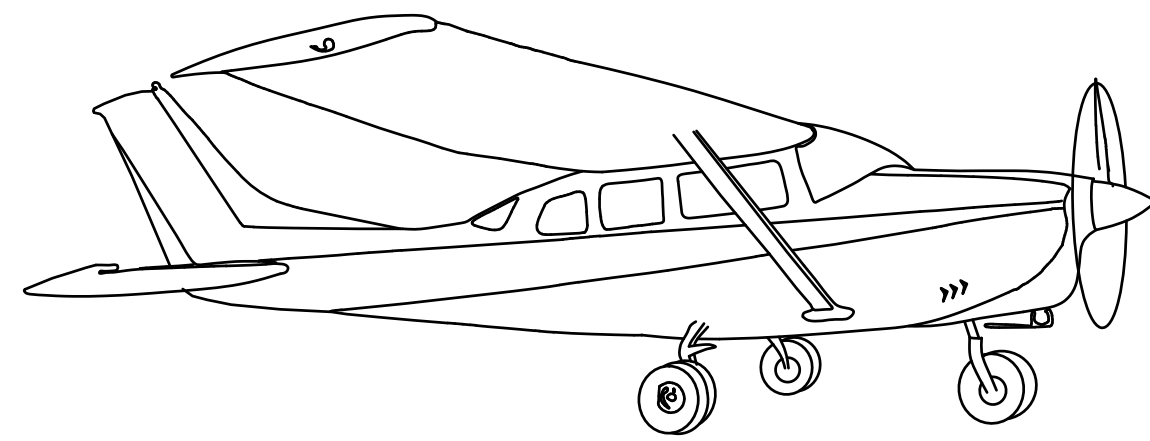


# GLASGOW VALLEY COUNTY AIRPORT (GGW) AIRPORT LAYOUT PLAN

VALLEY COUNTY, MONTANA  
OCTOBER 2024  
FAA AIP NO. 3-30-033-024-2021



**AIRPORT SPONSOR APPROVAL:**

APPROVED: \_\_\_\_\_ DATE \_\_\_\_\_  
 ROD KARST, MAYOR, CITY OF GLASGOW

APPROVED: \_\_\_\_\_ DATE \_\_\_\_\_  
 MARY ARMSTRONG, BOARD CHAIR, VALLEY COUNTY COMMISSION

**FAA APPROVAL:**

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO  
 ALP APPROVAL LETTER DATED \_\_\_\_/\_\_\_\_/\_\_\_\_  
 FAA AIRSPACE REVIEW NUMBER: \_\_\_\_\_

\_\_\_\_\_ DATE \_\_\_\_\_



**LOCATION MAP**



**VICINITY MAP**

SHEET INDEX		
SHEET NO.	DESCRIPTION	REV. DATE
1	TITLE SHEET	10/9/2024
2	DATA SHEET	10/9/2024
3	AIRPORT LAYOUT PLAN	10/9/2024
4	AIRPORT AIRSPACE PLAN AND OBSTRUCTION TABLE	10/9/2024
5	AIRPORT AIRSPACE PROFILES	10/9/2024
6	RUNWAY 12 INNER APPROACH PLAN AND PROFILE	10/9/2024
7	RUNWAY 30 INNER APPROACH PLAN AND PROFILE	10/9/2024
8	RUNWAY 12-30 INNER APPROACH OBSTRUCTION TABLES	10/9/2024
9	RUNWAY 8 INNER APPROACH PLAN AND PROFILE	10/9/2024
10	RUNWAY 26 INNER APPROACH PLAN AND PROFILE	10/9/2024
11	RUNWAY 12-30 INSTRUMENT DEPARTURE PLAN AND PROFILES	10/9/2024
12	RUNWAY 12-30 INSTRUMENT DEPARTURE OBSTRUCTION TABLES	10/9/2024
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14	RUNWAY 8-26 INSTRUMENT DEPARTURE OBSTRUCTION TABLES	10/9/2024
15	TERMINAL AREA DRAWING	10/9/2024
16	AIRPORT PROPERTY MAP	10/9/2024
17	PROPERTY INTERESTS TABLE	10/9/2024

**PREPARED FOR:**

GLASGOW VALLEY COUNTY AIRPORT  
 OWNER: CITY OF GLASGOW/VALLEY COUNTY  
 89 AIRPORT RD  
 GLASGOW, MT 59230

**PREPARED BY:**

**DOWL**  
[WWW.DOWL.COM](http://WWW.DOWL.COM)  
 1300 Cedar Street  
 Helena, Montana 59601  
 406-442-0370

**ABBREVIATIONS**

AC	ADVISORY CIRCULAR	EL	ELEVATION	NAVD88	NORTH AMERICAN VERTICAL DATUM OF 1988	RPZ	RUNWAY PROTECTION ZONE
ALP	AIRPORT LAYOUT PLAN	FAA	FEDERAL AVIATION ADMINISTRATION	NOAA	NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION	RRC	RUNWAY REFERENCE CODE
ALS	APPROACH LIGHTING SYSTEM	FBO	FIXED BASE OPERATOR	NOS	NATIONAL OCEAN SERVICE	RSA	RUNWAY SAFETY AREA
APRC	APPROACH REFERENCE CODE	FG	FINISHED GRADE	NPI	NON-PRECISION INSTRUMENT	R/W	RUNWAY
ARC	AIRPORT REFERENCE CODE	GA	GENERAL AVIATION	NOTAMS	NOTICE TO AIRMEN	RVZ	RUNWAY VISIBILITY ZONE
ARP	AIRPORT REFERENCE POINT	LAT	LATITUDE	NTS	NOT TO SCALE	TBD	TO BE DETERMINED
ARPC	APPROACH RUNWAY PROTECTION ZONE	LDA	LANDING DISTANCE AVAILABLE	OCS	OBSTACLE CLEARANCE SURFACE	TERPS	TERMINAL INSTRUMENT PROCEDURES
ASDA	ACCELERATE STOP DISTANCE AVAILABLE	LONG	LONGITUDE	PACS/SACS	PRIMARY AND SECONDARY AIRPORT CONTROL STATIONS	TDG	TAXIWAY DESIGN GROUP
AWOS	AUTOMATED WEATHER OBSERVATION SYSTEM	MAX	MAXIMUM	PAPI	PRECISION APPROACH PATH INDICATOR	TODA	TAKE OFF DISTANCE AVAILABLE
BLDG	BUILDING	MIN	MINIMUM	PCN	PAVEMENT CLASSIFICATION NUMBER	TOFA	TAXIWAY OBJECT FREE AREA
BRL	BUILDING RESTRICTION LINE	MIRL	MEDIUM INTENSITY RUNWAY LIGHTS	POFZ	PRECISION OBSTACLE FREE ZONE	TORA	TAKE OFF RUN AVAILABLE
CL	CENTERLINE	MSL	MEAN SEA LEVEL	R	RADIUS	TSS	THRESHOLD SITING SURFACE
DPRC	DEPARTURE REFERENCE CODE	N/A	NOT APPLICABLE	RDC	DESIGN CODE	T/W	TAXIWAY
DRPZ	DEPARTURE RUNWAY PROTECTION ZONE	NAD83	NORTH AMERICAN DATUM OF 1983	REIL	RUNWAY END IDENTIFIER LIGHTS	TYP	TYPICAL
E	EXISTING			ROFA	RUNWAY OBJECT FREE AREA	TSA	TAXIWAY SAFETY AREA
EG	EXISTING GROUND			ROFZ	RUNWAY OBSTACLE FREE ZONE	U	ULTIMATE
						USGS	U.S. GEOLOGICAL SURVEY

REV	DATE	DESCRIPTION	BY
1	07/25/24	GGW MASTER PLAN & ALP UPDATE	AF
2	10/09/24	FINAL MASTER PLAN & ALP EDITS	NFB

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GLASGOW VALLEY COUNTY AIRPORT  
 AIRPORT LAYOUT PLAN

TITLE SHEET

PROJECT 4623.12423.01  
 DATE 10/09/2024

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 SHEET

c:\dowl\_p\p\40404491\SC-AV-CV-12423-01.dwg PLOT DATE 2024-10-09 10:21 USER: nbleich

RUNWAY DATA	RUNWAY 12-30		RUNWAY 8-26	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY WIDTH x LENGTH (FEET)	100' x 5001'	100' x 6200'	75' x 5000'	SAME
APPROACH VISIBILITY MINIMUMS	NPI > 3/4 MILE (RWY 12) NPI ≥ 3/4 MILE (RWY 30)	NPI ≥ 3/4 MILE	VISUAL (CIRCLING)	NPI > 1 MILE
FAR PART 77 RUNWAY CATEGORY	> UTILITY	SAME	> UTILITY	SAME
PART 77 FINAL APPROACH SLOPE	34:1	SAME	20:1	34:1
THRESHOLD SITING SURFACE (13B)	20:1 (SURFACE 5)	SAME	20:1 (SURFACE 3)	20:1 (SURFACE 4)
VERTICAL GUIDANCE SURFACE (13B)	30:1 (SURFACE 6)	SAME	N/A	N/A
INSTRUMENT DEPARTURE SURFACE (13B)	YES (SURFACE 7)	SAME	YES (SURFACE 7)	SAME
TRUE BEARING	N 89.88° E	SAME	N 133.92° E	SAME
TYPE OF SURFACE / SURFACE TREATMENT	ASPHALT / GROOVED	SAME	ASPHALT / GROOVED	SAME
PAVEMENT STRENGTH (x 1,000 LBS)	75 S / < 91 D / < 100 DT	SAME	25 S / 45 D / 75 DT	75 S / < 91 D / < 100 DT
PAVEMENT CONDITION INDEX (PCI)	82	SAME	79	SAME
DESIGN AIRCRAFT	B-II	SAME	B-II	SAME
LIGHTING	MIRL	SAME	MIRL	SAME
MARKING TYPE	NPI	SAME	BASIC	NPI
EFFECTIVE GRADIENT	0.062%	0.064%	0.223%	SAME
MAXIMUM GRADIENT	0.436%	SAME	0.761%	SAME
LINE OF SITE REQUIREMENT MET?	YES	SAME	YES	SAME
WIND COVERAGE (13 KNOTS, ALL WEATHER)	93.28%	SAME (ASSUMED)	95.38%	SAME (ASSUMED)
RUNWAY REFERENCE CODE (EXISTING)	B-II-4000	SAME	B-II-VIS	B-II-4000
RUNWAY DESIGN CODE (ULTIMATE)				
INSTRUMENT APPROACH AIDS	VOR/DME (RWY 12 & 30) GPS (RWY 12 & 30)	SAME	NONE	GPS
VISUAL APPROACH AIDS	PAPI 4L (RWY 12 & 30) REIL (RWY 12 & 30)	SAME	PAPI 2L (RWY 8 & 26) REIL (RWY 8 & 26)	SAME
AERONAUTICAL SURVEY REQUIREMENTS	VGS	SAME	VGS	SAME
RUNWAY SAFETY AREA (RSA)	150' x 5601'	150' x 6800'	150' x 5600'	SAME
OBJECT FREE AREA (OFA)	500' x 5601'	500' x 6800'	500' x 5600'	SAME
OBSTACLE FREE ZONE (OFZ)	400' x 5401'	400' x 6600'	400' x 5400'	SAME
RUNWAY PROTECTION ZONE (RPZ)	1000' x 1510' x 1700'	SAME	500' x 700' x 1000'	SAME
VERTICAL AND HORIZONTAL DATUM	NAD83/NAVD88	SAME	NAD83/NAVD88	SAME
<b>DECLARED DISTANCES</b>				
TAKEOFF RUN AVAILABLE (TORA)	5001'	6200'	5000'	SAME
TAKEOFF DISTANCE AVAILABLE (TODA)	5001'	6200'	5000'	SAME
LANDING DISTANCE AVAILABLE (LDA)	5001'	6200'	5000'	SAME
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	5001'	6200'	5000'	SAME

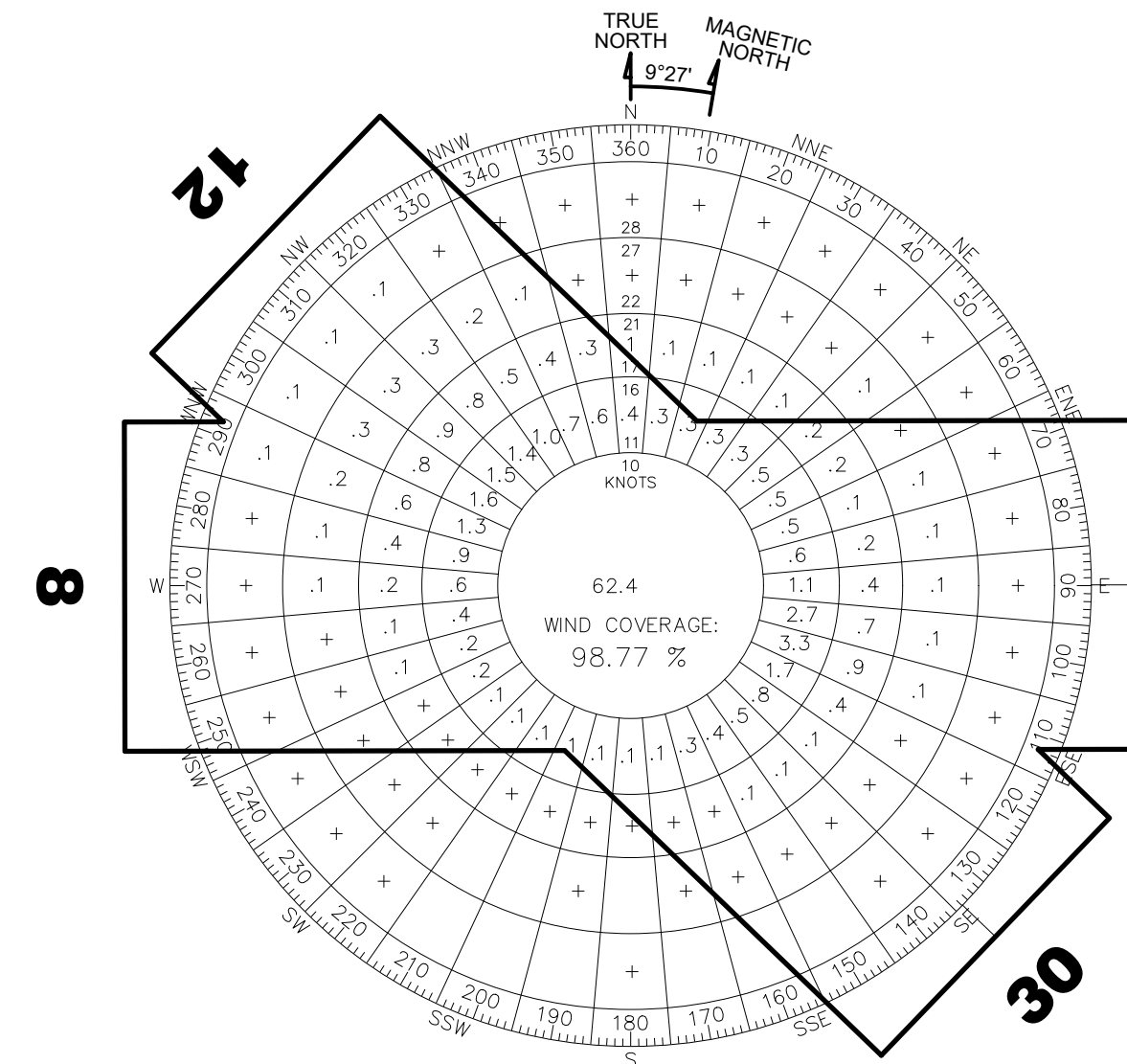
ALL WEATHER WIND DATA		
	10.5 KNOTS	13 KNOTS
<b>RUNWAY 12-30</b>	88.41%	93.28%
<b>RUNWAY 8-26</b>	91.45%	95.38%
<b>COMBINED</b>	97.25%	98.77%

IFR WIND DATA		
	10.5 KNOTS	13 KNOTS
<b>RUNWAY 12-30</b>	85.01%	90.60%
<b>RUNWAY 8-26</b>	86.62%	92.27%
<b>COMBINED</b>	94.44%	97.74%

