

AIRPORT LAYOUT PLANS

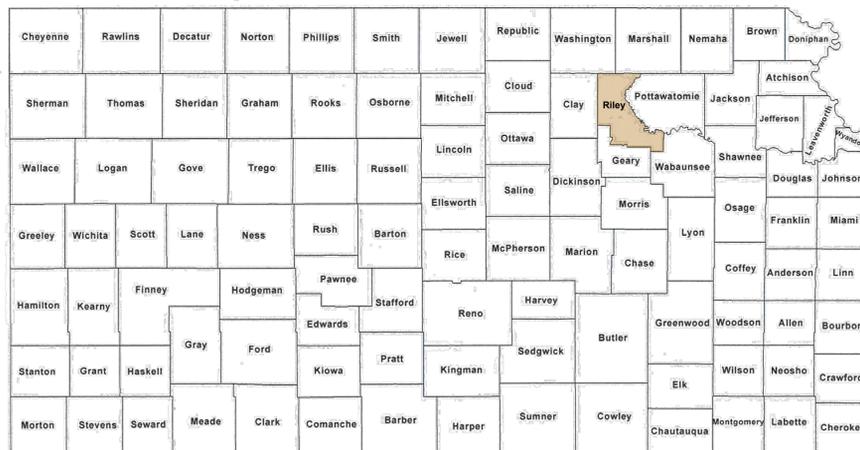
for the

MANHATTAN REGIONAL AIRPORT

Manhattan, Kansas

*Prepared for
the City of Manhattan, Kansas*

DRAWING INDEX



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LOCATION MAP



VICINITY MAP



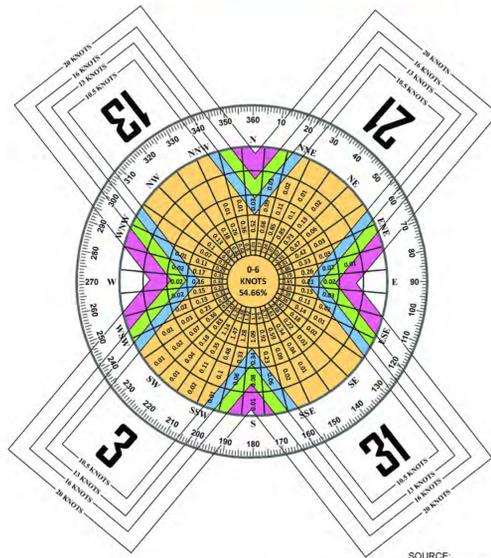
FOR APPROVAL BY	
_____ <small>Jose R. Romo Airport Director</small>	_____ <small>DATE:</small>

NO.	REVISIONS	DATE	BY	APP'D.

MANHATTAN REGIONAL AIRPORT (MHK)	
TITLE SHEET	
MANHATTAN, KS	
PLANNED BY: M. Dmyterko	
DETAILED BY: D. Przybicien	
APPROVED BY: T. Kahmann	
April 2020	SHEET 1 OF 15



ALL WEATHER WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 3-21	95.25%	97.88%	99.53%	99.91%
Runway 13-31	88.56%	93.68%	98.00%	99.47%
All Runways	98.95%	99.77%	99.95%	99.99%



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Manhattan Regional Airport
Manhattan, KS

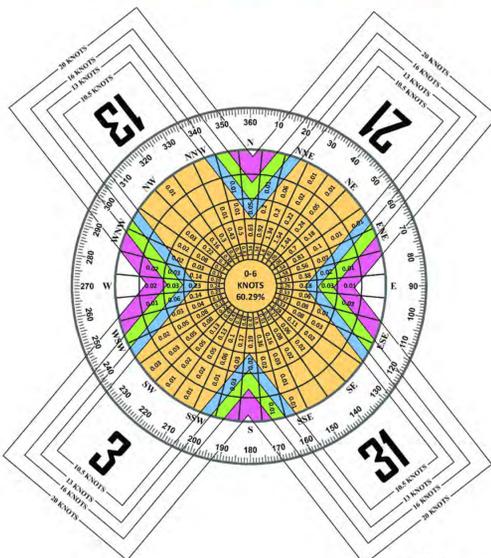
OBSERVATIONS:
102,834 All Weather Observations
Jan. 1, 2008 - Dec. 31 2017

Magnetic Declination
00° 00' East
Annual Rate of Change
00° 00' West
(Source: NOAA, NCEI, Monty Year)

	RUNWAY 3 - 21						RUNWAY 13-31				
	EXISTING		INTERIM (0-5 Years) ¹		ULTIMATE		EXISTING		ULTIMATE		
RUNWAY IDENTIFICATION	3	21	3	21	3	21	13	31	13	31	
RUNWAY DESIGN CODE (RDC)	C-II-4000		C-II-4000		C-II-2400		B-II-5000		B-II-5000		
APPROACH REFERENCE CODE (APRC)	D/IV/4000		D/IV/4000		D/IV/4000		B/II/VIS		B/II/VIS		
DEPARTURE REFERENCE CODE (DPRC)	DIV		DIV		DIV		B/I		B/II		
RUNWAY SURFACE MATERIAL	CONCRETE		CONCRETE		CONCRETE		CONCRETE		CONCRETE		
RUNWAY PAVEMENT STRENGTH WHEEL LOADING (IN THOUSAND LBS. #1)	75 (S), 110 (D)		75 (S), 110 (D)		75 (S), 110 (D)		30 (S), 39 (D)		30 (S), 75 (D)		
RUNWAY PAVEMENT STRENGTH PCN	44 /R/C/W/T		44 /R/C/W/T		44 /R/C/W/T		9 /R/C/Y/U		9 /R/C/Y/U		
RUNWAY PAVEMENT SURFACE TREATMENT	GROOVED		SAME		GROOVED		N/A		SAME		
RUNWAY EFFECTIVE GRADIENT	0.18%		SAME		0.28%		0.43%		SAME		
RUNWAY WIND COVERAGE	99.53% @ 16 KNOTS (AW) 99.64% @ 16 KNOTS (IFR)		SAME		SAME		88.56% @ 10.5 KNOTS (AW) 90.33% @ 10.5 KNOTS (IFR)		SAME		
RUNWAY DIMENSIONS (L X W)	7000' X 150'		7400' X 150'		8400' X 150'		5001' X 75'		SAME		
RUNWAY DISPLACED THRESHOLD ELEVATION (NAVD88)	N/A		N/A		1043.4'		N/A		SAME		
RUNWAY SAFETY AREA DIMENSION DESIGN STANDARD (W x LENGTH BEYOND END)	500' X 1000'		500' X 1000'		500' X 1000'		120' X 240'		150' X 300'		
RUNWAY SAFETY AREA DIMENSION ACTUAL (W x LENGTH BEYOND END)	500' X 1000'		500' X 1000'		500' X 1000'		120' X 240'		150' X 300'		
RUNWAY END COORDINATES	LAT	39°07'53.58"	39°08'46.65"	SAME	39°08'49.67"	39°07'46.00"	SAME	39°08'59.63"	39°08'20.57"	SAME	SAME
	LONG	96°40'48.74"	96°39'51.75"	SAME	96°39'48.50"	96°40'56.88"	SAME	96°40'35.43"	96°39'56.54"	SAME	SAME
RUNWAY DISPLACED THRESHOLD COORDINATES	LAT	N/A	N/A	SAME	39°08'46.88"	N/A	SAME	N/A	N/A	SAME	SAME
	LONG	N/A	N/A	SAME	96°39'51.50"	N/A	SAME	N/A	N/A	SAME	SAME
RUNWAY LIGHTING TYPE	HRL		SAME		HRL		MIRL		MIRL		
RUNWAY PROTECTION ZONE DIMENSIONS	1700' X 1000' X 1510'		1700' X 1000' X 1510'		1700' X 1000' X 1510'		2500' X 1000' X 1750'		1000' X 500' X 700'		
RUNWAY MARKING TYPE	PRECISION		NONPRECISION		PRECISION		NONPRECISION		NONPRECISION		
14 CFR PART 77 APPROACH CATEGORY	34.1		34.1		34.1		20.1		20.1		
APPROACH TYPE	NONPRECISION		NONPRECISION		PRECISION		VISUAL		VISUAL		
VISIBILITY MINIMUMS	3/4 Mile		3/4 Mile		1/2 Mile		≥ 1 MILE		≥ 1 MILE		
TYPE OF AERONAUTICAL SURVEY REQUIRED FOR APPROACH	VGS		VGS		VGS		NVG		NVG		
DEPARTURE SURFACE (YES/NO)	YES		YES		YES		NO		NO		
RUNWAY OBJECT FREE AREA DIMENSION DESIGN STANDARD (W x LENGTH BEYOND END)	800' X 1000'		800' X 1000'		800' X 1000'		400' X 240'		500' X 300'		
RUNWAY OBJECT FREE AREA DIMENSION ACTUAL (W x LENGTH BEYOND END)	800' X 1000'		800' X 1000'		800' X 1000'		400' X 240'		500' X 300'		
RUNWAY OBSTACLE FREE ZONE DIMENSION DESIGN STANDARD (W x LENGTH BEYOND END)	400' X 200'		400' X 200'		400' X 200'		400' X 200'		400' X 200'		
RUNWAY OBSTACLE FREE ZONE DIMENSION ACTUAL (W x LENGTH BEYOND END)	400' X 200'		400' X 200'		400' X 200'		400' X 200'		400' X 200'		
OBSTACLE CLEARANCE SURFACE (OCS)/SITING SURFACE	4, 6, 7		4, 6, 7		4, 6, 7		3		3		
RUNWAY VISUAL AND INSTRUMENT NAVIDS	ILS, LPV/RNAV GPS, VOR, MALSR, PAPI-4, HIRL		LPV/RNAV, PAPI-4, REIL, HIRL		LPV/RNAV, PAPI-4, REIL, HIRL		ILS, LPV/RNAV GPS, VOR, MALSR, PAPI-4, HIRL		VASI-2, MIRL, VASI-4, MIRL, REIL, PAPI-2, MIRL, PAPI-4, MIRL, REIL		
TOUCHDOWN ZONE ELEVATION (TDZE)	1056.0'		1048.2'		1048.1'		1056.0'		1051.1'		
TAXIWAY WIDTH	35-50'		35-50'		35-50'		35-50'		35-50'		
TAXIWAY SAFETY AREA DIMENSIONS	79'		79'		79'		79'		79'		
TAXIWAY OBJECT FREE AREA DIMENSIONS	131'		131'		131'		131'		131'		
TAXIWAY CENTERLINE TO FIXED OR MOVABLE OBJECT	65.5'		SAME		81.0'		39.5'		57.5'		
TAXIWAY LIGHTING	MITL		MITL		MITL		MITL		MITL		
HORIZONTAL DATUM	NAD83		NAD83		NAD83		NAD83		NAD83		
VERTICAL DATUM	NAVD88		NAVD88		NAVD88		NAVD88		NAVD88		

¹ INTERIM CONDITION CONSIDERS RUNWAY RECONSTRUCTION WITHIN THE NEXT 5 YEARS

IFR WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 3-21	96.79%	98.59%	99.64%	99.90%
Runway 13-31	90.33%	94.35%	98.18%	99.48%
All Runways	99.28%	99.80%	99.94%	100.00%



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Manhattan Regional Airport
Manhattan, KS

OBSERVATIONS:
11,983 IFR Observations
Jan. 1, 2008 - Dec. 31 2017

TAXIWAY DATA TABLE									
EXISTING TAXIWAY DESIGNATION	ULTIMATE TAXIWAY DESIGNATION	EXISTING/ULTIMATE TAXIWAY WIDTH	EXISTING/ULTIMATE TAXIWAY SAFETY AREA DIMENSION	EXISTING/ULTIMATE TAXIWAY OBJECT FREE AREA DIMENSION	EXISTING/ULTIMATE TAXIWAY SAFETY AREA DIMENSION	EXISTING/ULTIMATE TAXIWAY OBJECT FREE AREA DIMENSION	EXISTING/ULTIMATE TAXIWAY SAFETY AREA DIMENSION	EXISTING/ULTIMATE TAXIWAY SEPARATION	EXISTING/ULTIMATE TAXIWAY LIGHTING
A	A	50'	N/A	79'118"	131'186"	N/A	115'162"	NA	MITL
B	A6	80'	N/A	79'118"	131'186"	N/A	115'162"	NA	MITL
C	A5	85'	N/A	79'118"	131'186"	N/A	115'162"	NA	MITL
D	A4	50'	N/A	79'118"	131'186"	N/A	115'162"	NA	MITL
E	A3	65'	N/A	79'118"	131'186"	N/A	115'162"	NA	MITL
F	A2	113'	N/A	79'118"	131'186"	N/A	115'162"	NA	MITL
-	A1	90'	N/A	79'118"	131'186"	N/A	115'162"	NA	MITL

RUNWAY DECLARED DISTANCE	EXISTING		INTERIM		ULTIMATE		EXISTING		ULTIMATE	
	3	21	3	21	3	21	13	31	13	31
TAKE OFF RUN AVAILABLE (TORA)	7000	7000	7030	7400	8030	8400	5001	5001	5001	5001
TAKEOFF DISTANCE AVAILABLE (TODA)	7000	7000	7030	7400	8030	8400	5001	5001	5001	5001
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	7000	7000	7030	7400	8030	8400	5001	5001	5001	5001
LANDING DISTANCE AVAILABLE (LDA)	7000	7000	7030	7030	8030	8030	5001	5001	5001	5001

