PINEY PINECREEK BORDER AIRPORT

The only Bi-National Airport in the World.

Box 32, Vassar, MB
Canada R0A 2J0

Pinecreek, Minn.
U.S.A. 56751

From Marlin Elton 39495 310Th Ave
39495 310th Ave Roseau MN 56751
Roseau MN
56751
218-463-2030

ATTN: Bill Storm

Enclosed find the map of the Proposed Cross wind Runway at Piney Pinecreek Airport I Have marked the Section line Between Private Land and DNR Land, and as you Can see the clear space for the cross wind Goes over that Line, IF this Line (Power) Goes in as Planned we will Never Get our Cross wind Runway, this Airport is used Mainley by small Private Planes. Cross winds are a Accident waiting to happen.

In the Preplanning Process All these Points were brought up, what Happend. A Lot of work For many year went into getting a Airport like ours Approved by both washington + Ottawa and on the local Level, Dont cut our hegs of berore we Get this completed.

there were Acceptable Alternitive Routs to both Canada Residents and U.S. Residents

IF as much time and Effort Hade Been Put into the Route Selection, as has been Put into our Airport this could Be a Pluse in stead a Fa Negative Issue.

Marlin Elton

218-463-2030
218-689-7528

From: Marlin Elton
Piney Pinecreek Border Airport
39495 310th Ave
Roseau MN
56751

RUNWAY PROTECTION ZONE DATA

FAA RUNWAY PROTECTION ZONE DIMENSIONS

	RUNWAY	BASE	LENGTH	OUTER WIDTH
EXISTING	15	500'	1,000'	700'
	33	500'	1,000'	700'
	06	250'	1,000'	450'
	24	250'	1,000'	450'
ULTIMATE	15	500'	1,000'	700'
	33	500'	1,000'	700'
	06	250'	1,000'	450'
	24	250'	1,000'	450'

RUNWAY CLEAR ZONE DATA

MnDOT RUNWAY CLEAR ZONE DIMENSIONS

	RUNWAY	BASE	LENGTH	OUTER WIDTH	SLOPE
EXISTING	15	500'	2,000'	1,100'	40:1
	33	500'	2,000'	1,100'	40:1
	06	250'	2,000'	650'	20:1
	24	250'	2,000'	650'	20:1
ULTIMATE	15	500'	2,000'	1,100'	40:1
	33	500'	2,000'	1,100'	40:1
	06	250'	2,000'	650'	20:1
	24	250'	2,000'	650'	20:1

NAVAID COORDINATES

NAVAID	LATITUDE	LONGITUDE
NDB (SAW)	48 [illegible] N	95 [illegible] W

RUNWAY SAFETY AREA

FAA RUNWAY SAFETY AREA DIMENSIONS

EXISTING

RUNWAY	WIDTH	LENGTH BEYOND RUNWAY END
15-33	150'	300'
06-24	120'	240'

ULTIMATE

RUNWAY	WIDTH	LENGTH BEYOND RUNWAY END
15-33	150'	300'
06-24	120'	240'

RUNWAY OBJECT FREE AREA

FAA RUNWAY OBJECT FREE AREA DIMENSIONS

EXISTING

RUNWAY	WIDTH	LENGTH BEYOND RUNWAY END
15-33	500'	300'
06-24	250'	240'

ULTIMATE

RUNWAY	WIDTH	LENGTH BEYOND RUNWAY END
15-33	500'	300'
06-24	250'	240'

RUNWAY END COORDINATES

EXISTING

RUNWAY	LATITUDE	LONGITUDE	ELEVATION (MSL)
15	48°00'4.91"N	95°59'02.30"W	1077.50
33	48°59'36.28"N	95°58'38.66"W	1065.60
06	48°59'48.73"N	95°59'28.84"W	1074.50
24	48°59'30.13"N	95°58'53.83"W	1073.92

*NOT SURVEYED

ULTIMATE

RUNWAY	LATITUDE	LONGITUDE	ELEVATION
15	—	—	—
33	—	—	—
06	48°59'48.73"N	95°59'28.84"W	1074.50
24	48°59'59.13"N	95°58'53.83"W	1073.92
MONUMENT	[illegible]	[illegible]	1075.[illegible]

*ESTIMATED USING NAD 83 DESIGN PROGRAM (DEPICTED ON DRAWING 2)

AIRPORT DATA

	EXISTING	ULTIMATE
AIRPORT ELEVATION	1076'	1076'
AIRPORT REFERENCE POINT (LATITUDE)	48°59'38.65" N	48°59'38.65" N
AIRPORT REFERENCE POINT (LONGITUDE)	95°58'48.03" W	95°58'48.03" W
MEAN MAX. TEMP. (HOTTEST MONTH)	77.8° F (JULY)	77.8° F (JULY)
RUNWAY LIGHTING	MIRL 15/33 MEDIUM	MIRL 15/33 MEDIUM
AIRPORT AND TERMINAL NAVAIDS	NDB	NDB
AIRPORT AND TERMINAL VISUAL AIDS	ROTATING BEACON LIGHTED WIND CONE	ROTATING BEACON LIGHTED WIND CONE
TASP CLASSIFICATION	Intermediate	Intermediate
AIRPORT REFERENCE CODE (ARC)	B-I	B-II
APPROACH MINIMUMS RUNWAY 15	VISUAL	VISUAL
APPROACH MINIMUMS RUNWAY 33	MIN. 1 MILE	MIN. 1 MILE
APPROACH MINIMUMS RUNWAYS 06-24	VISUAL	VISUAL
RUNWAY WIDTH	35'	35'