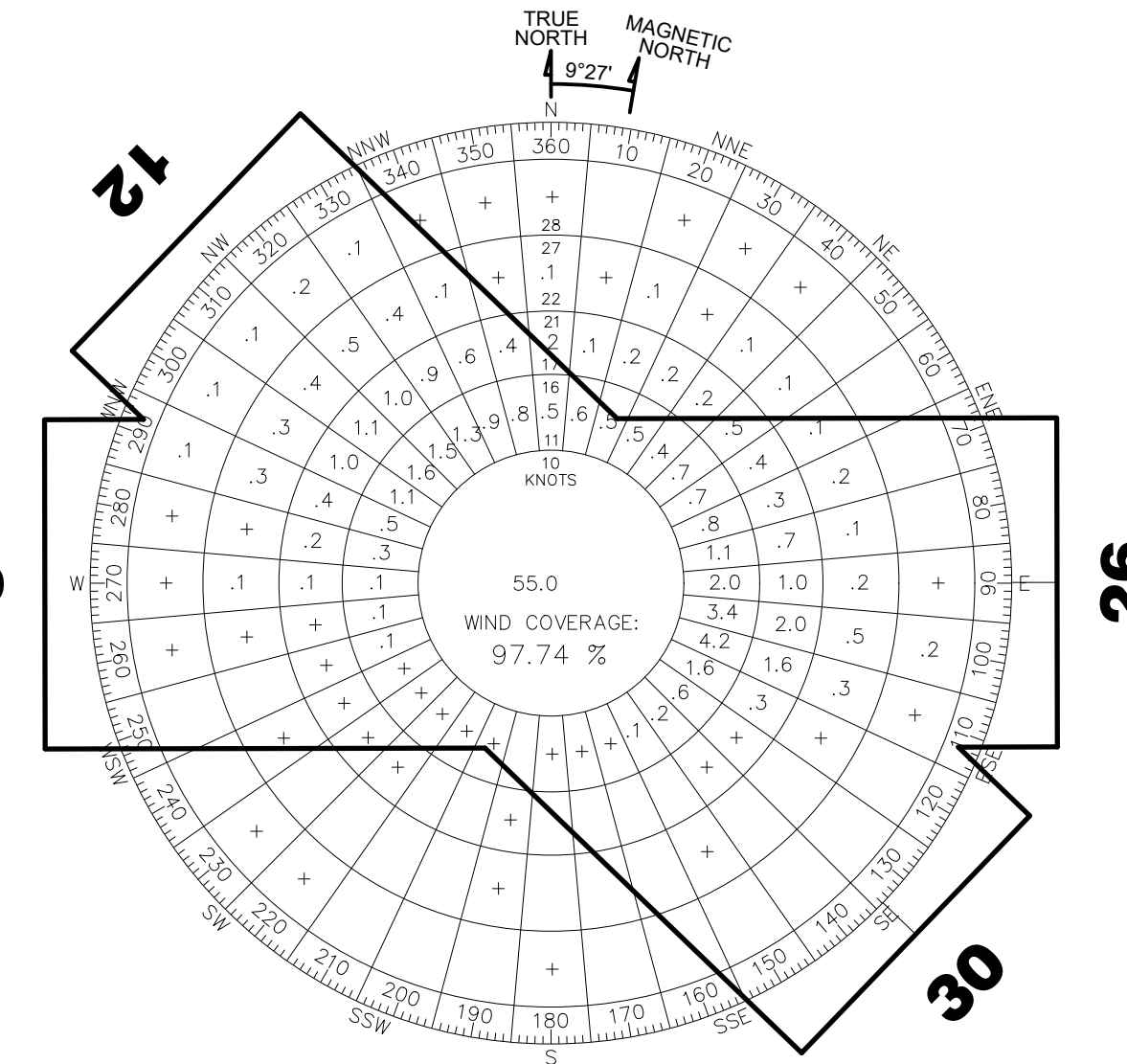
- ### NOTES
- ALP IS BASED ON FAA - "AIRPORT DESIGN" ADVISORY CIRCULAR 150/5300-13B AND FEDERAL AVIATION ADMINISTRATION REGULATION (FAR) PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE.
  - ELEVATIONS ARE ON USGS DATUM - NORTH AMERICAN VERTICAL DATUM OF 1988. HORIZONTAL COORDINATES ARE ON NORTH AMERICAN DATUM OF 1983 (NAD 83 2007).
  - NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS (SEE SHEETS 6 - 10).
  - TAXIWAY C IS SIGNED TO PROHIBIT STOPPING WITHIN THE VOR CRITICAL AREA.
  - RUNWAY 8-26 IS A CROSS-SLOPED SECTION, DRAINING TO THE SOUTH SIDE STORM DRAIN SYSTEM.
  - PART 77 OBSTRUCTION SURVEY COMPLETED BY MILLER CREEK IN OCTOBER 2021.

**SOURCE:**

FAA ADIP WIND ANALYSIS / WINDROSE GENERATOR 727680 WOKAL FIELD/GLASGOW INTL AIRP PERIOD RECORD: 2014-2023



**ALL WEATHER**



**INSTRUMENT METEOROLOGICAL CONDITION**

RUNWAY END COORDINATES				
RUNWAY END	LATITUDE	LONGITUDE	ELEVATION (ft. MSL)	TDZE
8	48° 12' 46.14"	106° 37' 28.98"	2284.2	2295.0 @ 42+00
26	48° 12' 46.24"	106° 36' 15.16"	2295.4	2295.9 @ 53+55
12	48° 13' 00.60"	106° 37' 21.06"	2290.9	2294.0 @ 34+55
30	48° 12' 26.36"	106° 36' 27.87"	2287.7	2294.0 @ 34+55
30 (U)	48° 12' 18.16"	106° 36' 15.13"	2286.9	2293.2 @ 44+00

MODIFICATION TO DESIGN STANDARDS				
ITEM	STANDARD	EXISTING	ULTIMATE	DISPOSITION
NONE REQUIRED				

AIRPORT DATA		
DESCRIPTION	EXISTING	ULTIMATE
NATIONAL AIRPORT IDENTIFIER	GGW	SAME
ICAO IDENTIFIER	KGGW	SAME
FAA SITE NUMBER	12375.*A	SAME
AIRPORT REFERENCE CODE (ARC)	B-II	SAME
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	85.5° F (JULY)	SAME (ASSUMED)
AIRPORT ELEVATION (NAVD88)	2295.9'	SAME
AIRPORT NAVIGATIONAL AIDS	VOR/GPS RWY 12/30 (FAA-OWNED)	SAME
AIRPORT REFERENCE POINT (NAD83)	LAT: 48° 12' 44.83" N LONG: 106° 36' 53.27" W	LAT: 48° 12' 42.49" N LONG: 106° 36' 50.77" W
TAXIWAY LIGHTING	MITL	SAME
AIRPORT MAGNETIC VARIATION* (JULY 2024)	9° 27' E ± 0° 25'	0° 5' W/YEAR
NPIAS SERVICE LEVEL	CS	SAME
OBSTRUCTION SURVEY SOURCE	MILLER CREEK ASSOCIATES	FALL 2021
MISCELLANEOUS FACILITIES	LIGHTED WIND CONES, ASOS, PAPI, REIL, AIRPORT BEACON	SAME

**\*SOURCE:**

NOAA NATIONAL CENTERS FOR ENVIRONMENTAL INFORMATION (NCEI)  
MAGNETIC DECLINATION ESTIMATED VALUE CALCULATOR MODEL USED: WMM (2019-2024)

PACS & SACS					
DESIGNATION	PID	NORTHING	EASTING	ELEVATION	DESCRIPTION
GGW ARP	AD9826	1457807.57	2670502.39	2290.6'	PACS
GGW AP STA A	AD9828	1459752.45	2669036.36	2285.8'	SACS
GLASGOW 2	TJ0615	1458845.74	2671654.76	2304.2'	SACS

TAXIWAY DATA TABLE									
DESIGNATION		ADG	TDG	WIDTH	TSA WIDTH	OFA WIDTH	WING TIP CLEARANCE	SHOULDER WIDTH	LIGHTING
EXISTING	ULTIMATE	EXISTING / ULTIMATE	EXISTING / ULTIMATE	EXISTING / ULTIMATE	EXISTING / ULTIMATE	EXISTING / ULTIMATE	EXISTING / ULTIMATE	EXISTING / ULTIMATE	EXISTING / ULTIMATE
T/W C (APRON - R/W 8-26)	T/W E	II	2A	35'	79'	124'	22.5'	15'	MITL
T/W C (R/W 8-26 - R/W 12-30)	SAME	II	2A	35'	79'	124'	22.5'	15'	MITL
-	T/W B	II	2A	35'	79'	124'	22.5'	15'	MITL
-	T/W B1	II	2A	35'	79'	124'	22.5'	15'	MITL
-	T/W B2	II	2A	35'	79'	124'	22.5'	15'	MITL
-	T/W A	II	2A	35'	79'	124'	22.5'	15'	MITL
-	T/W A1	II	2A	35'	49'	124'	22.5'	15'	MITL
T/L A	SAME	I	2A	35'	49'	79'	15'	10'	MITL
T/L B	SAME	I	1A	25'	49'	79'	15'	10'	MITL
T/L C	SAME	I	1A	25'	49'	79'	15'	10'	MITL
T/L D	SAME	I	1A	25'	49'	79'	15'	10'	MITL
T/L E	SAME	II	2A	35'	79'	110'	15.5'	15'	MITL
T/L F	SAME	I	1A	25'	49'	79'	15'	10'	MITL
T/L G	SAME	I	1A	25'	49'	79'	15'	10'	MITL
T/L H	SAME	I	1A	25'	49'	79'	15'	10'	MITL
T/L I	SAME	I	1A	25'	49'	79'	15'	10'	MITL
-	T/L J	I	1A	25'	49'	79'	15'	10'	MITL
-	T/L K	I	1A	25'	49'	79'	15'	10'	MITL
-	T/L L	I	1A	25'	49'	79'	15'	10'	MITL

NON-STANDARD CONDITIONS				
ITEM	STANDARD	EXISTING	ULTIMATE	DISPOSITION
RUNWAY 12-30 WIDTH	75'	100'	100'	LEAVE-AS-IS
RUNWAY 12-30 OFZ	CLEAR	GROUND PENETRATIONS	CLEAR	REMOVE
RUNWAY 8-26 OFZ	CLEAR	GROUND PENETRATIONS	CLEAR	REMOVE

REV	DATE	DESCRIPTION
1	07/25/24	CGW MASTER PLAN & ALP UPDATE
2	10/09/24	FINAL MASTER PLAN & ALP EDITS

**DOWL**

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GLASGOW VALLEY COUNTY AIRPORT AIRPORT LAYOUT PLAN

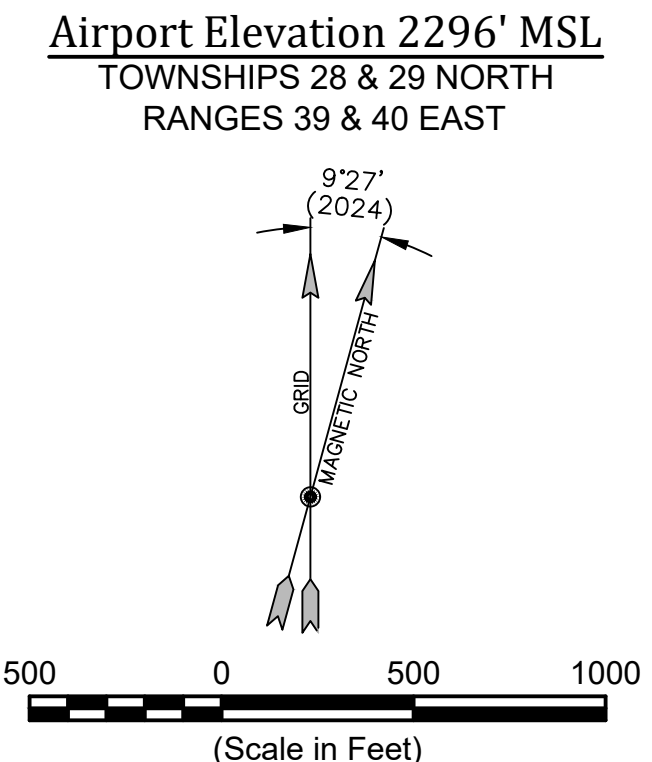
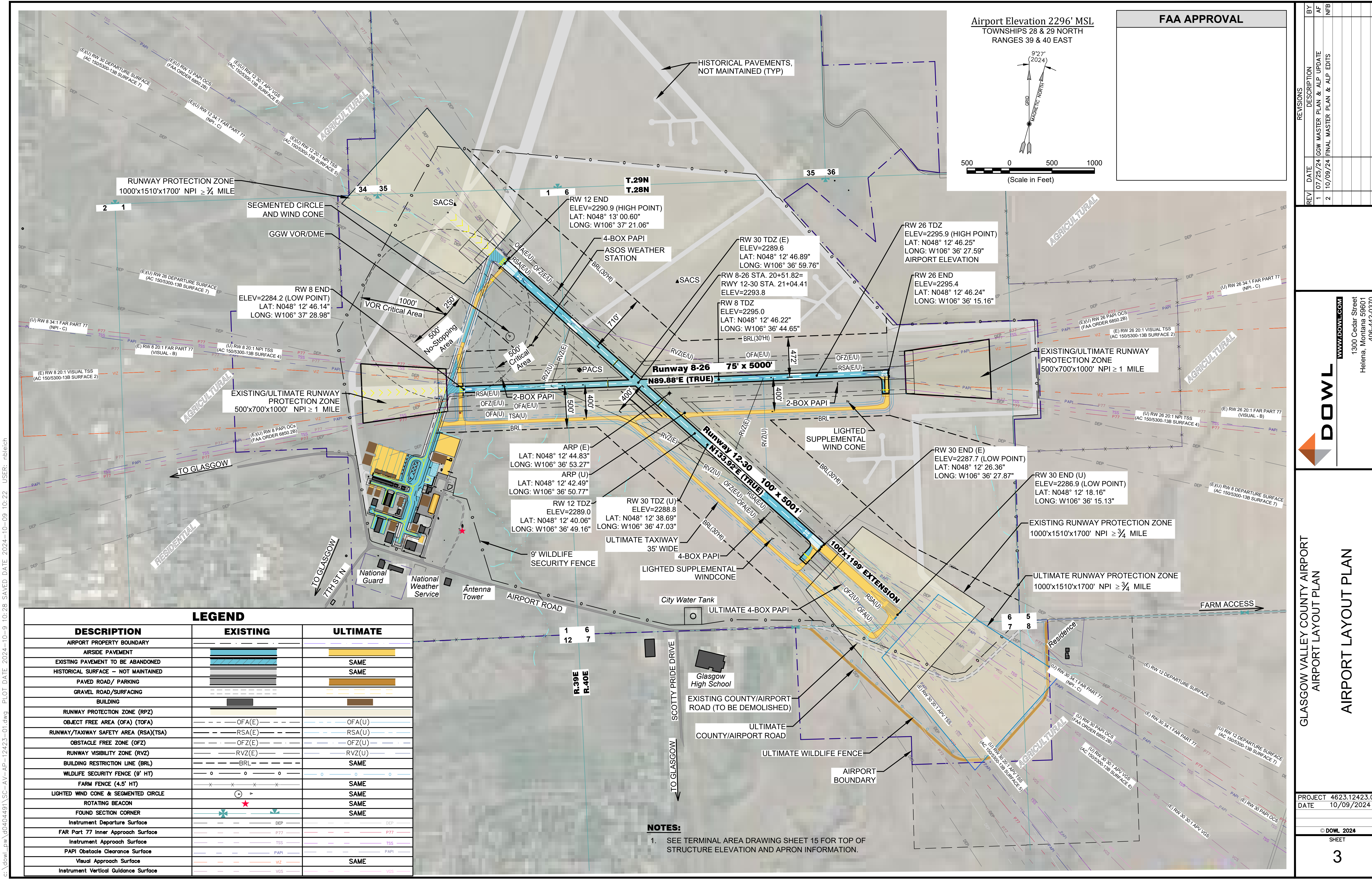
DATA SHEET

GLASGOW, MONTANA

PROJECT 4623.12423.01  
DATE 10/09/2024

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SHEET

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FAA APPROVAL	

REV	DATE	DESCRIPTION
1	07/25/24	CGW MASTER PLAN & ALP UPDATE
2	10/09/24	FINAL MASTER PLAN & ALP EDITS

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GLASGOW VALLEY COUNTY AIRPORT  
AIRPORT LAYOUT PLAN  
AIRPORT LAYOUT PLAN

