOT UTILITY EASEMENT	SUBJECT TO MINERAL RESERVATIONS HERETOFORE RESERVED IN VARIOUS CONVEYANCES.	PARCEL WAS ORIGINALLY 80 ACRES WHEN PURCHASED, SUBDIVIDED TO THE ACREAGE OF PARCEL 3a	Link to 3
3a	10.6	N/A	N/A			NON-AERONAUTICAL					141-0020-03552			RESERVE RIGHT OF FLIGHT IN AIRSPACE ABOVE PARCEL	Link to 3a
4	40	PARCEL 1-1957	FAAP 9-21-080-0801 [1957] (390)		FEE SIMPLE	AERONAUTICAL	GUST SWANSON		5/12/1941	DOC 783312	141-0020-03420		SUBJECT TO MINERAL RESERVATIONS HERETOFORE RESERVED IN VARIOUS CONVEYANCES.		Link to 4
5	60				FEE SIMPLE	AERONAUTICAL	SELMA M. ANDERSON		7/16/1941		141-0020-03490		SUBJECT TO MINERAL AND MINING RESERVATIONS OF RECORD.		Link to 5
6	40				FEE SIMPLE	AERONAUTICAL	HENRY WALKER, THE NORTHERN NATIONAL BANK OF DULUTH AS TRUSTEE FOR EMANUEL W. COONS		10/30/1941	DOC 783312	141-0020-03420	EASEMENT TO THE SOUTH SIDE OF TRUNK HIGHWAY 37	SUBJECT TO MINERAL AND MINING RESERVATIONS OF RECORD.		Link to 6
7	20				FEE SIMPLE	AERONAUTICAL	SELMA M. ANDERSON		5/16/1942		141-0020-03490		SUBJECT TO MINERAL AND MINING RESERVATIONS OF RECORD.		Link to 7
8A	80	PARCEL 3-1957	FAAP 9-21-080-0801 [1957] (40)		FEE SIMPLE	EXPANSION AND IMPROVEMENT	STATE OF MINNESOTA BY COMMISSIONER OF TAXATION	FORFEITED LANDS	8/8/1957	BK. 1005, PG. 308	141-0020-05020 141-0020-05030		MINERAL AND MINING RIGHTS RESERVED TO UNITED STATES STEEL CORPORATION. PRIOR TO JUNE 1, 2009, AS LONG AS LAND IS USED FOR AIRPORT PURPOSES, UNITED STATES STEEL CORPORATION WILL NOT EXERCISE ITS MINING RIGHTS IN ANY WAY TO DAMAGE THE SURFACE OF THE LAND; AND SO LONG AS THE LAND WILL BE USED FOR AIRPORT PURPOSES AFTER MAY 31, 2009, UNITED STATES STEEL CORPORATION WILL GIVE THE OWNERS OF THE SURFACE FIVE YEARS WRITTEN NOTICE OF ITS INTENTION TO EXERCISE ITS MINING RIGHTS.		Link to 8
8B		PARCEL 4-1957	FAAP 9-21-080-0801 [1957] (40)												
9	40	PARCEL 2-1957	FAAP 9-21-080-0801 [1957] (120)		FEE SIMPLE	AERONAUTICAL	STATE OF MINNESOTA BY COMMISSIONER OF TAXATION	FORFEITED LANDS	1/9/1958		141-0020-03545		MINERAL AND MINING RIGHTS ORIGINALLY RESERVED TO THE DULUTH AND IRON RANGE RAILROAD COMPANY. ALL MINERAL AND MINING RIGHTS RESERVED TO THE STATE OF MINNESOTA IN A JANUARY 9, 1958 DOCUMENT CONEYING TAX FORFEITED LAND FROM THE STATE OF MINNESOTA TO THE VILLAGE OF HIBBING.		Link to 9
10	80				FEE SIMPLE	AERONAUTICAL	NESTOR A. & HELEN F. WUORI		8/7/1958		141-0020-03570 141-0020-03580		MINERAL AND MINING RIGHTS RESERVED TO UNITED STATES STEEL CORPORATION. AS LONG AS LAND IS USED FOR AIRPORT PURPOSES, UNITED STATES STEEL CORPORATION WILL NOT EXERCISE ITS MINING RIGHTS TO CAUSE DAMAGE TO THE SURFACE IN ANY WAY PRIOR TO JANUARY 1, 2009, AND AFTER DECEMBER 31, 2008 AS LONG AS THE LAND IS USED FOR AIRPORT PURPOSES, UNITED STATES STEEL CORPORATION WILL GIVE THE OWNERS OF THE SURFACE OF THE LAND FIVE YEARS WRITTEN NOTICE OF INTENT TO EXERCISE ITS MINING RIGHTS.		Link to 10
11	40	PARCEL 5-1959	FAAP 9-21-080-5902 [1959]		FEE SIMPLE	AERONAUTICAL	REINO & ADELINE C. BANATTARI	QUITCLAIM DEED	4/17/1959	BK. 1040, PG. 39	141-0020-05010		MINERAL AND MINING RIGHTS RESERVED TO UNITED STATES STEEL CORPORATION. AS LONG AS LAND IS USED FOR AIRPORT PURPOSES, UNITED STATES STEEL CORPORATION WILL NOT EXERCISE ITS RIGHTS IN ANY WAY TO CAUSE DAMAGE TO THE SRUFACE OF THE LAND PRIOR TO JUNE 1, 2009; AFTER MAY 31, 2009 IF LAND IS USED FOR AIRPORT PURPOSES UNITED STATES STEEL CORPORATION SHALL GIVE THE OWNER OF THE SURFACE FIVE YEARS WRITTEN NOTICE OF INTENT TO EXERCISE ITS MINING RIGHTS.		Link to 11
12	4.2	PARCEL 8-1957	FAAP 9-21-080-0801 [1957]		FEE SIMPLE	AERONAUTICAL	VIENNA & ONNIE HEIKKILA	QUITCLAIM DEED	4/17/1959	BK. 1040 / PG. 41 AND DOC. 97310	141-0020-05230		WARRANTY DEED FILED ON 6/17/1968, EXCEPTING MINERALS AND MINERAL RIGHTS ACCORDING TO PRIOR PRESERVATIONS OF RECORDS.		Link to 12
13	17.73	PARCEL 7-1957	FAAP 9-21-080-0801 [1957] (17.73)		FEE SIMPLE	AERONAUTICAL	ARTHUR O. & DOROTHY M. HAVERKAMP	WARRANTY DEED	5/5/1959	BK. 1040 / PG. 37	141-0020-05220		SUBJECT TO MINERAL RESERVATIONS RESERVED TO ITSELF BY THE STATE OF MINNESOTA.	FAA ONLY PARTICIPATED IN 17.73 ACRES	Link to 13
	1.1		N/A												
14	2.5	PARCEL 6-1957	FAAP 9-21-080-0801 [1957] (2.5)		FEE SIMPLE	AERONAUTICAL	ZENOBIO A. & ALICIA G. VALERI		5/25/1959		141-0020-03355		MINERAL RIGHTS RESERVED TO THE MESABA IRON LAND CO.		Link to 14
15-1	23.34	PARCEL 1-1960	FAAP 9-21-080-6103 [1960] (xx)		FEE SIMPLE	AERONAUTICAL	ELIZABETH C. & DAVID D. HALEY	WARRANTY DEED	8/18/1959	BK. 1045, PG. 608	141-0020-03610		MINERAL AND MINING RIGHTS RESERVED TO UNITED STATES STEEL CORPORATION. AS LONG AS LAND IS USED FOR AIRPORT PURPOSES, UNITED STATES STEEL CORPORATION SHALL NOT EXERCISE ITS RIGHTS IN ANY WAY TO DISTURB THE SURFACE OF THE LAND PRIOR TO JANUARY 1, 2010; AND AFTER DECEMBER 31, 2009 AS LONG AS THE LAND IS USED FOR AIRPORT PURPOSES, UNITED STATES STEEL CORPORATION WILL GIVE A WRITTEN FIVE YEARS NOTICE OF INTENTION TO EXERCISE ITS MINING RIGHTS.	FAA PARTICIPATED IN 23.34 ACRES; ORIGINAL ACREAGE 37.10 EXCEPT 2 ACRES IN NW CORNER; 15-1A AND 39 SOLD FROM THIS PARCEL	Link to 15-1
15-2A	36.8				FEE SIMPLE	AERONAUTICAL	ELIZABETH C. & DAVID D. HALEY	WARRANTY DEED	8/18/1959	BK. 1045, PG. 608	141-0020-03590	HIGHWAY	MINERALS, MINING RIGHTS, AND ALL OTHER RIGHTS, INTERESTS AND ESTATES RESERVED TO THE DULUTH AND IRON RANGE RAIL ROAD COMPANY NOW RESERVED TO UNITED STATES STEEL CORPORATION. AS LONG AS LAND IS USED FOR AIRPORT PURPOSES, UNITED STATES STEEL CORPORATION WILL NOT EXERCISE ITS MINING RIGHTS IN ANY WAY TO CAUSE DAMAGE TO THE SURFACE PRIOR TO JUNE 1, 2010; AND AFTER MAY 31, 2010 AS LONG AS THE LAND IS USED FOR AIRPORT PURPOSES, UNITED STATES STEEL CORPORATION WILL GIVE A FIVE YEAR WRITTEN NOTICE OF INTENT TO EXERCISE ITS MINING RIGHTS.	37.32 AC EXCEPT 0.52 AC IN NE CORNER AND HWY ESMNT	Link to 15-2
15-2B		PARCEL 1-1960 N/A	N/A												
16	5	PARCEL 2-1960	FAAP 9-21-080-6103 [1960]		FEE SIMPLE	AERONAUTICAL	NESTOR A. & HELEN F. WUORI	WARRANTY DEED	3/7/1960	DOC. 1452	141-0020-03635	33-FOOT WIDE RIGHT-OF-WAY ALONG THE EAST BOUNDARY LINE OF THE PROPERTY	MINERAL AND MINING RIGHTS RESERVED TO UNITED STATES STEEL CORPORATION. AS LONG AS PROPERTY IS USED FOR AIRPORT PURPOSES, UNITED STATES STEEL CORPORATION WILL NOT EXERCISE ITS RIGHTS IN ANY WAY TO DAMAGE THE SURFACE OF THE LAND PRIOR TO OCTOBER 1, 2010; IF LAND IS BEING USED FOR AIRPORT PURPOSES AFTER SEPTEMBER 30, 2010, UNITED STATES STEEL CORPORATION SHALL GIVE THE OWNERS OF THE SURFACE OF THE LAND FIVE YEARS WRITTEN NOTICE OF INTENT TO EXERCISE ITS MINING RIGHTS.		Link to 16
17	8	PARCEL 5-1960	FAAP 9-21-080-6103 [1960]		FEE SIMPLE	AERONAUTICAL	LESTER A. & ELLEN DORAN	WARRANTY DEED	3/15/1960	BK. 1056 / PG. 404	141-0020-02884	ROADWAY	SUBJECT TO MINERAL RESERVATIONS RESERVED TO THE STATE OF MINNESOTA UNDER AN AUDITOR'S CERTIFICATE NO. 1727 DATED SEPTEMBER 30, 1914.		Link to 17
18	1.38	PARCEL 3-1960	FAAP 9-21-080-6103 [1960]		FEE SIMPLE	AERONAUTICAL	COUNTY OF ST. LOUIS		4/20/1960		141-0020-02900	HIGHWAY EASEMENT TO TRUNK HIGHWAY 37 CONSISTING OF A STRIP 50 FEET WIDE ALONG THE WEST SIDE OF SAID PARCEL. IN THE EVENT THAT THE LAND CEASES TO BE USED FOR AIRPORT PURPOSES BY THE AIRPORT COMMISSION, IT WILL REVERT TO THE COUNTY OF ST. LOUIS.	MINERAL AND MINING RIGHTS RESERVED TO UNITED STATES STEEL CORPORATION. AS LONG AS PROPERTY IS USED FOR AIRPORT PURPOSES, UNITED STATES STEEL CORPORATION SHALL NOT EXERCISE ITS MINING RIGHTS IN ANY WAY AS TO DAMAGE THE SURFACE BEFORE OCTOBER 1, 2010; AND AS LONG AS THE LAND IS USED FOR AIRPORT PURPOSES AFTER SEPTEMBER 30, 2010, UNITED STATES STEEL CORPORATION SHALL GIVE THE OWNERS OF THE SURFACE OF THE LAND FIVE YEARS WRITTEN NOTICE OF INTENT TO EXERCISE ITS MINING RIGHTS.		Link to 18