ELECTRONIC AIRPORT NAVID OWNERSHIP	
NAVAID	OWNER
ILS	FAA
GS	FAA
MALSR	FAA
ASOS-3	NOAA
BEACON	CITY OF MANHATTAN, KS
VOR	FAA
PAPI-4	FAA
VASI-2	FAA
MIRL	CITY OF MANHATTAN, KS
MITL	CITY OF MANHATTAN, KS
REIL	FAA

AIRPORT DATA			
MANHATTAN REGIONAL AIRPORT		COUNTY: RILEY	OWNER: CITY OF MANHATTAN, KS
CITY: MANHATTAN	EXISTING	INTERIM	ULTIMATE
AIRPORT REFERENCE CODE (ARC)	ARC C-II	ARC C-II	ARC C-III
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	91.1° JULY		
AIRPORT ELEVATION (NAVD 88)	1066.0'	SAME	SAME
AIRPORT NAVIGATION AIDS	ROTATING BEACON, MALSR (3)	SAME	SAME
	GLIDESLOPE	SAME	SAME
	PAPI-4L (3-21), VASI-2L (13-31)	SAME	SAME
	HIRL (3-21), MIRL (13-31)	SAME	SAME
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	REIL (31)	SAME	SAME
	39°08'28.44"	39°08'29.07"	39°08'28.15"
	96°40'18.47"	96°40'17.56"	96°40'20.19"
MISCELLANEOUS FACILITIES	ASOS-3, LIGHTED WINDCONE/SEGMENTED CIRCLE, MIRL, MITL	SAME	SAME
DESIGN CRITICAL AIRCRAFT	CRJ 700	SAME	ERJ 175
WINGSPAN OF DESIGN AIRCRAFT (FEET)	76.27'	SAME	93.92'
APPROACH SPEED OF DESIGN AIRCRAFT (KNOTS)	135	SAME	124
UNDERCARRIAGE WIDTH OF DESIGN AIRCRAFT (FEET)	18.85'	SAME	23.58'
MAGNETIC DECLINATION (DEGREES)	3°1'E	SAME	3°1'E
DECLINATION DATE	10/21/2019	10/21/2019	10/21/2019
DECLINATION SOURCE	NOAA GOV	NOAA GOV	NOAA GOV
NPIAS CODE	P	P	P
STATE SYSTEM PLAN ROLE	CS	CS	CS

MODIFICATIONS TO STANDARDS APPROVAL TABLE			
APPROVAL DATE	AIRSPACE CASE NUMBER	STANDARD MODIFIED	DESCRIPTION
NONE REQUIRED			

MANHATTAN REGIONAL AIRPORT (MHK)				
AIRPORT DATA SHEET				
MANHATTAN, KS				
PLANNED BY:	M. Dmyterko			
DETAILED BY:	D. Przybycien			
APPROVED BY:	T. Kahmann			
NO.	REVISIONS	DATE	BY	APP'D.
<p>THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. AS AMENDED, THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.</p>				
April 2020				
SHEET	2	OF	15	



EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT EASEMENT
		AIRPORT PROPERTY - ACQUISITION METHOD AT THE DISCRETION OF AIRPORT
		SECTION CORNERS
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT BEACON
		AWOS-3
		BUILDING RESTRICTION LINE (25')
		NAVAID CRITICAL AREA
		STRUCTURES ON AIRPORT
		STRUCTURE OFF AIRPORT
		ABANDON/REMOVE
		FENCE LINE
		HOLD MARKING
		RUNWAY PAVEMENT
		TAXIWAY PAVEMENT
		APRON PAVEMENT
		OBSTRUCTION AREA WITH OBSTACLE ID
		SURVEY MONUMENT WITH IDENTIFIER
		OBJECT FREE AREA
		RUNWAY SAFETY AREA
		OBSTACLE FREE ZONE
		OBSTACLE FREE ZONE PENETRATION
		PRECISION OBSTACLE FREE ZONE
		ROADS PAVED
		ROADS UNPAVED
		RUNWAY PROTECTION ZONE
		RUNWAY VISIBILITY ZONE
		TAXIWAY OBJECT FREE AREA
		TAXIWAY/TAXILANE SAFETY AREA
		TIE-DOWNS
		PAPI-4
		VASI-4
		RUNWAY END IDENTIFIER LIGHTS (REIL)
		TREELINE
		TOPOGRAPHIC CONTOURS

EXISTING AIRPORT FACILITIES		
NO.	DESCRIPTION	ELEV. (MSL)
1	Terminal Building	1075.2'
2	Administration Office	1061.9'
3	ATCT	1111.2'
4	Electrical Vault	1063.4'
5	KS Jet Center (FBO)	1065.7'
6	Storage/Tenant	1068.0'
7	Airport Maintenance	1064.0'
8	Dry Material Storage	1071.8'
9	Hangar E-2	1063.9'
10	Hangar E-1	1064.4'
11	Corporate Hangar	1067.1'
12	Hangar D	1063.8'
13	Hangar C	1057.3'
14	Hangar B	1057.4'
15	Office/Storage	1065.1'
16	Hangar A	1065.1'
17	Hangar H	1059.6'
18	ARFF Facility	1079.1'
19	Storage/Tenant	1064.2'
20	Old Terminal Hangar	1085.6'
21	AIRPORT BEACON	1111.2'
22	Clearspan Hangar	1067.9'
23	Corporate Hangar	1067.8'
24	Corporate Hangar	1067.8'
25	Fuel Farm	1065.5'
26	Fuel Farm	1060.3'

PACS SACS STATIONS			
DESIGNATION	PERMANENT IDENTIFIER	LATITUDE	LONGITUDE
MHK A	AJ8083	39° 08' 05.843" N	096° 40' 41.637" W
MHK B	AJ8084	39° 08' 18.405" N	096° 39' 55.179" W
MHK C	AJ8085	39° 08' 38.818" N	096° 40' 07.178" W

OFZ PENETRATION TABLE		
ID	DESCRIPTION	REMIEDIATION
A	GROUND PENETRATES BY 0.34'	GRADE TERRAIN
B	GROUND PENETRATES BY 0.12'	GRADE TERRAIN

ULTIMATE AIRPORT FACILITIES		
NO.	DESCRIPTION	ELEV. (EST)*
101	Corporate Hangar	1064.1'
102	Corporate Hangar	1065.3'
103	Corporate Hangar	1067.3'
104	Corporate Hangar	1063.1'
105	Fuel Farm Expansion	1055.5'
106	Box Hangar (8-Unit)	1064.4'
107	Box Hangar (5-Unit)	1064.4'

* Structure heights are estimates based on typical heights for proposed building type.

FOR APPROVAL BY CITY OF

Jesse R. Romo
Airport Director

Date

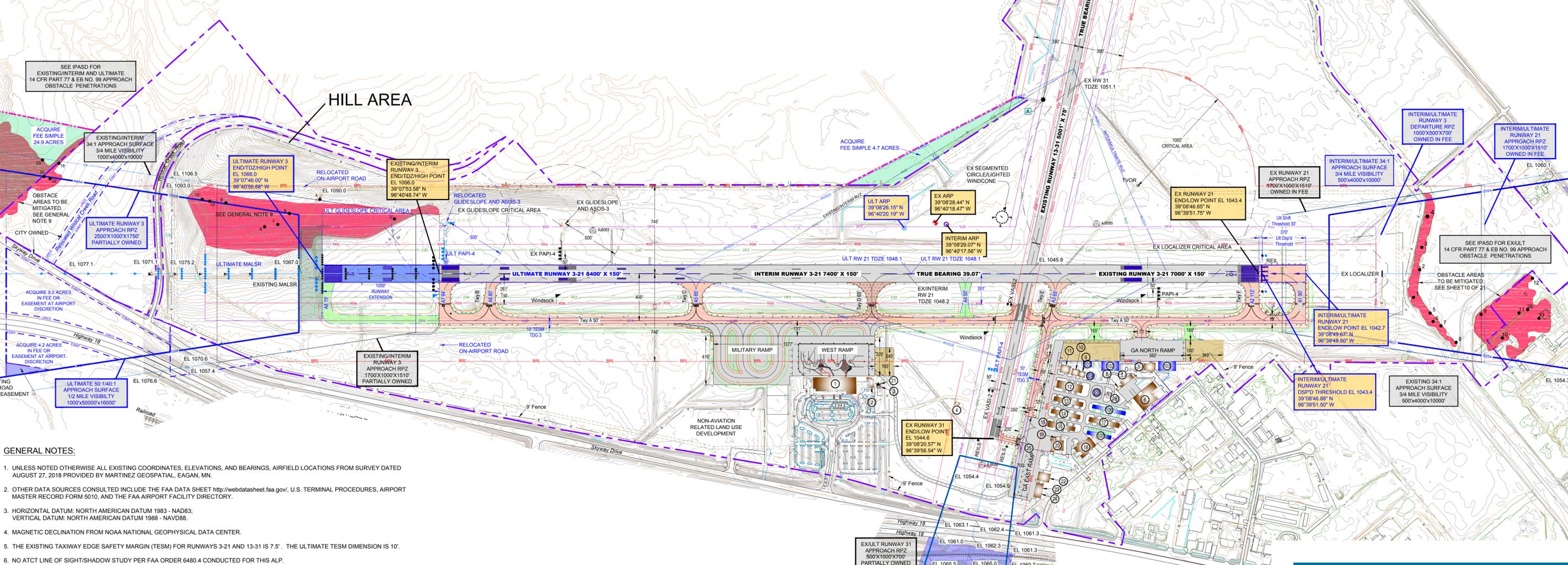
FAA APPROVAL STAMP

Magnetic Declination
03° 01' East
Annual Rate of Change
00° 06' West
(Source: NOAA, NCEI, October 2019)

0 400 800
SCALE IN FEET

RESIDENTIAL AND HILL AREA

HILL AREA



GENERAL NOTES:

- UNLESS NOTED OTHERWISE ALL EXISTING COORDINATES, ELEVATIONS, AND BEARINGS, AIRFIELD LOCATIONS FROM SURVEY DATED AUGUST 27, 2018 PROVIDED BY MARTINEZ GEOSPATIAL, EAGAN, MN.
- OTHER DATA SOURCES CONSULTED INCLUDE THE FAA DATA SHEET <http://webdatashet.faa.gov/>, U.S. TERMINAL PROCEDURES, AIRPORT MASTER RECORD FORM 5010, AND THE FAA AIRPORT FACILITY DIRECTORY.
- HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
- MAGNETIC DECLINATION FROM NOAA NATIONAL GEOPHYSICAL DATA CENTER.
- THE EXISTING TAXIWAY EDGE SAFETY MARGIN (TESM) FOR RUNWAYS 3-21 AND 13-31 IS 7.5'. THE ULTIMATE TESM DIMENSION IS 10'.
- NO ATCT LINE OF SIGHT/SHADOW STUDY PER FAA ORDER 6480.4 CONDUCTED FOR THIS ALP.
- INTERIM CONSIDERS RUNWAY RECONSTRUCTION WITHIN THE NEXT 5 YEARS.
- THE CITY OF MANHATTAN'S AIRPORT OVERLAY ZONE RESTRICTS THE HEIGHT OF STRUCTURES, WHETHER FOR MAINTENANCE PURPOSES OR NEW, AND THE GROWTH OF ANY TREE TO A HEIGHT OF FIFTY FEET ABOVE THE "SURFACE OF THE LAND". CITY OF MANHATTAN ORDINANCE NUMBER 7405, EFFECTIVE AS OF MARCH 19, 2019.
- TREES AND GROUND THAT PENETRATE EXISTING 14 CFR PART 77 APPROACH AND EB-99 SURFACES TO BE REMOVED AND GROUND TO BE GRADED DURING CONSTRUCTION OF THE RUNWAY 3 EXTENSION. THE RUNWAY 3 EXTENSION WILL REQUIRE AN RPZ STUDY IS REQUIRED.
- SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR THRESHOLD SITING SURFACE PENETRATIONS.
- SEE TERMINAL AREA DRAWING FOR CLOSE-IN AND DIMENSIONAL DETAILS.
- EXISTING VASI-2 AND VASI-4 ON RUNWAY 13-31 TO BE REPLACED WITH PAPI-4'S.

