## AIRPORT DATA

| | | | |
|---|---|---|---|
| OWNER: Metropolitan Topeka Arpt Auth. | CITY: Topeka, Kansas | COUNTY: Shawnee | NPIAS CODE: CS |
| TOWNSHIP: T 12 S/T 13 S | RANGE: 15 East | | |

| Topeka Regional Airport (FOE) | | EXISTING | ULTIMATE |
|---|---|---|---|
| AIRPORT REFERENCE CODE | | C-III (Civilian) / C-IV (Military) | Same |
| CRITICAL DESIGN AIRCRAFT | | B-737 / CRJ-900 / KC-135 | Same |
| AIRPORT ELEVATION (NAVD 88) | | 1077.9' MSL | Same |
| MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH | | 90° F (July) | Same |
| STATE SERVICE ROLE | | Commercial Service | Same |
| AIRPORT REFERENCE POINT (ARP) | Latitude | 38° 57' 03.400" N | Same |
| COORDINATES (NAD 83) | Longitude | 95° 39' 49.000" W | Same |
| AIRPORT INSTRUMENT APPROACH (ILS, LOC, VOR, NDB) | | ILS or LOC (Rwy 31)<br>VOR/DME or TACAN (Rwy 3)<br>VOR/DME or TACAN (Rwy 21)<br>HI TACAN (Rwy 13-31)<br>TACAN (Rwy 13-31)<br>NDB (Rwy 13) | Same |
| RNAV (GPS) APPROACH<br>Rwy 3, 21, 13, 31 | | RNAV (GPS) RWY 3<br>RNAV (GPS) RWY 21<br>RNAV (GPS) RWY 13<br>RNAV (GPS) RWY 31 | Same |
| AIRPORT and TERMINAL NAVIGATIONAL AIDS<br>See Table: Airport Facilities (FAA OWNED) | | Rotating Beacon<br>ASOS, ATCT<br>LOC, GS<br>VASI, REIL<br>SALS, MALSR | Rotating Beacon<br>ASOS, ATCT<br>LOC, GS<br>REIL, SALS, MALSR<br>PAPI |

## RUNWAY COORDINATES (NAD 83)

| RUNWAY END | | Existing | Ultimate |
|---|---|---|---|
| Runway 3<br>EL. 1077.9 | Latitude<br>Longitude | 38° 56' 25.344" N<br>95° 40' 23.326" W | Same |
| Runway 21<br>EL. 1043.2 | Latitude<br>Longitude | 38° 57' 18.495" N<br>95° 39' 26.577" W | Same |
| Runway 13<br>EL. 1063.1 | Latitude<br>Longitude | 38° 57' 56.010" N<br>95° 40' 40.980" W | Same |
| Runway 31<br>EL. 1035.9 | Latitude<br>Longitude | 38° 56' 23.391" N<br>95° 38' 50.556" W | Same |

1. Runway Coordinates data are from the Airport GIS Survey March 21, 2016.

GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones 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. Vertical elevations in NAVD 88 Datum and horizontal elevations in NAD 83 .
5. See the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS for TSS Object Penetrations.
6. FAA guidelines for crosswind runways support an ARC of A/B-I for Runway 3-21. Runway 3-21 has been designed and constructed to ARC C-II standards.

## ALL WEATHER WIND COVERAGE

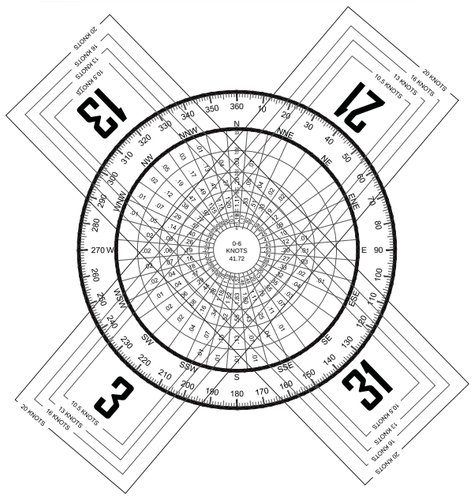
| Runways | 10.5 Knots | 13 Knots | 16 Knots | 20 Knots |
|---|---|---|---|---|
| Runway 13-31 | 90.07% | 95.00% | 98.42% | 99.61% |
| Runway 3-21 | 84.05% | 90.55% | 96.00% | 98.65% |
| All Runways | 97.71% | 99.38% | 99.88% | 99.99% |