1. BASED ON EXHIBIT A DATED 11/18/1991 AND ACCEPTED BY THE FAA ON 3/17/1992 AND FAA APPROVED ALP DATED 11/22/2011 WITH EXHIBIT A.
2. STATE GRANT INFORMATION WILL BE RESEARCHED AND POPULATED IN THE NEXT EXHIBIT 'A' UPDATE.
3. RESOLUTION TO TRANSFER REAL PROPERTY TO THE CHISHOLM HIBBING AIRPORT AUTHORITY FROM CITY OF HIBBING RECORDED ON APRIL 17, 2020.
4. THE TOWN OF STUNTZ BECAME THE PROPERTY OF THE CITY OF HIBBING INCLUDING GOVERNMENT LOT 5, SECTION 13, TOWNSHIP 57, RANGE 20 AS OF 7/25/1979.
5. THE NEXT EXHIBIT 'A' UPDATE SHALL GRAPHICALLY IDENTIFY ENCUMBRANCES WITH A UNIQUE ID WITH DETAILS IN A SEPARATE DATA TABLE.
6. LAND CONVEYANCE AND/OR RECORDING DOCUMENTATION FOR PARCELS 3, 5, 7, 9, 10, 14, 18, 20, 52, A, C AND D WAS NOT FOUND IN THE TITLE RESEARCH. ADDITIONAL RESEARCH REQUIRED FOR NEXT EXHIBIT 'A' UPDATE TO BE COMPLETED PRIOR TO NEXT FEDERALLY FUNDED PROJECT IN THE AREA.

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RANGE REGIONAL AIRPORT

RANGE REGIONAL AIRPORT

HIBBING, MINNESOTA

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: AUGUST 2025
REVIEWED BY: KR
DRAWN BY: TJM
DESIGNED BY: TJM

PROJECT NUMBER
214-0055-001

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SHEET TITLE
EXHIBIT 'A' AIRPORT PROPERTY INVENTORY MAP (2 OF 4)

SHEET NUMBER
20 OF 25

Drawing: \\rsandh.com\files\Aviation\P\2140055.001 HIB Master Plan\CAD\ALP\C\HIB_19-22_ExhA.dwg Plotted on: 8/22/2025 8:42 AM Plotted by: Merrill, Tammy