PROJECT 4623.12423.01  
DATE 10/09/2024

**LEGEND**

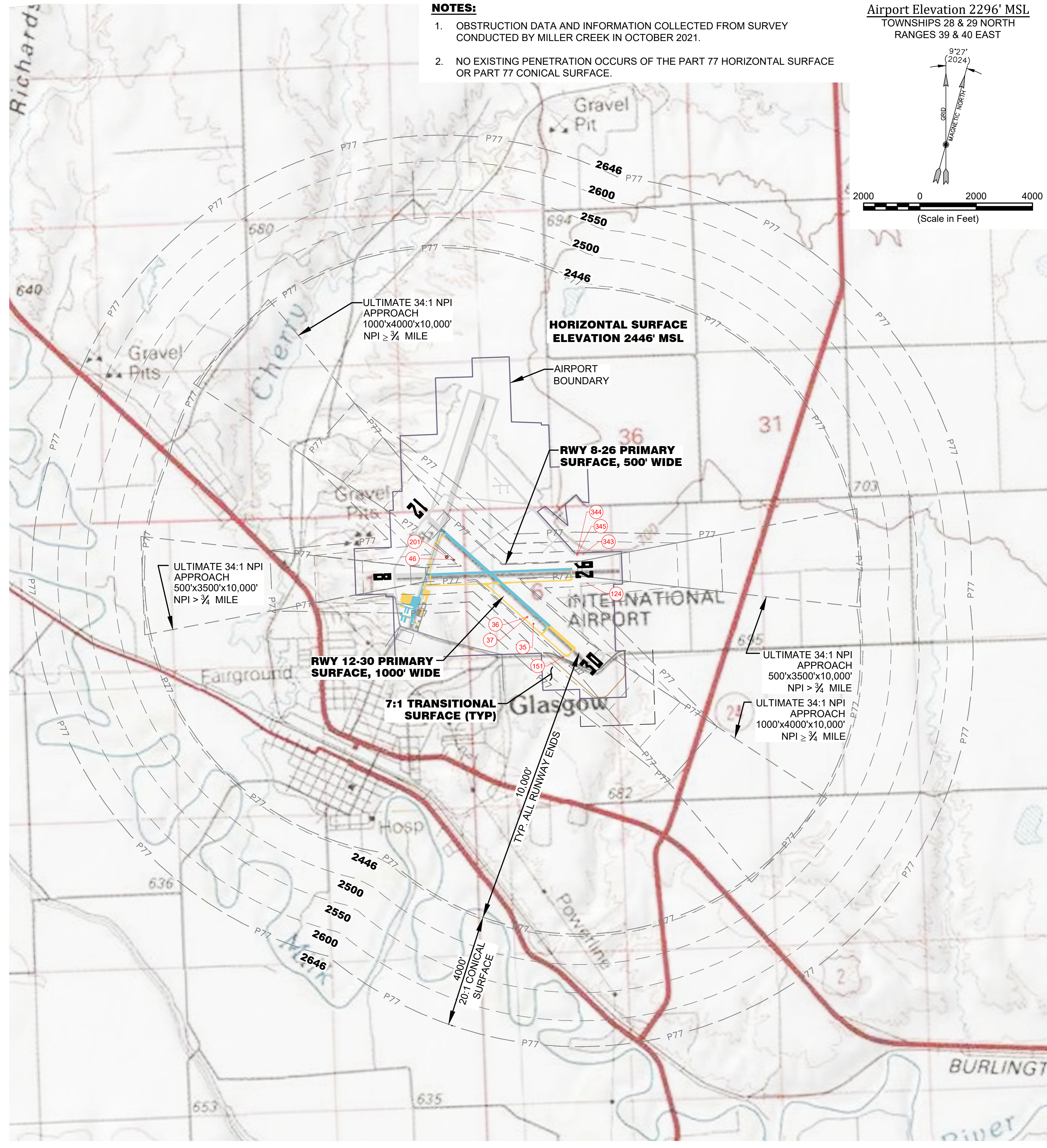
DESCRIPTION	EXISTING	ULTIMATE
AIRPORT PROPERTY BOUNDARY	---	---
AIRSIDE PAVEMENT	▬▬▬	▬▬▬
EXISTING PAVEMENT TO BE ABANDONED	▬▬▬	SAME
HISTORICAL SURFACE - NOT MAINTAINED	▬▬▬	SAME
PAVED ROAD/ PARKING	▬▬▬	▬▬▬
GRAVEL ROAD/SURFACING	▬▬▬	▬▬▬
BUILDING	■	■
RUNWAY PROTECTION ZONE (RPZ)	▬▬▬	▬▬▬
OBJECT FREE AREA (OFA) (TOFA)	---OFA(E)---	---OFA(U)---
RUNWAY/TAXIWAY SAFETY AREA (RSA)(TSA)	---RSA(E)---	---RSA(U)---
OBSTACLE FREE ZONE (OFZ)	---OFZ(E)---	---OFZ(U)---
RUNWAY VISIBILITY ZONE (RVZ)	---RVZ(E)---	---RVZ(U)---
BUILDING RESTRICTION LINE (BRL)	---BRL---	SAME
WILDLIFE SECURITY FENCE (9' HT)	○	○
FARM FENCE (4.5' HT)	x	SAME
LIGHTED WIND CONE & SEGMENTED CIRCLE	⊙	SAME
ROTATING BEACON	★	SAME
FOUND SECTION CORNER	✦	SAME
Instrument Departure Surface	DEP	DEP
FAR Part 77 Inner Approach Surface	P77	P77
Instrument Approach Surface	TSS	TSS
PAPI Obstacle Clearance Surface	PAPI	PAPI
Visual Approach Surface	VZ	SAME
Instrument Vertical Guidance Surface	VGS	VGS

**NOTES:**

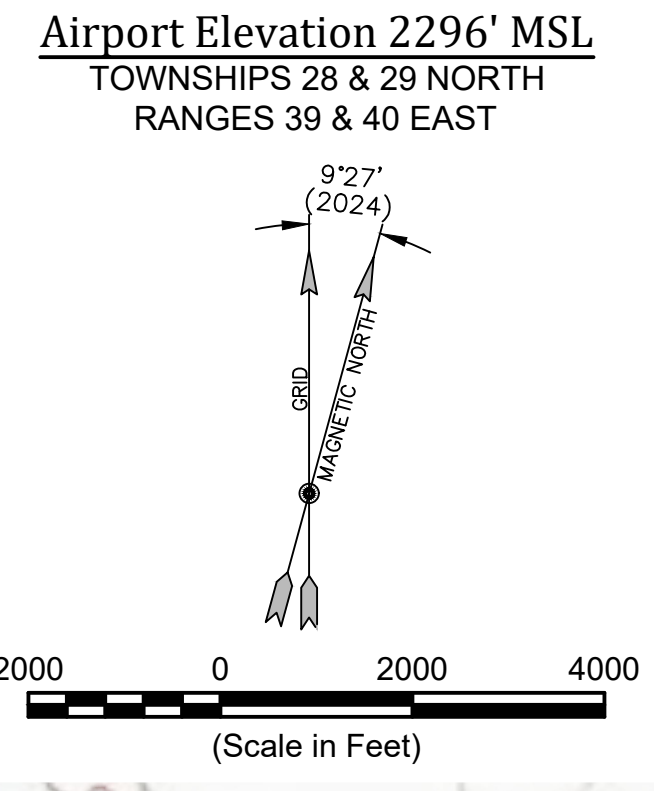
- SEE TERMINAL AREA DRAWING SHEET 15 FOR TOP OF STRUCTURE ELEVATION AND APRON INFORMATION.

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c:\dow\p\0404491\SC-AV-AS-12423-01\_FINAL.dwg PLOT DATE 2024-10-9 10:29 SAVED DATE 2024-10-09 10:22 USER: nbleich



- NOTES:**
1. OBSTRUCTION DATA AND INFORMATION COLLECTED FROM SURVEY CONDUCTED BY MILLER CREEK IN OCTOBER 2021.
  2. NO EXISTING PENETRATION OCCURS OF THE PART 77 HORIZONTAL SURFACE OR PART 77 CONICAL SURFACE.



AIRPORT AIRSPACE OBSTRUCTION DATA TABLE							
POINT NO.	DESCRIPTION	OBSTRUCTION ELEVATION (ft. MSL)	RWY 12-30 P77 PRIMARY SURFACE PENETRATION	RWY 8-26 P77 PRIMARY SURFACE PENETRATION (ft.)	RWY 12-30 P77 TRANS. SURFACE PENETRATION (ft.)	RWY 8-26 P77 TRANS. SURFACE PENETRATION (ft.)	PROPOSED DISPOSITION
35	WINDSOCK	2,290.3	0.3'	0.0	0.0	0.0	LEAVE AS IS
36	VEGETATION	2,294.0	2.6'	0.0	0.0	0.0	REMOVE
37	VEGETATION	2,292.3	1.0'	0.0	0.0	0.0	REMOVE
46	ASOS ANTENNA	2,321.1	0.0'	0.0	28.2	-1.8	LEAVE AS IS
124	TREE	2,343.2	0.0'	0.0	0.0	4.9	REMOVE
151	TREE	2,295.4	8.3'	0.0	0.0	0.0	REMOVE
201	SEGMENTED CIRCLE WINDSOCK	2,309.4	0.0'	0.0	3.0	0.0	LEAVE AS IS
343	TREE	2,339.0	0.0'	0.0	0.0	2.8	REMOVE
344	TREE	2,345.2	0.0'	0.0	0.0	10.3	REMOVE
345	TREE	2,337.3	0.0'	0.0	0.0	8.0	REMOVE

OBSTRUCTION DATA DERIVED FROM INFORMATION COLLECTED FOR AERONAUTICAL SURVEY, 2007 AND SURVEY CONDUCTED BY MILLER CREEK IN OCTOBER 2021.

REV	DATE	REVISIONS		
		DESCRIPTION	BY	AF
1	07/25/24	ICGW MASTER PLAN & ALP UPDATE		
2	10/09/24	FINAL MASTER PLAN & ALP EDITS		

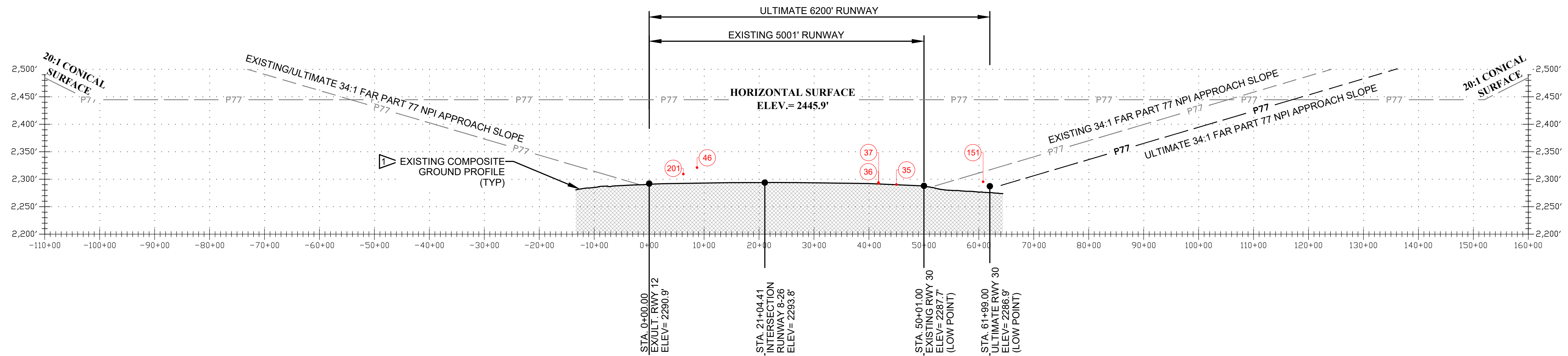
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GLASGOW VALLEY COUNTY AIRPORT  
AIRPORT LAYOUT PLAN  
FAR PART 77  
AIRPORT AIRSPACE DRAWING  
GLASGOW, MONTANA

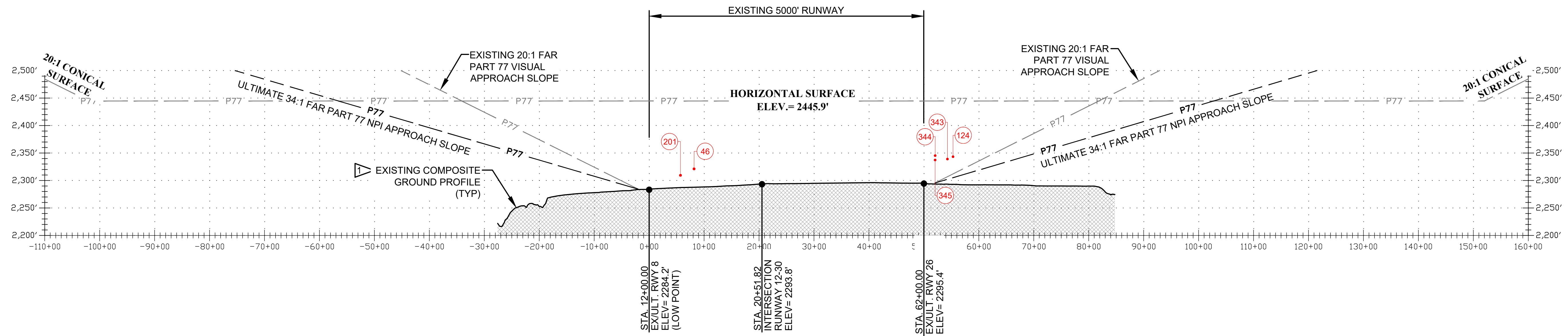
PROJECT 4623.12423.01  
DATE 10/09/2024

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SHEET

### RUNWAY 12-30



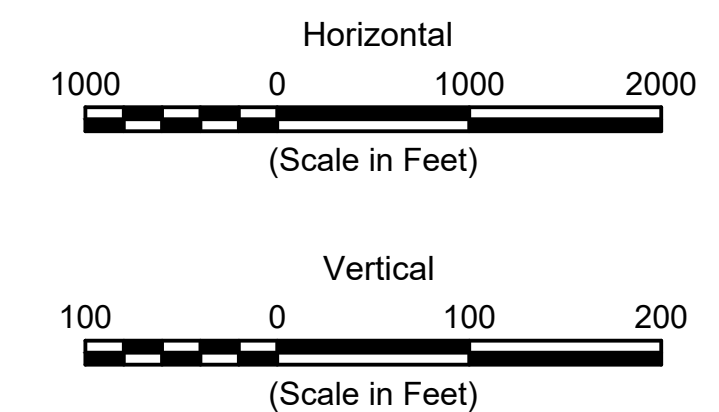
### RUNWAY 8-26



**NOTES:**

- ➔ SEE SHEET 4 FOR FAR PART 77 OBSTRUCTION DATA TABLE
- ➔ FOLLOWING OBJECTS FIXED BY FUNCTION:
  - ② LIGHTED WIND CONE WITH RED OBS. LIGHT
  - ④ WEATHER SYSTEM ANTENNA WITH RED OBS. LIGHT
  - ③ LIGHTED SUPPLEMENTAL WIND CONE WITH RED OBS. LIGHT
- ➔ SEE SHEETS 6-8 FOR RUNWAY 12-30 INNER APPROACH SURFACE DRAWING
- ➔ SEE SHEETS 9-11 FOR RUNWAY 8-26 INNER APPROACH SURFACE DRAWING

- ① EXISTING COMPOSITE GROUND SAMPLED FROM NGVD29 DIGITAL ELEVATION MODELS (UNADJUSTED).  
SOURCE: GeoCommunity™ GISDataDepot  
Based on USGS Quadrangle Maps
- 2. VEGETATIVE (TREE) OBSTRUCTIONS TO BE REMOVED WITH THE FUTURE RUNWAY DEVELOPMENT OR RELATED PROJECT.
- 3. OBSTRUCTION DATA DERIVED FROM INFORMATION COLLECTED FOR AERONAUTICAL SURVEY, 2007 AND SURVEY CONDUCTED BY MILLER CREEK IN OCTOBER 2021.

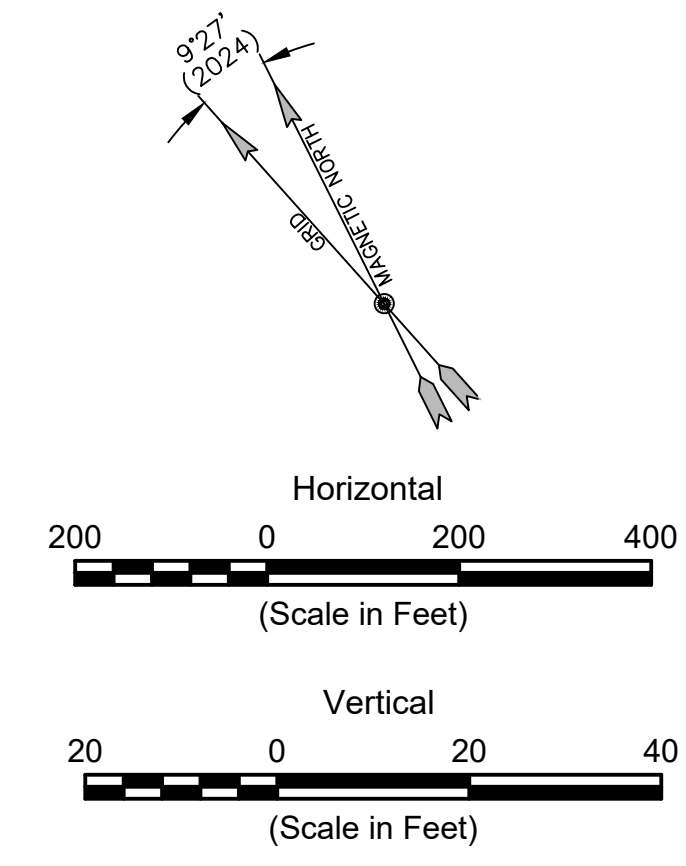
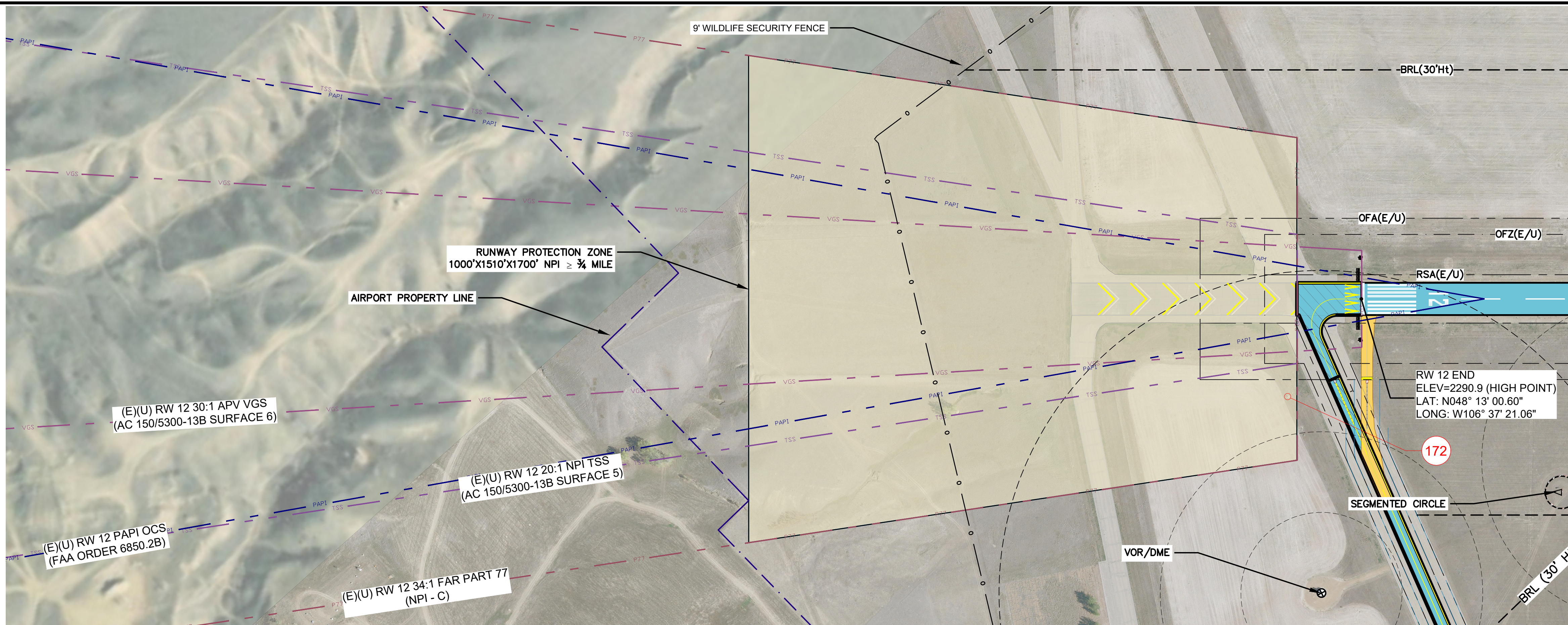