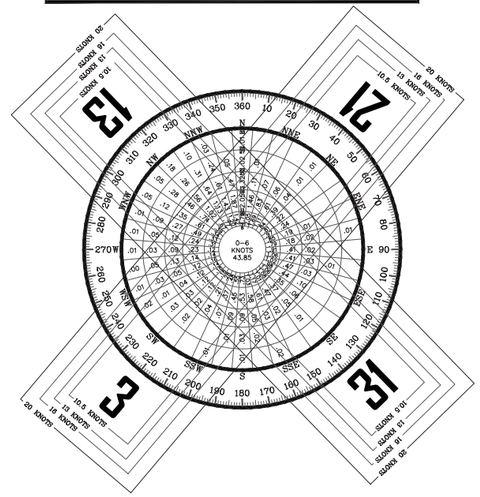
SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Topeka Regional Airport
Topeka, KS
OBSERVATIONS:
106,762 All Weather Observations
2005-2014

## IFR WIND COVERAGE

| Runways | 10.5 Knots | 13 Knots | 16 Knots | 20 Knots |
|---|---|---|---|---|
| *Runway 13-31* | *92.29%* | *96.51%* | *99.07%* | *99.74%* |
| *Runway 3-21* | *83.63%* | *89.63%* | *94.74%* | *99.72%* |
| *All Runways* | *98.05%* | *99.45%* | *99.87%* | *99.98%* |

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Topeka Regional Airport
Topeka, KS
OBSERVATIONS:
14,762 IFR Observations
2005-2014




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. There are no Existing Runway or Taxiway Shoulders.
6. Future Acquisition-Fee Simple for all Runway Protection Zones.
7. Depiction of features and objects, including related elevations and clearances, within the Runway Departure Surfaces and Glideslope Qualification Surface (GQS) are depicted on the GQS and DEPARTURE SURFACE DRAWINGS.