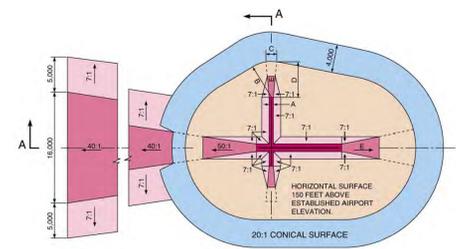
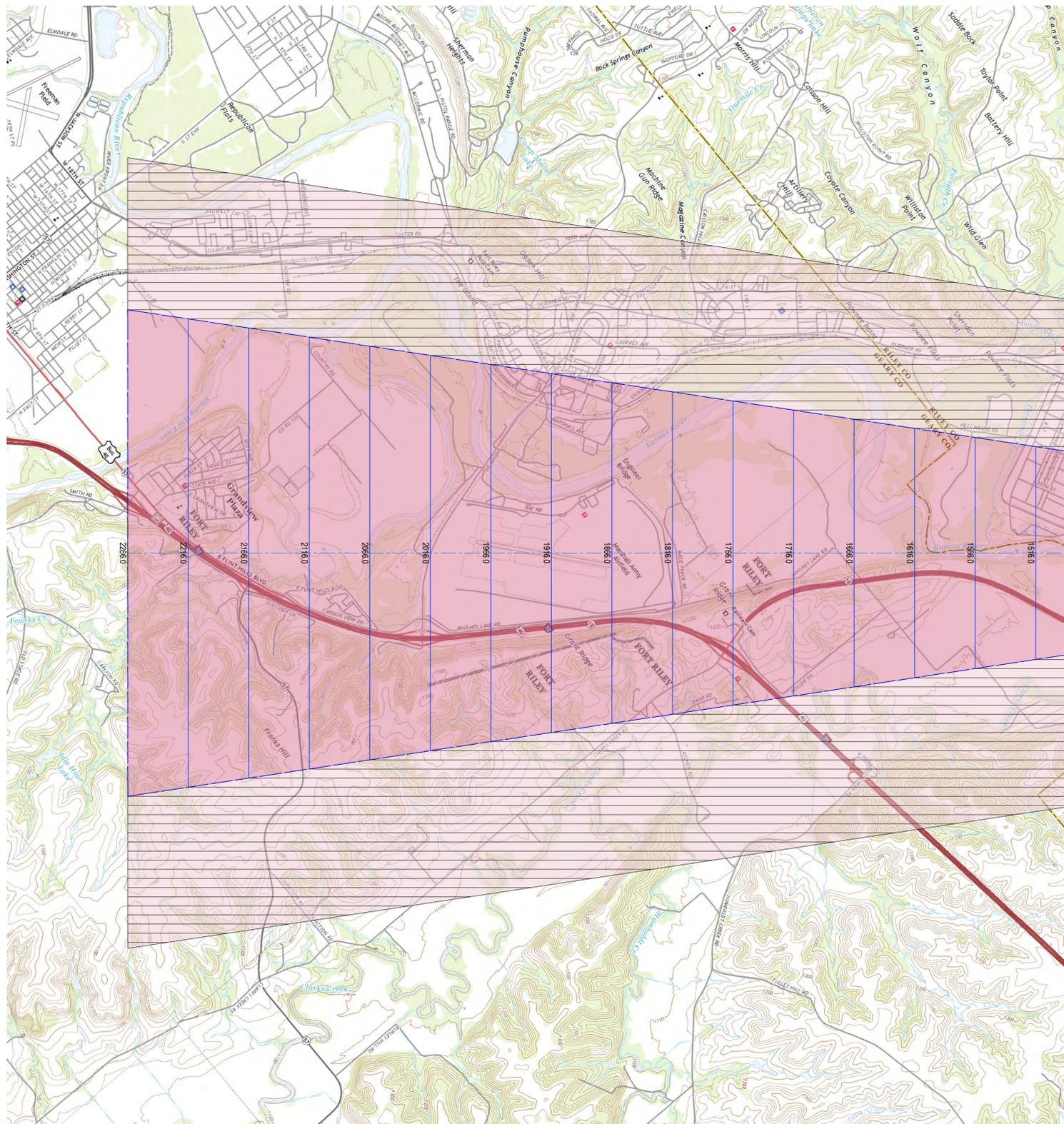
MANHATTAN REGIONAL AIRPORT (MHK)
AIRPORT LAYOUT DRAWING
MANHATTAN, KS

PLANNED BY: M. Dmyterko
DETAILED BY: D. Przybycin
APPROVED BY: T. Kahmann

NO.	REVISIONS	DATE	BY	APP'D.

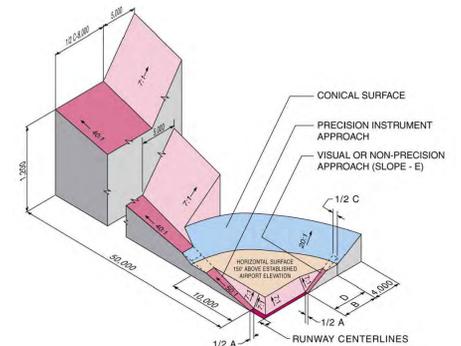


Coffman Associates C:\Users\Dana.Przybycin\Coffman Associates\Projects\Manhattan (MHK)\ALP\GIS\MHK_ALD.dwg Printed Date: 5/5/20 10:20:38 AM Dana.Przybycin



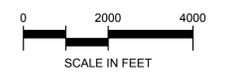
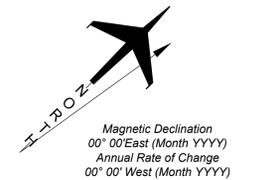
DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY		PRECISION INSTRUMENT RUNWAY	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000		10,000		10,000	
C	APPROACH SURFACE WIDTH AT END	1,250		2,000		3,560	
D	APPROACH SURFACE LENGTH	5,000		10,000		10,000	
E	APPROACH SLOPE	20:1		20:1		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
- E - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A

SOURCE: FAA Order JO 7400.2J, Figure 6-3-3

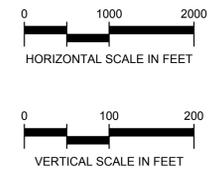
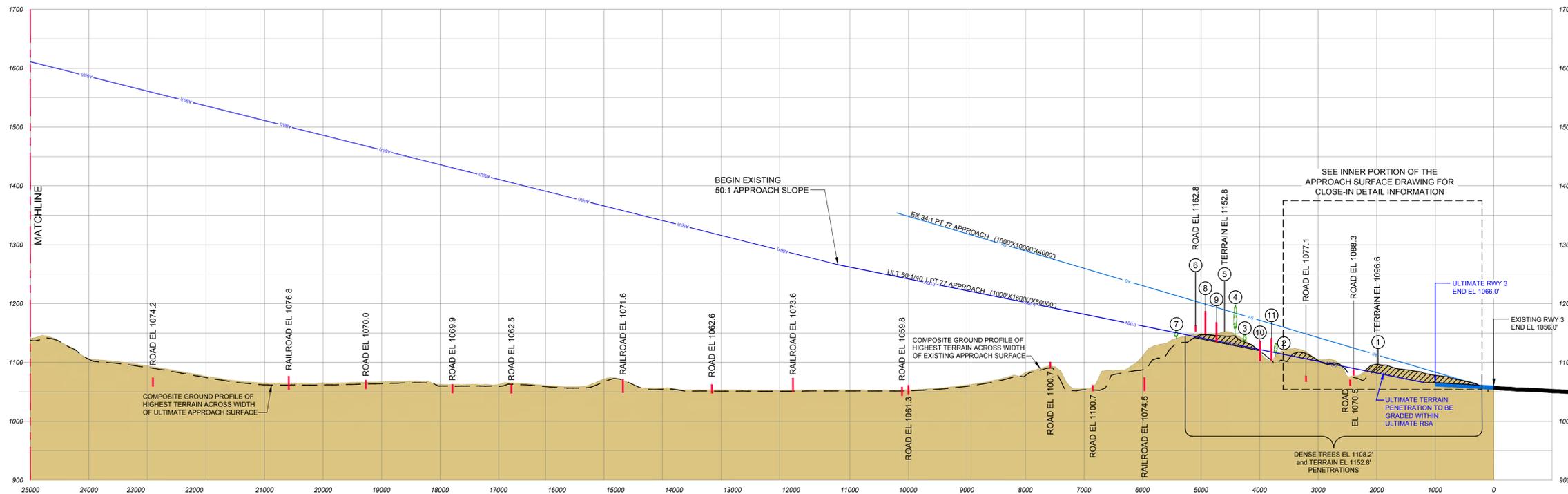


NO.	REVISIONS	DATE	BY	APP'D.

MANHATTAN REGIONAL AIRPORT (MHK)
AIRPORT AIRSPACE DRAWING II
 MANHATTAN, KS

PLANNED BY: M. Dmyterko
 DETAILED BY: D. Przybycien
 APPROVED BY: T. Kahmann

April 2020 SHEET 5 OF 15

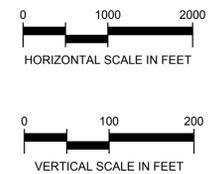
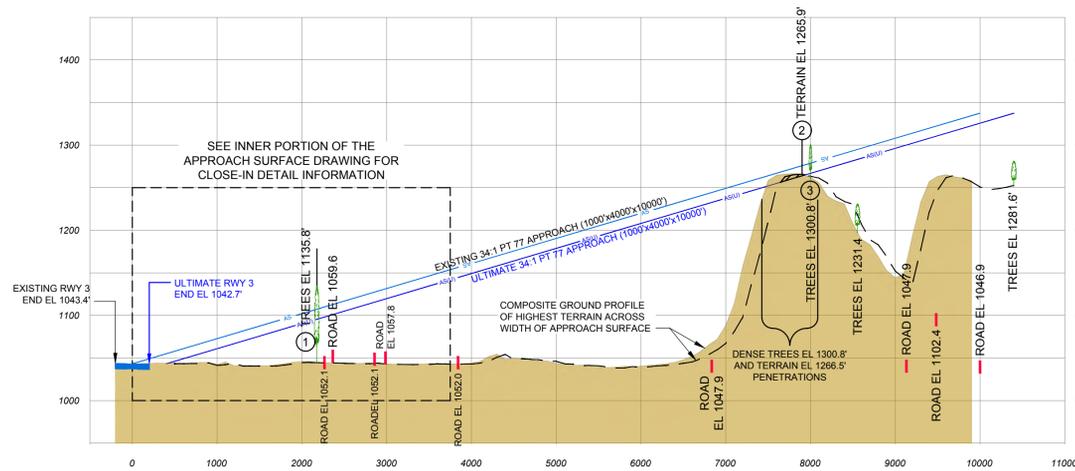


RWY 3 PT 77 APPROACH OBSTRUCTION TABLE				
No.	Description	Top Elevation (msl)	PT77 50:1 Approach Penetration	Proposed Disposition
1	GROUND	1092.3	12.8	LOWER
2	TREES	1132.9	38.4	TRIM/REMOVE
3	TREES	1147.2	42.2	TRIM/REMOVE
4	TREES	1198.1	89.9	TRIM/REMOVE
5	GROUND	1152.8	20.8	LOWER
6	EXISTING PUBLIC ROAD	1162.8	20.9	LOWER
7	TREES	1154.3	5.9	TRIM/REMOVE
8	POLE	1187.0	49.0	#20-023160 TO BE MITIGATED WITH RUNWAY EXTENSION
9	POLE	1168.0	34.0	#20-023159 TO BE MITIGATED WITH RUNWAY EXTENSION
10	POWER LINE	1136.0	15.0	#20-023158 TO BE MITIGATED WITH RUNWAY EXTENSION
11	POLE	1141.0	16.0	#2008-ACE-3359-OE TO BE MITIGATED WITH RUNWAY EXTENSION

Close-in and Nonpenetrating Objects Have Been Excluded from Table.

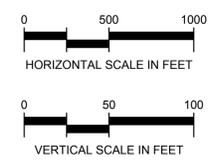
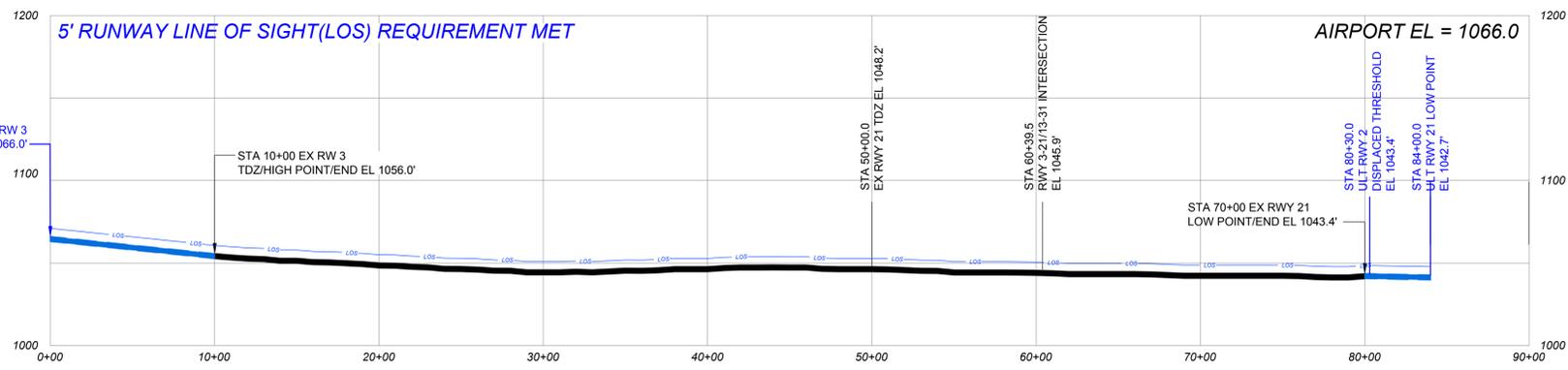
GENERAL NOTES:

- SAMPLED POINTS IDENTIFIED FROM SURVEY PROVIDED BY MARTINEZ GEOSPATIAL, EAGAN, MN. DATED AUGUST 27, 2018.
- HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
- THE CITY OF MANHATTAN'S AIRPORT OVERLAY ZONE RESTRICTS THE HEIGHT OF STRUCTURES, WHETHER FOR MAINTENANCE PURPOSES OR NEW, AND THE GROWTH OF ANY TREE TO A HEIGHT OF FIFTY FEET ABOVE THE "SURFACE OF THE LAND". CITY OF MANHATTAN ORDINANCE NUMBER 7405, EFFECTIVE AS OF MARCH 19, 2019.
- SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN APPROACH DETAILS.
- ALL ELEVATIONS IN MSL FEET.