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2	10/09/24	FINAL MASTER PLAN & ALP EDITS

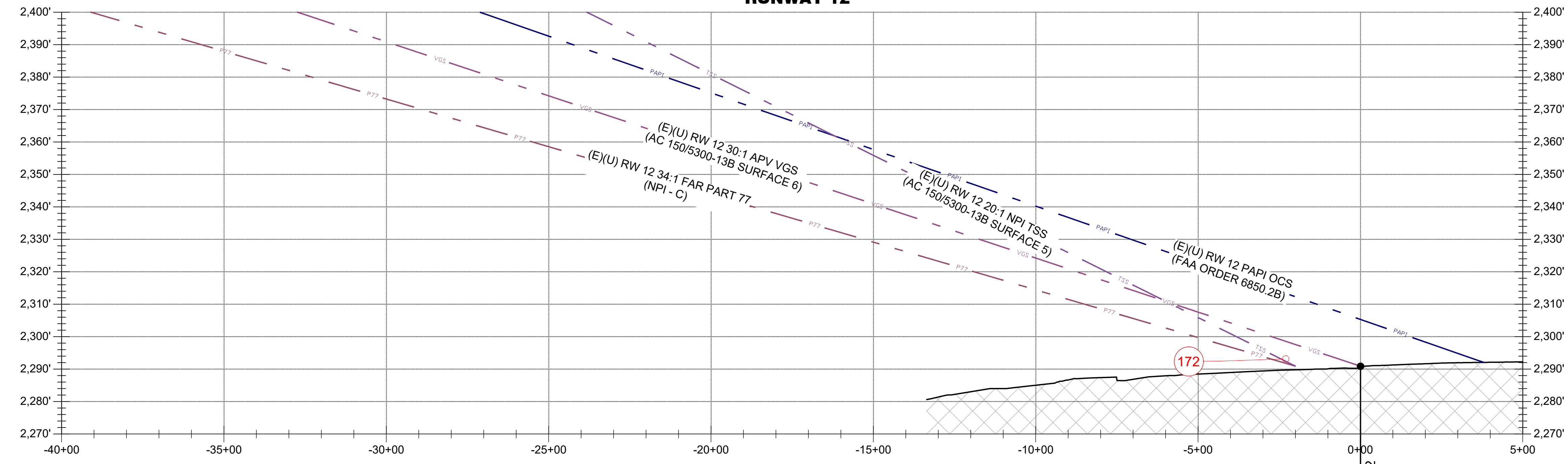
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GLASGOW, MONTANA

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**RUNWAY 12**



- NOTES:**
1. SEE SHEET 8 FOR OBSTRUCTION DATA TABLE.
  2. OBSTRUCTION DATA DERIVED FROM INFORMATION COLLECTED FOR AERONAUTICAL SURVEY, 2007 AND SURVEY CONDUCTED BY MILLER CREEK IN OCTOBER 2021.

REV	DATE	DESCRIPTION
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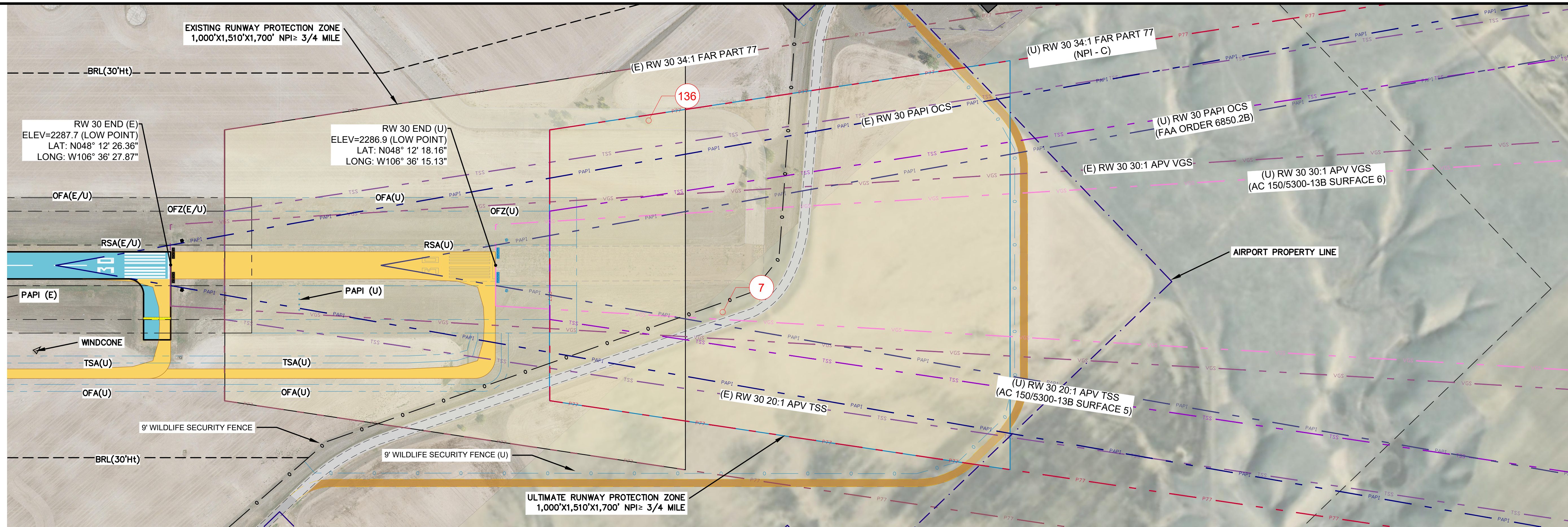
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GLASGOW VALLEY COUNTY AIRPORT  
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**RUNWAY 12 INNER APPROACH  
 PLAN AND PROFILE**  
 GLASGOW, MONTANA

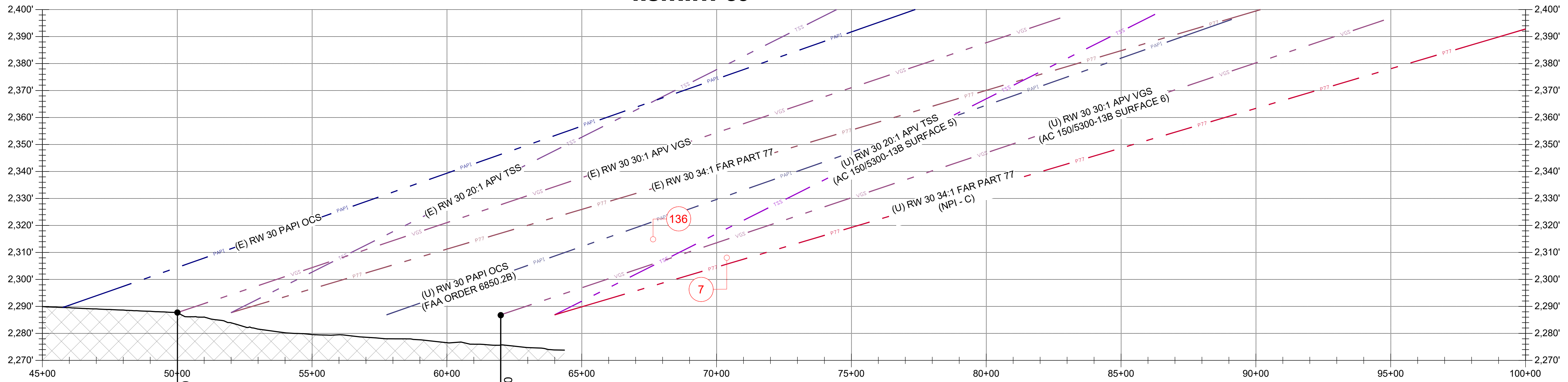
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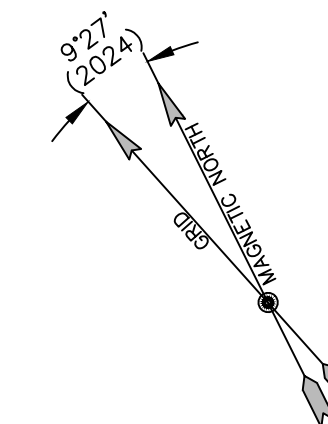
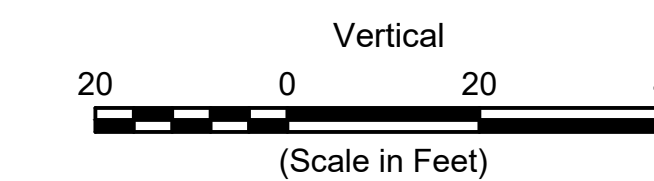
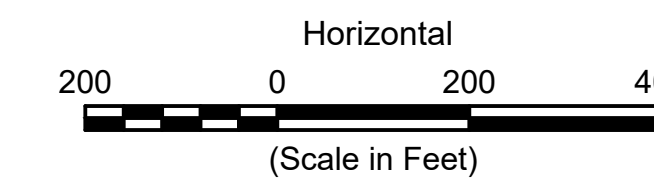


**RUNWAY 30**



**NOTES:**

1. SEE SHEET 8 FOR OBSTRUCTION DATA TABLE.
2. OBSTRUCTION DATA DERIVED FROM INFORMATION COLLECTED FOR AERONAUTICAL SURVEY, 2007 AND SURVEY CONDUCTED BY MILLER CREEK IN OCTOBER 2021.



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 PLAN AND PROFILE**  
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### RUNWAY 12 INNER PORTION AIRPORT AIRSPACE OBSTRUCTION DATA TABLE

POINT NUMBER	DESCRIPTION	OBSTRUCTION ELEVATION (ft. MSL)	RWY 12 PART 77 PENETRATION (ft.)	RWY 12 TSS PENETRATION (ft.)	RWY 12 GQS PENETRATION (ft.)	RWY 12 PAPI PENETRATION (ft.)	DISPOSITION
172	UTILITY	2,293.1	1.4	0.0	0.0	0.0	LOW-CLOSE IN

### RUNWAY 30 INNER PORTION AIRPORT AIRSPACE OBSTRUCTION DATA TABLE

POINT NUMBER	DESCRIPTION	OBSTRUCTION ELEVATION (ft. MSL)	EXISTING RWY 30 PART77 INNER APPROACH SURFACE PENETRATION (ft.)	ULTIMATE RWY 30 PART77 INNER APPROACH SURFACE PENETRATION (ft.)	EXISTING RWY 30 TSS PENETRATION (ft.)	ULTIMATE RWY 30 TSS PENETRATION (ft.)	EXISTING RWY 30 GQS PENETRATION (ft.)	ULTIMATE RWY 30 GQS PENETRATION (ft.)	EXISTING RWY 30 PAPI PENETRATION (ft.)	ULTIMATE RWY 30 PAPI PENETRATION (ft.)	DISPOSITION
7	TREE	2,308.0	0.0	2.4	0.0	-10.8	0.0	-6.8	0.0	-26.3	REMOVE
136	TREE	2,314.9	0.0	17.2	0.0	0.0	0.0	0.0	0.0	0.0	REMOVE

REV	DATE	DESCRIPTION	BY
1	07/25/24	CGW MASTER PLAN & ALP UPDATE	AF
2	10/09/24	FINAL MASTER PLAN & ALP EDITS	NFB

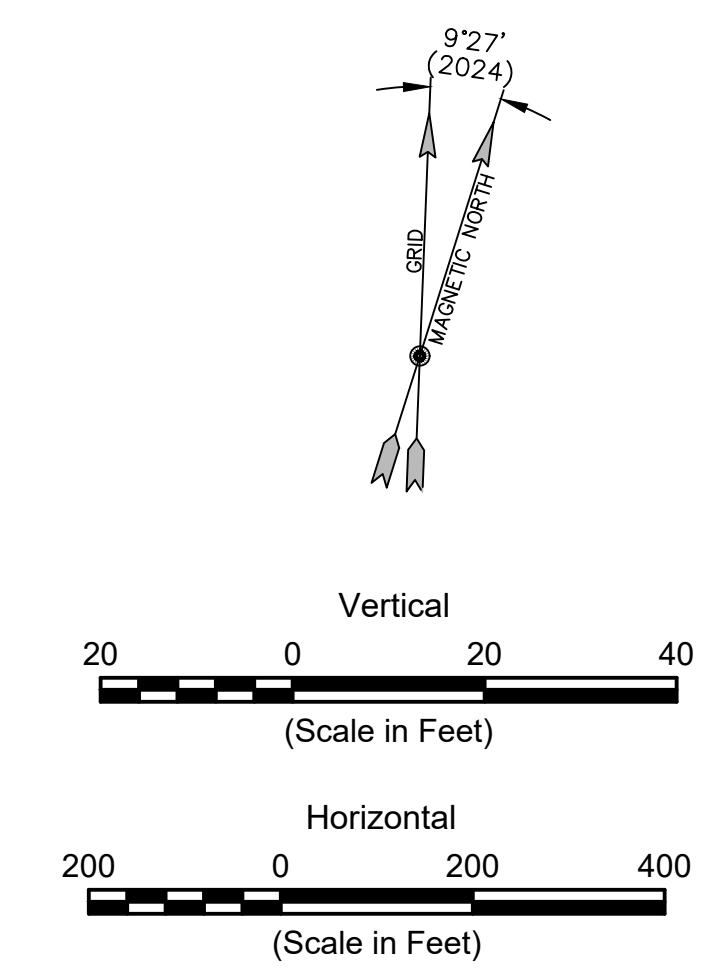
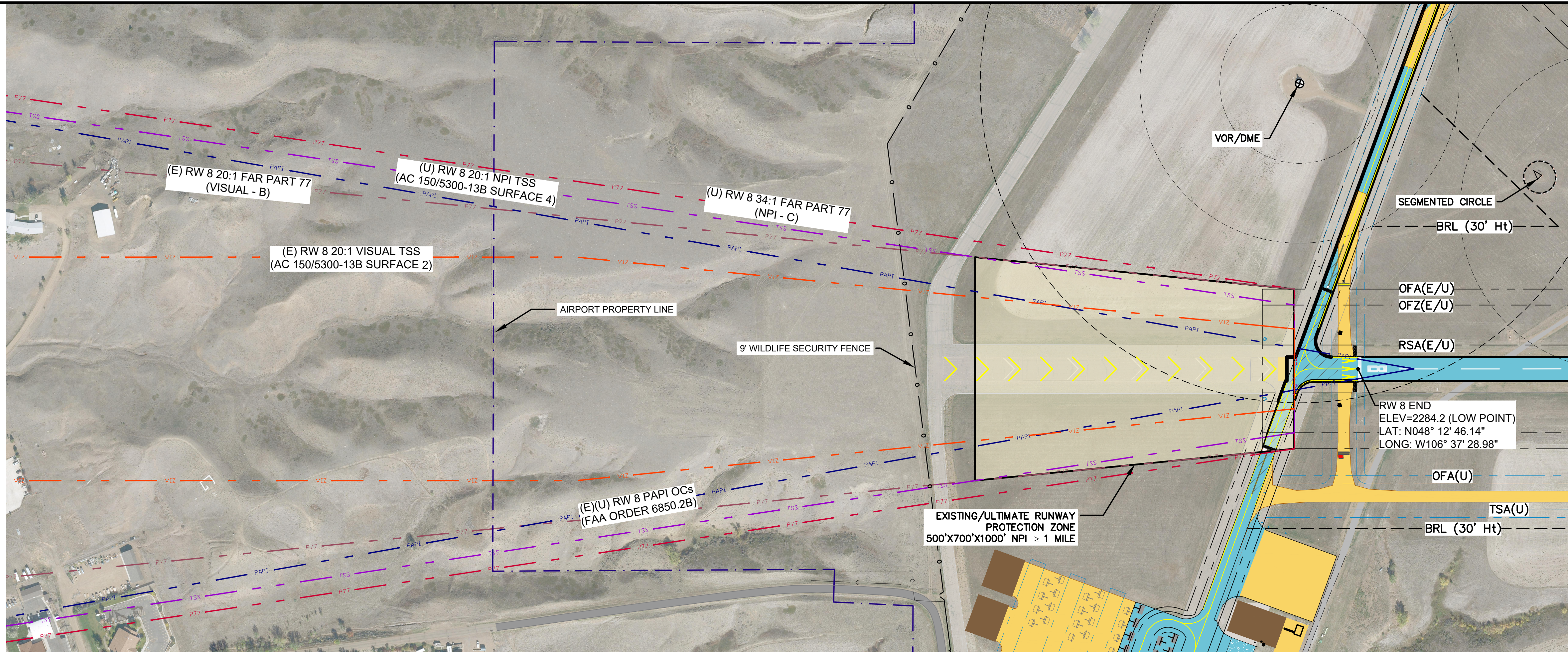
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GLASGOW VALLEY COUNTY AIRPORT  
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**RUNWAY 12-30 INNER APPROACH  
 OBSTRUCTION TABLES**

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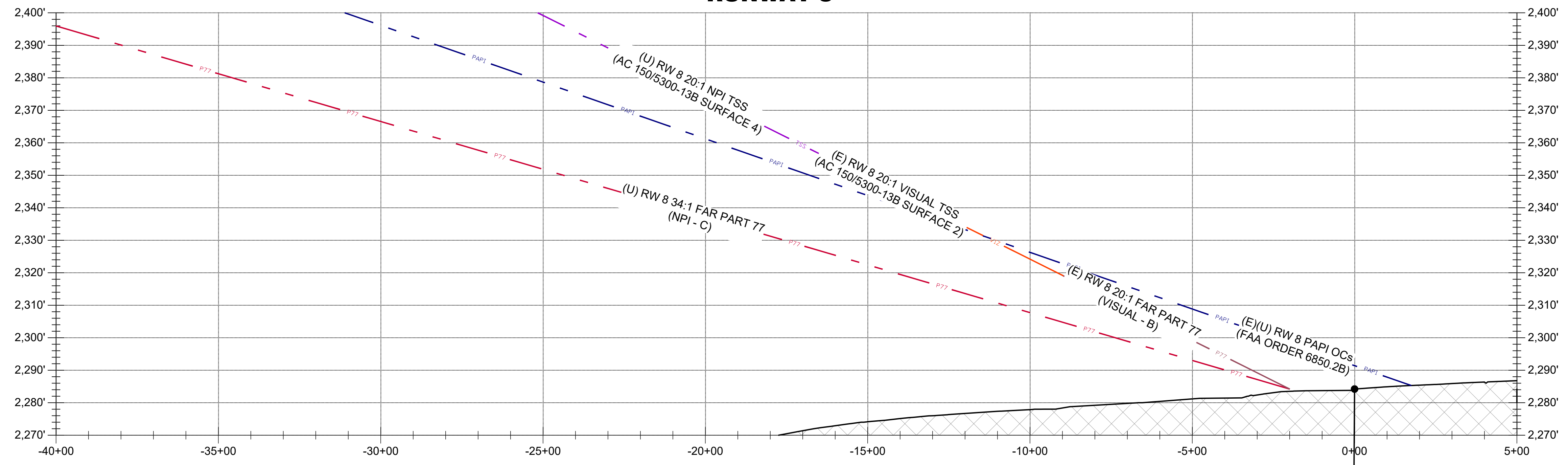




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**RUNWAY 8**



**RUNWAY 8 INNER PORTION AIRPORT AIRSPACE OBSTRUCTION DATA TABLE**

POINT NUMBER	DESCRIPTION	OBSTRUCTION ELEVATION (ft. MSL)	EXISTING RWY 8 PART77 INNER APPROACH SURFACE PENETRATION (ft.)	ULTIMATE RWY 8 PART77 INNER APPROACH SURFACE PENETRATION (ft.)	ULTIMATE RWY 8 TSS PENETRATION (ft.)	RWY 8 PAPI PENETRATION (ft.)	DISPOSITION
NO OBSTRUCTIONS							

**NOTES:**

- NO OBSTRUCTIONS DERIVED FROM INFORMATION COLLECTED FOR AERONAUTICAL SURVEY, 2007 AND SURVEY CONDUCTED BY MILLER CREEK IN OCTOBER 2021.