LEGEND

EXISTING	ULTIMATE	
		PROPERTY LINE
		BUILDING RESTRICTION LINE (BRL)
		RUNWAY CLEAR ZONE
		RUNWAY OBJECT FREE AREA (OFA)
		RUNWAY PROTECTION ZONE (RPZ)
		RUNWAY SAFETY AREA (RSA)
ARP	ARP	AIRPORT REFERENCE POINT (ARP)
		BEACON
		WIND CONE OR IDL
		TREES AND BRUSH
NONE		VISUAL APPROACH PATH INDICATOR (PAPI,VASI)
		POWER OR TELEPHONE LINE
		BUILDINGS
NONE		ANTENNA
		POWER POLES
		RUNWAY THRESHOLD LIGHTING
		[illegible]

RUNWAY END STATION AND ELEVATION

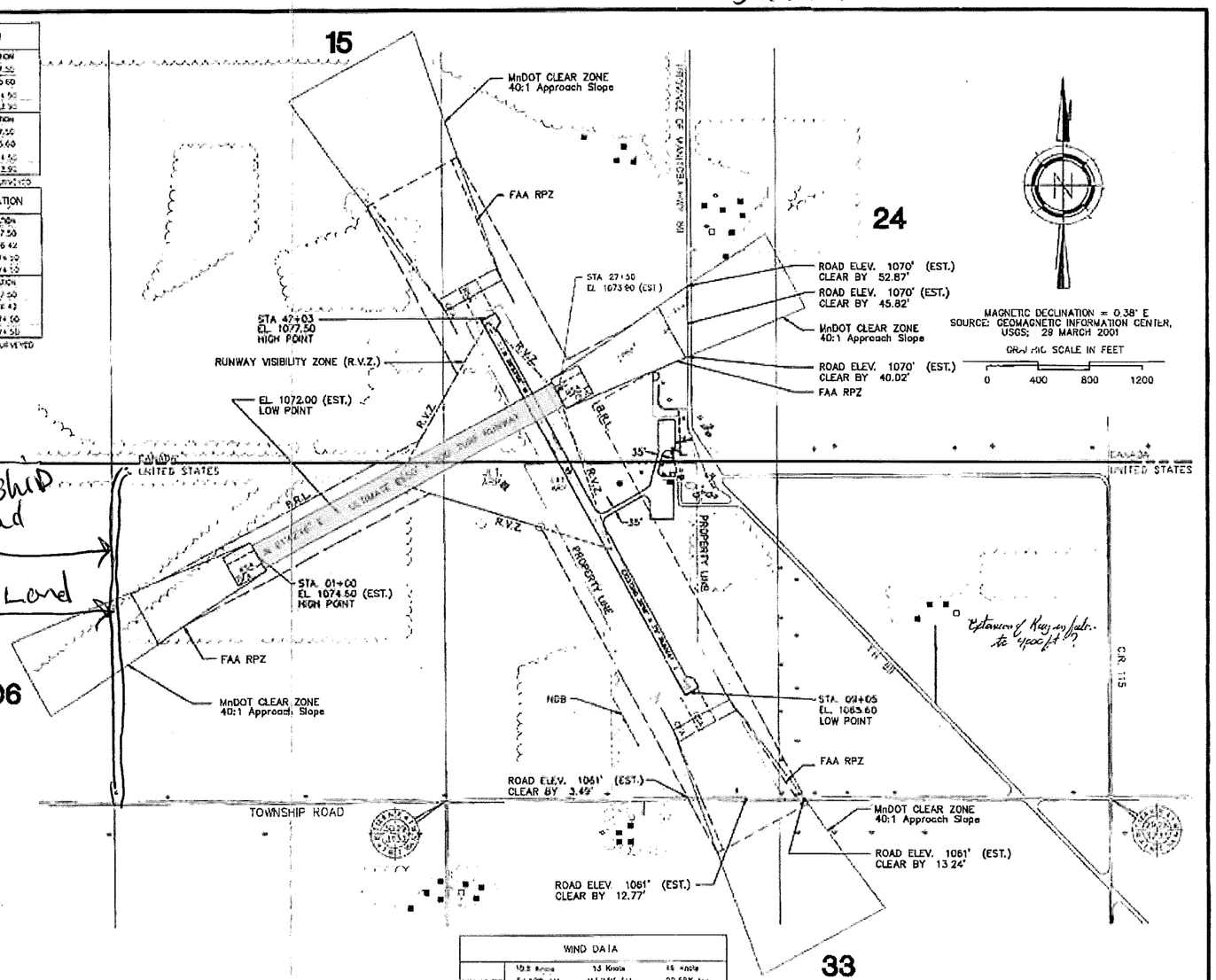
	RUNWAY	STATION	ELEVATION
EXISTING	15	42+03	1077.50
	33	09+05	1065.60
	06	01+00	1074.50
	24	27+50	1073.92
ULTIMATE	15	42+03	1077.50
	33	09+05	1065.60
	06	01+00	1074.50
	24	27+50	1073.92