RWY 21 PT 77 APPROACH OBSTRUCTION TABLE				
No.	Description	Top Elevation (msl)	PT77 34:1 Approach Penetration	Proposed Disposition
1	TREES	1135.8	40.8	TRIM/REMOVE
2	TERRAIN	1265.9	2.6	CASE TO BE FILED WITH OEMA
3	TREES	1289.0	25.4	CASE TO BE FILED WITH OEMA

Close-in and nonpenetrating objects have been excluded from table.



Magnetic Declination
03° 02' East
Annual Rate of Change
00° 06' West
(Source: NOAA, NCEI, January 2019)

**MANHATTAN REGIONAL AIRPORT (MHK)
AIRPORT AIRSPACE PROFILE DRAWING I
RUNWAY 3-21
MANHATTAN, KS**

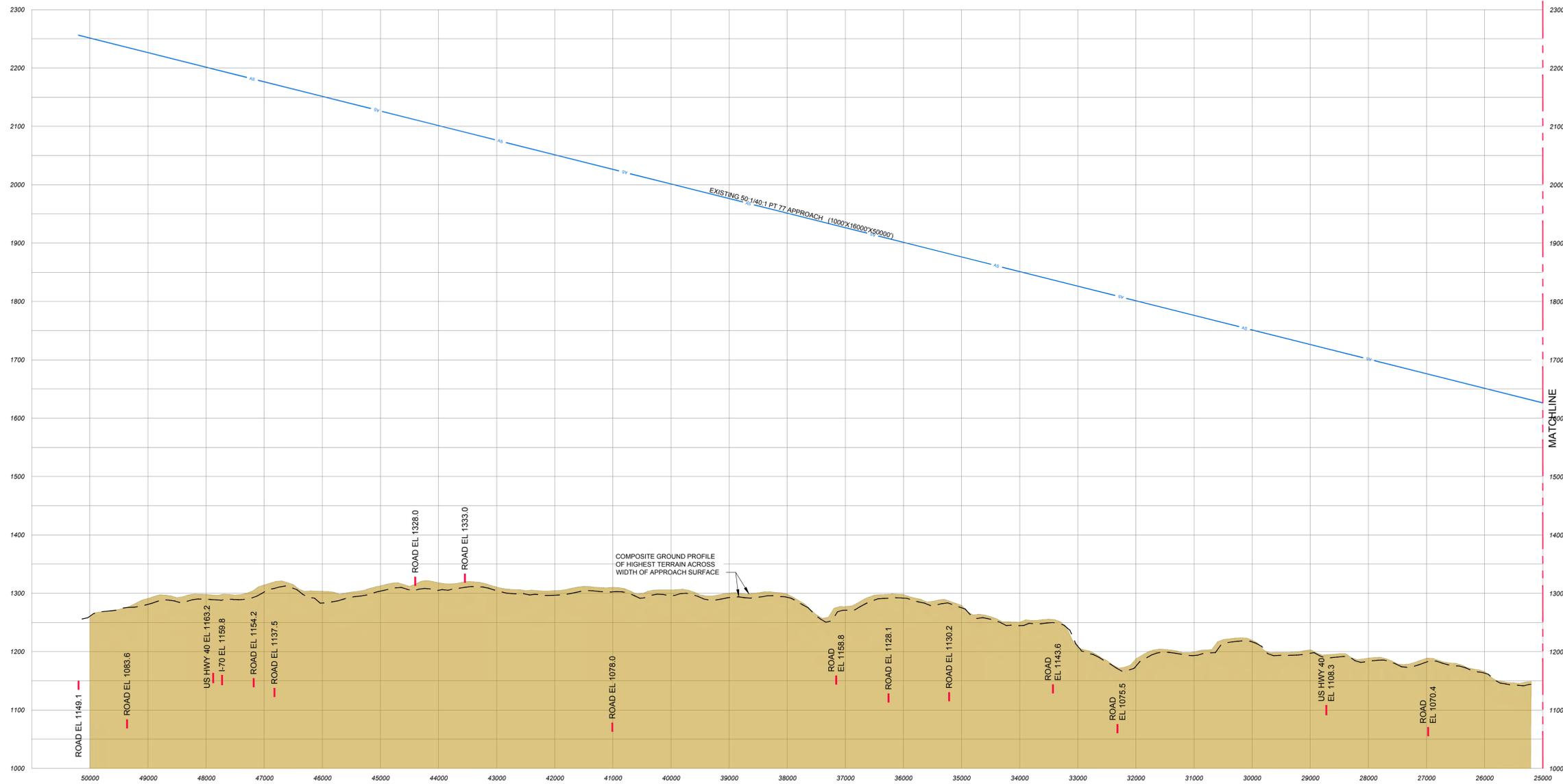
NO.	REVISIONS	DATE	BY	APP'D.

PLANNED BY: M. Dmyterko
 DETAILED BY: D. Przybycien
 APPROVED BY: T. Kahmann
 February 2020 SHEET 6 OF 16



Coffman Associates - C:\Users\Dana.Przybycien\Coffman Associates Inc\Coffman - 90_CAD\Drawings\Manhattan (MHK)\A\Profile 07 MHK.ASP - 321.dwg Printed Date: 5:05:20 10:23:39 AM Dana.Przybycien

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MATCHLINE


 Magnetic Declination
 03° 02' East
 Annual Rate of Change
 00' 06" West
 (Source: NOAA, NCEI, January 2019)

0 1000 2000
 HORIZONTAL SCALE IN FEET

0 100 200
 VERTICAL SCALE IN FEET

NO.	REVISIONS	DATE	BY	APP'D.

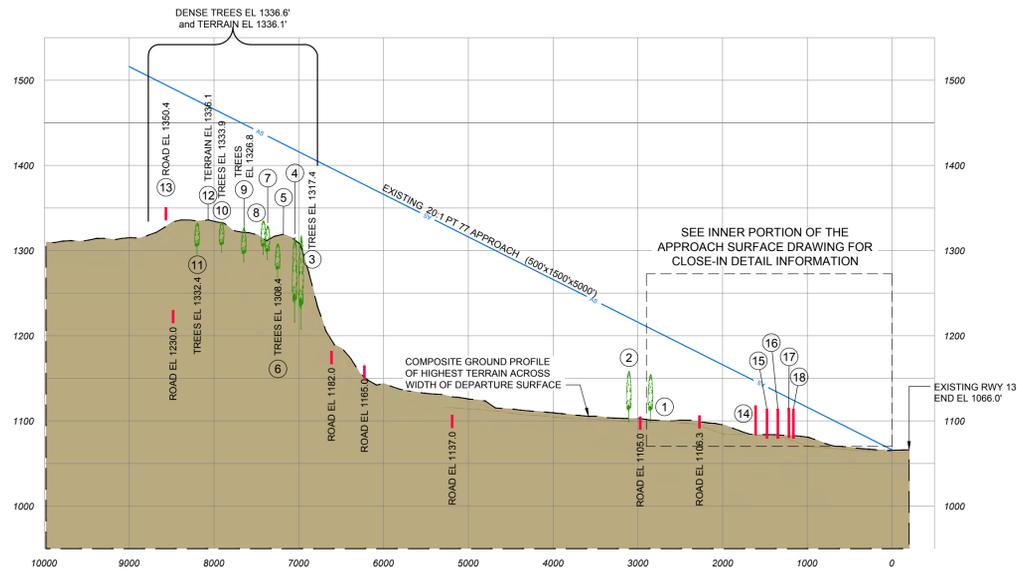
MANHATTAN REGIONAL AIRPORT (MHK)
 AIRPORT AIRSPACE PROFILE DRAWING II
 RUNWAY 3
 MANHATTAN, KS

PLANNED BY: M. Dmyterko
 DETAILED BY: D. Przybysien
 APPROVED BY: T. Kahmann

February 2020 SHEET 7 OF 16

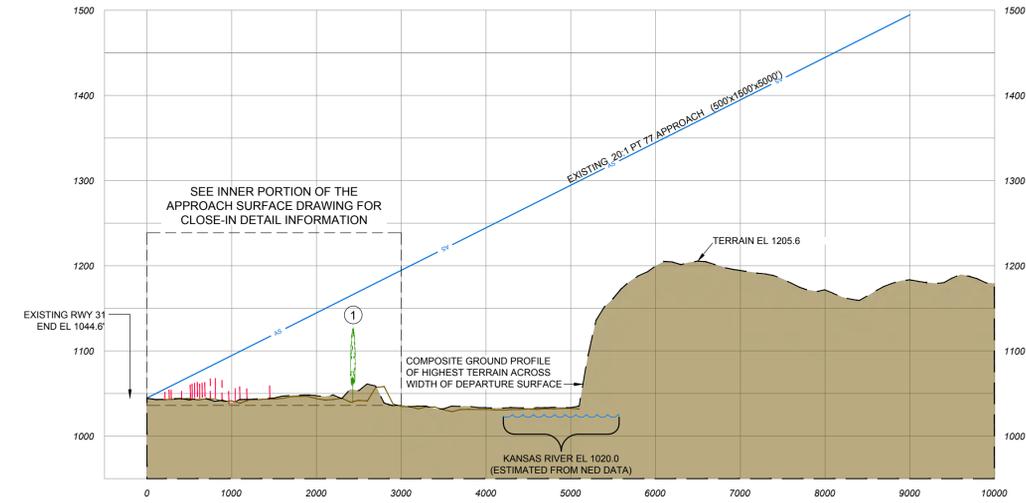


THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. AS AMENDED, THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.



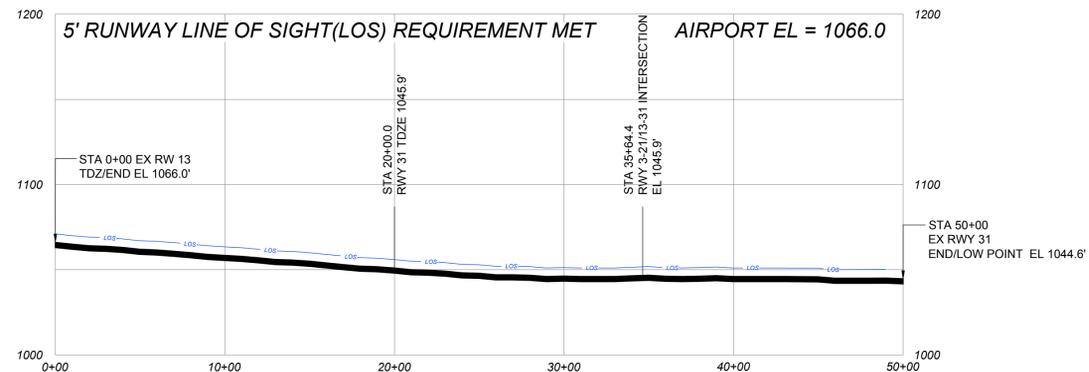
RWY 13 PT 77 APPROACH OBSTRUCTION TABLE				
No.	Description	Top Elevation (msl)	PT77 20:1 Approach Penetration	Proposed Disposition
	SEE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE-IN OBSTRUCTIONS			

Close-in and Nonpenetrating Objects Have Been Excluded from Table.

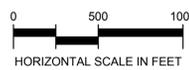


RWY 31 PT 77 APPROACH OBSTRUCTION TABLE					
No.	Description	Top Elevation (msl)	PT77 20:1 Approach Penetration	PT77 34:1 Approach Penetration	Proposed Disposition
	SEE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE-IN OBSTRUCTIONS				

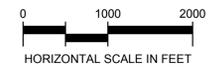
Close-in and/or nonpenetrating objects have been excluded from table.



RUNWAY 13-31 PROFILE



Magnetic Declination
 03° 02' East
 Annual Rate of Change
 00° 06' West
 (Source: NOAA, NCEI, January 2019)



GENERAL NOTES:

- SAMPLED POINTS IDENTIFIED FROM SURVEY PROVIDED BY MARTINEZ GEOSPATIAL, EAGAN, MN, DATED AUGUST 27, 2018.
- HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
- THE CITY OF MANHATTAN'S AIRPORT OVERLAY ZONE RESTRICTS THE HEIGHT OF STRUCTURES, WHETHER FOR MAINTENANCE PURPOSES OR NEW, AND THE GROWTH OF ANY TREE TO A HEIGHT OF FIFTY FEET ABOVE THE "SURFACE OF THE LAND". CITY OF MANHATTAN ORDINANCE NUMBER 7405, EFFECTIVE AS OF MARCH 19, 2019.
- SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN APPROACH DETAILS.
- ALL ELEVATIONS IN MSL FEET.