EXISTING AIRPORT PROPERTY

LOCAL PARCEL DESIGNATION [1]	ACREAGE	FEDERAL PARCEL DESIGNATION	FEDERAL GRANT NUMBER [YEAR ACQUIRED] (ACRES)	STATE GRANT NUMBER	TYPE OF INTEREST ACQUIRED	PURPOSE OF ACQUISITION	GRANTOR	CONVEYANCE INSTRUMENT	RECORDING DATE	RECORDING INFO	PARCEL ID / COUNTY TAX ID	EASEMENTS	MINERAL AND MINING RIGHTS	PARCEL NOTES	LEGAL DESCRIPTION *(Link to PDF)*
19	17.81	PARCEL 3a-1967	FAAP 9-21-080-C707 [1967]		FEE SIMPLE	AERONAUTICAL	LEONA & JOHN RASKOVICH	WARRANTY DEED	6/21/1967	DOC. 81221	141-0020-05310		MINERALS AND MINERAL RIGHTS RESERVED TO THE STATE OF MINNESOTA.		Link to 19
20	11	PARCEL 3b-1967	FAAP 9-21-080-C707 [1967]		FEE SIMPLE	AERONAUTICAL	ZENOBIO A. & ALICIA VALERI		7/14/1967		141-0020-03355	33 FOOT WIDE ROADWAY RIGHT-OF-WAY ALONG THE WEST AND SOUTH LINE, AND EXCLUDING PROPERTY IN THE SOUTHWEST CORNER CONVEYED IN 1959.	MINERAL RIGHTS RESERVED TO THE MESABA IRON LAND CO.		Link to 20
21	18.69	PARCEL 3e-1967	FAAP 9-21-080-C707 [1967]		FEE SIMPLE	AERONAUTICAL	LIONEL O. & PEGGY S. BIRKELAND	WARRANTY DEED	7/22/1967	DOC. 85399	141-0020-05320		MINERALS AND MINERAL RIGHTS RESERVED TO THE STATE OF MINNESOTA		Link to 21
22-1	12.6	PARCEL 3d-1967	FAAP 9-21-080-C707 [1967]		FEE SIMPLE	AERONAUTICAL	MARTIN & MARGERITE KOSLUCHAR	WARRANTY DEED	8/30/1967	DOC. 84773	141-0020-05211		MINERALS AND MINERAL RIGHTS RESERVED TO THE STATE OF MINNESOTA		Link to 22-1
22-2	18.33				FEE SIMPLE	AERONAUTICAL	MARTIN & MARGERITE KOSLUCHAR	WARRANTY DEED	8/30/1967	DOC. 84773	141-0020-05240		MINERALS AND MINERAL RIGHTS RESERVED TO THE STATE OF MINNESOTA		Link to 22-2
23	17.5	PARCEL 3c-1967	FAAP 9-21-080-C707 [1967]		FEE SIMPLE	AERONAUTICAL	GUST & ANN MUELLER	WARRANTY DEED	9/8/1967	DOC. 85088	141-0020-05195		MINERALS AND MINERAL RIGHTS RESERVED TO THE STATE OF MINNESOTA.		Link to 23
24-1	11.65	PARCEL 3g-1967	FAAP 9-21-080-C707 [1967]		FEE SIMPLE	AERONAUTICAL	LOUIS & MARY PUTZEL	LEGAL PROCEEDING	2/7/1968	DOC. 91887	141-0020-05255		MINERALS AND MINERAL RIGHTS RESERVED TO THE STATE OF MINNESOTA.		Link to 24-1
24-2	0.3				FEE SIMPLE	AERONAUTICAL	LOUIS & MARY PUTZEL	LEGAL PROCEEDING	2/7/1968	DOC. 91887	141-0020-05255		MINERALS AND MINERAL RIGHTS RESERVED TO THE STATE OF MINNESOTA.		Link to 24-2
25A	2.3	PARCEL 3f-1967	FAAP 9-21-080-C707 [1967]		FEE SIMPLE	AERONAUTICAL	VIENNA HEIKKILA	WARRANTY DEED	6/17/1968	DOC. 97310	141-0020-05235		MINERALS AND MINERAL RIGHTS RESERVED TO THE STATE OF MINNESOTA.	FAA PARTICIPATED IN 2.3 ACRES	Link to 25
25B	13.2	PARCEL 3f-1967	N/A			AERONAUTICAL									
26	3.45	PARCEL 3x-1967	FAAP 9-21-080-C707 [1967]		FEE SIMPLE	AERONAUTICAL	REINO & ADELINE C. BANATTARI	WARRANTY DEED	10/22/1969	DOC. 120151	141-0020-05045		SUBJECT TO MINERAL RESERVATIONS OF RECORD.		Link to 26
27	40	PARCEL 2-1974	ADAP 8-27-0041-01 (1974)		FEE SIMPLE	AERONAUTICAL	DAMIAN & MARCALENE AND LOUIS A. & VONICELLE A. SCHAEFBAUER	WARRANTY DEED	12/14/1971	DOC. 0151094	141-0020-03750	PUBLIC ROADWAYS AND DRAINAGE DITCHES	RESERVATION OF MINERALS AND MINERAL RIGHTS WITH THE RIGHT TO MINE AND REMOVE THE SAME. PROVISION FOR THE REPURCHASE OF THE LAND WITH IMPROVEMENTS AT $150.00 PER ACRE.		Link to 27
28	0.52	PARCEL 2-1978	ADAP 6-27-0041-04 [1978]		FEE SIMPLE	AERONAUTICAL	ARTHUR & LILLIAN PUTTIKA	WARRANTY DEED	12/7/1978	DOC. 286892	141-0020-03600	HIGHWAY EASEMENT APPROXIMATELY 0.28 ACRES	RESERVATION OF MINERALS AND MINING RIGHTS TO UNITED STATES STEEL CORPORATION. AS LONG AS LAND IS USED FOR AIRPORT PURPOSES, UNITED STATES STEEL CORPORATION WILL NOT EXERCISE ITS MINING RIGHTS IN ANY WAY TO DAMAGE THE SURFACE OF THE LAND PRIOR TO JUNE 1, 2010; AFTER MAY 31, 2010, IF THE LAND IS BEING USED FOR AIRPORT PURPOSES, UNITED STATES STEEL CORPORATION WILL GIVE THE OWNERS OF THE SURFACE OF THE LAND A FIVE YEARS WRITTEN NOTICE OF THE INTENT TO EXERCISE ITS MINING RIGHTS.		Link to 28
29	35	PARCEL 89-C	AIP 3-27-0041-03 [1989]		FEE SIMPLE	AERONAUTICAL	WILLIAM R. & SHIRLEY A. ATKINSON	WARRANTY DEED	3/26/1991	DOC. 0519186	141-0020-03720	100 FEET RIGHT-OF-WAY FOR RAILROAD PURPOSES	EXCEPTING MINERALS AND MINERAL RESERVATIONS OF RECORD.		Link to 29
30	10	PARCEL 89-D	AIP 3-27-0041-03 [1989]		FEE SIMPLE	AERONAUTICAL	FRANK L. & CAROLYN PINGATORE	WARRANTY DEED	12/3/1990	DOC. 0511766	141-0020-03510		EXCEPTING MINERALS AND MINERAL RIGHTS RESERVED AND SUBJECT TO RESERVATIONS AND EASEMENTS OF RECORD		Link to 30
31	1.45	PARCEL 89-A	AIP 3-27-0041-03 [1989]		FEE SIMPLE	AERONAUTICAL	RONALD A. & FRANCES BORBICONI	WARRANTY DEED	11/1/1990	DOC. 0511083	141-0020-05212		EXCEPTING MINERALS AND MINERAL RIGHTS RESERVED IN PRIOR DEEDS OF RECORD.		Link to 31
32	3.4	PARCEL 89-B	AIP 3-27-0041-03 [1989]		FEE SIMPLE	AERONAUTICAL	EILEEN M. JARNEFELD	WARRANTY DEED	12/4/1990	DOC. 0517072	141-0020-05210		EXCEPTING MINERALS AND MINERAL RIGHTS RESERVED AND SUBJECT TO RESERVATIONS AND EASEMENTS OF RECORD		Link to 32
33	37.63	N/A	N/A		FEE SIMPLE	AERONAUTICAL/ NON-AERONAUTICAL	MARGARET BIEWER	WARRANTY DEED	11/4/1988	DOC. 465203	141-0020-03410	2.37 ACRES IN HIGHWAY EASEMENT; 80 FOOT UTILITY EASEMENT	SUBJECT TO MINERAL RESERVATIONS OF RECORD		Link to 33
34	30	N/A	N/A		FEE SIMPLE	AERONAUTICAL/ NON-AERONAUTICAL	CITY OF HIBBING	QUITCLAIM DEED	6/26/2000	DOC. 791496	141-0020-03445	RIGHTS OF PUBLIC AND THE CITY OF HIBBING IN AND TO THE PREMISES THAT LIES WITHIN HUGHES ROAD; 80 FOOT UTILITY EASEMENT	THE IRON ORE, FOSSILS AND MINERAL DEPOSIT IN, UNDER OR UPON THE PARCEL GRANTED BY USX CORPORATION IN QUIT CLAIM DEED DOC NO. 0561131, DATED 6/9/1992		Link to 34
34-1	10	N/A	N/A		FEE SIMPLE	NON-AERONAUTICAL	BARBARA SANCHEZ ESTATE REPRESENTATIVE FOR RICHARD G. SNABB, BARBARA SANCHEZ, MARIANNE STORY AND JORGINA L. SNABB	WARRANTY DEED	10/29/2020	DOC. 01394614 - 01394617	141-0020-03440	SUBJECT TO EASEMENTS, RESTRICTIONS AND RESERVATIONS OF RECORD	SUBJECT TO PREVIOUS MINERAL RESERVATIONS OF RECORD.		Link to 34-1
35 A	110.1	35	N/A		FEE SIMPLE	AERONAUTICAL	JAMES F. & RHONDA CLARK	WARRANTY DEED	7/8/1998	DOC. 00727297	141-0020-02750				Link to 35
35 B	68.5	35B	AIP 3-27-0041-16-00 [2000] (68.5)			AERONAUTICAL									
36	45.78	N/A	N/A		FEE SIMPLE	AERONAUTICAL	BONIFACE B. & HILDEGARD E. OSTENDORF	WARRANTY DEED	5/29/1997	DOC. 0689272	141-0020-03060		SUBJECT TO MINERAL RESERVATIONS, EASEMENTS, AND RESTRICTIONS OF RECORDS		Link to 36
37	4.36	37	AIP 3-27-0041-14-99 [1999]		FEE SIMPLE	AERONAUTICAL	DENNIS R. & BONNIE MERHAR	WARRANTY DEED	3/17/1999	DOC. 00749403	141-0020-02886		SUBJECT TO MINERAL RESERVATIONS, RESTRICTIONS AND EASEMENTS OF RECORD.		Link to 37
38	5.02	38	AIP 3-27-0041-14-99 [1999]		FEE SIMPLE	AERONAUTICAL	DAVID T. & KAREN HOWARD	WARRANTY DEED	3/1/1999	DOC. 00749264	141-0020-02885				Link to 38
40	40	N/A	N/A		FEE SIMPLE	AERONAUTICAL	GENE & DEBRA LENZEN	WARRANTY DEED	5/1/1997	DOC. 686375	141-0020-03730	SUBJECT TO RESERVATIONS AND EASEMENTS OF RECORD.	EXCEPTING MINERALS AND MINERAL RIGHTS RESERVED.		Link to 40
41	19.3	41	AIP 3-27-0041-19-03 [2003]		FEE SIMPLE	AERONAUTICAL	WILLIAM KOSKI	WARRANTY DEED	10/2/2003	DOC. 928133	141-0020-02892				Link to 41
42	36.5	42	AIP 3-27-0041-19-03 [2003]		FEE SIMPLE	AERONAUTICAL	JANET L. CURTIS	WARRANTY DEED	7/28/2003	DOC. 913933	141-0020-02850	SANITARY SEWER CONSTRUCTION AND MAINTENANCE FILED 1/30/2009, DOC. 1100081	RESERVATIONS OF MINERALS AND MINERAL RIGHTS		Link to 42
43	28.9	N/A	N/A		FEE SIMPLE	AERONAUTICAL	CITY OF HIBBING	QUITCLAIM DEED	2/24/2006	DOC. 1011782	141-0020-03020		ALL MINERALS AND MINERAL RIGHTS AS PROVIDED BY LAW.		Link to 43
44	28.6	N/A	N/A		FEE SIMPLE	AERONAUTICAL	CITY OF HIBBING	QUITCLAIM DEED	2/24/2006	DOC. 1011782	141-0020-03030		ALL MINERALS AND MINERAL RIGHTS AS PROVIDED BY LAW.		Link to 44
45	7.7	N/A	N/A		FEE SIMPLE	AERONAUTICAL	CITY OF HIBBING	QUITCLAIM DEED	2/24/2006	DOC. 1011782	141-0177-00120		ALL MINERALS AND MINERAL RIGHTS AS PROVIDED BY LAW.	PURCHASED AS A SINGLE PARCEL	Link to 45
46	0.69	N/A	N/A		FEE SIMPLE	AERONAUTICAL	CITY OF HIBBING	QUITCLAIM DEED	2/24/2006	DOC. 1011782	141-0177-00110		ALL MINERALS AND MINERAL RIGHTS AS PROVIDED BY LAW.		Link to 46
47	3.89	N/A	N/A		FEE SIMPLE	AERONAUTICAL	JOHN & CHRISTINE MATETICH	QUITCLAIM DEED	10/6/2004	DOC. 0965512	141-0020-02863				Link to 47
48	0.89	N/A	N/A		FEE SIMPLE	AERONAUTICAL	JOHN & CHRISTINE MATETICH	QUITCLAIM DEED	10/6/2004	DOC. 0965512	141-0020-02862				Link to 48
49	5	N/A	N/A		FEE SIMPLE	AERONAUTICAL	ERIK J. & STACY KUUSINEN, KAREN D. & BRIAN TRONNES, SUSAN J. & TIMOTHY NELSON, LINDA B. & JERE HEINEMAN	WARRANTY DEED	10/27/2005	DOC. 01002354	141-0020-03722		SUBJECT TO MINERAL RESERVATIONS, RESTRICTIONS AND EASEMENTS OF RECORD.	CLARIFYING DEED RECORDED ON 8/13/2014, DOC. 01243183	Link to 49
50	9	N/A	N/A		FEE SIMPLE	AERONAUTICAL	CITYOF HIBBING	QUITCLAIM DEED	2/16/2005	DOC. 00977216	141-0020-01832			LAND WITHIN GOVERNMENT LOT 5 FOR ROAD PURPOSES [4]	Link to 50
51	3	N/A	N/A		FEE SIMPLE	OUTER MARKER	THE MARKHAM COMPANY	QUITCLAIM DEED	12/3/2001	DOC. 839371	140-0270-00220				Link to 51
52	34.7	N/A	N/A			AERONAUTICAL					141-0020-03620				Link to 52

