

FAA ADIP OBSTACLES – RWY 3

NO.	ACCURACY	DESCRIPTION	TOP ELEVATION	GROUND ELEVATION	PART 77 PENETRATION	SURFACE	DISPOSITION	TRIGGERING EVENT	FAA STUDY NUMBER
27-055803	1A	TREE	1335.0	N/A	-34.5	RWY 3 APPROACH	TO REMAIN	N/A	NONE
27-055805	1A	TREE	1337.0	N/A	-68.5	RWY 3 APPROACH	TO REMAIN	N/A	NONE
27-055806	1A	TREE	1335.0	N/A	-71.9	RWY 3 APPROACH	TO REMAIN	N/A	NONE
27-055808	1A	POLE	1326.0	1292.0	-199.5	RWY 3 APPROACH	TO REMAIN	N/A	NONE
27-063377	1A	VEGETATION	1318.0	N/A	-6.4	RWY 3 APPROACH	TO REMAIN	N/A	NONE

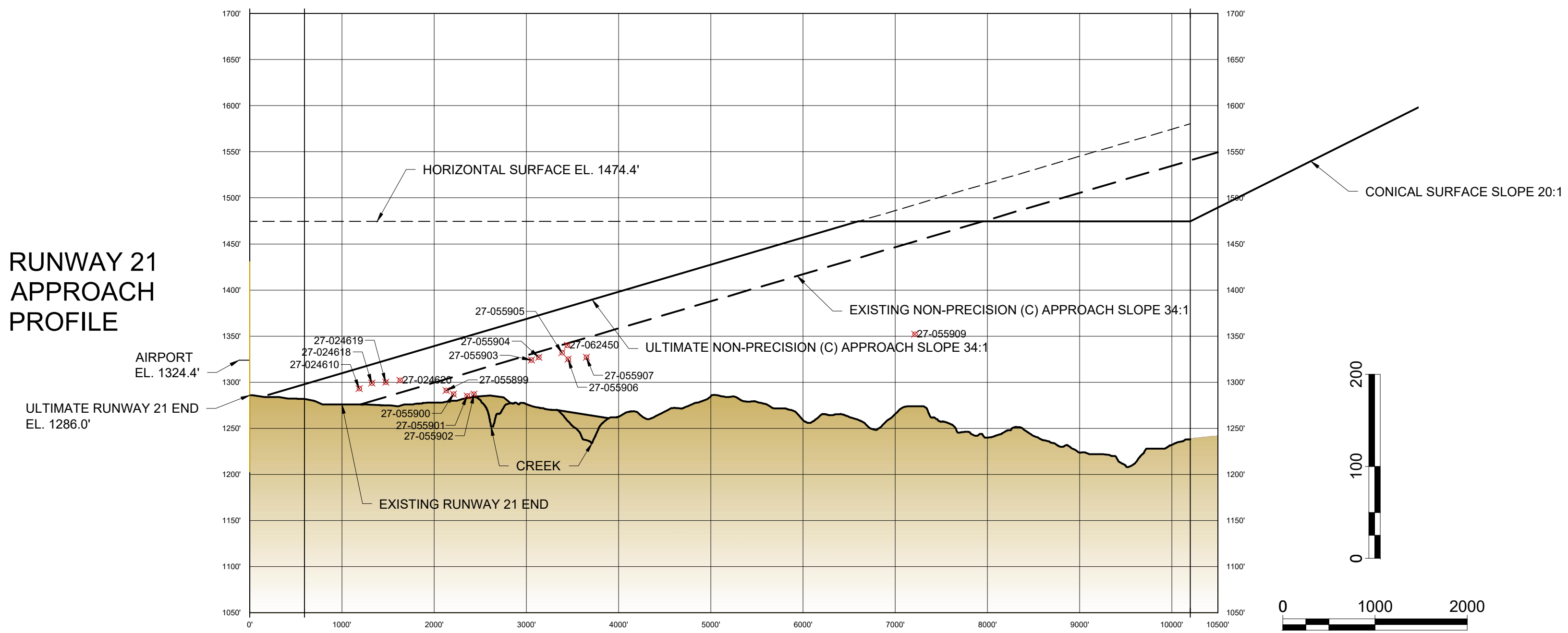
FAA ADIP OBSTACLES – RWY 21

NO.	ACCURACY	DESCRIPTION	TOP ELEVATION	GROUND ELEVATION	PART 77 PENETRATION	SURFACE	DISPOSITION	TRIGGERING EVENT	FAA STUDY NUMBER
27-024610	1A	FENCE	1283.0	1283.0	-22.0	RWY 21 APPROACH	TO REMAIN	N/A	NONE
27-024618	1A	POLE	1299.0	1274.0	-20.1	RWY 21 APPROACH	TO REMAIN	N/A	NONE
27-024619	1A	POLE	1300.0	1275.0	-23.5	RWY 21 APPROACH	TO REMAIN	N/A	NONE
27-024620	1A	POLE	1302.0	1277.0	-26.1	RWY 21 APPROACH	TO REMAIN	N/A	NONE
27-055899	1A	TRAVERSE WAY	1291.0	N/A	-51.8	RWY 21 APPROACH	TO REMAIN	N/A	NONE
27-055900	1A	TRAVERSE WAY	1287.0	N/A	-58.1	RWY 21 APPROACH	TO REMAIN	N/A	NONE
27-055901	1A	TRAVERSE WAY	1285.0	N/A	-64.5	RWY 21 APPROACH	TO REMAIN	N/A	NONE
27-055902	1A	TRAVERSE WAY	1287.0	N/A	-64.6	RWY 21 APPROACH	TO REMAIN	N/A </tr	

NOTES

- THIS DRAWING REFLECTS PLANNING STANDARDS SPECIFIC TO THIS AIRPORT, AND IS NOT A PRODUCT OF DETAILED ENGINEERING DESIGN ANALYSIS. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION DOCUMENTATION OR NAVIGATION. THIS AIRSPACE LAYOUT REPRESENTS THE ULTIMATE CONDITION OF THE AIRPORT.
- ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULARS 150/5300-13B CHANGE 1, AIRPORT DESIGN, FAA STANDARD OPERATING PROCEDURES 2.0 & 3.0, AND PART 77 OF THE FEDERAL AVIATION REGULATIONS (FAR), SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE.
- AGIS DATA PROVIDED BY MEAD & HUNT, APRIL, 2019. ACCURACY – 1A.
- USGS MAPS BYRON, CHESTER, DOUGLAS, HIGH FOREST, ROCHESTER, ROCK DELL, SALEM CORNERS, SIMPSON AND WASHINGTON MN, 2016.
- MAGNETIC DECLINATION CALCULATED BY NATIONAL GEOPHYSICAL DATA CENTER.
- RUNWAY ENDS, PART 77 SURFACE CONTOURS AND OBSTRUCTION ELEVATIONS ARE SHOWN IN NAD83 AND NAVD88. ALL ELEVATIONS IN FEET ABOVE MEAN SEA LEVEL (MSL).
- FOR OUTER APPROACH PLANS SEE SHEET 6-8.
- FOR APPROACH PROFILES, SEE SHEETS 9-10.
- FOR RUNWAY CENTERLINE PROFILES SEE SHEET 11.
- FOR CLOSE-IN OBSTRUCTION DETAIL NEAR EACH RUNWAY END, SEE INNER-APPROACH PLANS, SHEETS 12-17.
- FOR DEPARTURE SURFACES, SEE SHEETS 18-19.
- ROCHESTER INTERNATIONAL AIRPORT ZONING ORDINANCE #6, AMENDED OCTOBER 12, 2011, PROTECTS THE AIRPORT AND ITS SURROUNDING AIRSPACE AS OUTLINED IN MNDOT AERONAUTICS RULES CHAPTER 8800.
- PER PART 77, 15 FEET VERTICAL CLEARANCE ADDED TO ROAD ELEVATIONS, 17 FEET ADDED TO INTERSTATES AND 23 FEET ADDED TO RAILROADS.

RUNWAY 21 APPROACH PROFILE



SEE INNER APPROACH DRAWINGS FOR CLOSE IN OBSTRUCTIONS

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