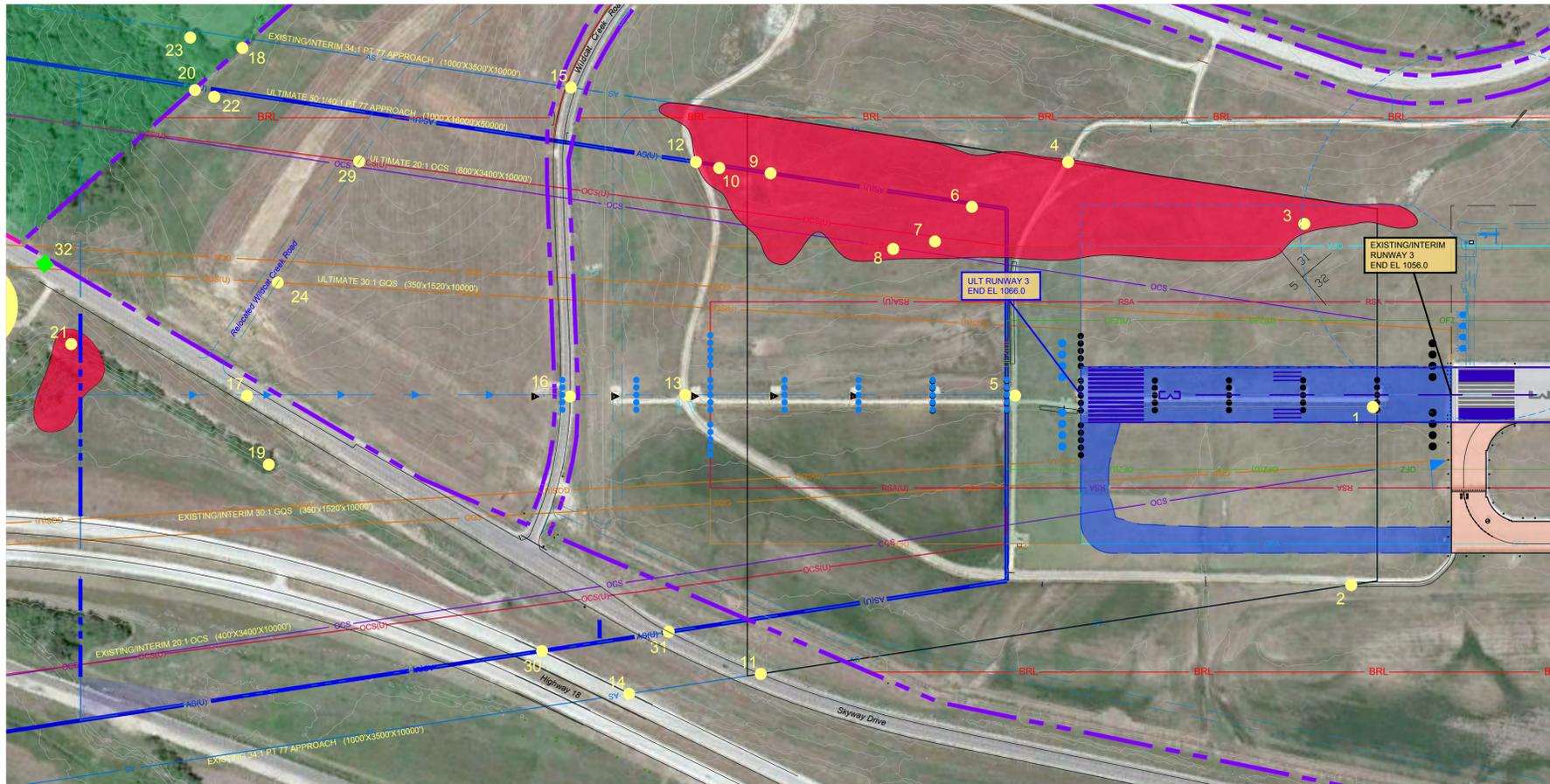
NO.	REVISIONS	DATE	BY	APP'D.

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 555 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

MANHATTAN REGIONAL AIRPORT (MHK)
 AIRPORT AIRSPACE PROFILE DRAWING III
 RUNWAY 13-31
 MANHATTAN, KS

PLANNED BY: M. Dmyterko
 DETAILED BY: D. Przybycien
 APPROVED BY: T. Kahmann

April 2020 SHEET 8 OF 15



EXISTING RUNWAY 3 APPROACH OBSTRUCTION TABLE						
No.	Description	Top Elevation (msl)	EX 34:1 PT77 Approach Penetration	EX 20:1 OCS Penetration	EX 30:1 OCS Penetration	Proposed Disposition
1	SERVICE ROAD	1063.7	7.1	7.1	0.6	AIRPORT CONTROLLED ROAD; NAR
2	SERVICE ROAD	1058.3	0.3	1.1	6.6	AIRPORT CONTROLLED ROAD; NAR
3	GROUND	1066.9	5.1	1.1	2.3	CASE TO BE FILED WITH OEAA
4	SERVICE ROAD	1089.8	9.3	7.9	0.7	AIRPORT CONTROLLED ROAD; NAR
18	TREE	1153.4	7.3	55.8	11.4	TRIM/REMOVE
29	POLE	1141.0	16.0	94.8	41.6	#20-023158 TO BE MITIGATED WITH RUNWAY EXTENSION

Triggering Event: ALP Update
 WAR: No Action Required
 Close-in and Nonpenetrating Objects Have Been Excluded from Table.
 Traverseway elevations provided per 14 CFR Part 77.
 Red numerals indicate amount of obstruction in feet.

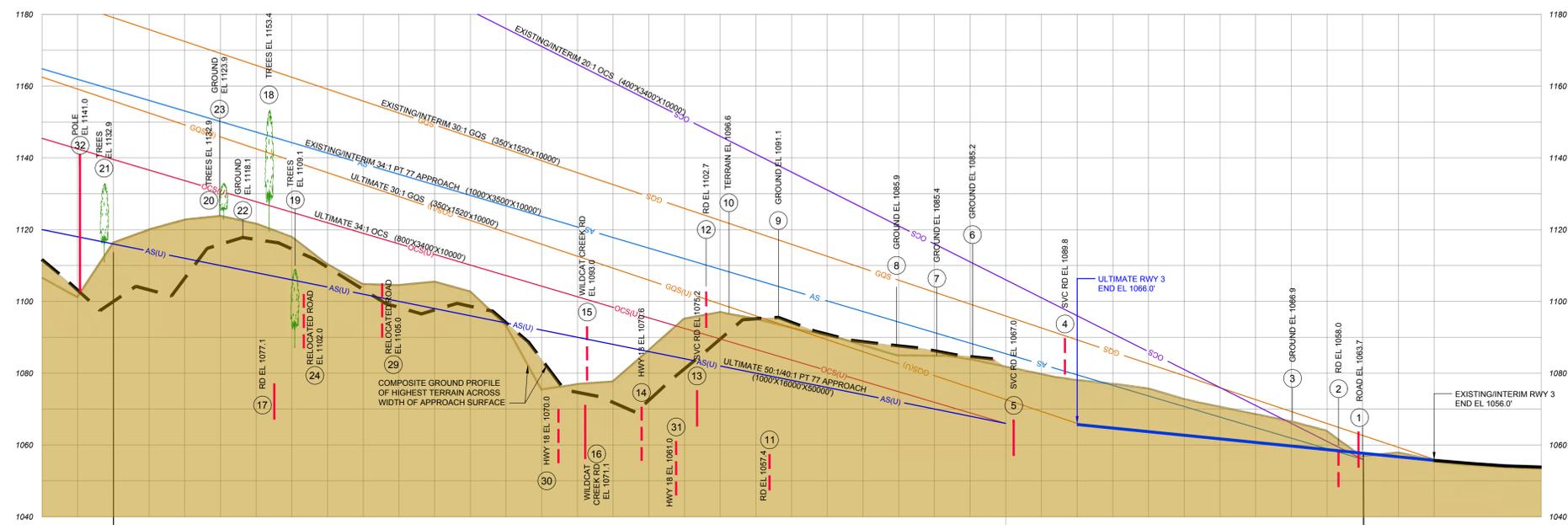
ULTIMATE RUNWAY 3 APPROACH OBSTRUCTION TABLE						
No.	Description	Top Elevation (msl)	ULT 50:1 PT77 Approach Penetration	ULT 34:1 OCS Penetration	EX 30:1 OCS Penetration	Proposed Disposition
1	SERVICE ROAD	1063.7	NA	NA	NA	RELOCATE SERVICE ROAD
2	SERVICE ROAD	1058.3	NA	NA	NA	RELOCATE SERVICE ROAD
3	GROUND	1066.9	NA	NA	NA	LOWER
4	SERVICE ROAD	1089.8	NA	NA	NA	RELOCATE SERVICE ROAD
5	SERVICE ROAD	1067.0	1.4	1.7	4.9	RELOCATE SERVICE ROAD
6	GROUND	1085.2	17.3	16.5	9.4	LOWER
7	GROUND	1085.4	15.5	13.7	6.2	LOWER
8	GROUND	1085.9	13.7	10.9	3.0	LOWER
9	GROUND	1091.1	12.4	6.4	2.8	LOWER
10	GROUND	1096.6	15.1	7.8	1.9	LOWER
12	SERVICE ROAD	1102.7	20.1	12.2	2.3	RELOCATE SERVICE ROAD
15	PUBLIC ROAD	1093.0	3.5	7.5	18.8	RELOCATE ROAD
18	TREE	1153.4	NA	NA	11.9	TRIM/REMOVE
19	TREE	1109.1	3.3	15.5	29.9	TRIM/REMOVE
20	TREE	1132.9	23.1	2.4	12.8	TRIM/REMOVE
21	TREES	1132.9	16.4	7.3	23.9	TRIM/REMOVE
22	GROUND	1118.0	9.3	10.9	25.9	LOWER
29	RELOCATED ROAD	1105.0	4.1	12.4	25.9	LOWER
32	POLE	1141.0	23.1	1.4	18.2	#20-023158 TO BE MITIGATED WITH RUNWAY EXTENSION

Triggering Event: ALP Update
 Close-in and Nonpenetrating Objects Have Been Excluded from Table.
 Traverseway elevations provided per 14 CFR Part 77.
 Red numerals indicate amount of obstruction in feet.

OBSTRUCTION AREA - SAMPLED POINTS REPRESENT THE HIGHEST POINTS WITHIN THE VICINITY OF OBJECTS.

GENERAL NOTES:

1. OBSTRUCTION SURVEY DATED AUGUST 27, 2018 BY MARTINEZ GEOSPATIAL, EAGAN, MN.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
3. OBSTRUCTION GROUPINGS REFLECT THE TALLEST NATURAL, MANMADE PENETRATION WITHIN A REPRESENTATIVE SELECTION OF OBSTRUCTIONS THROUGHOUT THE LARGER GROUPINGS.
4. ALL ELEVATIONS IN MSL FEET.



Magnetic Declination
 03° 02' East
 Annual Rate of Change
 00° 06' West
 (Source: NOAA, NCEI, January 2019)

0 200 400
 HORIZONTAL SCALE IN FEET

0 20 40
 VERTICAL SCALE IN FEET

MANHATTAN REGIONAL AIRPORT (MHK)
INNER PORTION OF THE APPROACH
SURFACE DRAWING RUNWAY 3
 MANHATTAN, KS

PLANNED BY: M. Dmyterko
 DETAILED BY: D. Przybycien
 APPROVED BY: T. Kahmann

NO.	REVISIONS	DATE	BY	APP'D.