STA. 0+00.00  
 EX/ULT. RWY 8  
 ELEV = 2284.2'

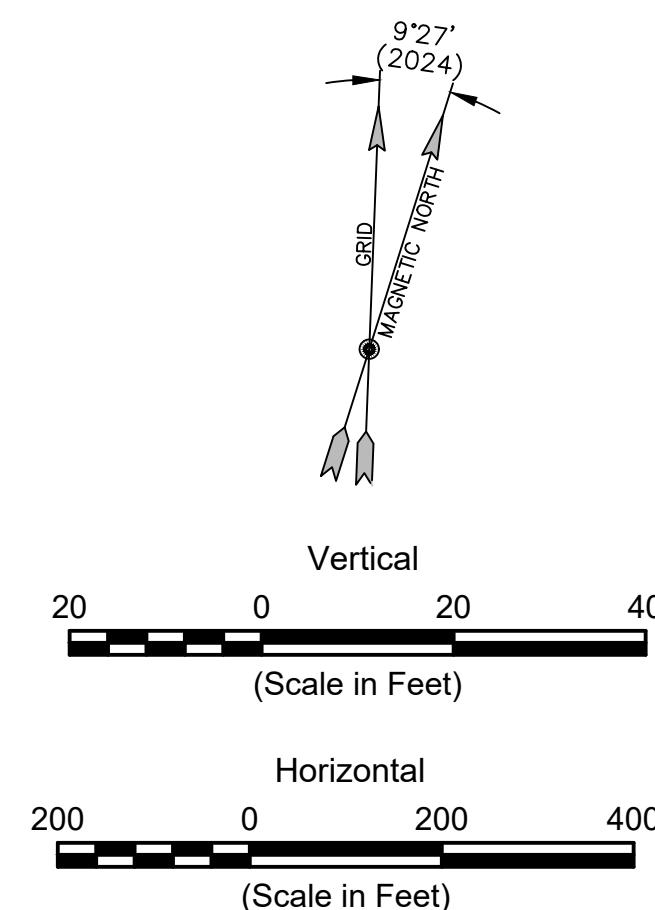
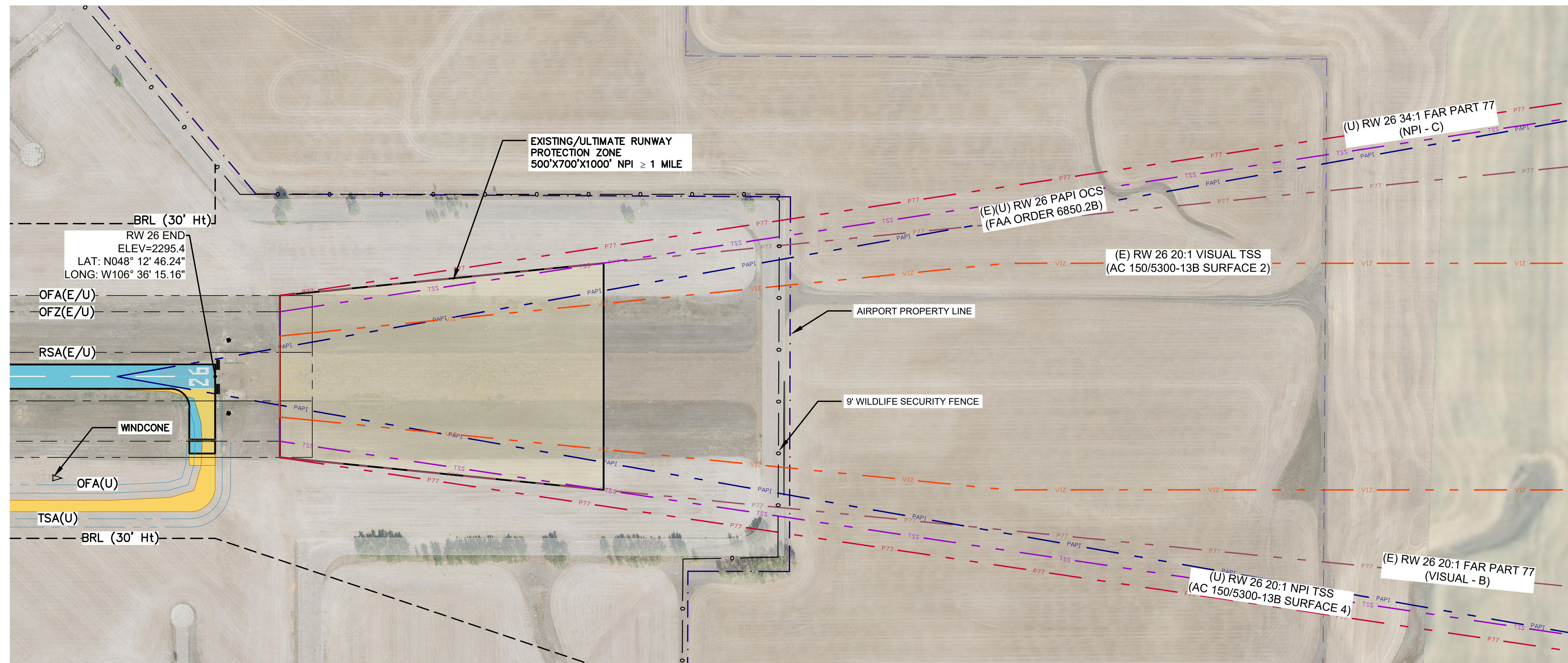
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 PLAN AND PROFILE**  
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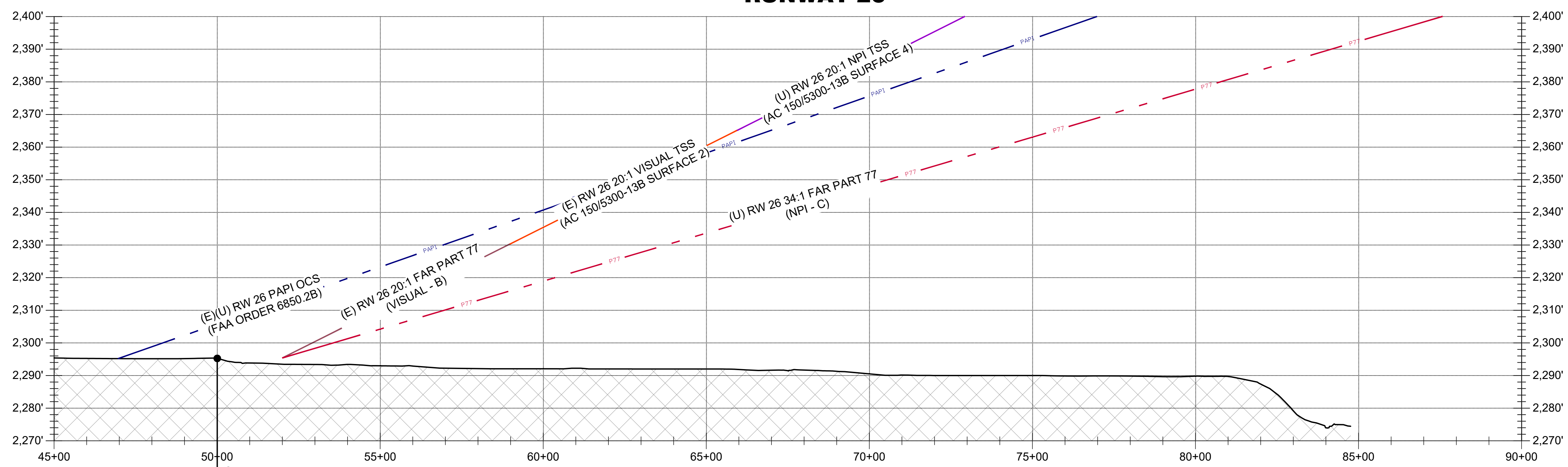
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**RUNWAY 26**



**RUNWAY 8 INNER PORTION AIRPORT AIRSPACE OBSTRUCTION DATA TABLE**

POINT NUMBER	DESCRIPTION	OBSTRUCTION ELEVATION (ft. MSL)	EXISTING RWY 8 PART77 INNER APPROACH SURFACE PENETRATION (ft.)	ULTIMATE RWY 8 PART77 INNER APPROACH SURFACE PENETRATION (ft.)	ULTIMATE RWY 8 TSS PENETRATION (ft.)	RWY 8 PAPI PENETRATION (ft.)	DISPOSITION
NO OBSTRUCTIONS							

**NOTES:**

- NO OBSTRUCTIONS DERIVED FROM INFORMATION COLLECTED FOR AERONAUTICAL SURVEY, 2007 AND SURVEY CONDUCTED BY MILLER CREEK IN OCTOBER 2021.

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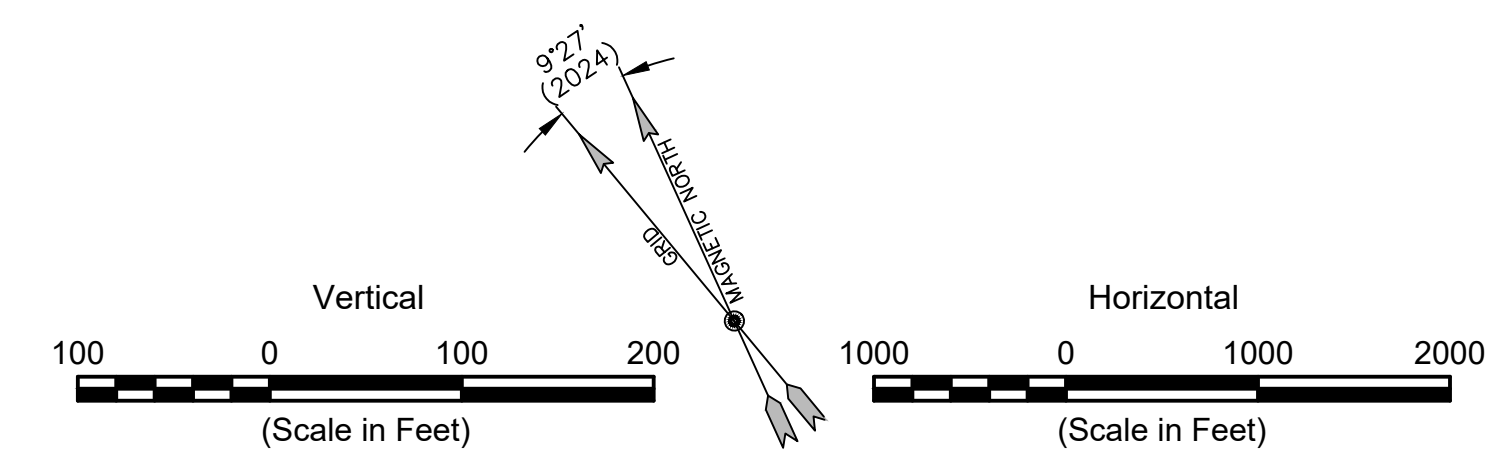
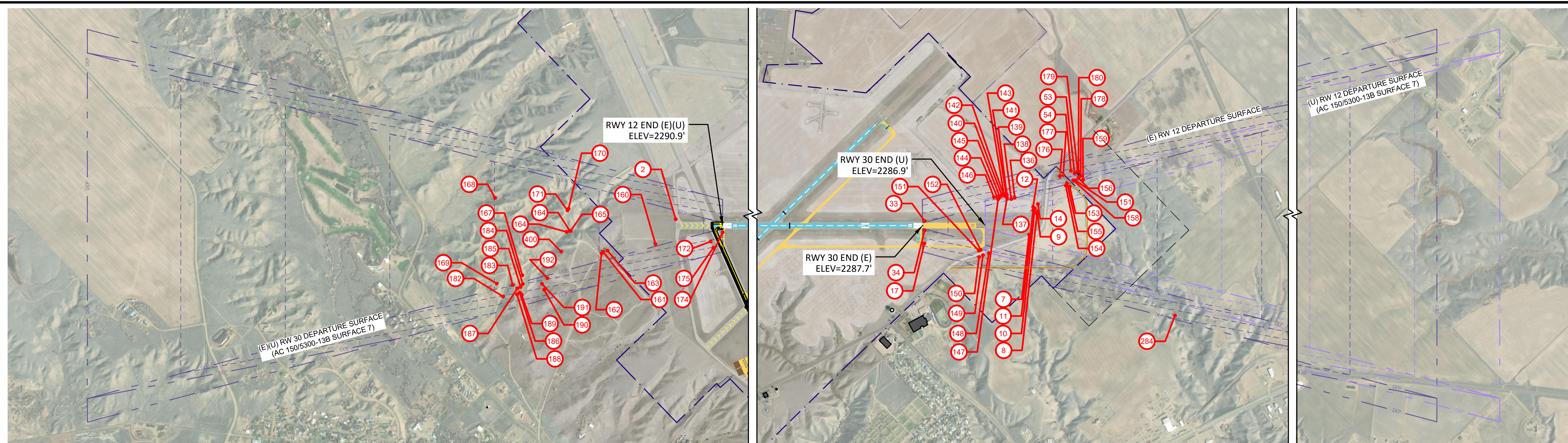
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**RUNWAY 26 INNER APPROACH  
PLAN AND PROFILE**

GLASGOW, MONTANA

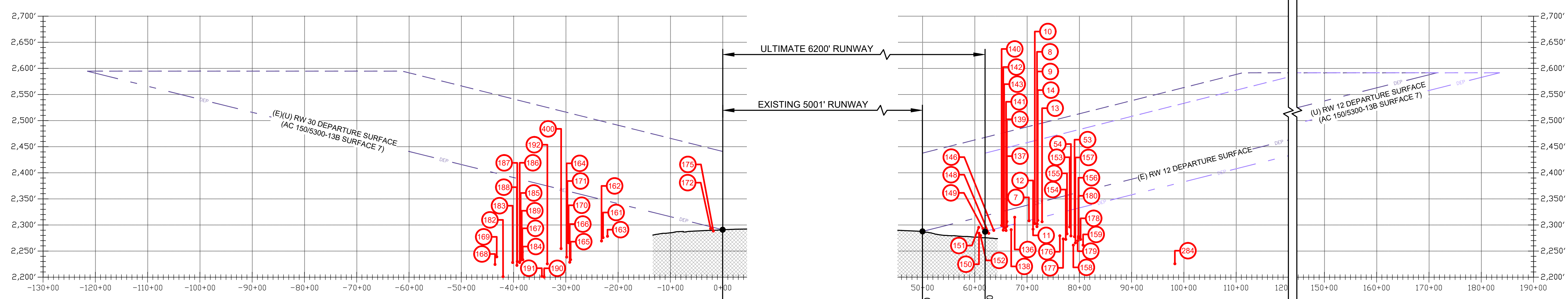
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**RUNWAY 12-30 INSTRUMENT DEPARTURE  
 PLAN AND PROFILES**  
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### RUNWAY 30 (12 END) DEPARTURE SURFACE OBSTRUCTION DATA TABLE

