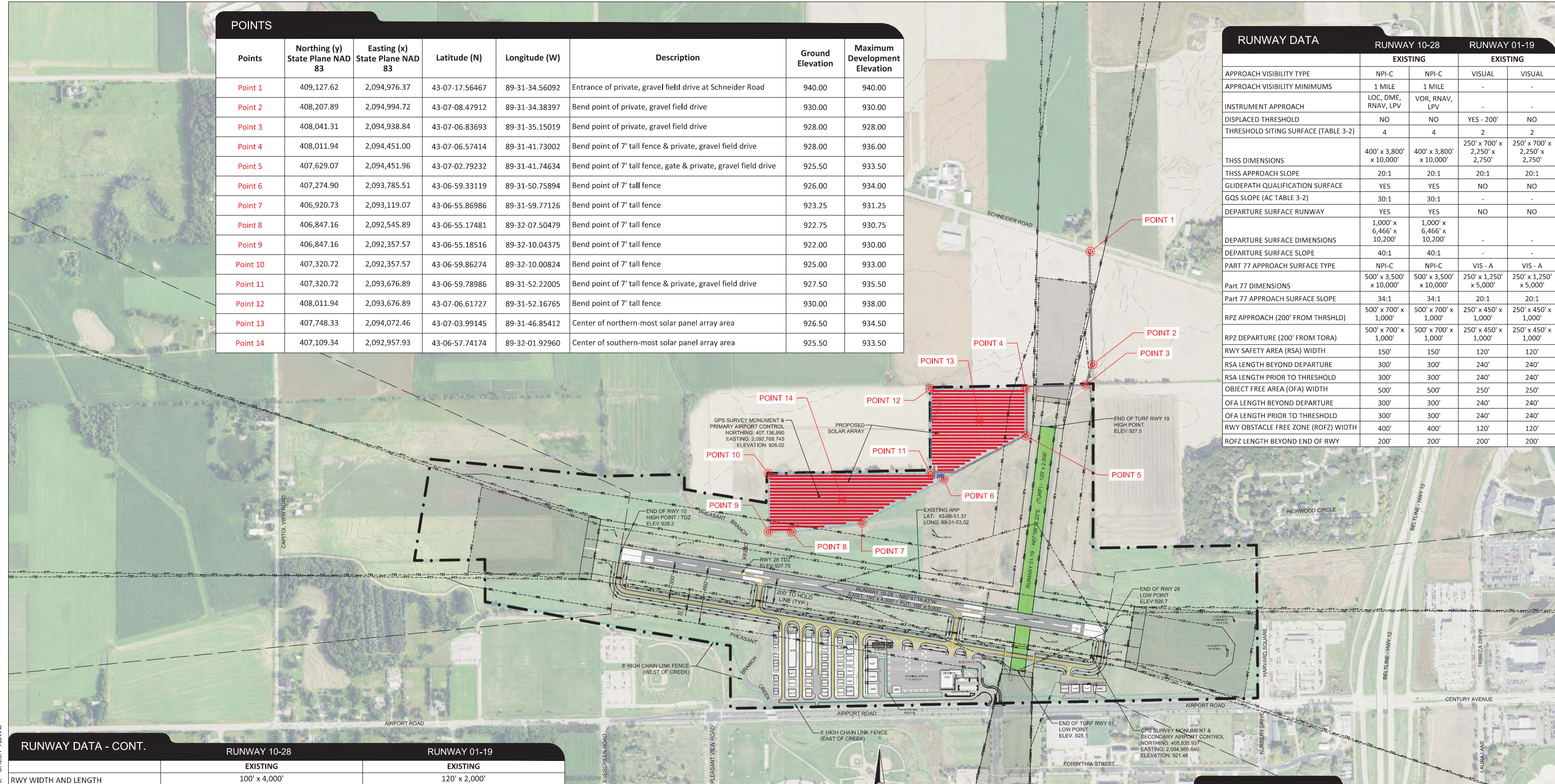


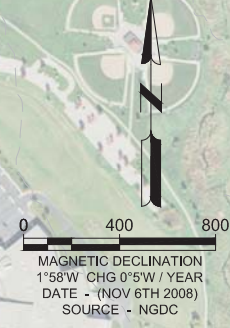
POINTS							
Points	Northing (y) State Plane NAD 83	Easting (x) State Plane NAD 83	Latitude (N)	Longitude (W)	Description	Ground Elevation	Maximum Development Elevation
Point 1	409,127.62	2,094,976.37	43-07-17.56467	89-31-34.56092	Entrance of private, gravel field drive at Schneider Road	940.00	940.00
Point 2	408,207.89	2,094,994.72	43-07-08.47912	89-31-34.38397	Bend point of private, gravel field drive	930.00	930.00
Point 3	408,041.31	2,094,938.84	43-07-06.83693	89-31-35.15019	Bend point of private, gravel field drive	928.00	928.00
Point 4	408,011.94	2,094,451.00	43-07-06.57414	89-31-41.73002	Bend point of 7' tall fence & private, gravel field drive	928.00	936.00
Point 5	407,629.07	2,094,451.96	43-07-02.79232	89-31-41.74634	Bend point of 7' tall fence, gate & private, gravel field drive	925.50	933.50
Point 6	407,274.90	2,093,785.51	43-06-59.33119	89-31-50.75894	Bend point of 7' tall fence	926.00	934.00
Point 7	406,920.73	2,093,119.07	43-06-55.86986	89-31-59.77126	Bend point of 7' tall fence	923.25	931.25
Point 8	406,847.16	2,092,545.89	43-06-55.17481	89-32-07.50479	Bend point of 7' tall fence	922.75	930.75
Point 9	406,847.16	2,092,357.57	43-06-55.18516	89-32-10.04375	Bend point of 7' tall fence	922.00	930.00
Point 10	407,320.72	2,092,357.57	43-06-59.86274	89-32-10.00824	Bend point of 7' tall fence	925.00	933.00
Point 11	407,320.72	2,093,676.89	43-06-59.78986	89-31-52.22005	Bend point of 7' tall fence & private, gravel field drive	927.50	935.50
Point 12	408,011.94	2,093,676.89	43-07-06.61727	89-31-52.16765	Bend point of 7' tall fence	930.00	938.00
Point 13	407,748.33	2,094,072.46	43-07-03.99145	89-31-46.85412	Center of northern-most solar panel array area	926.50	934.50
