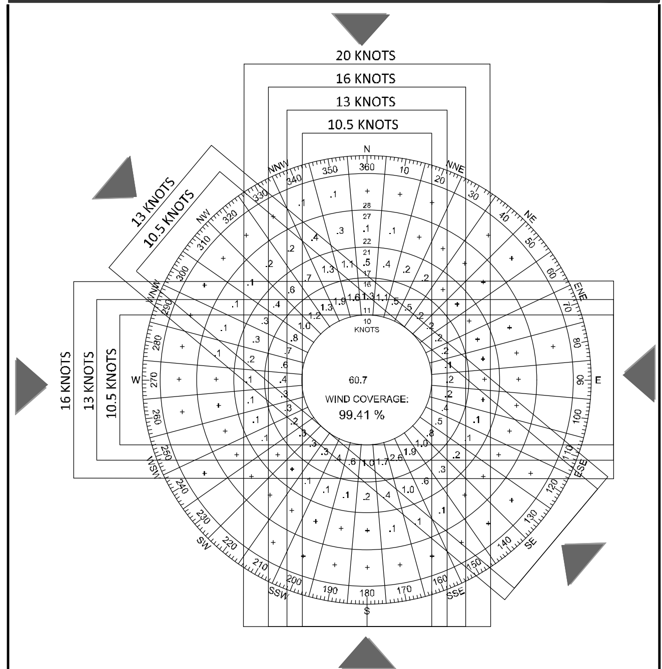
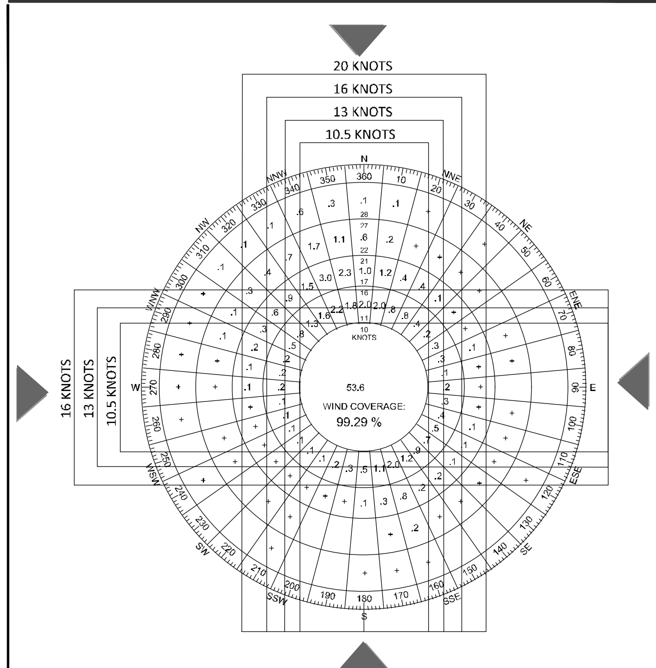



| RUNWAY | 10.5-KNOT | 13-KNOT | 16-KNOT | 20-KNOT |
|---|---|---|---|---|
| 18 | 56.75% | 59.15% | 60.97% | 61.61% |
| 36 | 57.14% | 60.20% | 62.72% | 63.97% |
| 18/36 | 89.51% | 94.31% | 97.83% | 99.41% |
| 13 | 56.34% | 58.28% | 59.66% | 60.06% |
| 31 | 58.85% | 62.34% | 64.75% | 65.67% |
| 13/31 | 90.44% | 95.38% | 98.58% | 99.74% |
| 9 | 51.16% | 57.18% | 63.67% | 67.17% |
| 27 | 54.84% | 60.57% | 66.77% | 70.84% |
| 9/27 | 72.43% | 81.61% | 91.29% | 97.34% |
| Combined | 96.64% | 99.87% | 99.95% | 99.98% |

