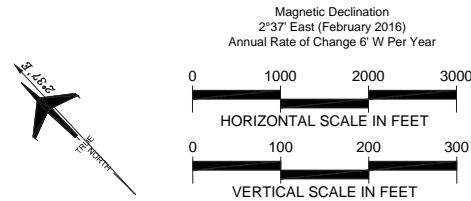
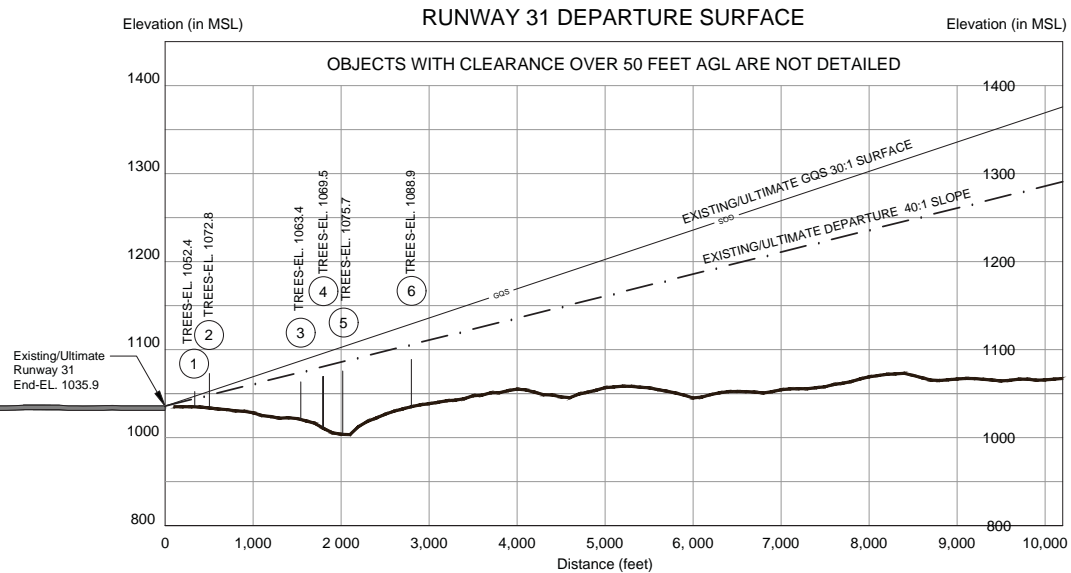


GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the Part 77 Approach Surfaces and Threshold Siting Surfaces (TSS) are depicted on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS.
2. Details concerning terminal improvements depicted on the TERMINAL AREA DRAWING.
3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE DRAWING.
4. NAVD 88 Datum was used for all vertical elevations and NAD 83 for all horizontal elevations.
5. 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.
6. The same alphanumeric symbol used in both Plans and Profile Views, to identify significant objects within the approach or departure surfaces. Shape file (Data Table) list objects regardless of whether or not they are obstructions, to enhance clarity the Obstruction Tables list obstructions.
7. Some objects with clearance over fifty feet AGL are not detailed.

RUNWAY 13 OBSTRUCTION			
Object Description/Elevation	Departure & GQS Penetrations		Obstacle Clearance Requirements (Remove, Relocate, or Lower Object)
	DS 40:1 Slope	GQS 30:1 Slope	
None	-	-	-

RUNWAY 31 OBSTRUCTION			
Object Description/Elevation	Departure & GQS Penetrations		Obstacle Clearance Requirements (Remove, Relocate, or Lower Object)
	DS 40:1 Slope	GQS 30:1 Slope	
1. TREES-EL. 1052.4 2. TREES-EL. 1072.8	8.1' 24.3'	Outside of Surface Outside of Surface	REMOVE TREES REMOVE TREES



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

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 LAWS.

TOPEKA REGIONAL AIRPORT
RUNWAY 13-31
DEPARTURE SURFACE DRAWING
Topeka, Kansas

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APPROVED BY: Stephen C. Wagner

AUGUST 26, 2016 SHEET 16 OF 17

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