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

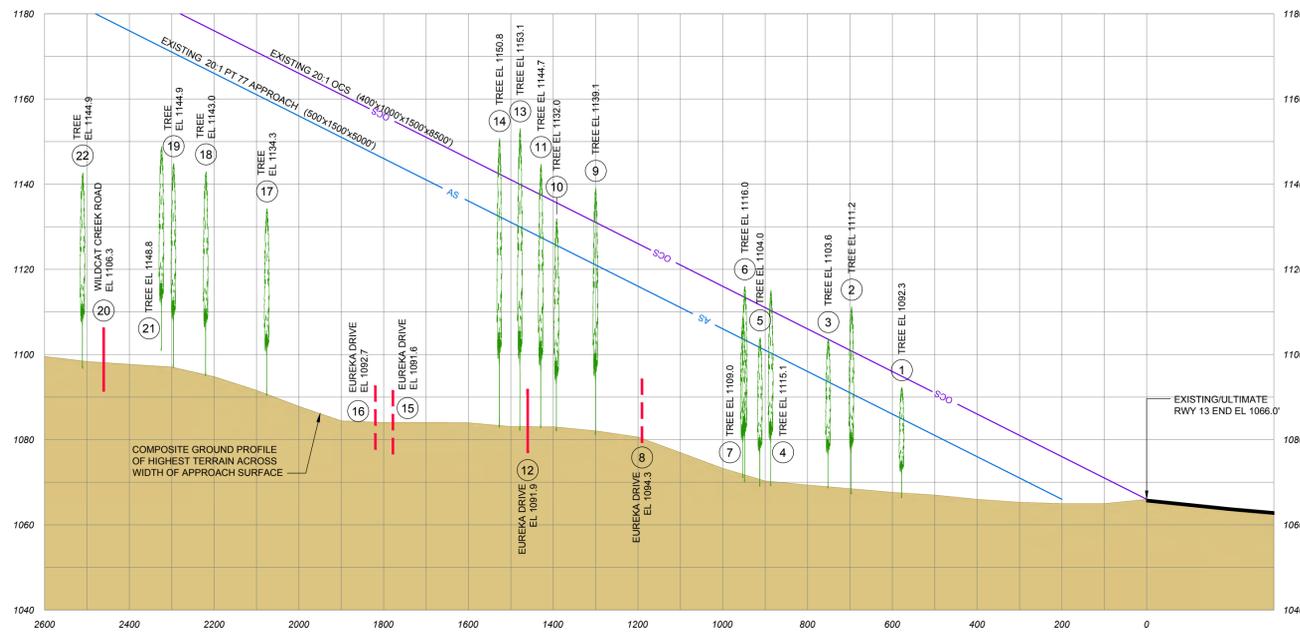
April 2020 SHEET 9 OF 15





EXISTING/ULTIMATE OBSTRUCTION TABLE					
No.	Description	Top Elevation (msl)	EX/ULT PT77 20:1 Approach Penetration	EX/ULT 20:1 OCS Approach Penetration	Proposed Disposition
1	TREES	1092.3	7.4	NONE	TRIM/REMOVE
2	TREES	1111.2	20.4	10.4	TRIM/REMOVE
3	TREES	1103.6	10.1	0.1	TRIM/REMOVE
4	TREES	1115.1	14.8	4.8	TRIM/REMOVE
5	TREES	1104.0	2.4	NONE	TRIM/REMOVE
6	TREES	1116.0	12.6	2.6	TRIM/REMOVE
7	TREES	1109.0	5.4	NONE	TRIM/REMOVE
9	TREES	1139.1	18.1	8.1	TRIM/REMOVE
10	TREES	1132.0	6.4	NONE	TRIM/REMOVE
11	TREES	1144.7	17.3	7.3	TRIM/REMOVE
13	TREES	1153.1	NA	13.2	TRIM/REMOVE
14	TREES	1150.8	NA	8.5	TRIM/REMOVE

Triggering Event: ALP Update
 Nonpenetrating objects have been excluded from table.
 Traverseway elevations provided per 14 CFR Part 77.
 Red numerals indicate amount of obstruction in feet.



GENERAL NOTES:

1. OBSTRUCTION SURVEY DATED AUGUST 27, 2018 BY MARTINEZ GEOSPATIAL, EAGAN, MN.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
3. OBSTRUCTION GROUPINGS REFLECT THE TALLEST NATURAL, MANMADE PENETRATION WITHIN A REPRESENTATIVE SELECTION OF OBSTRUCTIONS THROUGHOUT THE LARGER GROUPINGS.
4. ALL ELEVATIONS IN MSL FEET.

OBSTRUCTION AREA - SAMPLED POINTS REPRESENT THE HIGHEST POINTS WITHIN THE VICINITY OF OBJECTS.

Magnetic Declination
 03° 02' East
 Annual Rate of Change
 00° 06' West
 (Source: NOAA, NCEI, January 2019)

HORIZONTAL SCALE IN FEET

VERTICAL SCALE IN FEET

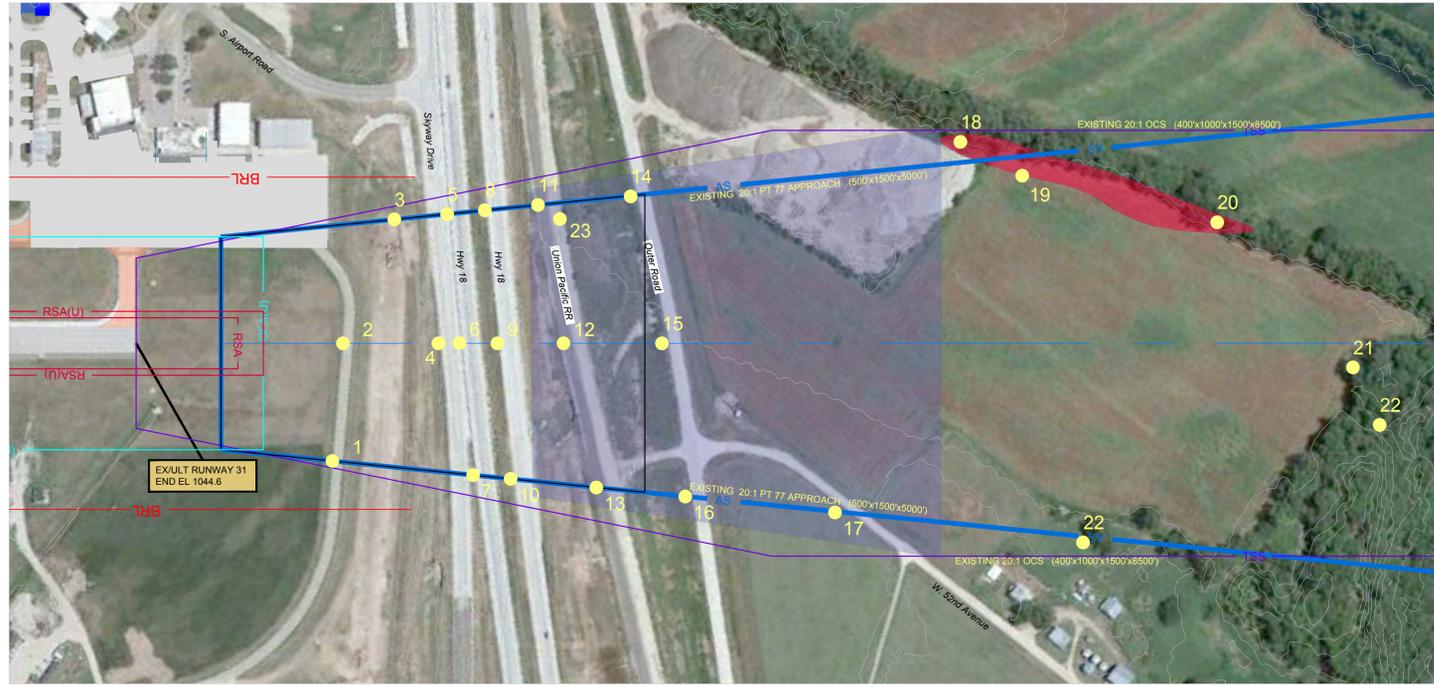
NO.	REVISIONS	DATE	BY	APP'D.

MANHATTAN REGIONAL AIRPORT (MHK)
INNER PORTION OF THE APPROACH
SURFACE DRAWING RUNWAY 13
 MANHATTAN, KS

PLANNED BY: M. Dmyterko
 DETAILED BY: D. Przybycien
 APPROVED BY: T. Kahmann

April 2020 SHEET **11** OF **15**



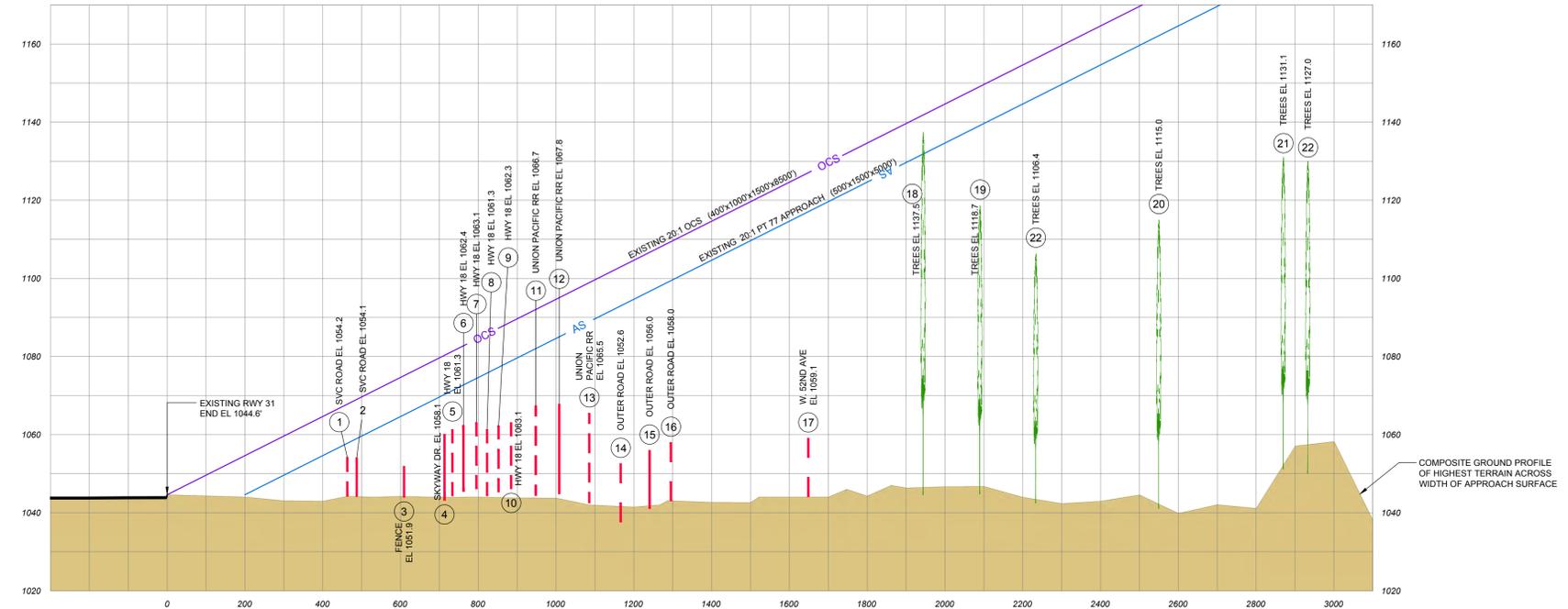


EXISTING RUNWAY 31 APPROACH OBSTRUCTION TABLE					
No.	Description	Top Elevation (msl)	PT77 20:1 Approach Clearance	20:1 OCS Approach Clearance	Proposed Disposition
18	TREES	1137.5	15.8	25.8	CLEAR; NAR
Triggering Event: ALP Update					

 OBSTRUCTION AREA - SAMPLED POINTS REPRESENT THE HIGHEST POINTS WITHIN THE VICINITY OF OBJECTS.

GENERAL NOTES:

1. OBSTRUCTION SURVEY DATED AUGUST 27, 2018 BY MARTINEZ GEOSPATIAL, EAGAN, MN.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1986 - NAVD86
3. OBSTRUCTION GROUPINGS REFLECT THE TALLEST NATURAL, MANMADE PENETRATION WITHIN A REPRESENTATIVE SELECTION OF OBSTRUCTIONS THROUGHOUT THE LARGER GROUPINGS.
4. ALL ELEVATIONS IN MSL FEET.




 Magnetic Declination
 03° 02' East
 Annual Rate of Change
 00° 06' West
 (Source: NOAA, NCEI, January 2019)

0 200 400
 HORIZONTAL SCALE IN FEET

0 20 40
 VERTICAL SCALE IN FEET

NO.	REVISIONS	DATE	BY	APP'D.

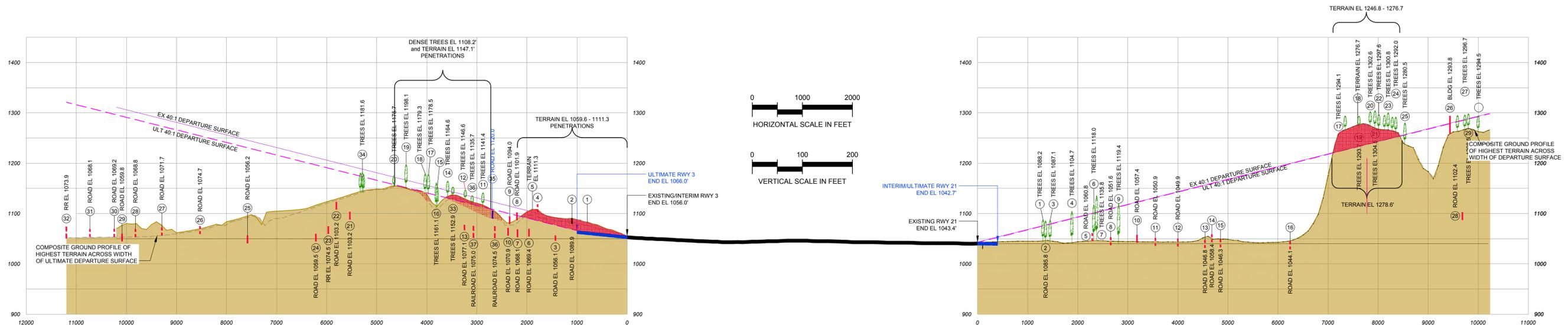
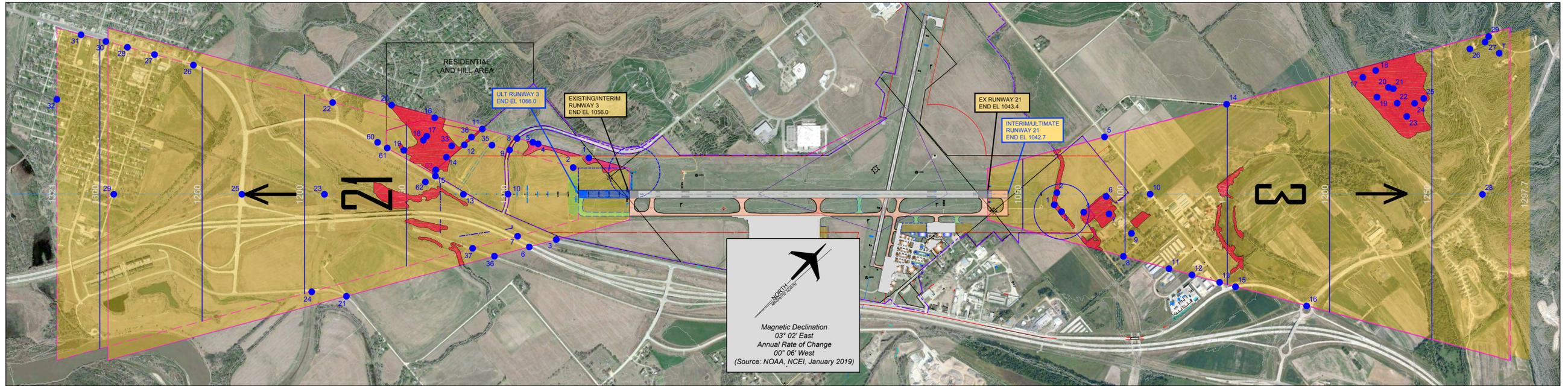
MANHATTAN REGIONAL AIRPORT (MHK)
INNER PORTION OF THE APPROACH
SURFACE DRAWING RUNWAY 31
 MANHATTAN, KS