POINT NUMBER	DESCRIPTION	OBSTRUCTION ELEVATION (ft. MSL)	RUNWAY 30 (12 END) DEPARTURE SURFACE PENETRATION (ft.)	DISPOSITION
161	TREE	2,275.8	-72.2	NO IMPACT
162	TREE	2,269.3	-79.5	NO IMPACT
163	TREE	2,278.4	-67.6	NO IMPACT
164	TREE	2,238.4	-127.0	NO IMPACT
165	TREE	2,233.5	-130.0	NO IMPACT
166	TREE	2,228.6	-135.4	NO IMPACT
167	TREE	2,247.8	-138.9	NO IMPACT
168	TREE	2,224.3	-175.4	NO IMPACT
169	TREE	2,238.9	-160.0	NO IMPACT
170	BUILDING	2,266.0	-98.6	NO IMPACT
171	BUILDING	2,268.6	-96.5	NO IMPACT
172	UTILITY	2,293.1	-67.1	NO IMPACT
175	UTILITY	2,288.3	-115.3	NO IMPACT
182	TREE	2,201.0	-254.7	NO IMPACT
183	TREE	2,228.1	-165.5	NO IMPACT
184	TREE	2,233.4	-166.4	NO IMPACT
185	TREE	2,232.2	-183.9	NO IMPACT
186	TREE	2,228.0	-223.9	NO IMPACT
187	TREE	2,230.1	-191.2	NO IMPACT
188	TREE	2,222.6	-236.2	NO IMPACT
189	TREE	2,233.9	-233.7	NO IMPACT
190	TREE	2,200.2	-263.0	NO IMPACT
191	TREE	2,201.5	-220.7	NO IMPACT
192	TREE	2,225.6	-167.4	NO IMPACT
400	TREE	2,254.8	-113.3	NO IMPACT

### RUNWAY 12 (30 END) DEPARTURE SURFACE OBSTRUCTION DATA TABLE

POINT NUMBER	DESCRIPTION	OBSTRUCTION ELEVATION (ft. MSL)	EXISTING RUNWAY 12 (30 END) DEPARTURE SURFACE PENETRATION (ft.)	ULTIMATE RUNWAY 12 (30 END) DEPARTURE SURFACE PENETRATION (ft.)	DISPOSITION
7	TREE	2,308.0	-30.7	0.2	REMOVE
8	TREE	2,296.9	-45.6	-14.8	REMOVE
9	TREE	2,302.2	-40.5	-9.6	REMOVE
10	TREE	2,302.9	-38.6	-15.3	REMOVE
11	TREE	2,288.6	-52.1	-21.2	REMOVE
12	TREE	2,291.9	-48.8	-39.3	REMOVE
13	TREE	2,306.2	-38.8	-7.9	REMOVE
14	TREE	2,308.8	-34.1	-33.5	REMOVE
17	POST	2,285.2	-97.1	0.0	NO IMPACT
53	TREE	2,277.6	-139.5	0.0	NO IMPACT
54	TREE	2,279.1	-159.3	0.0	NO IMPACT
136	TREE	2,314.9	-20.8	-97.2	NO IMPACT
137	TREE	2,306.5	-35.8	-112.2	NO IMPACT
138	TREE	2,291.0	-40.6	-117.0	NO IMPACT
139	TREE	2,297.4	-63.7	-140.1	NO IMPACT
140	TREE	2,299.1	-69.8	0.0	NO IMPACT
141	TREE	2,289.4	-81.4	0.0	NO IMPACT
142	TREE	2,290.0	-83.7	0.0	NO IMPACT
143	TREE	2,294.5	-67.9	-144.3	NO IMPACT
146	TREE	2,289.7	-75.5	0.0	NO IMPACT
148	TREE	2,284.1	-80.9	0.0	NO IMPACT
149	TREE	2,293.4	-91.8	0.0	NO IMPACT
150	TREE	2,284.3	-118.3	0.0	NO IMPACT
151	TREE	2,295.4	-66.3	0.0	NO IMPACT
152	TREE	2,279.9	-74.6	0.0	NO IMPACT
153	TREE	2,296.3	-61.9	-118.2	NO IMPACT
154	TREE	2,272.5	-83.8	-153.1	NO IMPACT
155	TREE	2,283.0	-82.9	-159.3	NO IMPACT
156	TREE	2,278.2	-105.3	-181.7	NO IMPACT
157	TREE	2,265.7	-105.9	-182.3	NO IMPACT
158	TREE	2,261.3	-113.0	-189.4	NO IMPACT
159	TREE	2,261.3	-103.5	-179.9	NO IMPACT
176	GROUND	2,279.3	-136.4	0.0	NO IMPACT
177	TREE	2,273.3	-146.2	0.0	NO IMPACT
178	BUILDING	2,272.3	-121.0	-197.3	NO IMPACT
179	BUILDING	2,269.8	-156.5	0.0	NO IMPACT
180	LIGHT POLE	2,275.0	-147.5	0.0	NO IMPACT
284	TREE	2,225.7	-308.7	0.0	NO IMPACT

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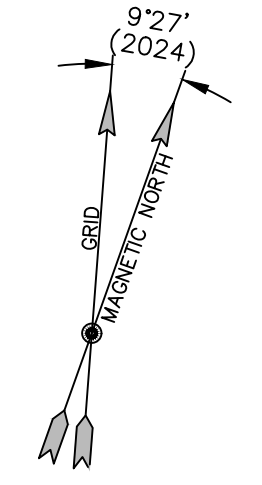
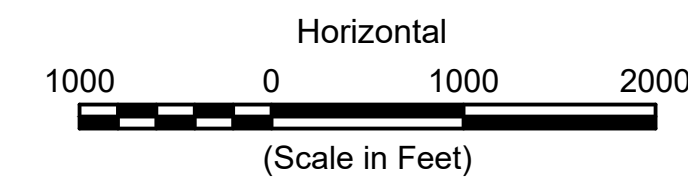
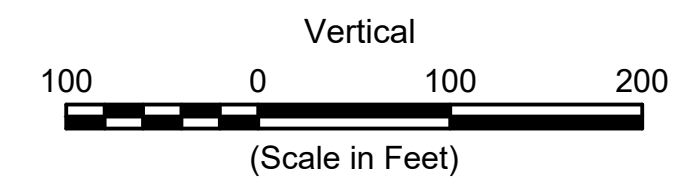
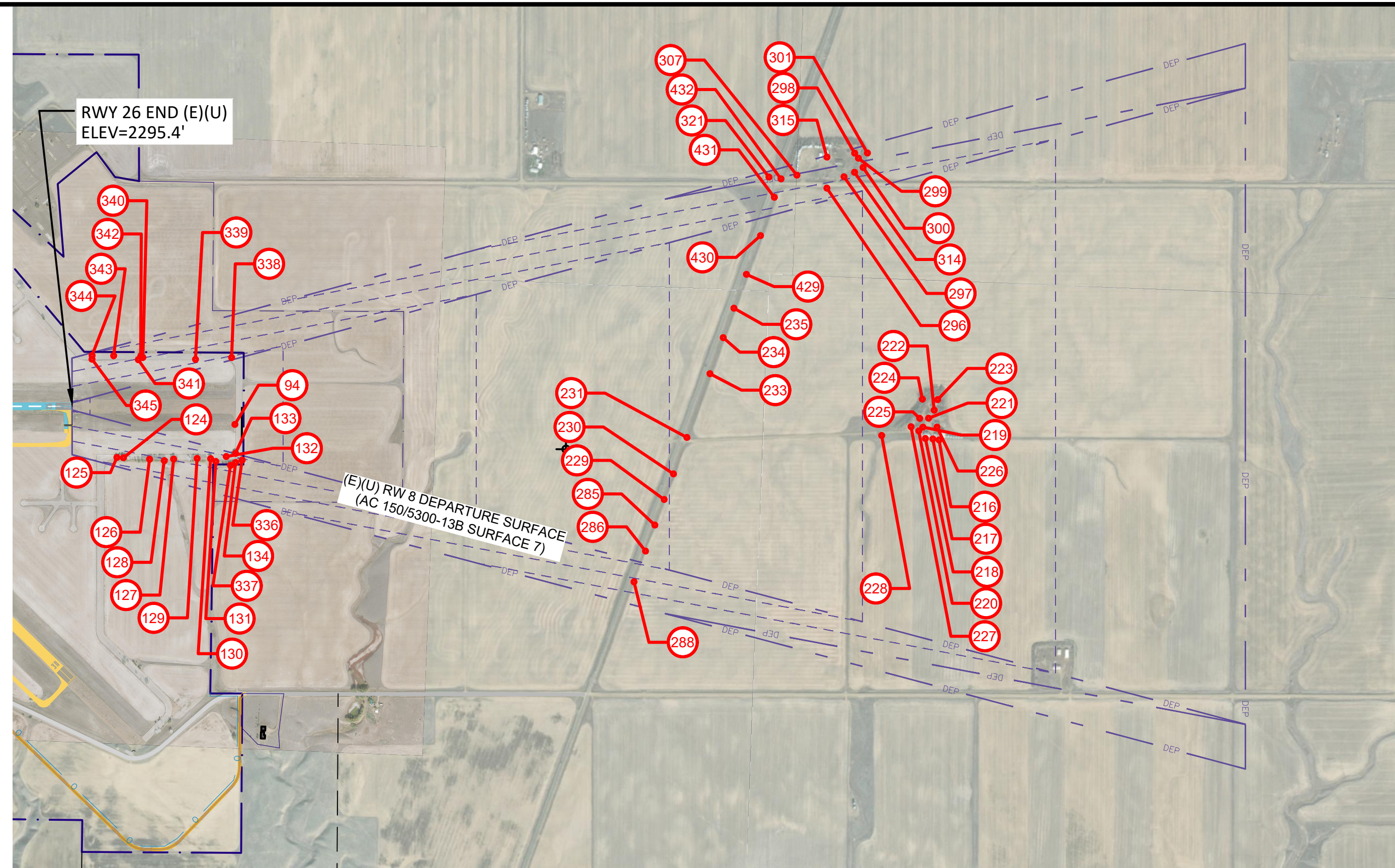
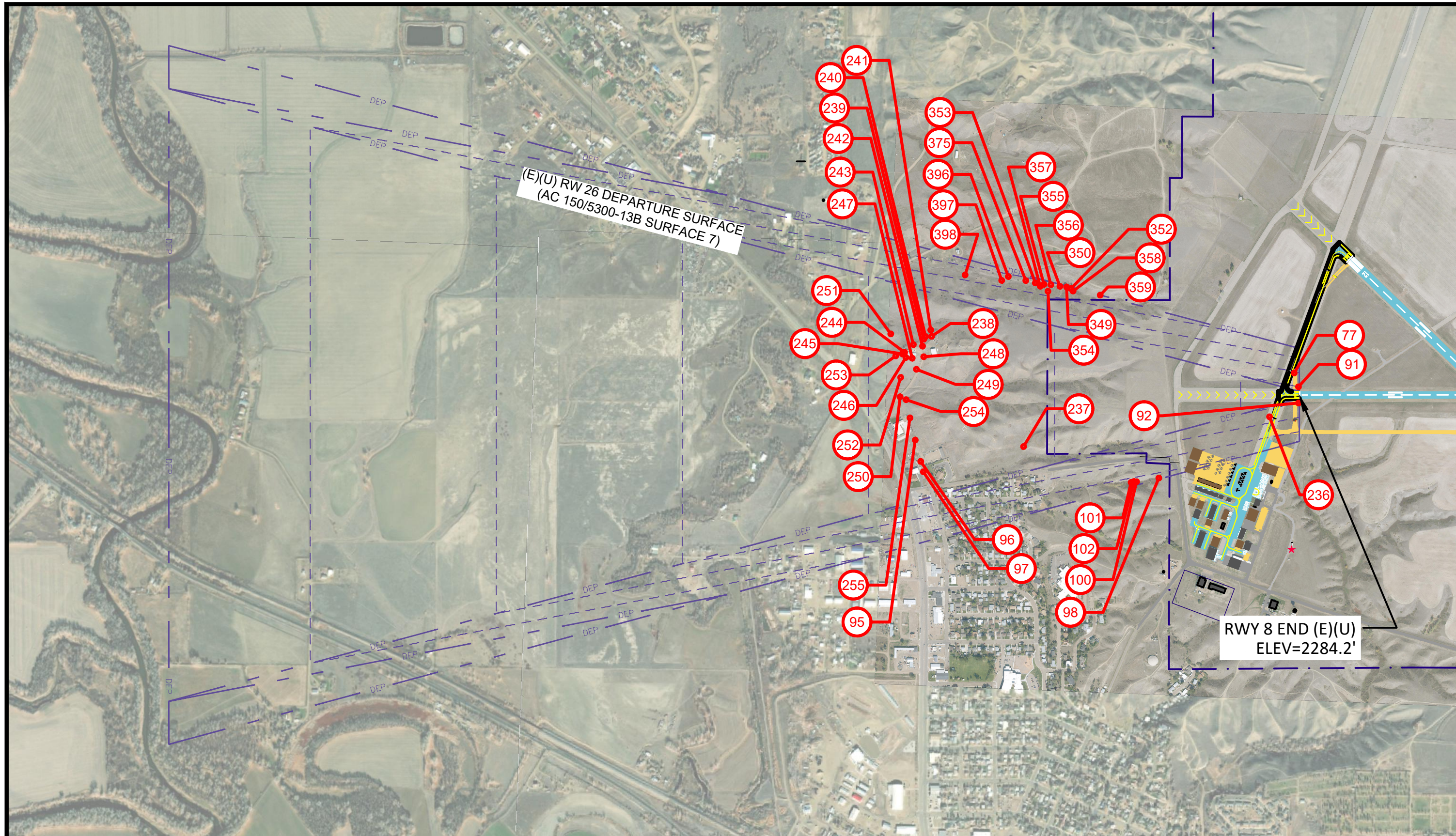
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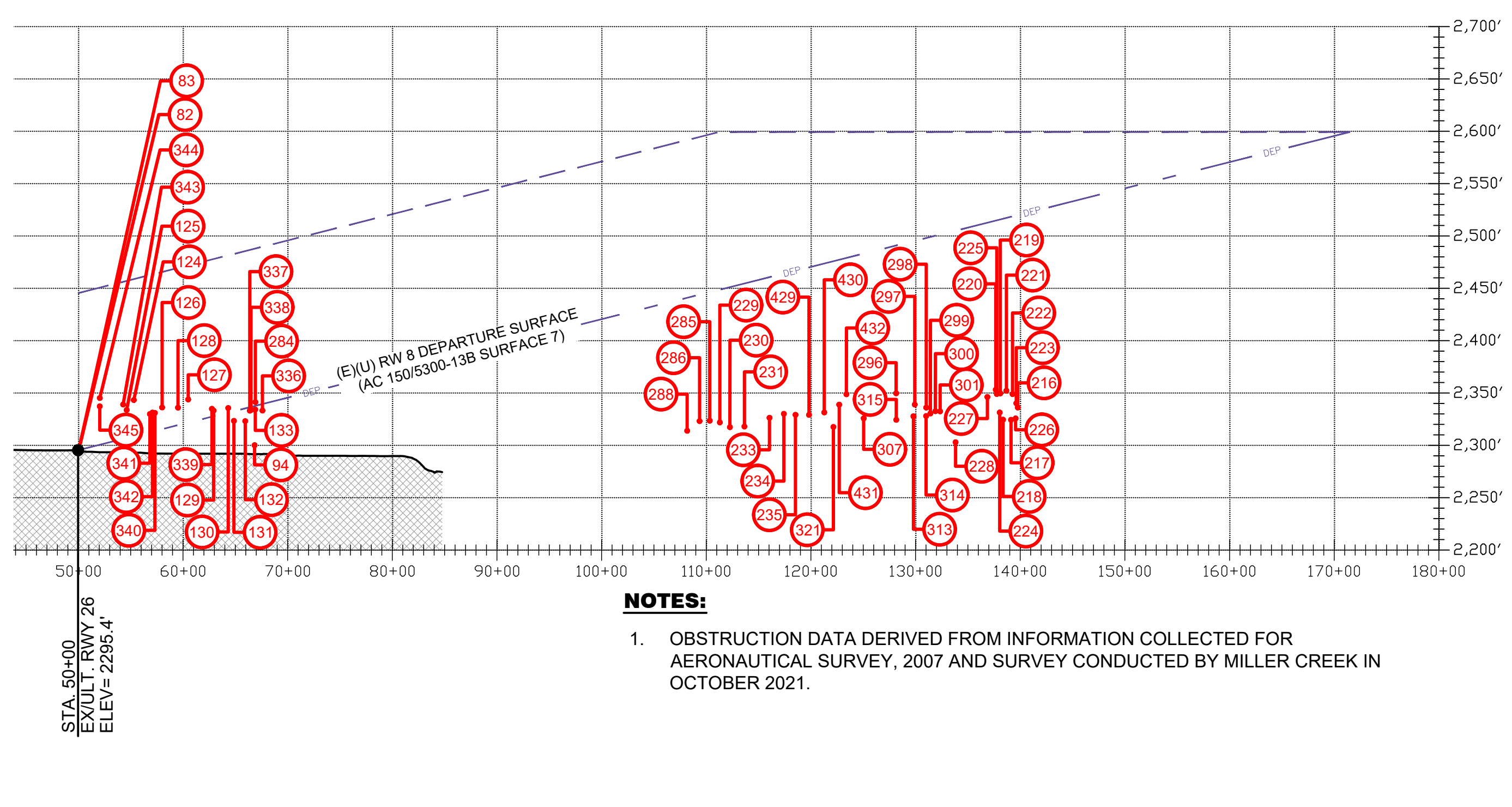
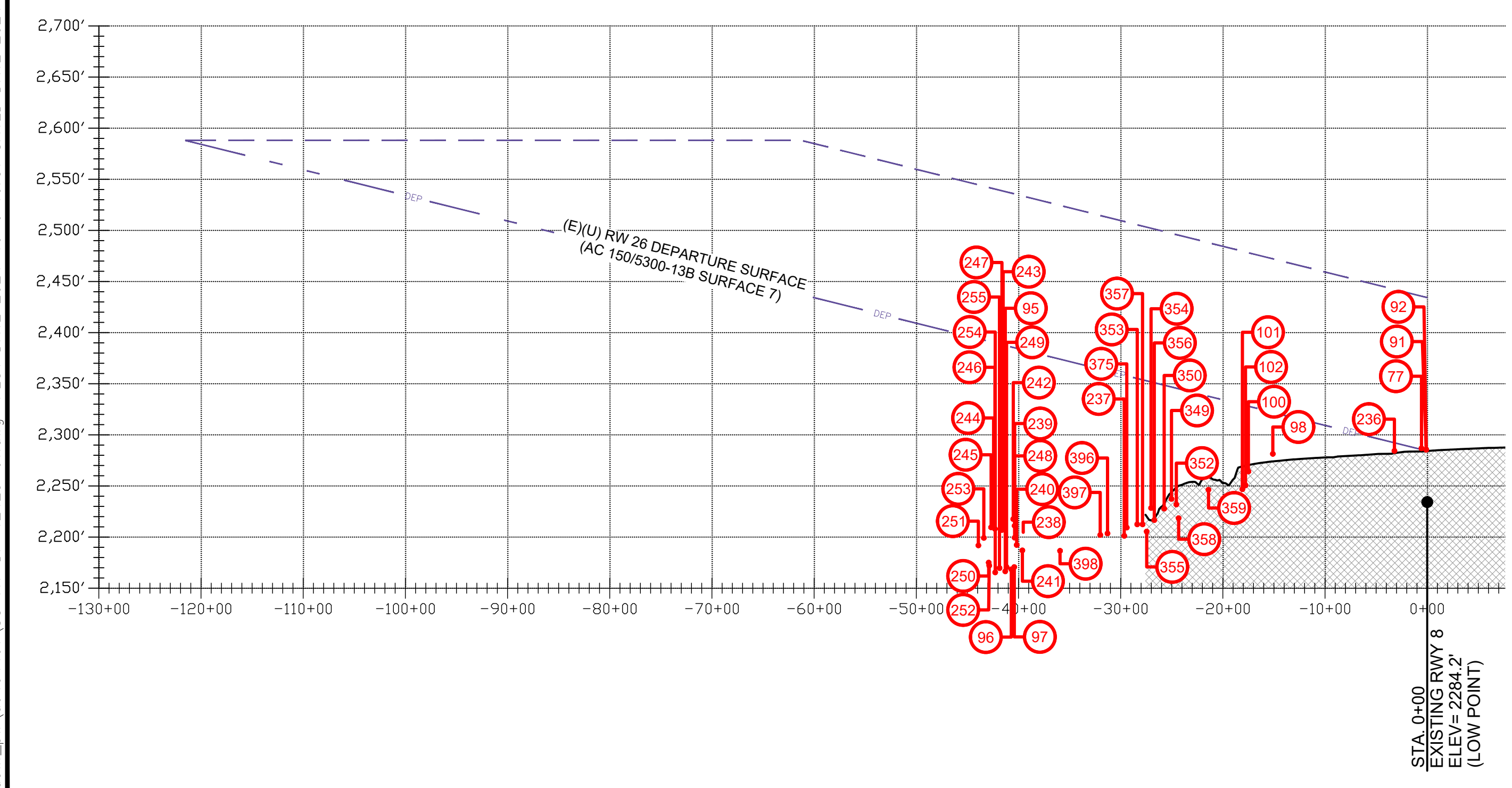
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### RUNWAY 26 (8 END) DEPARTURE SURFACE OBSTRUCTION DATA TABLE