Point 14	407,109.34	2,092,957.93	43-06-57.74174	89-32-01.92960	Center of southern-most solar panel array area	925.50	933.50

RUNWAY DATA	RUNWAY 10-28		RUNWAY 01-19	
	EXISTING	EXISTING	EXISTING	EXISTING
APPROACH VISIBILITY TYPE	NPI-C	NPI-C	VISUAL	VISUAL
APPROACH VISIBILITY MINIMUMS	1 MILE	1 MILE	-	-
INSTRUMENT APPROACH	LOC, DME, RNAV, LPV	VOR, RNAV, LPV	-	-
DISPLACED THRESHOLD	NO	NO	YES - 200'	NO
THRESHOLD SITING SURFACE (TABLE 3-2)	4	4	2	2
THSS DIMENSIONS	400' x 3,800' x 10,000'	400' x 3,800' x 10,000'	250' x 700' x 2,250' x 2,750'	250' x 700' x 2,250' x 2,750'
THSS APPROACH SLOPE	20:1	20:1	20:1	20:1
GLIDEPATH QUALIFICATION SURFACE	YES	YES	NO	NO
GQS SLOPE (AC TABLE 3-2)	30:1	30:1	-	-
DEPARTURE SURFACE RUNWAY	YES	YES	NO	NO
DEPARTURE SURFACE DIMENSIONS	1,000' x 6,466' x 10,200'	1,000' x 6,466' x 10,200'	-	-
DEPARTURE SURFACE SLOPE	40:1	40:1	-	-
PART 77 APPROACH SURFACE TYPE	NPI-C	NPI-C	VIS - A	VIS - A
Part 77 DIMENSIONS	500' x 3,500' x 10,000'	500' x 3,500' x 10,000'	250' x 1,250' x 5,000'	250' x 1,250' x 5,000'
Part 77 APPROACH SURFACE SLOPE	34:1	34:1	20:1	20:1
RPZ APPROACH (200' FROM THRSOLD)	500' x 700' x 1,000'	500' x 700' x 1,000'	250' x 450' x 1,000'	250' x 450' x 1,000'
RPZ DEPARTURE (200' FROM TORA)	500' x 700' x 1,000'	500' x 700' x 1,000'	250' x 450' x 1,000'	250' x 450' x 1,000'
RWY SAFETY AREA (RSA) WIDTH	150'	150'	120'	120'
RSA LENGTH BEYOND DEPARTURE	300'	300'	240'	240'
RSA LENGTH PRIOR TO THRESHOLD	300'	300'	240'	240'
OBJECT FREE AREA (OFA) WIDTH	500'	500'	250'	250'
OFA LENGTH BEYOND DEPARTURE	300'	300'	240'	240'
OFA LENGTH PRIOR TO THRESHOLD	300'	300'	240'	240'
RWY OBSTACLE FREE ZONE (ROFZ) WIDTH	400'	400'	120'	120'
ROFZ LENGTH BEYOND END OF RWY	200'	200'	200'	200'