PLANNED BY: M. Dmyterko
 DETAILED BY: D. Przybycien
 APPROVED BY: T. Kahmann

April 2020 SHEET 12 OF 15



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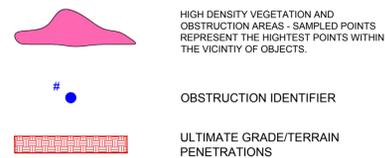


RUNWAY 21 DEPARTURE OBSTRUCTION TABLE					
No.	Description	Top Elevation (msl)	Departure Penetrations		Proposed Disposition
			Existing	Ultimate	
1	TERRAIN	1078.9	(5.8)	(20.6)	CASE TO BE FILLED WITH CEAAA
2	AIRPORT SERVICE ROAD	1089.9	(6.4)	(21.4)	CASE TO BE FILLED WITH CEAAA
4	ROAD	1118.2	(17.6)	(32.6)	CASE TO BE FILLED WITH CEAAA
5	TERRAIN	1111.3	(6.2)	(21.2)	CASE TO BE FILLED WITH CEAAA
8	ROAD	1101.9	9.5	(5.5)	CASE TO BE FILLED WITH CEAAA
11	TREES	1141.4	(15.9)	(30.9)	CASE TO BE FILLED WITH CEAAA
12	TREES	1146.6	(9.8)	(24.8)	CASE TO BE FILLED WITH CEAAA
14	TREES	1164.6	(19.0)	(34.0)	CASE TO BE FILLED WITH CEAAA
15	TREES	1153.5	(2.7)	(17.7)	CASE TO BE FILLED WITH CEAAA
16	TREES	1161.1	(9.9)	(24.9)	CASE TO BE FILLED WITH CEAAA
17	TREES	1178.5	(23.3)	(38.3)	CASE TO BE FILLED WITH CEAAA
18	TREES	1179.3	(22.5)	(37.5)	CASE TO BE FILLED WITH CEAAA
19	TREES	1198.1	(31.8)	(46.8)	CASE TO BE FILLED WITH CEAAA
20	TREES	1175.7	(3.3)	(18.3)	CASE TO BE FILLED WITH CEAAA
33	TREES	1152.9	(9.9)	(24.9)	CASE TO BE FILLED WITH CEAAA
34	TREES	1181.6	6.6	(2.4)	CASE TO BE FILLED WITH CEAAA
35	RELOCATED ROAD	1135.7	N/A	(27.4)	CASE TO BE FILLED WITH CEAAA
38	POLE	1187.0	(7.8)	(22.8)	#20-023160 TO BE MITIGATED WITH RUNWAY EXTENSION
39	POLE	1168.0	6.5	(8.5)	#20-023159 TO BE MITIGATED WITH RUNWAY EXTENSION
40	POWER LINE	1136.0	19.9	4.9	2006-ACE-2570-OE TO BE MITIGATED WITH EXTENSION
41	POLE	1141.0	9.9	(5.1)	#20-023158 TO BE MITIGATED WITH RUNWAY EXTENSION

Triggering Event: ALP Update
 N/A: Not Applicable
 Nonpenetrating objects have been excluded from table.
 Red numerals indicate amount of obstruction in feet.

GENERAL NOTES:

- HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
- SAMPLED POINTS REPRESENT THOSE CAUSING THE MOST ADVERSE CLIMB GRADIENT, CLIMB-TO-ALTITUDE, AND/OR CEILING AND VISIBILITY.
- SAMPLED POINTS IDENTIFIED FROM SURVEY PROVIDED BY MARTINEZ GEOSPATIAL, DATED AUGUST 27, 2018.
- SUPPLEMENTAL ELEVATION DATA BEYOND THE LIMITS OF THE SURVEY, FROM THE USGS GEARY COUNTY, FORT RILEY, AND MANHATTAN CITY NED 1/9 ARC SECOND 2010.
- 50' CONTOURS ACROSS DEPARTURE SLOPE REPRESENT ULTIMATE CONDITION.
- ALL ELEVATIONS IN MSL FEET.



RUNWAY 3 DEPARTURE OBSTRUCTION TABLE					
No.	Description	Top Elevation (msl)	Departure Penetrations		Proposed Disposition
			Existing	Ultimate	
1	TREES	1088.2	(12.1)	(13.8)	CASE TO BE FILLED WITH CEAAA
2	TREES	1085.8	(8.4)	(9.9)	CASE TO BE FILLED WITH CEAAA
3	TREES	1087.1	(7.5)	(8.9)	CASE TO BE FILLED WITH CEAAA
4	TREES	1104.7	(14.2)	(15.6)	CASE TO BE FILLED WITH CEAAA
6	TREES	1118.0	(16.5)	(18.0)	CASE TO BE FILLED WITH CEAAA
7	TREES	1135.8	(32.9)	(34.4)	CASE TO BE FILLED WITH CEAAA
9	TREES	1119.4	(5.5)	(7.0)	CASE TO BE FILLED WITH CEAAA
17	TREES	1294.1	(67.1)	(68.6)	CASE TO BE FILLED WITH CEAAA
18	TERRAIN	1276.7	(45.4)	(44.9)	CASE TO BE FILLED WITH CEAAA
19	TREES	1293.7	(59.8)	(61.3)	CASE TO BE FILLED WITH CEAAA
20	TREES	1302.6	(63.1)	(64.5)	CASE TO BE FILLED WITH CEAAA
21	TREES	1304.5	(62.7)	(64.1)	CASE TO BE FILLED WITH CEAAA
22	TREES	1297.6	(53.8)	(55.3)	CASE TO BE FILLED WITH CEAAA
23	TREES	1300.8	(52.4)	(53.8)	CASE TO BE FILLED WITH CEAAA
24	TREES	1292.0	(39.7)	(41.2)	CASE TO BE FILLED WITH CEAAA
25	TREES	1290.5	(23.7)	(25.2)	CASE TO BE FILLED WITH CEAAA
26	BUILDING PEAK	1293.8	(14.5)	(16.0)	CASE TO BE FILLED WITH CEAAA
27	TREES	1296.7	(10.0)	(11.4)	CASE TO BE FILLED WITH CEAAA
29	TREES	1298.5	(10.0)	(11.5)	CASE TO BE FILLED WITH CEAAA
30	TREES	1294.5	(0.9)	(2.3)	CASE TO BE FILLED WITH CEAAA

Triggering Event: ALP Update
 Survey mapping provided by Martinez Geospatial
 Nonpenetrating objects have been excluded from table.
 Red numerals indicate amount of obstruction in feet.

NO.	REVISIONS	DATE	BY	APP'D.

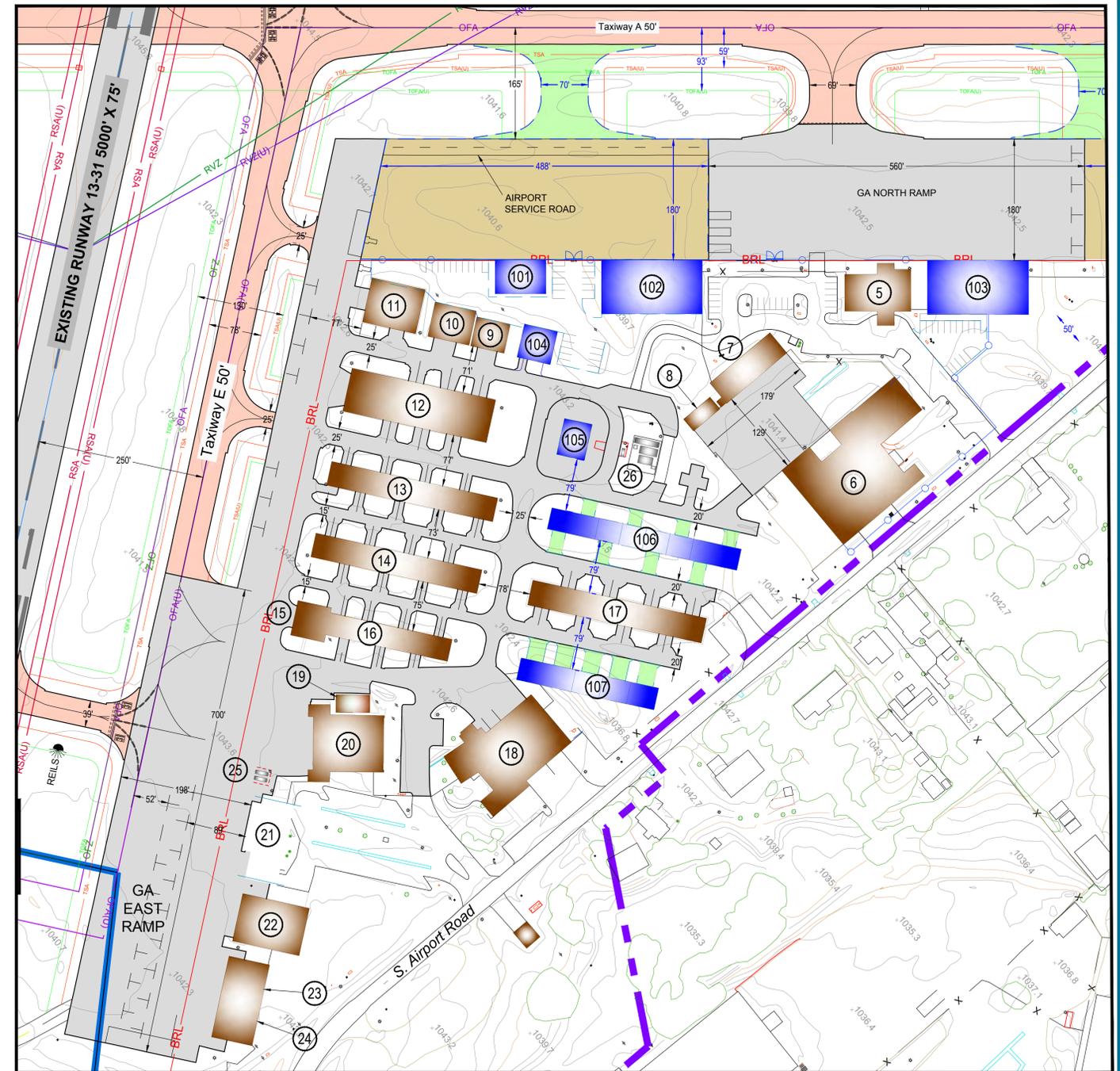
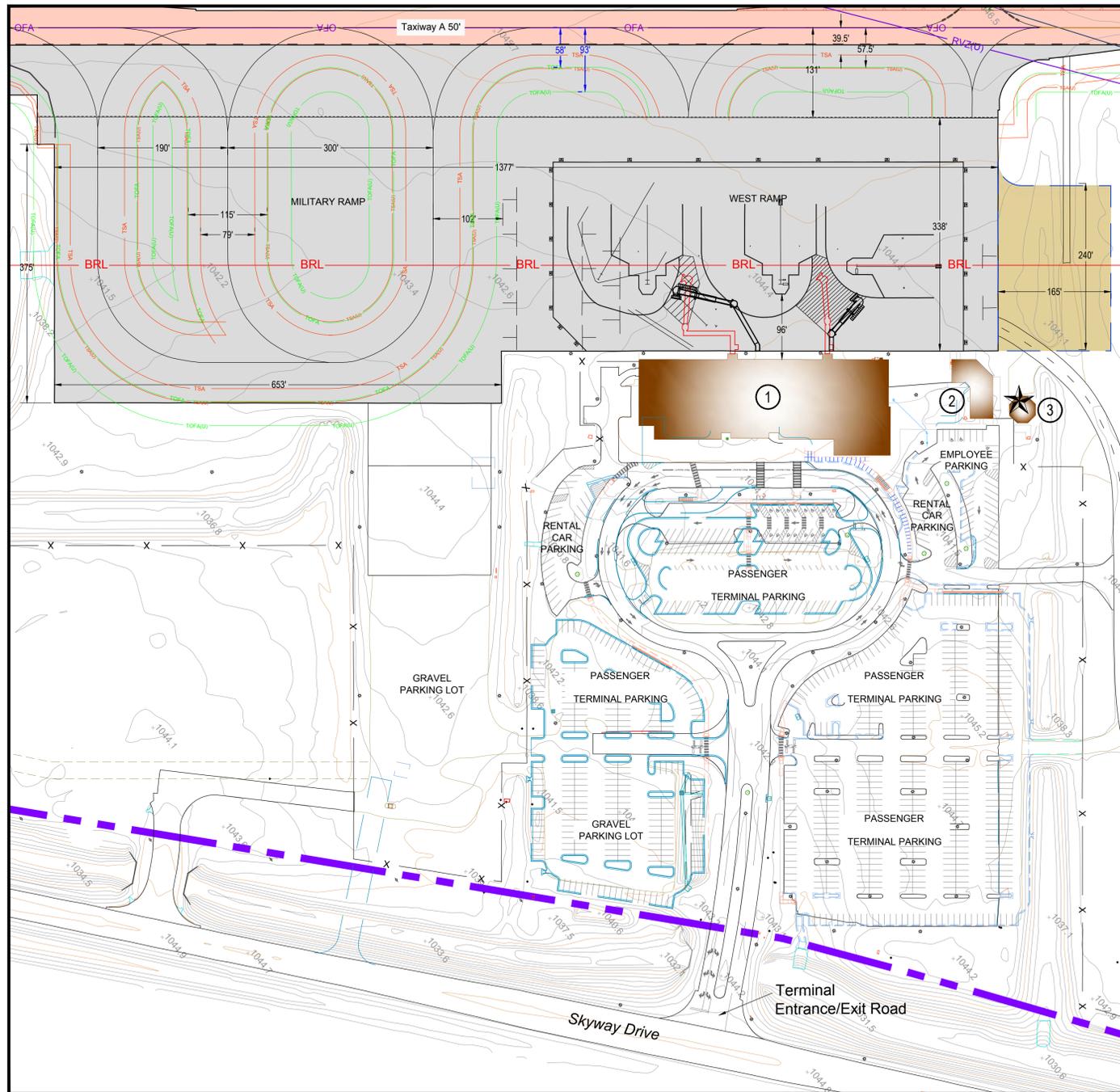
MANHATTAN REGIONAL AIRPORT (MHK)
 RUNWAY 3-21
 DEPARTURE SURFACE DRAWING
 MANHATTAN, KS