POINT NUMBER	DESCRIPTION	OBSTRUCTION ELEVATION (ft. MSL)	RUNWAY 26 (8 END) DEPARTURE SURFACE PENETRATION (ft.)	DISPOSITION
95	POWER POLE	2,166.5	-220.9	NO IMPACT
96	POWER POLE	2,168.4	-217.6	NO IMPACT
97	POWER POLE	2,170.7	-214.6	NO IMPACT
98	TREE	2,281.4	-187.0	NO IMPACT
100	TREE	2,264.2	-202.5	NO IMPACT
101	TREE	2,246.8	-218.5	NO IMPACT
102	TREE	2,250.6	-213.4	NO IMPACT
237	TREE	2,201.2	-157.1	NO IMPACT
238	TREE	2,204.7	-178.4	NO IMPACT
239	TREE	2,211.0	-174.1	NO IMPACT
240	TREE	2,192.3	-192.4	NO IMPACT
241	TREE	2,187.0	-196.3	NO IMPACT
242	TREE	2,217.6	-167.9	NO IMPACT
243	TREE	2,210.5	-177.5	NO IMPACT
244	TREE	2,211.0	-179.3	NO IMPACT
245	TREE	2,209.5	-181.4	NO IMPACT
246	TREE	2,208.0	-181.9	NO IMPACT
247	TREE	2,207.0	-181.3	NO IMPACT
248	TREE	2,199.4	-185.8	NO IMPACT
249	TREE	2,170.6	-216.5	NO IMPACT
250	TREE	2,175.0	-216.5	NO IMPACT
251	POWER POLE	2,191.8	-202.2	NO IMPACT
252	POWER POLE	2,172.1	-219.2	NO IMPACT
253	POWER POLE	2,199.2	-193.5	NO IMPACT
254	POWER POLE	2,165.4	-224.5	NO IMPACT
255	POWER POLE	2,169.7	-219.2	NO IMPACT
349	TREE	2,237.3	-256.0	NO IMPACT
350	TREE	2,227.8	-263.5	NO IMPACT
352	TREE	2,231.9	-259.0	NO IMPACT
353	TREE	2,212.4	-274.2	NO IMPACT
354	TREE	2,228.4	-237.7	NO IMPACT
355	TREE	2,205.4	-282.4	NO IMPACT
356	TREE	2,216.6	-274.4	NO IMPACT
357	TREE	2,212.4	-266.2	NO IMPACT
358	POWER POLE	2,218.5	-265.1	NO IMPACT
359	POWER POLE	2,246.3	-241.0	NO IMPACT
375	TREE	2,209.3	-279.3	NO IMPACT
396	TREE	2,203.6	-287.6	NO IMPACT
397	POWER POLE	2,202.1	-271.2	NO IMPACT
398	POWER POLE	2,186.6	-281.5	NO IMPACT

### RUNWAY 8 (26 END) DEPARTURE SURFACE OBSTRUCTION DATA TABLE

POINT NUMBER	DESCRIPTION	OBSTRUCTION ELEVATION (ft. MSL)	RUNWAY 8 (26 END) DEPARTURE SURFACE PENETRATION (ft.)	DISPOSITION
94	TREE	2,300.1	-37.4	NO IMPACT
124	TREE	2,343.2	-79.7	NO IMPACT
125	TREE	2,333.7	-92.6	NO IMPACT
126	TREE	2,336.2	-75.2	NO IMPACT
127	TREE	2,343.8	-51.6	NO IMPACT
128	TREE	2,336.0	-70.7	NO IMPACT
129	TREE	2,333.2	-44.9	NO IMPACT
130	TREE	2,335.6	-34.7	NO IMPACT
131	TREE	2,323.4	-53.0	NO IMPACT
132	TREE	2,323.2	-29.8	NO IMPACT
133	TREE	2,334.2	-3.5	REMOVE
134	TREE	2,341.3	-25.9	NO IMPACT
216	TREE	2,336.1	-183.7	NO IMPACT
217	TREE	2,324.4	-193.9	NO IMPACT
218	TREE	2,324.5	-191.8	NO IMPACT
219	TREE	2,349.6	-166.1	NO IMPACT
220	TREE	2,353.1	-161.5	NO IMPACT
221	TREE	2,352.1	-165.0	NO IMPACT
222	TREE	2,348.9	-169.7	NO IMPACT
223	TREE	2,340.2	-179.3	NO IMPACT
224	TREE	2,331.3	-184.2	NO IMPACT
225	TREE	2,349.0	-165.8	NO IMPACT
226	TREE	2,325.7	-193.6	NO IMPACT
227	TREE	2,346.2	-166.4	NO IMPACT
228	TREE	2,303.0	-202.0	NO IMPACT
229	POWER POLE	2,321.8	-126.8	NO IMPACT
230	POWER POLE	2,317.3	-133.7	NO IMPACT
231	POWER POLE	2,318.0	-136.6	NO IMPACT
233	POWER POLE	2,326.3	-134.2	NO IMPACT
234	POWER POLE	2,330.1	-133.9	NO IMPACT
235	POWER POLE	2,329.2	-137.6	NO IMPACT

### RUNWAY 8 (26 END) DEPARTURE SURFACE OBSTRUCTION DATA TABLE

POINT NUMBER	DESCRIPTION	OBSTRUCTION ELEVATION (ft. MSL)	RUNWAY 8 (26 END) DEPARTURE SURFACE PENETRATION (ft.)	DISPOSITION
285	POWER POLE	2,323.5	-122.7	NO IMPACT
286	POWER POLE	2,323.2	-120.7	NO IMPACT
288	POWER POLE	2,313.9	-198.8	NO IMPACT
296	TREE	2,349.7	-182.4	NO IMPACT
297	TREE	2,338.9	-220.1	NO IMPACT
298	TREE	2,336.0	-263.1	NO IMPACT
299	TREE	2,330.4	-268.7	NO IMPACT
300	TREE	2,332.6	-245.8	NO IMPACT
301	TREE	2,332.4	-266.7	NO IMPACT
307	FARM SILO	2,325.8	-269.2	NO IMPACT
313	ANTENNA	2,327.7	-271.4	NO IMPACT
314	TREE	2,328.0	-239.4	NO IMPACT
315	BUILDING	2,324.3	-274.8	NO IMPACT
321	BUILDING	2,317.6	-281.6	NO IMPACT
336	TREE	2,333.2	-21.6	NO IMPACT
337	TREE	2,333.1	-47.2	NO IMPACT
338	TREE	2,333.7	-10.8	REMOVE
339	TREE	2,334.9	-26.8	NO IMPACT
340	TREE	2,330.9	-71.0	NO IMPACT
341	TREE	2,329.9	-67.2	NO IMPACT
342	TREE	2,331.3	-76.2	NO IMPACT
343	TREE	2,339.0	-87.2	NO IMPACT
345	TREE	2,337.3	-91.1	NO IMPACT
429	POWER POLE	2,329.1	-140.9	NO IMPACT
430	POWER POLE	2,331.4	-142.2	NO IMPACT
431	POWER POLE	2,338.8	-196.2	NO IMPACT
432	POWER POLE	2,348.8	-243.9	NO IMPACT

REV	DATE	DESCRIPTION
1	07/25/24	ICGW MASTER PLAN & ALP UPDATE
2	10/09/24	FINAL MASTER PLAN & ALP EDITS

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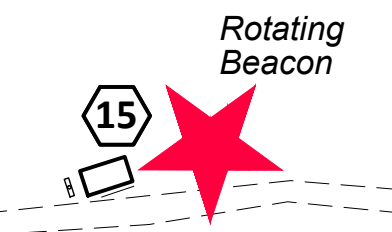
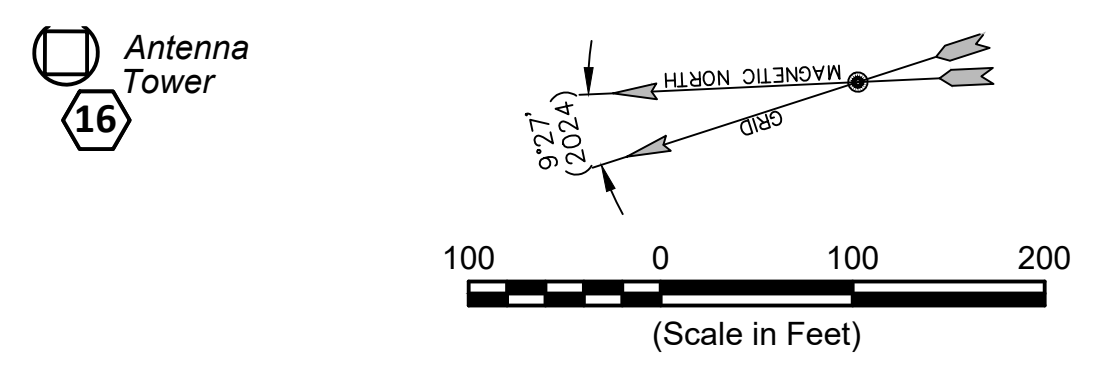
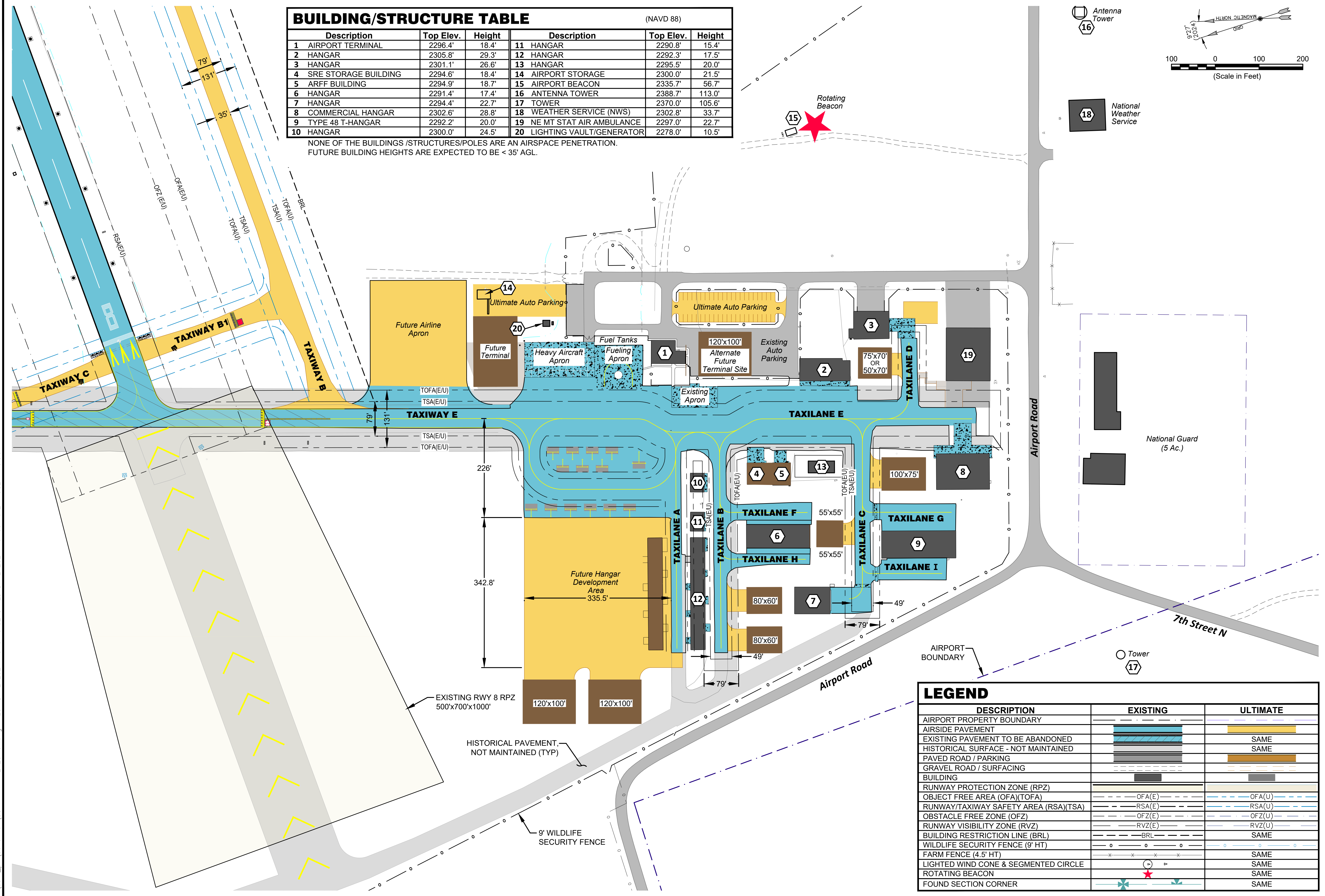
GLASGOW VALLEY COUNTY AIRPORT  
 AIRPORT LAYOUT PLAN  
**RUNWAY 8-26 INSTRUMENT  
 DEPARTURE OBSTRUCTION TABLES**  
 GLASGOW, MONTANA

PROJECT 4623.12423.01  
 DATE 10/09/2024

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 SHEET

BUILDING/STRUCTURE TABLE					(NAVD 88)
Description	Top Elev.	Height	Description	Top Elev.	Height
1 AIRPORT TERMINAL	2296.4'	18.4'	11 HANGAR	2290.8'	15.4'
2 HANGAR	2305.8'	29.3'	12 HANGAR	2292.3'	17.5'
3 HANGAR	2301.1'	26.6'	13 HANGAR	2295.5'	20.0'
4 SRE STORAGE BUILDING	2294.6'	18.4'	14 AIRPORT STORAGE	2300.0'	21.5'
5 ARFF BUILDING	2294.9'	18.7'	15 AIRPORT BEACON	2335.7'	56.7'
6 HANGAR	2291.4'	17.4'	16 ANTENNA TOWER	2388.7'	113.0'
7 HANGAR	2294.4'	22.7'	17 TOWER	2370.0'	105.6'
8 COMMERCIAL HANGAR	2302.6'	28.8'	18 WEATHER SERVICE (NWS)	2302.8'	33.7'
9 TYPE 48 T-HANGAR	2292.2'	20.0'	19 NE MT STAT AIR AMBULANCE	2297.0'	22.7'
10 HANGAR	2300.0'	24.5'	20 LIGHTING VAULT/GENERATOR	2278.0'	10.5'

NONE OF THE BUILDINGS /STRUCTURES/POLES ARE AN AIRSPACE PENETRATION.  
FUTURE BUILDING HEIGHTS ARE EXPECTED TO BE < 35' AGL.