*NOT SURVEYED

RUNWAY TOUCHDOWN STATION AND ELEVATION

	RUNWAY	STATION	ELEVATION
EXISTING	15	42+03 to 12+03	1077.50
	33	09+05 to 38+05	1076.42
	06	01+00 to 29+50	1074.50
	24	27+50 to 01+00	1074.50
ULTIMATE	15	42+03 to 12+03	1077.50
	33	09+05 to 38+05	1076.42
	06	01+00 to 29+50	1074.50
	24	27+50 to 01+00	1074.50

*NOT SURVEYED



Canada

U.S.A.

Township Road

DNR Land

WIND DATA

	10.5 Knots	13 Knots	16 Knots
RWY 15/33	94.10% ALL	97.25% ALL	99.58% ALL
	92.44% IFR	96.57% IFR	99.03% IFR
	94.22% VFR	97.31% VFR	99.62% VFR
RWY 06/24	88.67% ALL	94.68% ALL	98.86% ALL
	89.63% IFR	93.97% IFR	99.45% IFR
	88.74% VFR	94.74% VFR	98.93% VFR
COMBINED	90.18% ALL	95.93% ALL	99.52% ALL
	88.85% IFR	95.27% IFR	99.24% IFR
	90.23% VFR	95.97% VFR	99.55% VFR

SOURCE: NATIONAL CLIMATIC CENTER ASHEVILLE, NC
LOCATION: INTERNATIONAL FALLS AIRPORT 1981-2000

RUNWAY DATA TABLE

	RUNWAY 15-33		RUNWAY 06-24	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY LENGTH & WIDTH	3,298' x 75'	3,298' x 75'	2,650' x 50'	2,650' x 50'
DISPLACED THRESHOLD	—	—	—	—
RUNWAY GRADIENT (%)	0.37	0.37	0.05	0.05
PAVEMENT TYPE	BITUMINOUS	BITUMINOUS	TURF	TURF
PAVEMENT DESIGN STRENGTH	N/A SWG	12.5 SWG	N/A	N/A
RUNWAY LIGHTING	MIRL	MIRL	NONE	NONE
RUNWAY MARKING	NON PRECISION	NON PRECISION	VISUAL	VISUAL
RUNWAY NAVAIDS	NDB	RPI	BE	VISUAL
RUNWAY CATEGORY	ARC B-II	ARC B-II	CONSTRUCTED	ARC B-II
RUNWAY OL TO HOLD LINE DIMENSION	200'	200'		
A1/CR WIND COVERAGE (%)	—	—		
DESIGN APPROACH SLOPE (FAA)	20:1/20:1	20:1/20:1		20:1/20:1
DESIGN APPROACH SLOPE (MnDOT)	20:1/20:1	20:1/20:1		20:1/20:1
CLEAR APPROACH SLOPE (MnDOT)	20:1/20:1	20:1/20:1		20:1/20:1
LANDING DISTANCE AVAILABLE (LDA)	2,498'	2,498'		2,650'
TAKEOFF DISTANCE AVAILABLE (TODA)	2,498'	2,498'		2,650'
TAKEOFF RUNWAY AVAILABLE (TORA)	2,498'	2,498'		2,650'
ACCELERATE STOP DIST AVAILABLE (ASDA)	2,498'	2,498'		2,650'

CRITICAL AIRCRAFT DATA

	EXSTING 15/33	ULTIMATE 15/33	EXISTING 06/24	ULTIMATE 06/24
RUNWAY LENGTH	[illegible]	[illegible]	[illegible]	[illegible]
RUNWAY STRENGTH	12,500 LBS	12,500 LBS	CL	[illegible]
APPROACH SPEED	CAT. B	CAT. B	TO	CAT. [illegible]
WING SPAN	CATEGORY B	CATEGORY B	CONSTRUCTED	[illegible]
[illegible]	DESIGN GROUP II	DESIGN GROUP II		DESIGN GROUP I

PINEY-PINECREEK AIRPORT COMMISSION

APPROVED _____ Piney-Pinecreek Airport Commission _____ DATE

APPROVED _____ Minnesota Department of Transportation _____ DATE

NO.	DATE	BY	CHANGE
1	3/29/01	SEH	REVISED AIRPORT LAYOUT PLAN

REVISIONS

BY: MARK M. BOVIN 11/6/00

SHEET 1 OF 2

AIRPORT LAYOUT DRAWING
PINEY PINECREEK AIRPORT

SEH Aviation Services Group

Piney - Pinecreek (Proposed)