

Associated City: Casselton

Airport Name: Casselton Robert Miller Regional

	Existing	Objectives - Local Airport	Recommended
Airside Facilities			
Primary Runway Length	3,900 Feet	3,300 Feet or Greater	
Primary Runway Width	75 Feet	60 Feet	
Taxiway Type	Full Taxiway	Connecting Taxiways	
Approach Type	Non-Precision w/ Vertical Guidance	Non-Precision (GPS)	
Lighting	HIRL	MIRL	
Visual Aids	Lighted Wind Indicator, Segmented Circle	Lighted Wind Indicator, Segmented Circle	
NAVAIDS	PAPI	VGSI (VASIs/PAPIs) if GPS IFR Procedures	
Weather	No	ASOS or AWOS	Install ASOS or AWOS
Perimeter Fencing	Partial Perimeter Fencing	Partial Perimeter Fencing	
Landside Facilities			
Hangar Spaces	86 Spaces (100%)	75% of Based Aircraft	
Hangars for Transient Aircraft	Yes	Yes	
Terminal/Administration Bldg	500 Square Feet	500 Square Feet	
Aircraft Maintenance Facility	Based	Not an Objective	
Landside Services			
FBO Office	No	Yes	Construct an FBO Office
Agricultural Spraying	Based	Yes	
Aircraft Maintenance Staff	Based	On-Call	
Fuel	100LL (Credit Card)	100LL (Credit Card)	
Terminal/Pilot's Lounge	Phone, Restrooms and Flight Planning Room	Phone and Restrooms	
Ground Transportation Services	Courtesy Car	Yes	
Security	Terminal Lighting, Ramp Lighting, Police Patrol	Terminal and Ramp Lighting, and Controlled Airfield Access	Control Airfield Access
Signage	Adequate Signage to Locate Airport from Access Road & Welcome Signage	Adequate Signage to Locate Airport from Access Road & Welcoming Signage	
Snow Removal Equipment	Yes	Yes	



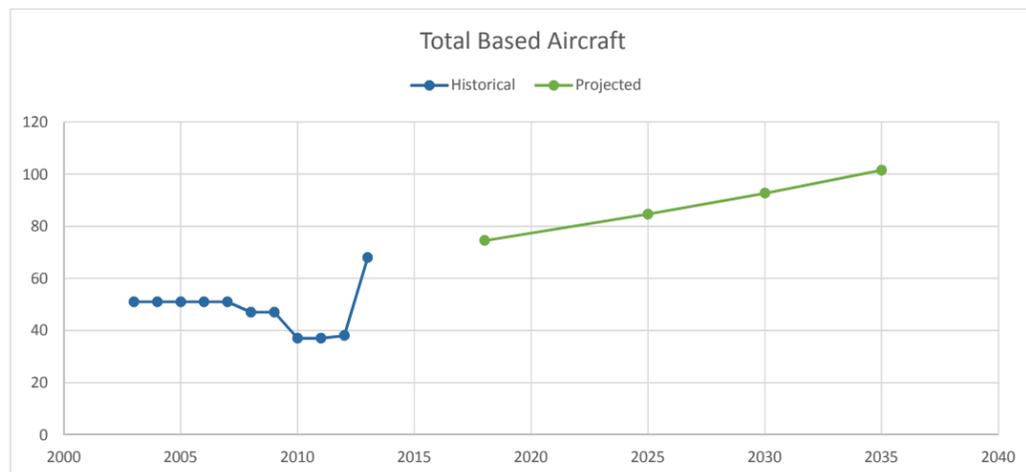
North Dakota Aeronautics Commission
www.nd.gov/ndaero

2014 NORTH DAKOTA STATE AVIATION SYSTEM PLAN CASSELTON ROBERT MILLER REGIONAL AIRPORT



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Summary of Aviation Projections							Growth Rate:	1.84%
Casselton Robert Miller Regional Airport (5N8)								
Year	Operations					Total Ops	Based Aircraft	
	Itinerant		Local					
	Air Taxi	GA	Military	GA	Military			
Historical								
2003	400	5,000	50	10,000	0	15,450	51	
2004	400	5,000	50	10,000	0	15,450	51	
2005	400	5,000	50	10,000	0	15,450	51	
2006	400	5,000	50	10,000	0	15,450	51	
2007	400	5,000	50	10,000	0	15,450	51	
2008	400	5,000	50	10,000	0	15,450	47	
2009	800	6,000	300	12,000	0	19,100	47	
2010	800	6,000	300	12,000	0	19,100	37	
2011	800	6,000	300	12,000	0	19,100	37	
2012	800	6,000	300	12,000	0	19,100	38	
2013	800	6,000	300	12,000	0	19,100	68	
Projected								
2018	876	6,572	329	13,143	0	20,920	74	
2025	995	7,465	373	14,929	0	23,763	85	
2030	1,090	8,176	409	16,352	0	26,027	93	
2035	1,194	8,955	448	17,910	0	28,507	101	



Source: 2014 North Dakota State Aviation System Plan

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5N8

General Information		Based Aircraft	
Airport Sponsor	Casselton	Single	60
NPIAS	Yes	Multi	2
NDSASP Classification	Local	Jets	0
Height Zoning	Unknown	Helicopters	1
Airport Layout Plan (ALP)	Yes (2012)	Gliders	3
Master Plan (Date)	Yes	Military	0
Wildlife Mgmt Plan (Date)	No	Ultralight	2
Airport Reference Code (ARC)	B-II	Total	68

Primary Runway		13/31	
Length	3,900		
Width	75		
Surface	CONC-G		
Pavement Condition Index (PCI)	65-97		
Runway Edge Lights	HIRL		
Parallel Taxiway	Full		
Parallel Taxiway Lighting	No		
Runway Ends	13	31	
Visual Slope Indicator	2	1	
Approach Lights	14	14	
Rwy End Identifier Lights	No	Yes	
Instrument Approach	GPS	LPV, GPS	
Minimums	1620-1	1226-1	



Legend:

Surface Code:	Type	Condition			
ASPH = Asphalt	CONC = Concrete	TURF = Turf or Gravel	E = Excellent G = Good F = Fair P = Poor		
1 = P2L PAPI 2 Left	2 = P2R PAPI 2 Right	3 = P4L PAPI 4 Left			
4 = P4R PAPI Right	5 = PSIL PLASI Left	6 = PSIR PLASI Right			
7 = S2L SAVASI 2 Left	8 = S2R SAVASI 2 Right	9 = V2R VASI 2 Right			
10 = V2L VASI 2 Left	11 = V4R VASI 4 Right	12 = V4L VASI 4 Left			
13 = V6R VASI 6 Right	14 = V6L VASI 4 Right	15 = V12 VASI 12 both sides of rwy			
16 = V16 VASI 16 both sides of rwy	17 = NSTD (non-standard)	18 = PVI (priv. owned at pub. airport)			
19 = None					
1 = ALSAF	2 = ALSF1	3 = ALSF2	4 = MALS	5 = MALSF	6 = MALSR
7 = SSALS	8 = SSALF	9 = SSALR	10 = NEON	11 = ODALS	12 = LDIN
13 = NSTD (non-standard)		14 = None			