1. BASED ON EXHIBIT A DATED 11/18/1991 AND ACCEPTED BY THE FAA ON 3/17/1992 AND FAA APPROVED ALP DATED 11/22/2011 WITH EXHIBIT A.
2. STATE GRANT INFORMATION WILL BE RESEARCHED AND POPULATED IN THE NEXT EXHIBIT 'A' UPDATE.
3. RESOLUTION TO TRANSFER REAL PROPERTY TO THE CHISHOLM HIBBING AIRPORT AUTHORITY FROM CITY OF HIBBING RECORDED ON APRIL 17, 2020.
4. THE TOWN OF STUNTZ BECAME THE PROPERTY OF THE CITY OF HIBBING INCLUDING GOVERNMENT LOT 5, SECTION 13, TOWNSHIP 57, RANGE 20 AS OF 7/25/1979.
5. THE NEXT EXHIBIT 'A' UPDATE SHALL GRAPHICALLY IDENTIFY ENCUMBRANCES WITH A UNIQUE ID WITH DETAILS IN A SEPARATE DATA TABLE.
6. LAND CONVEYANCE AND/OR RECORDING DOCUMENTATION FOR PARCELS 3, 5, 7, 9, 10, 14, 18, 20, 52, A, C AND D WAS NOT FOUND IN THE TITLE RESEARCH. ADDITIONAL RESEARCH REQUIRED FOR NEXT EXHIBIT 'A' UPDATE TO BE COMPLETED PRIOR TO NEXT FEDERALLY FUNDED PROJECT IN THE AREA.