NOTE: Single runway end coverages calculated with a 3 knot tailwind Source: National Climatic Data Center, FAA AGIS wind analysis tool Station: Hector International Airport, Fargo, ND Period of Record: 2005-2015 based on 140,822 observations




| RUNWAY | 10.5-KNOT | 13-KNOT | 16-KNOT | 20-KNOT |
|---|---|---|---|---|
| 18 | 59.691% | 62.21% | 64.12% | 64.81% |
| 36 | 54.87% | 57.77% | 60.24% | 61.43% |
| 18/36 | 89.68% | 94.39% | 97.92% | 99.46% |
| 9 | 51.40% | 57.40% | 63.90% | 67.26% |
| 27 | 57.03% | 62.61% | 68.52% | 71.91% |
| 9/27 | 74.33% | 83.41% | 92.86% | 98.24% |
| Combined | 99.59% | 99.88% | 99.95% | 99.90% |

Note: Single runway end coverages calculated with a 3 knot tailwind. Source: National Climatic Data Center, FAA AGIS wind analysis tool. Station: Hector International Airport, Fargo, ND. Period of Record: 2005-2015 based on 107,173 observations. VFR = Ceiling greater than or equal to 1,000 feet and visibility greater than or equal to 3 statute miles

| | T/W 'A' | | T/W 'B' | | T/W 'J' | |
|---|---|---|---|---|---|---|
| | EXISTING | *FUTURE* | EXISTING | *FUTURE* | EXISTING | *FUTURE* |
| TAXIWAY DESIGN GROUP | 5 | *5* | 5 | *3* | 5 | *5* |
| WIDTH IN FEET (STANDARD) | 75' (75') | *75' (75')* | 75' (75') | *50' (50)* | 75' (75') | *75' (75')* |
| SAFETY AREA WIDTH (IN FEET) | 214' | *214'* | 214' | *118'* | 214' | *214'* |
| OBJECT FREE AREA WIDTH (IN FEET) | 320' | *320'* | 320' | *186'* | 320' | *320'* |
| SEPARATION (IN FEET) T/W TO T/W | 267' | *267'* | 267' | *152'* | 267' | *267'* |
| T/W TO OBJECT | 160' | *160'* | 160' | *93'* | 160' | *160'* |
| LIGHTING TYPE | MITL | *MITL* | MITL | *MITL* | MITL | *MITL* |

| | T/W 'C' | | T/W 'D' | | T/W 'T' | |
|---|---|---|---|---|---|---|
| | EXISTING | *FUTURE* | EXISTING | *FUTURE* | EXISTING | *FUTURE* |
| TAXIWAY DESIGN GROUP | 3 | *5* | 5 | *5* | 5 | *5* |
| WIDTH IN FEET (STANDARD) | 50' (50') | *75' (75')* | 75' (75') | *75' (75')* | 75' (75') | *75' (75')* |
| SAFETY AREA WIDTH (IN FEET) | 118' | *214'* | 214' | *214'* | 214' | *214* |
| OBJECT FREE AREA WIDTH (IN FEET) | 186' | *320'* | 320' | *320'* | 320' | *320'* |
| SEPARATION (IN FEET) T/W TO T/W | 152' | *267'* | 267' | *267'* | 152' | *267'* |
| T/W TO OBJECT | 93' | *160'* | 160' | *160'* | 93' | *160'* |
| LIGHTING TYPE | MITL | *MITL* | MITL | *MITL* | MITL | *MITL* |