REV	DATE	DESCRIPTION
1	07/25/24	CGW MASTER PLAN & ALP UPDATE
2	10/09/24	FINAL MASTER PLAN & ALP EDITS

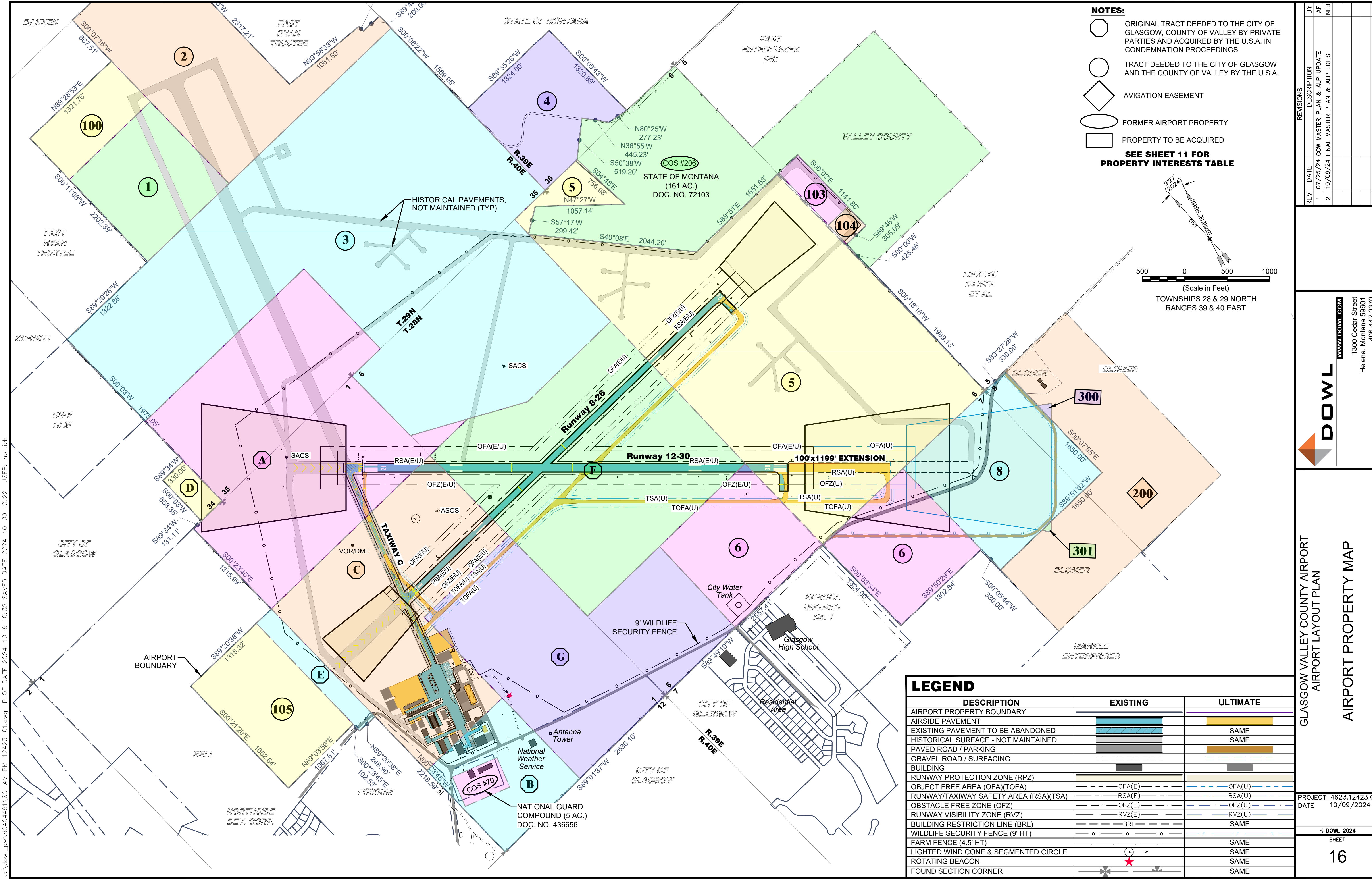
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GLASGOW VALLEY COUNTY AIRPORT  
 AIRPORT LAYOUT PLAN  
**TERMINAL AREA DRAWING**  
 GLASGOW, MONTANA

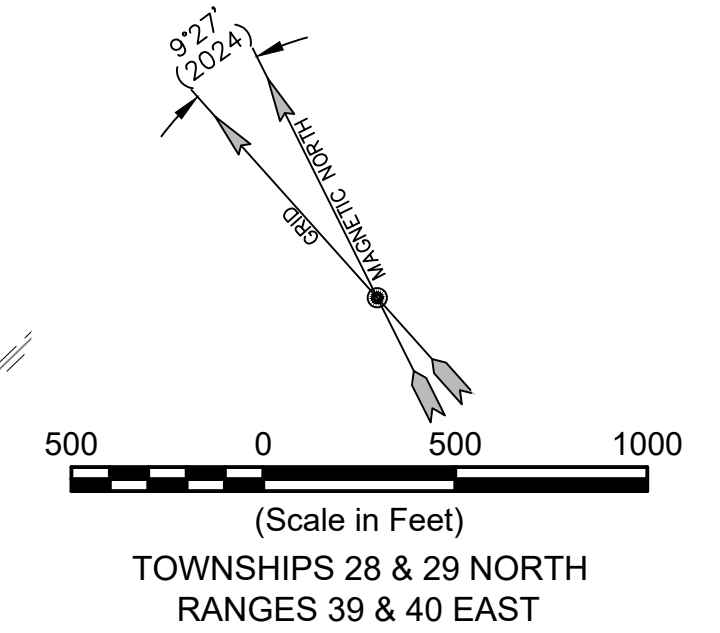
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 DATE 10/09/2024

DESCRIPTION	EXISTING	ULTIMATE
AIRPORT PROPERTY BOUNDARY	---	---
AIRSIDE PAVEMENT	▬▬▬	▬▬▬
EXISTING PAVEMENT TO BE ABANDONED	▬▬▬	SAME
HISTORICAL SURFACE - NOT MAINTAINED	▬▬▬	SAME
PAVED ROAD / PARKING	▬▬▬	▬▬▬
GRAVEL ROAD / SURFACING	▬▬▬	▬▬▬
BUILDING	■	■
RUNWAY PROTECTION ZONE (RPZ)	---	---
OBJECT FREE AREA (OFA)(TOFA)	--- OFA(E) ---	--- OFA(U) ---
RUNWAY/TAXIWAY SAFETY AREA (RSA)(TSA)	--- RSA(E) ---	--- RSA(U) ---
OBSTACLE FREE ZONE (OFZ)	--- OFZ(E) ---	--- OFZ(U) ---
RUNWAY VISIBILITY ZONE (RVZ)	--- RVZ(E) ---	--- RVZ(U) ---
BUILDING RESTRICTION LINE (BRL)	--- BRL ---	SAME
WILDLIFE SECURITY FENCE (9' HT)	○ ○ ○ ○ ○	○ ○ ○ ○ ○
FARM FENCE (4.5' HT)	* * * * *	SAME
LIGHTED WIND CONE & SEGMENTED CIRCLE	⊙	SAME
ROTATING BEACON	★	SAME
FOUND SECTION CORNER	✦	SAME

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- NOTES:**
- ORIGINAL TRACT DEEDED TO THE CITY OF GLASGOW, COUNTY OF VALLEY BY PRIVATE PARTIES AND ACQUIRED BY THE U.S.A. IN CONDEMNATION PROCEEDINGS
  - TRACT DEEDED TO THE CITY OF GLASGOW AND THE COUNTY OF VALLEY BY THE U.S.A.
  - AVIGATION EASEMENT
  - FORMER AIRPORT PROPERTY
  - PROPERTY TO BE ACQUIRED
- SEE SHEET 11 FOR PROPERTY INTERESTS TABLE**



REV	DATE	DESCRIPTION
1	07/25/24	ICGW MASTER PLAN & ALP UPDATE
2	10/09/24	FINAL MASTER PLAN & ALP EDITS

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GLASGOW VALLEY COUNTY AIRPORT  
AIRPORT LAYOUT PLAN  
**AIRPORT PROPERTY MAP**  
GLASGOW, MONTANA

**LEGEND**

DESCRIPTION	EXISTING	ULTIMATE
AIRPORT PROPERTY BOUNDARY		
AIRSIDE PAVEMENT		
EXISTING PAVEMENT TO BE ABANDONED		SAME
HISTORICAL SURFACE - NOT MAINTAINED		SAME
PAVED ROAD / PARKING		
GRAVEL ROAD / SURFACING		
BUILDING		
RUNWAY PROTECTION ZONE (RPZ)		
OBJECT FREE AREA (OFA)(TOFA)	--- OFA(E) ---	--- OFA(U) ---
RUNWAY/TAXIWAY SAFETY AREA (RSA)(TSA)	--- RSA(E) ---	--- RSA(U) ---
OBSTACLE FREE ZONE (OFZ)	--- OFZ(E) ---	--- OFZ(U) ---
RUNWAY VISIBILITY ZONE (RVZ)	--- RVZ(E) ---	--- RVZ(U) ---
BUILDING RESTRICTION LINE (BRL)	--- BRL ---	SAME
WILDLIFE SECURITY FENCE (9' HT)		
FARM FENCE (4.5' HT)		SAME
LIGHTED WIND CONE & SEGMENTED CIRCLE		SAME
ROTATING BEACON		SAME
FOUND SECTION CORNER		SAME

PROJECT 4623.12423.01  
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**16**

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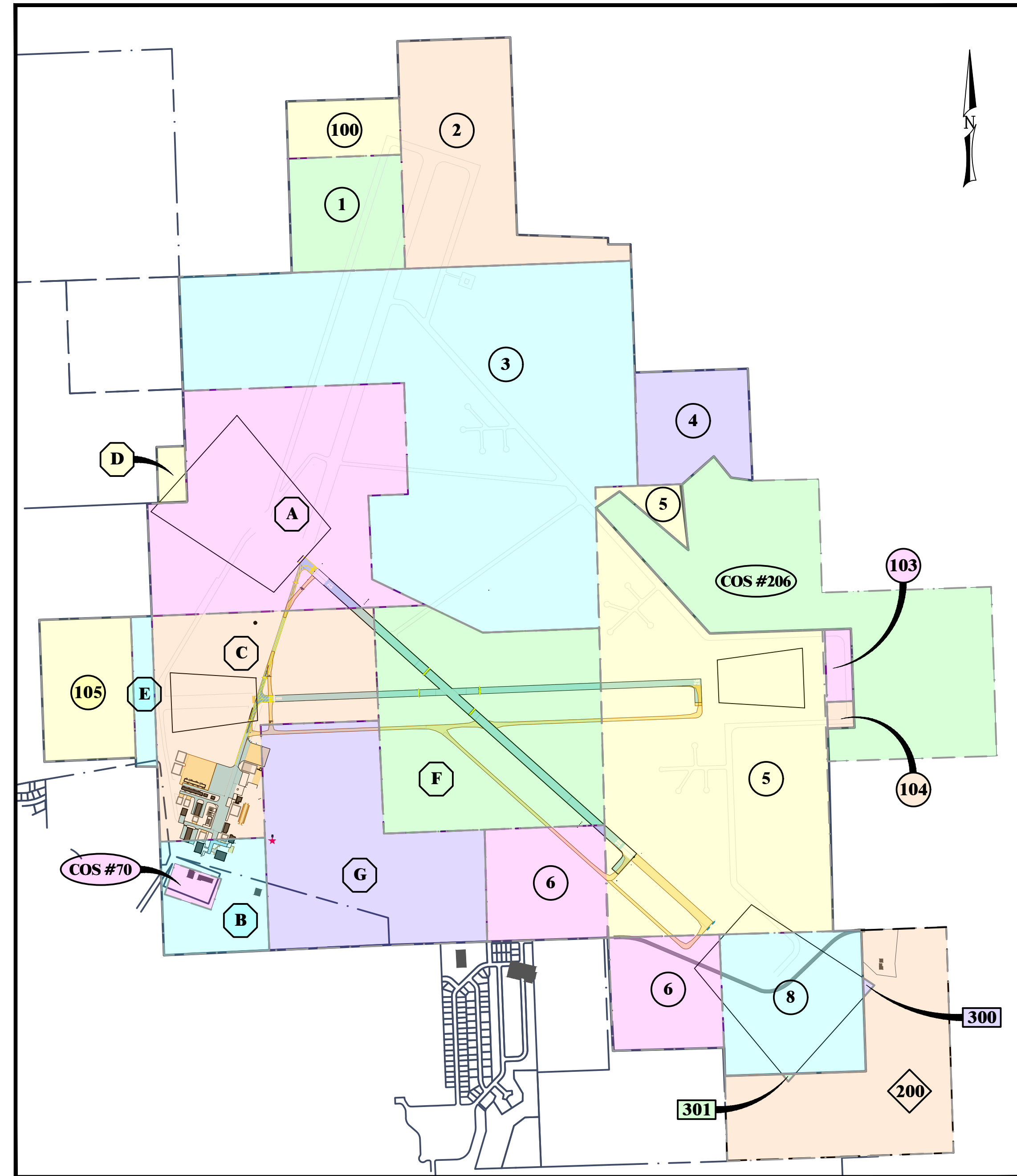
**SUMMARY OF PROPERTY INTERESTS**

TRACT	DESCRIPTION	ACRES	BOOK	PAGE	YEAR ACQUIRED	PARTICIPATING PROJECT NO.	PURPOSE OF ACQUISITION
A	LOTS 1 AND 2 S1-T28-R39 S½ SW¼ S35-29-39 PARCEL LOT 4 NW¼ S6-T28-R40	163±	55	204	1942	NONE	AIRPORT OWNERSHIP
B	SW¼ SE¼ S1-T28-R39	35±**	42	318	1932	NONE	AIRPORT OWNERSHIP
C	S½ NE¼ NW¼ SE¼ S1-T28-R39	120±	44	166	1932	NONE	AIRPORT OWNERSHIP
D	E½ SE¼ SE¼ SE¼ S34-T29-R39	5±	43	8		NONE	AIRPORT OWNERSHIP
E	SE¼ NW¼ NE¼ SW¼ PARCEL S1-T28-R39	10±	55	153	1942	NONE	AIRPORT OWNERSHIP
F	GLO LOTS 5, 6 AND SE¼ NW¼, AND NE¼ SW¼ S6-T28-R40	143±	55	122	1941	NONE	AIRPORT OWNERSHIP
G	SW¼ SW¼ S6-T28-R40 E½ SE¼ S1-T28-R39	116±	2	158	1890	NONE	AIRPORT OWNERSHIP
1	SE¼ NW¼ S35-T29-R39	40±	65	91-98	1948	NONE	CIVILIAN AIRPORT
2	W½ NE¼ AND S½ SE¼ NE¼ S35-T29-R39	90±	65	91-98	1948	NONE	CIVILIAN AIRPORT
3	N½ S½ AND S½ SE¼ S35-T29-R39 AND NW¼ S6-T28-R40	324±	65	91-98	1948	NONE	CIVILIAN AIRPORT
4	SW¼ SW¼ S36-T29-R39	38±*	65	91-98	1948	NONE	CIVILIAN AIRPORT
5	E½ S6-T28-R40	254±*	65	91-98	1948	NONE	CIVILIAN AIRPORT
6	NW¼ NE¼ S7-T28-R40 AND SE¼ SW¼ S6-T28-R40	80±	65	91-98	1948	NONE	CIVILIAN AIRPORT
8	W'LY TO NE¼ NE¼ S7-T28-R40 THENCE S'LY E½ NE¼ NE¼ 1650' THENCE E'LY 1650' THENCE N'LY 1650' THENCE W'LY 330'	63±	65	91-98	1948	NONE	CIVILIAN AIRPORT
100	S½ NE¼ NW¼ S35-T29-R39	20±	65	91-98	1948	NONE	CIVILIAN AIRPORT
103	SW¼ NW¼ W½ SE¼ NW¼ S5-T28-R40	7±*	65	91-98	1948	NONE	CIVILIAN AIRPORT
104	N½ NW¼ SW¼ NW¼ NE¼ SW¼ S5-T28-R40	2.5±*	65	91-98	1948	NONE	CIVILIAN AIRPORT
105	SE¼ NW¼ AND N½ N½ NE¼ SW¼ S1-T28-R39	41±	65	91-98	1948	NONE	CIVILIAN AIRPORT

TOTAL AIRPORT PROPERTY ACREAGE = 1552±

\* CERTIFICATE OF SURVEY NO. 206 TRANSFERRED PORTIONS OF TRACTS 4, 5, 103, AND 104, TOTALLING 161 ACRES, TO THE STATE OF MONTANA.

\*\* CERTIFICATE OF SURVEY NO. 70 TRANSFERRED OWNERSHIP OF 5 ACRES OF TRACT B TO THE STATE OF MONTANA.



**FUTURE ACQUISITIONS**

TRACT	DESCRIPTION	ACRES	BOOK	PAGE	YEAR ACQUIRED	PARTICIPATING PROJECT NO.	PURPOSE OF ACQUISITION
200	SE¼ NE¼ S7-T28-R40 AND W½ NW¼ S8-T28-R40	97±	65	185	---	NONE	AVIGATION EASEMENT
300		0.35±	--	---	---	---	TO BE ACQUIRED
301		0.16±	--	---	---	---	TO BE ACQUIRED

REV	DATE	DESCRIPTION
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GLASGOW VALLEY COUNTY AIRPORT  
AIRPORT LAYOUT PLAN  
**PROPERTY INTERESTS TABLE**  
GLASGOW, MONTANA

PROJECT 4623.12423.01  
DATE 10/09/2024

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