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RANGE REGIONAL AIRPORT

RANGE REGIONAL AIRPORT

HIBBING, MINNESOTA

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: AUGUST 2025
REVIEWED BY: KR
DRAWN BY: TJM
DESIGNED BY: TJM

PROJECT NUMBER
214-0055-001

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SHEET TITLE
EXHIBIT 'A' AIRPORT PROPERTY INVENTORY MAP (3 OF 4)

SHEET NUMBER
21 OF 25

Drawing: \\rsandh.com\files\Aviation\P\2140055.001 HIB Master Plan\CAD\ALP\C\HIB_19-22_ExhA.dwg Plotted on: 8/22/2025 8:42 AM Plotted by: Merrill, Tammy

EXISTING AIRPORT PROPERTY

LOCAL PARCEL DESIGNATION (1)	ACREAGE	FEDERAL PARCEL DESIGNATION	FEDERAL GRANT NUMBER [YEAR ACQUIRED] (ACRES)	STATE GRANT NUMBER	TYPE OF INTEREST ACQUIRED	PURPOSE OF ACQUISITION	GRANTOR	CONVEYANCE INSTRUMENT	RECORDING DATE	RECORDING INFO	PARCEL ID / COUNTY TAX ID	EASEMENTS	MINERAL AND MINING RIGHTS	PARCEL NOTES	LEGAL DESCRIPTION *(Link to PDF)*
53	0.1	N/A	N/A		FEE SIMPLE	NON-AERONAUTICAL	MARK WALDO VOSBERG AND JACQUELYN A. VOSBERG	WARRANTY DEED	10/26/2023	DOC. 01476778	141-0020-03025		RESERVATIONS OF MINERALS AND MINERAL RIGHTS		Link to 53
54	2.47	N/A	N/A		FEE SIMPLE	NON-AERONAUTICAL	MARK WALDO VOSBERG AND JACQUELYN A. VOSBERG	WARRANTY DEED	10/26/2023	DOC. 01476778	141-0177-00010		RESERVATIONS OF MINERALS AND MINERAL RIGHTS		Link to 54
55	1.38	N/A	N/A		FEE SIMPLE	NON-AERONAUTICAL	MARK WALDO VOSBERG AND JACQUELYN A. VOSBERG	WARRANTY DEED	10/26/2023	DOC. 01476778	141-0177-00050		RESERVATIONS OF MINERALS AND MINERAL RIGHTS		Link to 55
56	1.88	N/A	N/A		FEE SIMPLE	NON-AERONAUTICAL	MARK WALDO VOSBERG AND JACQUELYN A. VOSBERG	WARRANTY DEED	10/26/2023	DOC. 01476778	141-0177-00072		RESERVATIONS OF MINERALS AND MINERAL RIGHTS		Link to 56
57	0.19	N/A	N/A		FEE SIMPLE	NON-AERONAUTICAL	MARK WALDO VOSBERG AND JACQUELYN A. VOSBERG	WARRANTY DEED	10/26/2023	DOC. 01476778	141-0177-00070		RESERVATIONS OF MINERALS AND MINERAL RIGHTS		Link to 57

1. BASED ON EXHIBIT A DATED 11/18/1991 AND ACCEPTED BY THE FAA ON 3/17/1992 AND FAA APPROVED ALP DATED 11/22/2011 WITH EXHIBIT A.
2. STATE GRANT INFORMATION WILL BE RESEARCHED AND POPULATED IN THE NEXT EXHIBIT 'A' UPDATE.
3. RESOLUTION TO TRANSFER REAL PROPERTY TO THE CHISHOLM HIBBING AIRPORT AUTHORITY FROM CITY OF HIBBING RECORDED ON APRIL 17, 2020.
4. THE TOWN OF STUNTZ BECAME THE PROPERTY OF THE CITY OF HIBBING INCLUDING GOVERNMENT LOT 5, SECTION 13, TOWNSHIP 57, RANGE 20 AS OF 7/25/1979.
5. THE NEXT EXHIBIT 'A' UPDATE SHALL GRAPHICALLY IDENTIFY ENCUMBRANCES WITH A UNIQUE ID WITH DETAILS IN A SEPARATE DATA TABLE.
6. LAND CONVEYANCE AND/OR RECORDING DOCUMENTATION FOR PARCELS 3, 5, 7, 9, 10, 14, 18, 20, 52, A, C AND D WAS NOT FOUND IN THE TITLE RESEARCH. ADDITIONAL RESEARCH REQUIRED FOR NEXT EXHIBIT 'A' UPDATE TO BE COMPLETED PRIOR TO NEXT FEDERALLY FUNDED PROJECT IN THE AREA.

EASEMENT

LOCAL PARCEL DESIGNATION (1)	ACREAGE	FEDERAL PARCEL DESIGNATION	FEDERAL GRANT NUMBER [YEAR ACQUIRED] (ACRES)	STATE GRANT NUMBER	TYPE OF INTEREST ACQUIRED	GRANTOR	CONVEYANCE INSTRUMENT	RECORDING DATE	RECORDING INFO	PARCEL ID / COUNTY TAX ID	EASEMENTS	MINERAL AND MINING RIGHTS	PARCEL NOTES	LEGAL DESCRIPTION *(Link to PDF)*
A	20	PARCEL 4-1960	FAAP 9-21080-6103 [1960] (37.5)		PERPETUAL AVIGATION EASEMENT	GRAND VIEW MEMORIAL GARDENS OF HIBBING, MINNESOTA	PERPETUAL AVIGATION EASEMENT	5/1/1963		141-0020-02890	AVIGATION EASEMENT 20 FEET ABOVE THE SURFACE OF EASEMENT A			Link to A
B	0.62	N/A	N/A		PERPETUAL DRAINAGE DITCH EASEMENT	THE UNITED STATES OF AMERICA, VETERAN'S ADMINISTRATION	PERPETUAL DRAINAGE DITCH EASEMENT	3/30/1982	DOC. 343787	141-0020-05330				Link to B
C	0.035	Easement C	AIP 3-27-0041-14-99 [1999]		ELECTRICAL EASEMENT	GRAND VIEW MEMORIAL GARDENS OF HIBBING, MINNESOTA	ELECTRICAL EASEMENT	7/20/1999		141-0020-02890				Link to C
D	2	PARCEL D	AIP 3-27-0041-21-05 [2005]		PERPETUAL AVIGATION EASEMENT	STEVEN AND ANN ALBRECHT	PERPETUAL AVIGATION EASEMENT	6/6/2005		141-0020-03520	AVIGATION EASEMENT ANY ALTITUDE OR HEIGHT ABOVE THE SURFACE OF EASEMENT D			Link to D

1. BASED ON EXHIBIT A DATED 11/18/1991 AND ACCEPTED BY THE FAA ON 3/17/1992 AND FAA APPROVED ALP DATED 11/22/2011 WITH EXHIBIT A.
2. STATE GRANT INFORMATION WILL BE RESEARCHED AND POPULATED IN THE NEXT EXHIBIT 'A' UPDATE.
3. FEDERALLY FUNDED PARCEL A (4-1960) EASEMENT ACQUIRED IN 1963 INCLUDES THE LIMITS OF PARCEL A, 18 AND 41 SHOWN ON THIS EXHIBIT 'A' MAP (APPROX. 37.5 ACRES).

