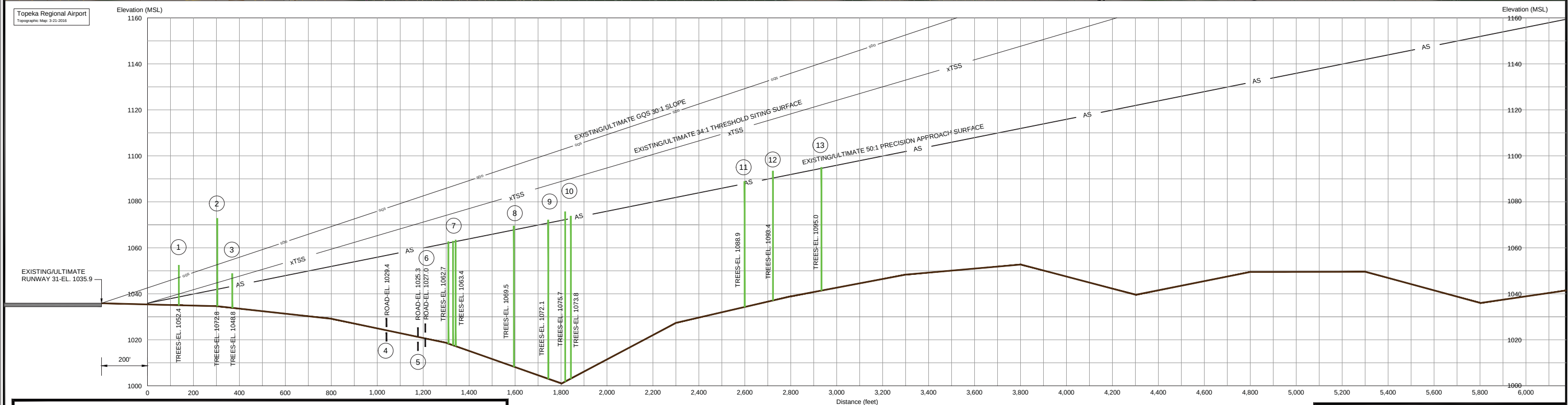
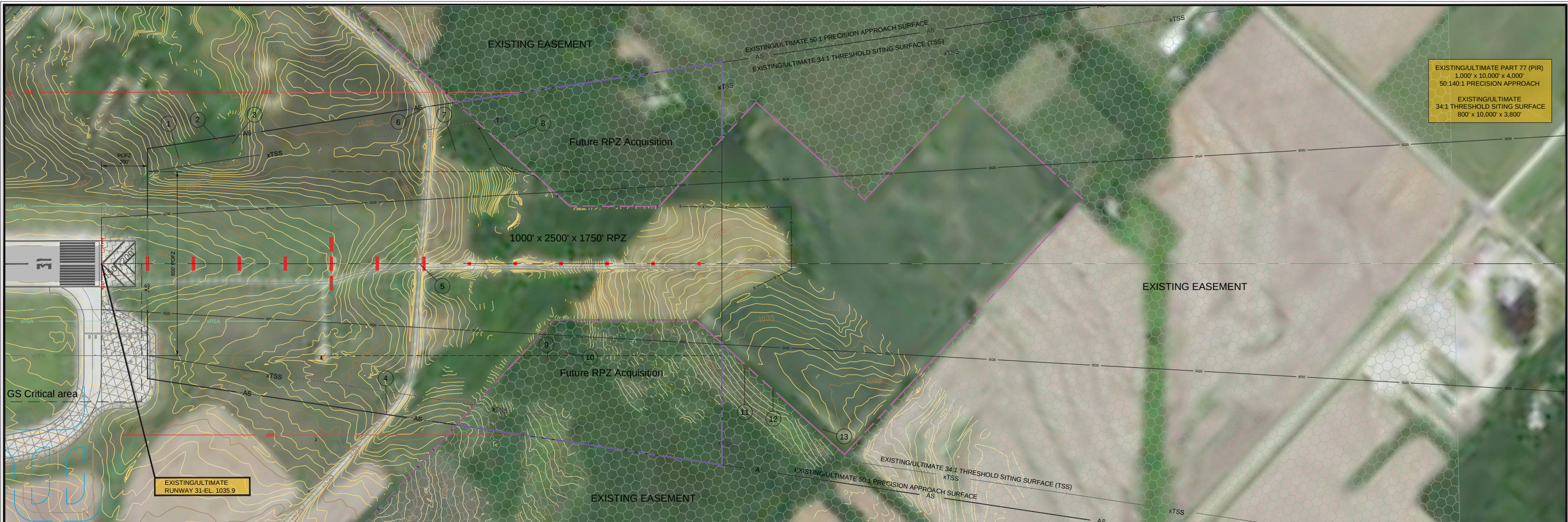


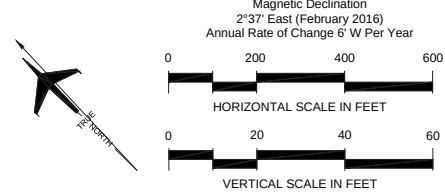


Objects Description/Elevation	Part 77 Approach		Threshold Siting Surface		Object Disposition
	Existing 50:1	Ultimate 50:1	Existing 34:1	Ultimate 34:1	
	Existing 50:1	Ultimate 50:1	Existing 34:1	Ultimate 34:1	
1. TREES-EL. 1052.4	13.8'	13.8'	0'	0'	TRIM/REMOVE TREES
2. TREES-EL. 1072.8	30.9'	30.9'	0'	0'	TRIM/REMOVE TREES
3. TREES-EL. 1048.8	5.6'	5.6'	0'	0'	TRIM/REMOVE TREES
7. TREES-EL. 1063.4	0.7'	0.7'	0'	0'	TRIM/REMOVE TREES
8. TREES-EL. 1069.5	1.7'	1.7'	0'	0'	TRIM/REMOVE TREES
9. TREES-EL. 1072.1	1.3'	1.3'	0'	0'	TRIM/REMOVE TREES
10. TREES-EL. 1075.7	3.5'	3.5'	0'	0'	TRIM/REMOVE TREES
11. TREES-EL. 1088.9	1'	1'	0'	0'	TRIM/REMOVE TREES
12. TREES-EL. 1093.4	3.1'	3.1'	0'	0'	TRIM/REMOVE TREES
13. TREES-EL. 1095.0	0.5'	0.5'	0'	0'	TRIM/REMOVE TREES

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted. Road obstructions reflect a safety clearance of 10' for dirt Roads or private Roads, 15' for noninterstate Roads, 17' for interstate Roads, and 23' for railroad.

2. Depiction of features and objects, including related elevations and clearances, within the Runway Departure Surfaces and Glideslope Qualification Surface (GQS) are depicted on the DEPARTURE SURFACE DRAWINGS.



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

TOPEKA REGIONAL AIRPORT
INNER PORTION OF RUNWAY 31
APPROACH SURFACE DRAWING
Topeka, Kansas

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: Stephen C. Wagner

AUGUST 26, 2016 SHEET 11 OF 17

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