## RUNWAY DATA

| | Runway 13-31 | | Runway 3-21 | |
|---|---|---|---|---|
| | EXISTING | ULTIMATE | EXISTING | ULTIMATE |
| RUNWAY IDENTIFICATION | Primary | Same | GA | Same |
| DESIGN CRITICAL AIRCRAFT | C-III-3 (Civilian)<br>C-IV-4 (Military) | Same | C-II-2 | Same |
| CRITICAL DESIGN AIRCRAFT TYPE | B-737-800 / CRJ-900 / KC-135 | Same | Beechjet 400 | Same |
| APPROACH REFERENCE CODE (APRC) | D/VI/2400 | D/IV/2400<br>D/V/2400 | D/VI/4000 | Same |
| DEPARTURE REFERENCE CODE (DPRC) | D/VI | D-IV | D/VI | Same |
| RUNWAY DESIGN CODE (RDC) | C-III-2400 (Civilian)<br>C-IV-2400 (Military) | Same | C-II-4000 | Same |
| RUNWAY DIMENSIONS (L x W) | 12,802' x 200' | 12,802' x 150' | 7,001' x 150' | Same |
| RUNWAY TRUE BEARING | 137.04° / 317.06° | Same | 39.82° / 219.83° | Same |
| RUNWAY SHOULDER WIDTH (STANDARD) | Rw Shldr 25' | Same | Rw Shldr 25' | Same |
| RUNWAY LOW POINT (NAVD 88) | 1035.9' MSL | Same | 1043.2 MSL | Same |
| RUNWAY MAXIMUM ELEVATION / HIGH POINT (NAVD 88) | 1065.6' MSL | Same | 1077.9' MSL | Same |
| RUNWAY LIGHTING | HIRL | Same | MIRL | Same |
| RUNWAY EFFECTIVE GRADIENT / MAXIMUM GRADIENT | 0.2 % | Same | 0.5 % | Same |
| RUNWAY PAVEMENT MATERIAL / SURFACE TREATMENT | Concrete / Grooved | Same | Asphalt / Grooved | Same |
| RUNWAY PAVEMENT STRENGTH (IN THOUSAND LBS.) | 75(S), 200(D), 280(2D), 760(2D/2D2) | Same | 75(S), 140(D), 220(2D), 620(2D/2D2) | Same |
| RUNWAY PAVEMENT STRENGTH (PCN Data) | 79/R/D/W/T | 95/R/C/W/T | 46/R/C/X/T | Same |
| RUNWAY LINE OF SIGHT REQUIREMENT MET | No | Yes | Yes | Same |
| RUNWAY CENTERLINE TO PARALLEL RUNWAY CENTERLINE | N/A | Same | N/A | Same |
| RUNWAY PROTECTION ZONES | 1000' x 1700' x 1510' (13)<br>1000' x 2500' x 1750' (Rwy 31) | Same<br>Same | 1000' x 1700' x 1510' (Rwy 3)<br>1000' x 1700' x 1510' (Rwy 21) | Same<br>Same |
| RUNWAY CENTERLINE TO PARALLEL TAXIWAY CENTERLINE | 787.5' | 787.5' (400') | 793.6' | Same |
| TAXIWAY CENTERLINE TO FIXED OR MOVABLE OBJECT | 129.5' | Same | 93' | Same |
| TAXIWAY WIDTH/TAXIWAY DESIGN GROUP (TDG) | 75' (TDG 5) | Same | 75' (TDG 5) | Same |
| TAXIWAY SHOULDER WIDTH | 30' | Same | 30' | Same |
| TAXIWAY LIGHTING | MITL | Same | MITL | Same |
| TAXIWAY MARKING | Centerline/Signage | Same | Centerline/Signage | Same |
| TAXIWAY SURFACE MATERIAL | Asphalt | Same | Asphalt | Same |
| TAXIWAY AND TAXILANE SAFETY AREA WIDTH | TSA 171' | Same | TSA 118' | Same |
| TAXIWAY AND TAXILANE OBJECT FREE AREA WIDTH | TOFA 259' / TL-OFA 225' | Same | TOFA 186' / TL-OFA 162' | Same |
| RUNWAY TO TAXIWAY HOLDING POSITION MARKING/SIGN | Varies | 261' | Varies | 250' |
| TAXIWAY EDGE SAFETY MARGIN (TESM) | TESM 15' | Same | TESM 15' | Same |
| RUNWAY ENDS DATA [1] | RUNWAY 13 / RUNWAY 31 | RUNWAY 13 / RUNWAY 31 | RUNWAY 3 / RUNWAY 21 | RUNWAY 3 / RUNWAY 21 |
| FAR PART 77 APPROACH CATEGORY (Type Used) | NP-D / PIR | Same / Same | NP-D / NP-D | Same / Same |
| FAR PART 77 APPROACH SLOPE | 34:1 / 50:1/ 40:1 | Same / Same | 34:1 / 34:1 | Same / Same |
| RUNWAY DEPARTURE SURFACE (Yes / No) | Yes / Yes | Same / Same | Yes / Yes | Same / Same |
| RUNWAY MARKING | Precision / Precision | Same / Same | Nonprecision / Nonprecision | Same / Same |
| RUNWAY BLAST PAD | 100' x 200' / 100' x 200' | Same / Same | None / None | Same / Same |
| RUNWAY APPROACH VISIBILITY MINIMUMS (LOWEST) | 3/4 mile / 1/2 mile | Same / Same | 3/4 mile / 3/4 mile | Same / Same |
| TYPE OF AERONAUTICAL SURVEY REQUIRED | VGS / VGS | Same / Same | VGS / VGS | Same / Same |
| PRECISION OBJECT FREE ZONE (200' x 800') | N/A / Yes | Same / Same | N/A / N/A | Same / Same |
| THRESHOLD SITING REQUIREMENTS (AC 150/5300-13A) | 20:1 / 34:1 | Same / Same | 20:1 / 20:1 | Same / Same |
| RUNWAY THRESHOLD DISPLACEMENT | N/A / N/A | N/A / N/A | N/A / N/A | N/A / N/A |
| RUNWAY DISPLACED THRESHOLD ELEVATION (NAVD 88) | N/A / N/A | N/A / N/A | N/A / N/A | N/A / N/A |
| RUNWAY END ELEVATION (NAVD 88) | 1063.1' MSL / 1035.9' MSL | Same / Same | 1077.9' MSL / 1043.2' MSL | Same / Same |
| RUNWAY TOUCHDOWN ZONE ELEVATION (TDZE NAVD 88) | 1065.6' MSL / 1037.0' MSL | Same / Same | 1077.9' MSL / 1048.0' MSL | Same / Same |
| RUNWAY OBJECT FREE AREA (L x W Beyond Stop End of Runway) | 1000' x 800' / 1000' x 800' | Same / Same | 1000' x 800' / 1000' x 800' | Same / Same |
| RUNWAY SAFETY AREA (L x W Beyond Stop End of Runway) | 1000' x 500' / 1000' x 500' | Same / Same | 1000' x 500' / 1000' x 500' | Same / Same |
| RUNWAY OBSTACLE FREE ZONE (L x W Beyond Stop End of Runway) | 200' x 400' / 200' x 400' | Same / Same | 200' x 400' / 200' x 400' | Same / Same |
| INSTRUMENT NAVIGATIONAL AIDS | RNAV (GPS)<br>HI-TACAN<br>TACAN<br>NDB / ILS or LOC<br>RNAV (GPS)<br>HI-TACAN<br>TACAN | Same / Same | RNAV (GPS)<br>VOR/DME or<br>TACAN / RNAV (GPS)<br>VOR/DME or<br>TACAN | Same / Same |
| RUNWAY VISUAL NAVIGATIONAL AIDS and RUNWAY APPROACH LIGHTING (ALS, VGSI) | SALS<br>VASI (4L)<br>REIL / MALSR<br>VASI (4L) | SALS<br>REIL<br>PAPI-4 / MALSR<br>PAPI-4 | VASI (4L)<br>REIL / VASI (4L)<br>REIL | REIL<br>PAPI-4 / REIL<br>PAPI-4 |