| | EXISTING | | ULTIMATE | | EXISTING | | ULTIMATE | | EXISTING | | ULTIMATE | | INITIAL | | ULTIMATE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 18 | 36 | 18R | 36L | 9 | 27 | 9 | 27 | 13 | 31 | 13 | 31 | 18L | 36R | 18L | 36R |
| RUNWAY DESIGN CODE (RDC) | D–V | D–V | SAME | SAME | B–II | B–II | D–V | D–V | B–II | B–II | SAME | SAME | B–II | B–II | SAME | SAME |
| APPROACH REFERENCE CODE (APRC) | D–IV–2400 | D–IV–2400 | SAME | SAME | D–V–4000 | D–V–4000 | SAME | SAME | B–II–VIS | B–II–VIS | SAME | SAME | B–II–VIS | B–II–VIS | SAME | SAME |
| DEPARTURE REFERENCE CODE (DPRC) | D–VI | D–VI | SAME | SAME | D–V | D–V | SAME | SAME | B–II | B–II | SAME | SAME | B–II | B–II | SAME | SAME |
| RUNWAY PAVEMENT TYPE | CONCRETE | | SAME | | CONCRETE | | SAME | | CONCRETE | | SAME | | CONCRETE | | SAME | |
| SURFACE TREATMENT | GROOVED | | SAME | | GROOVED | | SAME | | GROOVED | | SAME | | GROOVED | | SAME | |
| PAVEMENT STRENGTH (IN 1000 LBS.) | 100(S), 200(D), 400(DT) | | 100(S), 200(D), 400(DT) | | 60 (S), 100 (D) | | 100 (S), 200 (D), 400 (DT) | | 26 (S), 35 (D) | | 26 (S), 35 (D) | | 26 (S), 35 (D) | | 26 (S), 35 (D) | |
| PAVEMENT STRENGTH (PCN) | 95 R/C/W/T | | SAME | | 25 R/C/W/T | | 95 R/C/W/T | | 17 R/D/W/T | | SAME | | 17 R/D/W/T | | SAME | |
| EFFECTIVE RUNWAY GRADIENT % | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| ALL WEATHER WIND COVERAGE % (20 KNOTS) | 99.41 | 99.41 | SAME | SAME | 97.34 | 97.34 | SAME | SAME | 99.58 | 99.58 | SAME | SAME | 99.32 | 99.32 | SAME | SAME |
| RUNWAY END ELEVATION | 899.8'/899.3' | | SAME | | 896.2'/898.6' | | SAME | | 901.3'/898.5' | | SAME | | 897.0'/895.5' | | SAME | |
| RUNWAY WIDTH X LENGTH | 150' X 9,001' | | 150' X 9,001' | | 100' x 6,302' | | 150' x 8,000' | | 75' X 3,801' | | SAME | | 75' X 3,605' | | SAME | |
| RUNWAY SAFETY AREA WIDTH X LENGTH OFF ENDS | 500' X 1000' | 500' X 1000' | SAME | SAME | 150' X 300' | 150' X 300' | 500' X 1000' | 500' X 1000' | 150' X 300' | 150' X 300' | SAME | SAME | 150' X 300' | 150' X 300' | SAME | SAME |
| RUNWAY END COORDINATES (NAD 83) | LAT.46° 55' 58.32" LON.96° 48' 57.99" | LAT.46° 54' 29.49" LON.96° 48' 59.05" | SAME SAME | SAME SAME | LAT.46° 55' 37.70" LON.96° 49' 38.37" | LAT.46° 55' 37.18" LON.96° 48' 07.58" | LAT.46° 55' 37.78" LON.96° 49' 52.78" | SAME SAME | LAT.46° 54' 50.85" LON.96° 49' 17.36" | LAT.46° 54' 23.27" LON.96° 48' 40.24" | SAME SAME | SAME SAME | LAT.46° 55' 37.18" LON.96° 48' 00.04" | LAT.46° 54' 57.70" LON.96° 48' 00.51" | SAME SAME | SAME SAME |
| RUNWAY LIGHTING | HIRL | | HIRL | | MIRL | | MIRL | | MIRL | | MIRL | | MIRL | | MIRL | |
| RUNWAY MARKING | PRECISION | PRECISION | SAME | SAME | NON–PRECISION | NON–PRECISION | SAME | SAME | VFR | VFR | SAME | SAME | VFR | VFR | SAME | SAME |
| RUNWAY PROTECTION ZONE DIMENSIONS | 1000'X1750'X2500' | 1000'X1750'X2500' | SAME | SAME | 1000'X1510'X1700' | 1000'X1510'X1700 | SAME | SAME | 500'X700'X1000' | 500'X700'X1000' | SAME | SAME | 500'X700'X1000' | 500'X700'X1000' | SAME | SAME |
| FAR PART 77 APPROACH CATEGORY | 50:1 | 50:1 | SAME | SAME | 34:1 | 34:1 | SAME | SAME | 20:1 | 20:1 | SAME | SAME | 20:1 | 20:1 | SAME | SAME |