FORMER EASEMENT INCORPORATED INTO PARCEL

PARCEL DESIGNATION	ACREAGE	FEDERAL PARCEL DESIGNATION	FEDERAL GRANT NUMBER [YEAR ACQUIRED] (ACRES)	STATE GRANT NUMBER	TYPE OF INTEREST ACQUIRED	GRANTOR	CONVEYANCE INSTRUMENT	RECORDING DATE	RECORDING INFO	PARCEL ID / COUNTY TAX ID	EASEMENTS	MINERAL AND MINING RIGHTS	PARCEL NOTES	LEGAL DESCRIPTION *(Link to PDF)*
29E	0.66	PARCEL 3-1974	ADAP 8-27-0041-01 (1974)		PERPETUAL AVIATION EASEMENT	WILLIAM R. & SHIRLEY A. ATKINSON	PERPETUAL AVIATION EASEMENT	12/24/1975	DOC. 226741	141-0020-03720	AVIATION EASEMENT 15 FEET ABOVE THE SURFACE OF EASEMENT 29E		THIS EASEMENT IS PART OF PARCEL 29	Link to 29E
30E	0.47	PARCEL 4-1974	ADAP 8-27-0041-01 (1974)		PERPETUAL AVIATION EASEMENT	FRANK L. & CAROLYN PINGATORE	PERPETUAL AVIATION EASEMENT	12/24/1975	DOC. 226742	141-0020-03510	AVIATION EASEMENT 15 FEET ABOVE THE SURFACE OF EASEMENT 30E		THIS EASEMENT IS PART OF PARCEL 30	Link to 30E

RELEASED AIRPORT PROPERTY

LOCAL PARCEL DESIGNATION (1)	ACREAGE	FEDERAL PARCEL DESIGNATION	FEDERAL GRANT NUMBER [YEAR ACQUIRED] (ACRES)	STATE GRANT NUMBER	TYPE OF RELEASE	FAA APPROVAL DATE	PURPOSE OF RELEASE	GRANTOR	CONVEYANCE INSTRUMENT	RECORDING DATE	RECORDING INFO	PARCEL ID / COUNTY TAX ID	EASEMENTS	MINERAL AND MINING RIGHTS	PARCEL NOTES	LEGAL DESCRIPTION *(Link to PDF)*
3a	10.6	N/A	N/A		RELEASE OF AIRPORT PROPERTY	3/27/1992	CONSTRUCT MAINTENANCE FACILITY FOR AIRCRAFT ENGINES	CITIES OF HIBBING AND CHISHOLM	LETTER OF RELEASE	N/A	N/A	141-0020-03552	80 FOOT UTILITY EASEMENT	SUBJECT TO MINERAL RESERVATIONS HERETOFORE RESERVED IN VARIOUS CONVEYANCES.	RESERVE RIGHT OF FLIGHT IN AIRSPACE ABOVE PARCEL	Link to 3a
33	37.63	N/A	N/A		RELEASE OF AIRPORT PROPERTY			CITIES OF HIBBING AND CHISHOLM	N/A	N/A	N/A	141-0020-03410	2.37 ACRES IN HIGHWAY EASEMENT; 80 FOOT UTILITY EASEMENT	SUBJECT TO MINERAL RESERVATIONS OF RECORD		Link to 33
34	30	N/A	N/A		RELEASE OF AIRPORT PROPERTY			CITIES OF HIBBING AND CHISHOLM	N/A	N/A	N/A	141-0020-03445	RIGHTS OF PUBLIC AND THE CITY OF HIBBING IN AND TO THE PREMISES THAT LIES WITHIN HUGHES ROAD; 80 FOOT UTILITY EASEMENT	THE IRON ORE, FOSSILS AND MINERAL DEPOSIT IN, UNDER OR UPON THE PARCEL GRANTED BY USX CORPORATION IN QUIT CLAIM DEED DOC NO. 0561131, DATED 6/9/1992		Link to 34
34-1	10	N/A	N/A		RELEASE OF AIRPORT PROPERTY			CITIES OF HIBBING AND CHISHOLM	N/A	N/A	N/A	141-0020-03440	SUBJECT TO EASEMENTS, RESTRICTIONS AND RESERVATIONS OF RECORD	SUBJECT TO PREVIOUS MINERAL RESERVATIONS OF RECORD.		Link to 34-1

1. BASED ON EXHIBIT A DATED 11/18/1991 AND ACCEPTED BY THE FAA ON 3/17/1992 AND FAA APPROVED ALP DATED 11/22/2011 WITH EXHIBIT A.
2. STATE GRANT INFORMATION WILL BE RESEARCHED AND POPULATED IN THE NEXT EXHIBIT 'A' UPDATE.

SOLD AIRPORT PROPERTY

LOCAL PARCEL DESIGNATION (1)	ACREAGE	FEDERAL PARCEL DESIGNATION	FEDERAL GRANT NUMBER [YEAR ACQUIRED]	STATE GRANT NUMBER	GRANTEE	CONVEYANCE INSTRUMENT	RECORDING DATE	RECORDING INFO	PARCEL ID / COUNTY TAX ID	EASEMENTS	MINERAL AND MINING RIGHTS	PARCEL NOTES	LEGAL DESCRIPTION *(Link to PDF)*
15-1A	3.5	PARCEL 1-1960	FAAP 9-21-080-6103 [1960]		MEDIACOM MINNESOTA, LLC	WARRANTY DEED	8/19/2003	DOC. 917857	141-0020-03615		MINERAL RESERVATIONS, EASEMENTS AND RESTRICTIONS OF RECORD.	PARCEL WAS SOLD TO SUPERIOR PROPERTIES MANAGEMENT INC. 3/8/2001, AIRPORT REPURCHASED LAND FROM SUPERIOR AND COUNCIL RULED IN FAVOR OF THE REPURCHASE IN RESOLUTION NO. 02-07-4, DATED 7/17/2002	Link to 15-1A
35	41	N/A	N/A		JAMES F. & RHONDA L. CLARK	WARRANTY DEED	6/19/2000	DOC. 803615	141-0020-02810	INGRESS AND EGRESS EXTENDING FROM DIXON RD; UTILITY EASEMENT FOR ELECTRIC AND GAS SERVICE		ORIGINALLY PART OF PARCEL 35A	Link to 35
39	6.84	PARCEL 1-1960	FAAP 9-21-080-6103 [1960]		NORTHERN MINING SERVICES, INC.	WARRANTY DEED	7/17/2007	DOC. 1058261	141-0020-03611		SUBJECT TO ALL MINERAL RESERVATIONS RESERVED TO PRIOR OWNERS.	ORIGINALLY PART OF PARCEL 15-1	Link to 39

1. BASED ON EXHIBIT A DATED 11/18/1991 AND ACCEPTED BY THE FAA ON 3/17/1992 AND FAA APPROVED ALP DATED 11/22/2011 WITH EXHIBIT A.
2. STATE GRANT INFORMATION WILL BE RESEARCHED AND POPULATED IN THE NEXT EXHIBIT 'A' UPDATE.