RUNWAY DATA - CONT.	RUNWAY 10-28		RUNWAY 01-19	
	EXISTING	EXISTING	EXISTING	EXISTING
RWY WIDTH AND LENGTH	100' x 4,000'		120' x 2,000'	
RWY END DESIGNATIONS	10	28	01	19
RWY END LATITUDE	43-06-53.513 (N)	43-06-46.902 (N)	43-06-43.912 (N)	43-07-03.497 (N)
RWY END LONGITUDE	89-32-26.338 (W)	89-31-33.168 (W)	89-31-42.812 (W)	89-31-39.311 (W)
RWY END ELEV.	928.2	926.7	925.1	927.5
RWY LOW/HIGH POINT EL.	928.2 / 926.7		925.1 / 927.5	
RWY TOUCHDOWN ZONE EL.	928.2	927.8	926.9	927.5
RWY GRADIENT (%)	0.03%		0.12%	
RWY DESIGN CODE	B-II-5000	B-II-5000	B-I-VISUAL	B-I-VISUAL
RWY REFERENCE CODE	B-II	B-II	B-I (SMALL)	B-I (SMALL)
RWY PAVEMENT TYPE	ASPHALT	ASPHALT	TURF	TURF
RWY PAVEMENT STRENGTH	SW - 30,000 LBS		SW - 12,500 LBS	
RWY / TWY LIGHTING	MIRL, MITL		NONE	
RWY MARKING	NON-PRECISION		NONE	
VISUAL APPROACH AIDS	PAPI, REILS		NONE	
INSTRUMENT APPROACH AIDS	LOC, DME, RNAV, LPV	VOR, RNAV, LPV	NONE	NONE

DRAWING LEGEND	
AIRPORT PROPERTY LINE	---●---●---●---
AIRPORT BUILDINGS	▭
PART 77 APPROACH SURFACE	---P77---P77---
THRESHOLD SITING: APPROACH	---TIS---TIS---
THRESHOLD SITING: DEPARTURE	---TDS---TDS---
RUNWAY PROTECTION ZONE	---RPZ---RPZ---
30' BUILDING RESTRICTION LINE	---BRL---BRL---
RUNWAY SAFETY AREA	---RSA---RSA---
RUNWAY OBJECT FREE AREA	---OFA---OFA---
RUNWAY VISIBILITY ZONE	---RVZ---RVZ---
RUNWAY OBSTACLE FREE ZONE	---OFZ---OFZ---
LOCALIZER CRITICAL AREA	---LCA---LCA---
TAXIWAY SAFETY AREA	---TSA---TSA---
TAXIWAY OBJECT FREE AREA	---TOFA---TOFA---
FENCE	---F---F---
GROUND CONTOURS	---950---



REVISIONS			
NO.	ITEM	BY	DATE

**Middleton Municipal Airport - Morey Field**  
Middleton, Wisconsin

## AIRPORT LAYOUT PLAN

Mead and Hunt, Inc.

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**DRAFT**

DATE  
JAN. 17, 2018

SCALE  
N/A

SHEET NO.  
1 of 11

The preparation of these documents was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents of this plan do not necessarily reflect the official views or policy of the FAA or the Wisconsin Department of Transportation Bureau of Aeronautics (BOA). Acceptance of this document by the FAA and the BOA does not in any way constitute a commitment on the part of the United States or the State of Wisconsin to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

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