PLANNED BY: M. Dmyterko
 DETAILED BY: D. Przybycien
 APPROVED BY: T. Kahmann

April 2020 SHEET 13 OF 15



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



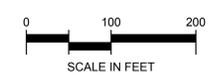
EXISTING	ULTIMATE	DESCRIPTION
[Symbol]	[Symbol]	AIRPORT PROPERTY LINE
[Symbol]	[Symbol]	AVIGATION EASEMENT
[Symbol]	[Symbol]	SECTION CORNERS
[Symbol]	[Symbol]	AIRPORT REFERENCE POINT (ARP)
[Symbol]	[Symbol]	AIRPORT BEACON
[Symbol]	[Symbol]	AWOS-3
[Symbol]	[Symbol]	BUILDING RESTRICTION LINE (25')
[Symbol]	[Symbol]	NAVAID CRITICAL AREA
[Symbol]	[Symbol]	STRUCTURES ON AIRPORT
[Symbol]	[Symbol]	STRUCTURE OFF AIRPORT
[Symbol]	[Symbol]	ABANDON/REMOVE
[Symbol]	[Symbol]	FENCE LINE
[Symbol]	[Symbol]	HOLD MARKING
[Symbol]	[Symbol]	RUNWAY PAVEMENT
[Symbol]	[Symbol]	TAXIWAY PAVEMENT
[Symbol]	[Symbol]	APRON PAVEMENT
[Symbol]	[Symbol]	SURVEY MONUMENT WITH IDENTIFIER
[Symbol]	[Symbol]	OBJECT FREE AREA
[Symbol]	[Symbol]	RUNWAY SAFETY AREA
[Symbol]	[Symbol]	OBSTACLE FREE ZONE
[Symbol]	[Symbol]	OBSTACLE FREE ZONE PENETRATION
[Symbol]	[Symbol]	PRECISION OBSTACLE FREE ZONE
[Symbol]	[Symbol]	ROADS PAVED
[Symbol]	[Symbol]	ROADS UNPAVED
[Symbol]	[Symbol]	RUNWAY PROTECTION ZONE
[Symbol]	[Symbol]	RUNWAY VISIBILITY ZONE
[Symbol]	[Symbol]	TAXIWAY OBJECT FREE AREA
[Symbol]	[Symbol]	TAXIWAY/TAXILANE SAFETY AREA
[Symbol]	[Symbol]	TIE-DOWNS
[Symbol]	[Symbol]	PAPI-4
[Symbol]	[Symbol]	VASI-4
[Symbol]	[Symbol]	RUNWAY END IDENTIFIER LIGHTS (REL)
[Symbol]	[Symbol]	TREELINE
[Symbol]	[Symbol]	TOPOGRAPHIC CONTOURS

EXISTING AIRPORT FACILITIES		
NO.	DESCRIPTION	ELEV. (MSL)
1	TERMINAL BUILDING	1075.2
2	ADMINISTRATION OFFICE	1061.9
3	ATCT	1084.4
4	ELECTRICAL VAULT	1053.4
5	KS JET CENTER (FBO)	1065.7
6	STORAGE/TENANT	1068.0
7	AIRPORT MAINTENANCE	1068.0
8	DRY MATERIAL STORAGE	1071.8
9	HANGAR E-2	1063.9
10	HANGAR E-1	1064.4
11	CORPORATE HANGAR	1067.1
12	HANGAR D	1063.8
13	HANGAR C	1057.3*
14	HANGAR B	1057.4*
15	OFFICE/STORAGE	1065.1
16	HANGAR A	1065.1
17	HANGAR H	1059.6
18	ARFF FACILITY	1079.1
19	STORAGE/TENANT	1064.2
20	OLD TERMINAL HANGAR	1085.6*
21	OLD TERMINAL (VACANT)	1059.4*
22	CLEARSPAN HANGAR	1067.9
23	CORPORATE HANGAR	1067.8
24	CORPORATE HANGAR	1067.8
25	FUEL FARM	1055.5
26	FUEL FARM	1060.3
27	AIRPORT BEACON	1111.2

ULTIMATE AIRPORT FACILITIES		
NO.	DESCRIPTION	ELEV. (EST)*
101	Corporate Hangar	1064.1'
102	Corporate Hangar	1065.3'
103	Corporate Hangar	1067.3'
104	Corporate Hangar	1063.1'
105	Fuel Farm Expansion	1055.5'
106	Box Hangar (8-Unit)	1064.4'
107	Box Hangar (5-Unit)	1064.4'

* Structure heights are estimates based on typical heights for proposed building type.

Magnetic Declination
03° 02' East
Annual Rate of Change
00° 06' West
(Source: NOAA, NCEI, January 2019)



NO.	REVISIONS	DATE	BY	APP'D.

MANHATTAN REGIONAL AIRPORT (MHK)

TERMINAL AREA DRAWING

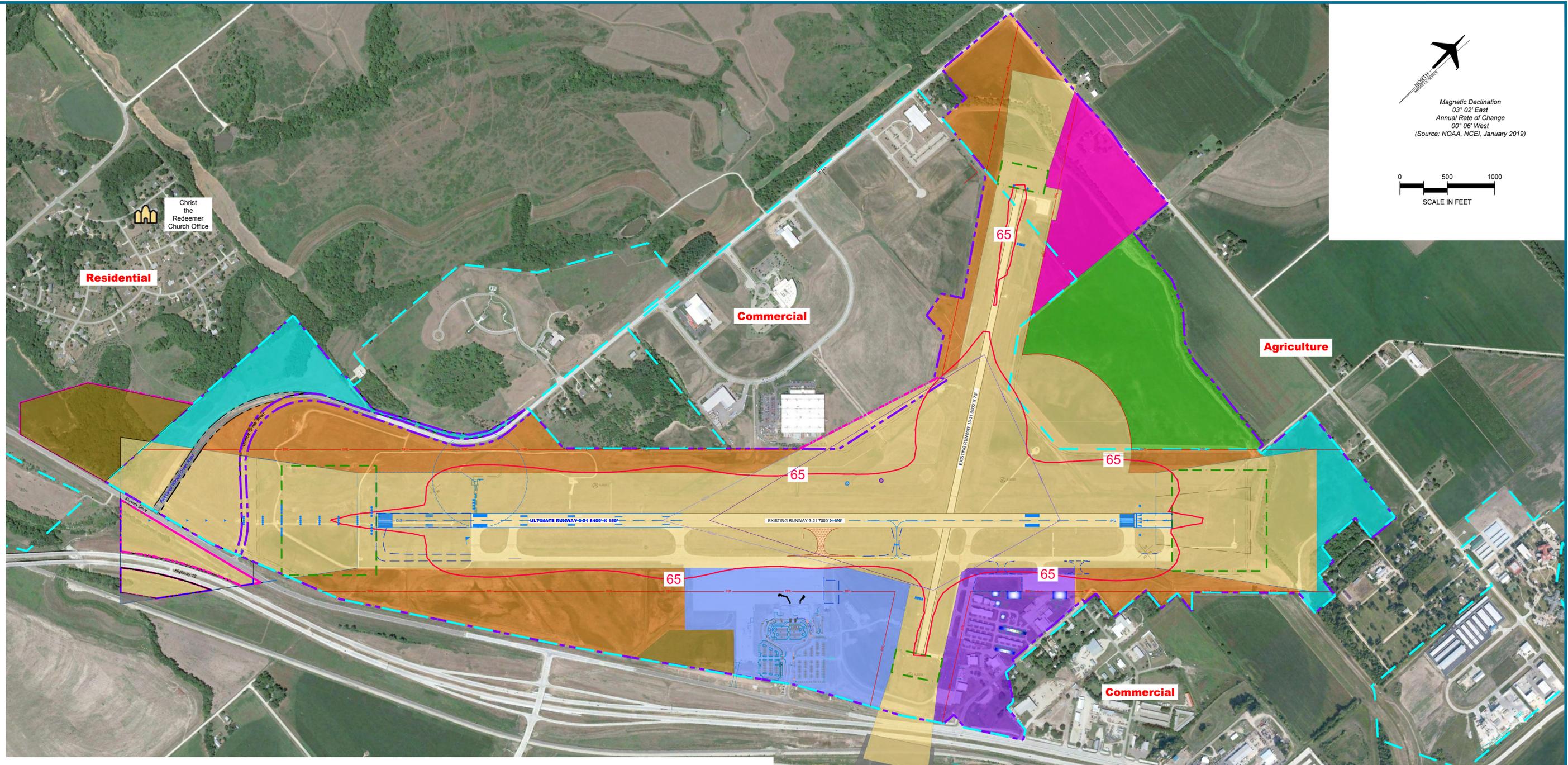
MANHATTAN, KS

PLANNED BY: M. Dmyterko
 DETAILED BY: D. Przybycien
 APPROVED BY: T. Kahmann

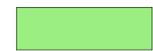
April 2020 SHEET 14 OF 15


 Magnetic Declination
 03° 02' East
 Annual Rate of Change
 00° 06' West
 (Source: NOAA, NCEI, January 2019)


 SCALE IN FEET



LEGEND

- | | | | |
|---|--------------------------------------|--|--------------------------------|
|  | Airfield Operations |  | Agriculture |
|  | Aviation Reserve |  | Existing Easement |
|  | Terminal Area |  | Ultimate Easement |
|  | General Aviation |  | Existing Airport Property Line |
|  | Mixed Use
- Aviation/Non-Aviation |  | Ultimate Airport Property Line |
|  | Non-Aviation Related |  | Crop Restriction Zone |
|  | Open Space |  | 2014 DNL Contour |
| | |  | City of Manhattan Boundary |

NOTE:
 THE 2014 65 DNL NOISE CONTOURS FROM THE MANHATTAN REGIONAL AIRPORT, AIRPORT NOISE AND LAND USE COMPATIBILITY PLANNING STUDY, PREPARED BY HNTB CORPORATION, JULY 2010, AS PROVIDED BY THE CITY OF MANHATTAN, KS.

NO.	REVISIONS	DATE	BY	APP'D.

MANHATTAN REGIONAL AIRPORT (MHK)
LAND USE DRAWING
 MANHATTAN, KS

PLANNED BY:	M. Dmyterko
DETAILED BY:	D. Przybicien
APPROVED BY:	T. Kahmann

April 2020 SHEET **15** OF 15



Coffman Associates - C:\Users\Dana.Przybicien\Coffman Associates\Projects\Manhattan (MHK)\ALP15\MK LU.dwg Printed Date: 5-05-20 10:38:39 AM Dana Przybicien