FUTURE AIRPORT PROPERTY

PARCEL	ACREAGE	PURPOSE OF ACQUISITION	TYPE OF INTEREST TO BE ACQUIRED	PARCEL ID / COUNTY TAX ID
F-1	1	RUNWAY 31 RPZ	FEE	141-0020-05200
F-2	4	RUNWAY 31 RPZ	FEE	141-0020-05300
F-3	0.2	RUNWAY 31 RPZ	FEE	141-0020-05330
F-4	0.3	RUNWAY 31 RPZ	FEE	141-0010-00012
F-5	0.04	RUNWAY 31 RPZ	FEE	141-0010-00065
F-6	1.03	MN HWY 37 R.O.W.	FEE	141-0177-00080

SOURCE: ST LOUIS COUNTY MINNESOTA OPEN DATA, 2023

ULTIMATE AIRPORT PROPERTY

PARCEL	ACREAGE	PURPOSE OF ACQUISITION	TYPE OF INTEREST TO BE ACQUIRED	PARCEL ID / COUNTY TAX ID
U-1	6	RUNWAY 31 RPZ	FEE	141-0020-05300
U-2	10	RUNWAY 31 RPZ	FEE	141-0020-05330
U-3	1	RUNWAY 31 RPZ	FEE	141-0010-00010
U-4	5	RUNWAY 31 RPZ	FEE	141-0010-00012

SOURCE: ST LOUIS COUNTY MINNESOTA OPEN DATA, 2023

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RANGE REGIONAL AIRPORT

RANGE REGIONAL AIRPORT

HIBBING, MINNESOTA

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: AUGUST 2025
REVIEWED BY: KR
DRAWN BY: TJM
DESIGNED BY: TJM

PROJECT NUMBER
214-0055-001

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SHEET TITLE
EXHIBIT 'A' AIRPORT PROPERTY INVENTORY MAP (4 OF 4)

SHEET NUMBER
22 OF 25

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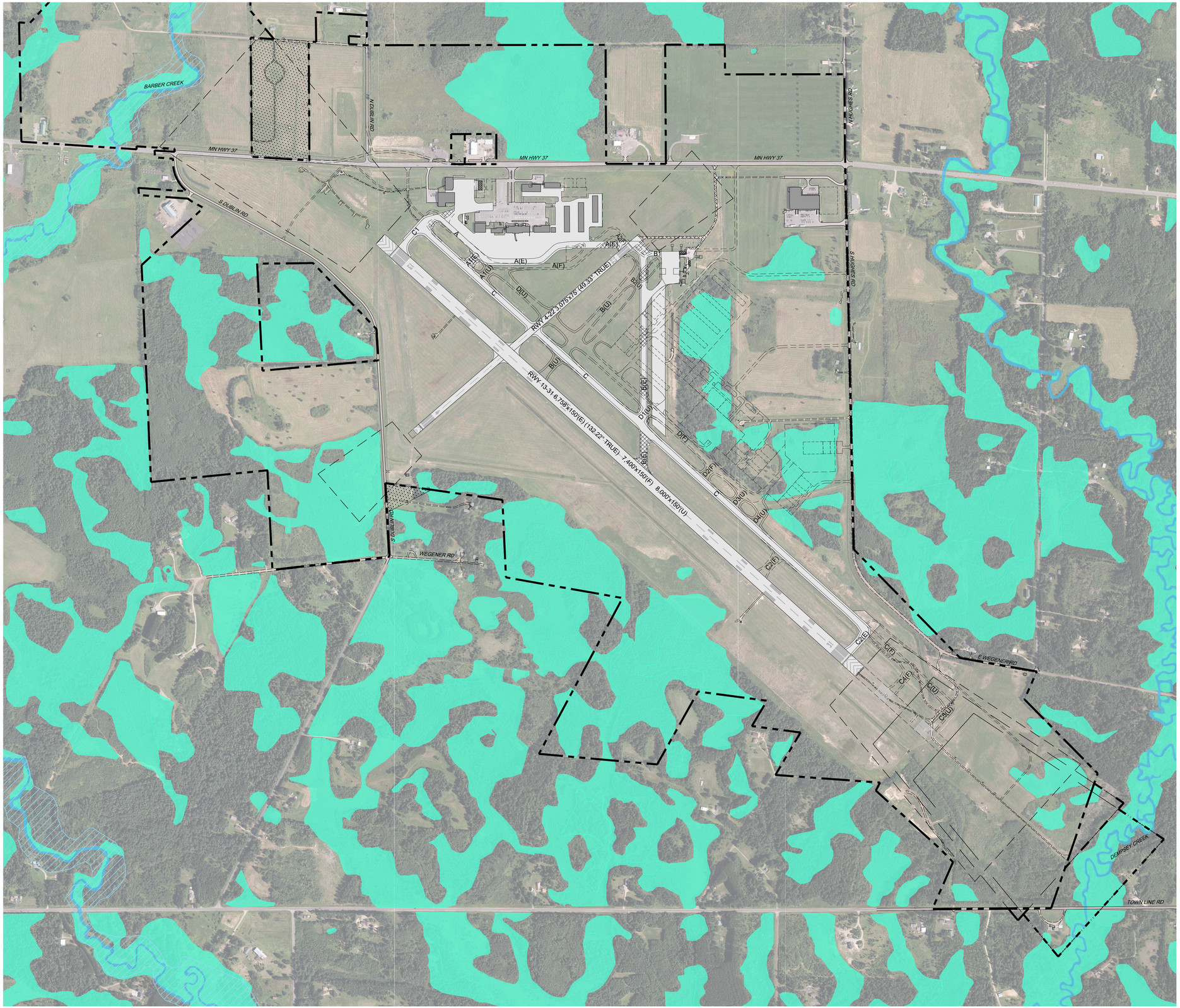

GENERAL	
EXISTING PROPERTY LINE	
EASEMENT	
FUTURE PROPERTY LINE	
ULTIMATE PROPERTY LINE	

ENVIRONMENTAL LEGEND	
PALUSTRINE WETLAND	
RIVERINE WETLAND	
SPECIAL FLOOD HAZARD AREA ZONE AE	

SOURCES:
1. U.S. FISH AND WILDLIFE SERVICES, NATIONAL WETLANDS INVENTORY
2. FEDERAL EMERGENCY MANAGEMENT AGENCY, FLOOD MAP SERVICE CENTER
3. U.S. ENVIRONMENTAL PROTECTION AGENCY, NEP ASSIST, WATER FEATURES, STREAMS

MAGNETIC DECLINATION
0° 31' WEST
SEPTEMBER, 2021
ANNUAL CHANGE 0° 2' WEST

N

500' 250' 0 500'

