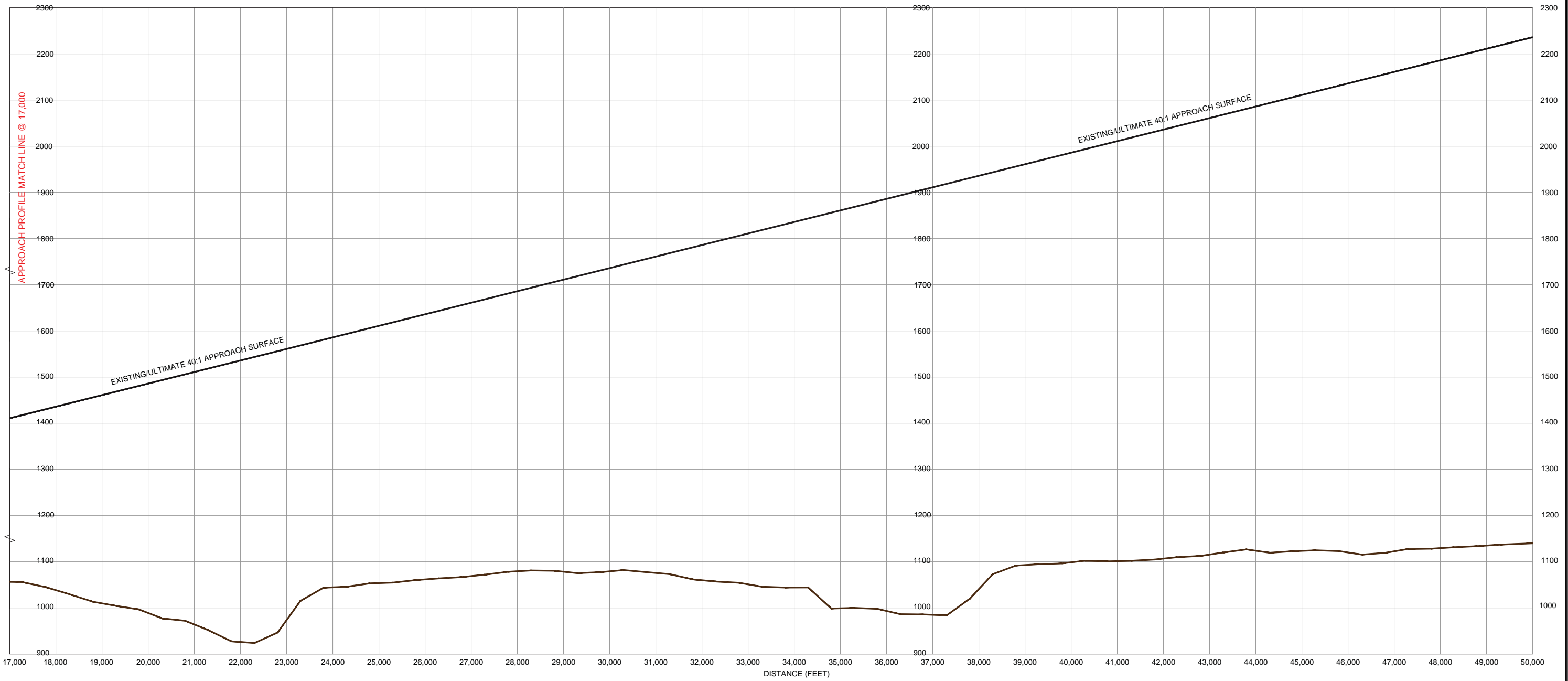
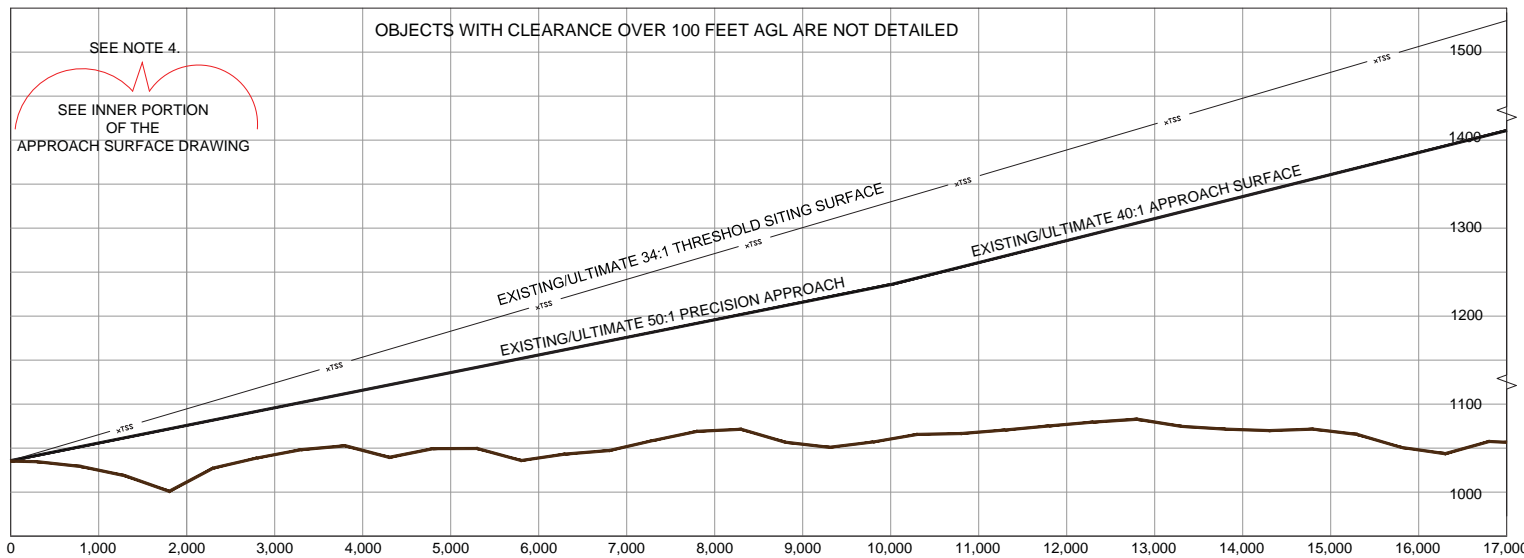