1. Airport Data: http://webdatasheet.faa.gov/
2. RDC Table 3-8. Runway design standards matrix AC 150/5300-13A, page 94.
3. By FAA AC 150/5300-13A, Airport Design Standards, Runway 3-21 is eligible for grant funding to meet design standards associated with A/B-I. Any maintenance or development of this runway beyond these standards will be the responsibility of the local airport sponsor (or in continued partnership with the National Guard Bureau).
4. Taxiway design standards or actual demanding TOFA and TSA for (75'/TDG 5) are used on the ALP.

## DECLARED DISTANCES

| | Runway 3-21 | | | | Runway 13-31 | | | |
|---|---|---|---|---|---|---|---|---|
| | Existing | | Ultimate | | Existing | | Ultimate | |
| TAKEOFF RUN AVAILABLE (TORA) | 7,001' | 7,001' | 7,001' | 7,001' | 12,802' | 12,802' | 12,802' | 12,802' |
| TAKEOFF DISTANCE AVAILABLE (TODA) | 7,001' | 7,001' | 7,001' | 7,001' | 12,802' | 12,802' | 12,802' | 12,802' |
| ACCELERATE-STOP DISTANCE AVAILABLE (ASDA) | 7,001' | 7,001' | 7,001' | 7,001' | 12,802' | 12,802' | 12,802' | 12,802' |
| LANDING DISTANCE AVAILABLE (LDA) | 7,001' | 7,001' | 7,001' | 7,001' | 12,802' | 12,802' | 12,802' | 12,802' |

## OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS

| OBJECT | PENETRATION | DISPOSITION |
|---|---|---|
| No Obstacle Free Zone Object Penetrations | | |

## Airport Facilities (FAA OWNED)

ASOS, ATCT
RWY 31 LOC, DME, RVR, RTR, GS
RWY 31 MALSR, VASI
RWY 13 REIL, VASI
RWY 21 REIL, VASI
RWY 3 VASI

## TAXIWAY DESIGN GROUP

| EXISTING TAXIWAY | | TDG | ULTIMATE | TDG |
|---|---|---|---|---|
| Twy A | 75' Asphalt | TDG-5 | 75' Asphalt | TDG-5 |
| Twy B | 75' Asphalt | TDG-5 | 75' Asphalt | TDG-5 |
| Twy C | 75' Asphalt | TDG-5 | 75' Asphalt | TDG-5 |
| Twy D | 75' Asphalt | TDG-5 | 75' Asphalt | TDG-5 |
| Twy E | 75' Asphalt | TDG-5 | Same | Same |
| Twy A1 | 35' Concrete | TDG-2 | 75' Asphalt | TDG-5 |
| Twy A2 | 50' Asphalt | TDG-5 | 75' Asphalt | TDG-5 |

## THRESHOLD SITING SURFACE OBJECT PENETRATIONS

| OBJECT | PENETRATION | DISPOSITION |
|---|---|---|
| Ground-EL 1050 | 4.8' | Request Terrain to be graded for Rwy 21 Primary Surface & Approach |

## MODIFICATIONS FROM FAA AIRPORT DESIGN STANDARDS

| MODIFICATION DESCRIPTION | EFFECTED DESIGN STANDARD | STANDARD | EXISTING | PROPOSED DISPOSITION |
|---|---|---|---|---|
| Ground located 152' feet from Runway 21 Threshold | OFA for Runway 21 End | 1000' x 800 OFA | 152' x 800' OFA | Request area to be graded |


Magnetic Declination
2°37' East (February 2016)
Annual Rate of Change 6' W Per Year

| No. | REVISIONS | DATE | BY | APP'D. |
|---|---|---|---|---|
| 1 | - | - | - | - |
| 2 | - | - | - | - |
| 3 | AIRPORT LAYOUT PLAN UPDATED | 8/26/16 | - | - |
| 4 | AIRPORT LAYOUT PLAN UPDATED APPROVED BY FAA | - | Coffman | - |



TOPEKA REGIONAL AIRPORT

# AIRPORT DATA

Topeka, Kansas

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

AUGUST 26, 2016 | SHEET 2 OF 17

Coffman Associates
Airport Consultants
www.coffmanassociates.com