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RANGE REGIONAL AIRPORT

RANGE REGIONAL AIRPORT

HIBBING, MINNESOTA

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

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PROJECT NUMBER
214-0055-001

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SHEET TITLE

ENVIRONMENTAL CONSIDERATIONS

SHEET NUMBER

23 OF 25

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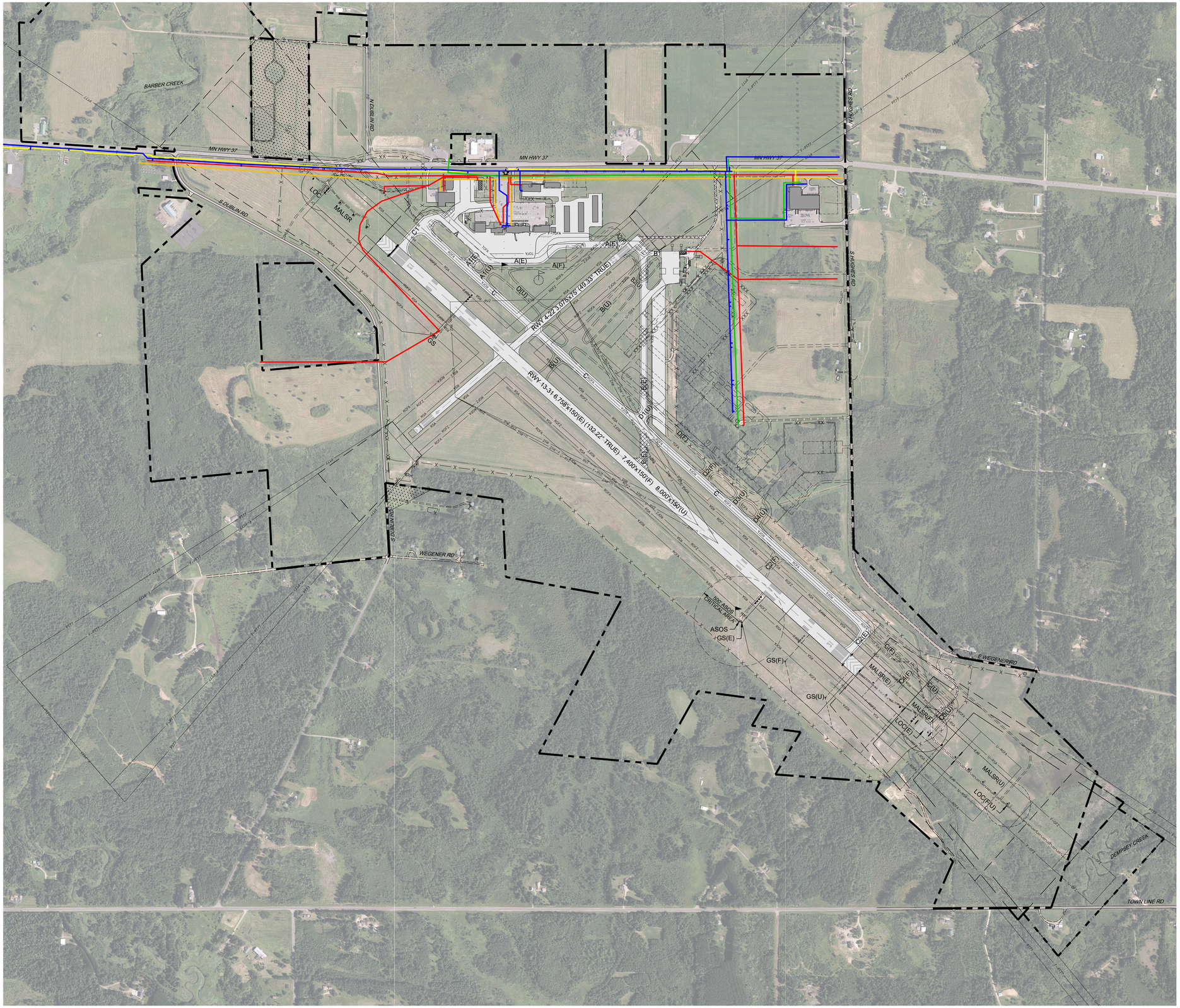

UTILITIES LEGEND	
COMMUNICATION	
ELECTRICAL	
GAS	
SANITARY	
WATER	

MAGNETIC DECLINATION
0° 31' WEST
SEPTEMBER, 2021
ANNUAL CHANGE 0° 2' WEST

N

500' 250' 0 500'

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RANGE REGIONAL AIRPORT

RANGE REGIONAL AIRPORT

HIBBING, MINNESOTA

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: AUGUST 2025
REVIEWED BY: KR
DRAWN BY: TJM
DESIGNED BY: TJM

PROJECT NUMBER
214-0055-001

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SHEET TITLE

UTILITY PLAN

SHEET NUMBER

24 OF 25

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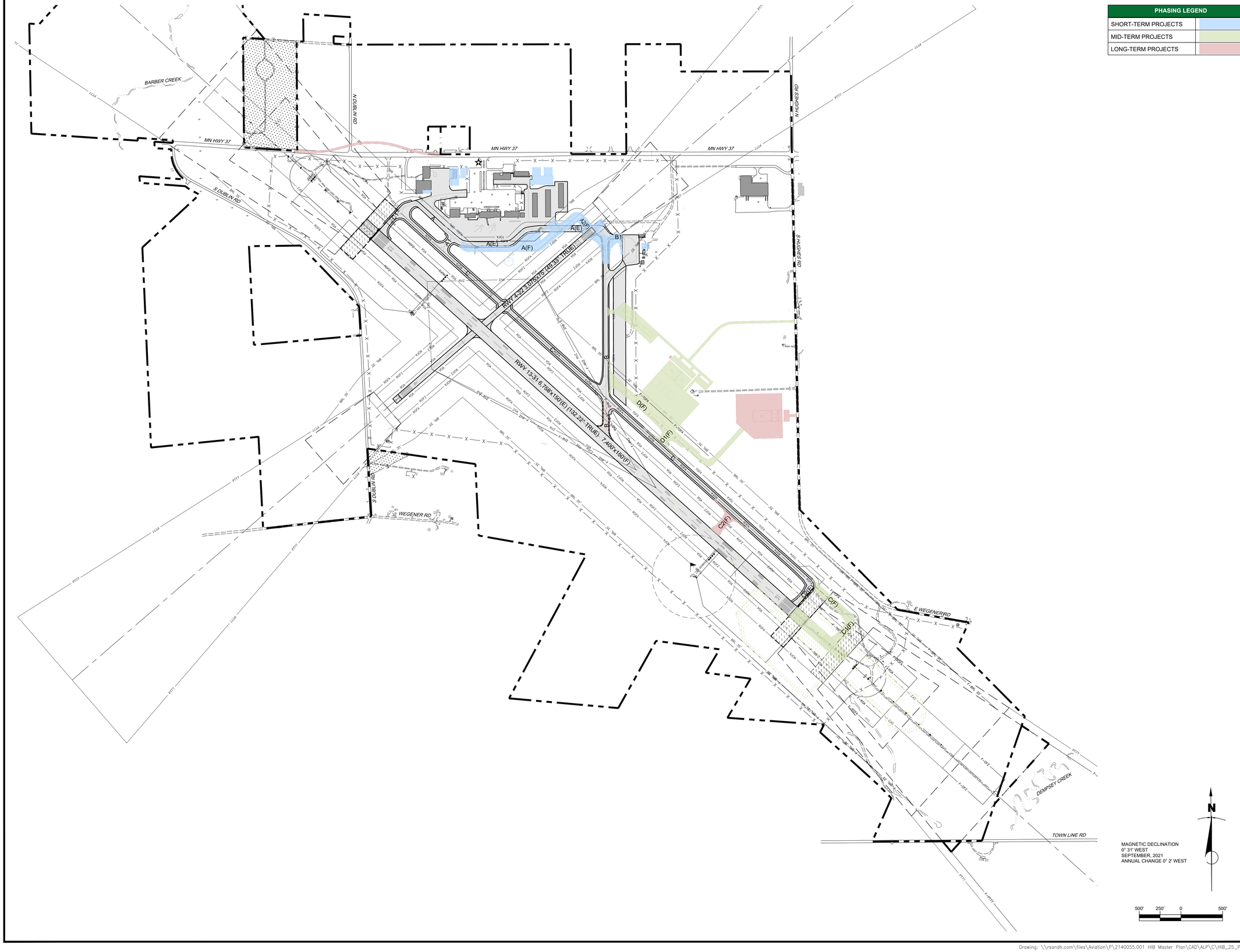
PHASING LEGEND	
SHORT-TERM PROJECTS	
MID-TERM PROJECTS	
LONG-TERM PROJECTS	



MAGNETIC DECLINATION
0° 31' WEST
SEPTEMBER, 2021
ANNUAL CHANGE 0° 2' WEST

N

500' 250' 0 500'

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RANGE REGIONAL AIRPORT

HIBBING, MINNESOTA

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

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DESIGNED BY: TJM

PROJECT NUMBER
214-0055-001

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SHEET TITLE

CONCEPTUAL DEVELOPMENT PHASING PLAN

SHEET NUMBER

25 OF 25

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