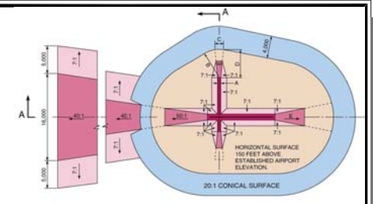
OBSTRUCTION TABLE

	Object Description/Elevation	Obstructed Part 77 Surface	Object Penetration	Proposed Object Disposition
1.	GROUND-EL 1065	PRIMARY SURFACE	1.3'	REQUEST GROUND TO BE GRADED
2.	GROUND-EL 1049.6	PRIMARY SURFACE	2.5'	REQUEST GROUND TO BE GRADED
3.	GROUND-EL 1046.3	PRIMARY SURFACE	3.4'	REQUEST GROUND TO BE GRADED
4.	OL GS ANT-EL 1078.8	PRIMARY SURFACE	42.6'	NO ACTION
5.	TREES-EL 1047.6	PRIMARY/TRANSITIONAL	UP TO 9.4'	TRIM/REMOVE ALL TREES
6.	TREES-EL 1063.2	TRANSITIONAL SURFACE	UP TO 9.1'	TRIM/REMOVE ALL TREES
7.	TREES-EL 1105.6	TRANSITIONAL SURFACE	UP TO 15.3'	TRIM/REMOVE ALL TREES
8.	TREES-EL 1068.1	TRANSITIONAL SURFACE	UP TO 11.9	TRIM/REMOVE ALL TREES
9.	TREES-EL 1079.9	PRIMARY SURFACE	UP TO 2'	TRIM/REMOVE ALL TREES
10.	OL ANT-EL 1229.4	HORIZONTAL SURFACE	1.4'	NO ACTION
11.	TREES-EL 1103.4	34:1 APPROACH SURFACE	UP TO 4.7'	TRIM/REMOVE ALL TREES
12.	TREES-EL 1097.7	50:1 APPROACH SURFACE	UP TO 8.3'	TRIM/REMOVE ALL TREES

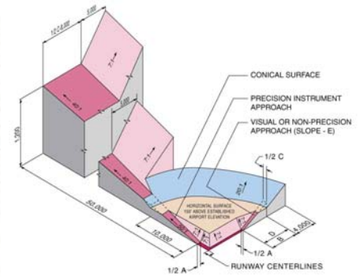
GENERAL NOTES:

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. Topeka Municipal Code, Chapter 18,205, Forbes Field and Philip Billard Airports Hazard Zoning, provides airspace protection for the airport.



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B C	B D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B C	B D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A - UTILITY RUNWAYS
B - RUNWAYS LARGER THAN UTILITY
C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A

SOURCE: 14 CFR Part 77, Section 77.25, Civil Airport Imaginary Surfaces.

OBSTRUCTION LEGEND

- OBSTRUCTION
- OBSTRUCTIONS

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

0 2000 4000
SCALE IN FEET

AIRPORT-EL. 1077.9
HORIZONTAL SURFACE-EL. 1227.9

1227.9
1250
1300
20:1 CONICAL SURFACE
1350
1400
1427.9

RUNWAY 13
EL. 1063.1
RUNWAY 21
EL. 1043.2
RUNWAY 31
EL. 1035.9
RUNWAY 3
EL. 1077.9

10,000' R (TYP.)
4000' @ 20:1
40,000' @ 40:1
LIMITS OF RECOMMENDED PART 77 HEIGHT ZONING

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	-

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
AIRPORT AIRSPACE DRAWING
CONICAL SURFACE
Topeka, Kansas

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: Stephen C. Wagner
AUGUST 26, 2016 | SHEET 6 OF 17

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