| APPROACH TYPE | PRECISION | PRECISION | SAME | SAME | NON–PRECISION | NON–PRECISION | SAME | SAME | VISUAL | VISUAL | SAME | SAME | VISUAL | VISUAL | SAME | SAME |
| APPROACH VISIBILITY MINIMUMS | 1/2–MILE | 1/2–MILE | SAME | SAME | 3/4–MILE | 3/4–MILE | SAME | SAME | VFR | VFR | SAME | SAME | VFR | VFR | SAME | SAME |
| AERONAUTICAL SURVEY REQUIRED | VERTICALLY GUIDED | VERTICALLY GUIDED | SAME | SAME | VERTICALLY GUIDED | VERTICALLY GUIDED | SAME | SAME | NVG | NVG | SAME | SAME | NVG | NVG | SAME | SAME |
| RUNWAY DEPARTURE SURFACE | YES | YES | SAME | SAME | YES | YES | SAME | SAME | NO | NO | SAME | SAME | NO | NO | SAME | SAME |
| RUNWAY SHOULDER WIDTH | NONE | | 35' | | NONE | | 35' | | NONE | | NONE | | NONE | | NONE | |
| RUNWAY OBJECT FREE AREA WIDTH X LENGTH OFF ENDS | 800' X 1000' | 800' X 1000' | SAME | SAME | 500' X 300' | 500' X 300' | 800' X 1000' | 800' X 1000' | 500' X 300' | 500' X 300' | SAME | SAME | 500' X 300' | 500' X 300' | SAME | SAME |
| RUNWAY OBSTACLE FREE ZONE WIDTH | 400' | | SAME | | 400' | | SAME | | 250' | | SAME | | 250' | | SAME | |
| RUNWAY OBSTACLE FREE ZONE CRITERIA | CRITERIA MET | | CRITERIA MET | | CRITERIA MET | | CRITERIA MET | | CRITERIA MET | | CRITERIA MET | | CRITERIA MET | | CRITERIA MET | |
| THRESHOLD SITING SURFACE (TSS) | TYPE 7,8,9 | TYPE 7,8,9 | SAME | SAME | TYPE 6,8,9 | TYPE 6,8,9 | SAME | SAME | TYPE 2 | TYPE 2 | SAME | SAME | TYPE 2 | TYPE 2 | SAME | SAME |
| VISUAL APPROACH AIDS | MALSR,PAPI(P4L) | MALSR,PAPI(P4R) | SAME | SAME | PAPI(P4L), REILS | PAPI(P4L), REILS | SAME | SAME | PAPI (P2R) | PAPI (P2L) | SAME | SAME | PAPI,REILS | PAPI,REILS | SAME | SAME |
| INSTRUMENT APPROACH AIDS | VOR DME/GPS/ILS | | VOR DME/GPS/ILS | | RNAV (GPS LPV) | | SAME | | NONE | | SAME | | NONE | | SAME | |
| RUNWAY TOUCHDOWN ZONE ELEVATION (NAVD88) | 899.8' | 899.2' | 899.8' | 899.2' | 899.8' | 899.3' | 899.8' | 899.3' | 901.1' | 899.2' | 901.1' | 899.2' | 900' | 900' | 900' | 900' |
| DESIGN AIRCRAFT BY RUNWAY | AIRBUS A–300 | | BOEING 767 | | AIRBUS A–320 | | BOEING 767 | | CITATION CJ3 | | SAME | | CITATION CJ3 | | SAME | |
| WINGSPAN (FEET) | 147.1 | | 156.1 | | 112 | | 156.1 | | 54 | | SAME | | 54' | | SAME | |
| UNDERCARRIAGE (FEET) | 36.1 | | 35.8 | | 29.4 | | 35.8 | | 17 | | SAME | | 17' | | SAME | |
| APPROACH SPEED (KTS) | 137 | | 150 | | 136 | | 150 | | 130 | | SAME | | 130 | | SAME | |
| DECLARED DISTANCES TORA | 9,001' | 9,001' | SAME | SAME | 6,302' | 6,302' | 8,000' | 8,000' | 3,801' | 3,801' | SAME | SAME | 3,605' | 3,605' | SAME | SAME |
| TODA | 9,001' | 9,001' | SAME | SAME | 6,302' | 6,302' | 8,000' | 8,000' | 3,801' | 3,801' | SAME | SAME | 3,605' | 3,605' | SAME | SAME |
| ASDA | 9,001' | 9,001' | SAME | SAME | 6,302' | 6,302' | 8,000' | 8,000' | 3,801' | 3,801' | SAME | SAME | 3,605' | 3,605' | SAME | SAME |
| LDA | 9,001' | 9,001' | SAME | SAME | 6,302' | 6,302' | 8,000' | 8,000' | 3,801' | 3,801' | SAME | SAME | 3,605' | 3,605' | SAME | SAME |
| RUNWAY LINE–OF–SIGHT | CRITERIA MET | | SAME | | CRITERIA MET | | SAME | | CRITERIA MET | | SAME | | CRITERIA MET | | SAME | |
| VERTICAL & HORIZONTAL DATUM | NAVD88 & NAD83 | | SAME | | NAVD88 & NAD83 | | SAME | | NAVD88 & NAD83 | | SAME | | NAVD88 & NAD83 | | SAME | |