OBJECTS WITH CLEARANCE OVER 100 FEET AGL ARE NOT DETAILED



RUNWAY 31 APPROACH SURFACE PROFILE

Elevation (in MSL)

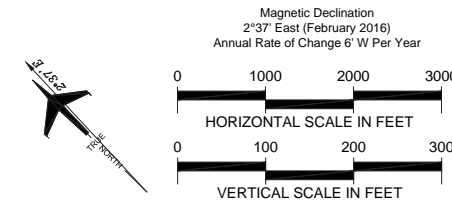


GENERAL NOTES:

- Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
- Depiction of features and objects within the primary, transitional, horizontal, and conical surfaces, are illustrated on the AIRPORT AIRSPACE DRAWINGS.
- Depiction of features and objects within the outer portion of the approach surfaces, are illustrated on the RUNWAY APPROACH SURFACE PROFILES.
- Depiction of features and objects within the inner portion of the approach surfaces, are illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.
- Airport Datum in NAD-83 AND NAVD-88, USGS MAPS NAD-27.

RUNWAY 31 OBSTRUCTION TABLE

Object Description/Elevation	Obstructed Part 77 Surface	Object Penetration	Proposed Object Disposition
None	.	.	.



**TOPEKA REGIONAL AIRPORT
APPROACH SURFACE PROFILE II
Topeka, Kansas**

PLANNED BY: *Patrick C. Taylor*
 DETAILED BY: *Larry D. Johnson*
 APPROVED BY: *Stephen C. Wagner*
 AUGUST 26, 2016 SHEET 9 OF 17

No.	REVISIONS	DATE	BY	APP'D.
1	AIRPORT LAYOUT PLAN UPDATED	8/26/16		
2	AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA		Coffman	

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 DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAW.



1:10/3/16 - 1:36pm - Johnson - R:\CAD\Johnson\Projects\TDR\TopekaRegionalAirport\toe_ahp9_9_ASP.dwg