N/A = NOT APPLICABLE

| ITEM | AIRPLANE DESIGN GROUP EXISTING | AIRPLANE DESIGN GROUP FUTURE | STANDARD EXISTING | STANDARD FUTURE | MODIFICATION EXISTING | MODIFICATION FUTURE | REMARKS | APPROVED |
|---|---|---|---|---|---|---|---|---|
| NONE REQUIRED | | | | | | | | |

| NO. | DESCRIPTION | |
|---|---|---|
| | | |

NOTES:

| | EXISTING | *FUTURE* |
|---|---|---|
| AIRPORT REFERENCE CODE (ARC) | D–V | *SAME* |
| MEAN MAX. TEMPERATURE (HOTTEST MONTH) | 83.4 (JULY) | *SAME* |
| AIRPORT ELEVATION (AMSL) (NAVD88) | 901.8' | *SAME* |
| AIRPORT NAVAIDS | VOR DME/GPS/ILS<br>BEACON | *SAME*<br>*SAME* |
| AIRPORT REFERENCE POINT (ARP) (NAD83) | LAT. N 46°55'14.34"<br>LON. W 96°48'56.75" | *LAT. N 46°55'14.34"*<br>*LON. W 96°48'56.75"* |
| CRITICAL AIRCRAFT | A–300 | *B–767* |
| WINGSPAN (FEET) | 147.1 | *156.1* |
| UNDERCARRIAGE (FEET) | 36.1 | *35.8* |
| APPROACH SPEED (KTS) | 137 | *150* |
| AIRPORT MAGNETIC DECLINATION (MAR. 2018) | 2° 56' E | *0° 5' W/ yr.* |
| NPIAS SERVICE LEVEL | CS | *SAME* |
| STATE EQUIVALENT SERVICE ROLE | COMMERCIAL SERVICE | *SAME* |
| AIRPORT PROERTY (ACRES) | 2,684 | *SAME* |
| MISCELLANEOUS FACILITIES | ASOS, ASR, TACAN | *SAME* |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# HECTOR INTERNATIONAL AIRPORT
## Airport Layout Plan

2801 32ND AVENUE N
FARGO, ND 58102

ISSUED

NOT FOR CONSTRUCTION

AIP: 3-38-0017-042-2014
M&H NO.: 2796100-132467.01
DATE: January 2018
DESIGNED BY: M&H
DRAWN BY: JWB
CHECKED BY: MRB
DO NOT SCALE DRAWINGS

SHEET CONTENTS
AIRPORT DATA SHEET

SHEET NO.
2

\\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\2796100\132467.01\TECH\CAD\AIRPORTLAYOUTPLAN\2 AIRPORT DATA SHEET.DWG
8/23/2018 2:58:32 PM