

LEGEND

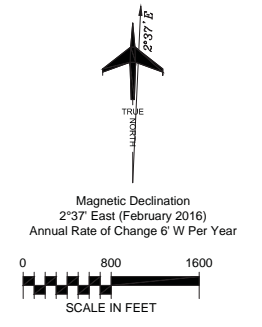
- AIRPORT OPERATION AREA
- PASSENGER TERMINAL AREA
- SUPPORT SERVICE AREA
- CHARTER AREA
- GENERAL AVIATION (GA)
- MILITARY OPERATION AREA
- NON-AVIATION/COMMERCIAL SUPPORT
- AVIATION RESERVE
- OPEN SPACE/RESERVE
- EXISTING EASEMENT

2015 Day-Night Noise Level (65 DNL)
2035 Day-Night Noise Level (65 DNL)

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
[Symbol]	[Symbol]	ABANDONED PAVEMENT (To Be Removed)
[Symbol]	[Symbol]	AIRPORT PROPERTY LINE/FENCE
[Symbol]	[Symbol]	AIRPORT REFERENCE POINT (ARP)
[Symbol]	[Symbol]	AIRPORT ROTATING BEACON
[Symbol]	[Symbol]	BUILDING ABANDONMENT (To Be Removed)
[Symbol]	[Symbol]	BUILDING
[Symbol]	[Symbol]	DRAINAGE
[Symbol]	[Symbol]	PAVEMENT
[Symbol]	[Symbol]	FENCING
[Symbol]	[Symbol]	NAVIGATIONAL AID INSTALLATION
[Symbol]	[Symbol]	RUNWAY THRESHOLD LIGHTS and REIL
[Symbol]	[Symbol]	SECTION CORNER
[Symbol]	[Symbol]	WIND INDICATOR/WINDSOCK (WS)
[Symbol]	[Symbol]	TOPOGRAPHY (NAVD 88)
[Symbol]	[Symbol]	HOLDING POSITION MARKING
[Symbol]	[Symbol]	PARCELS
[Symbol]	[Symbol]	EXTENDED OBJECT FREE AREA
[Symbol]	[Symbol]	OBSTACLE FREE ZONE (OFZ)
[Symbol]	[Symbol]	RUNWAY SAFETY AREA (RSA)
[Symbol]	[Symbol]	RUNWAY OBJECT FREE AREA (OFA)
[Symbol]	[Symbol]	PART 77 APPROACH SURFACE
[Symbol]	[Symbol]	SURVEY MONUMENT (PACS/SACS)
[Symbol]	[Symbol]	RUNWAY PROTECTION ZONE (RPZ)
[Symbol]	[Symbol]	BUILDING RESTRICTION LINE (BRL)
[Symbol]	[Symbol]	ASOS
[Symbol]	[Symbol]	LOCALIZER CRITICAL AREA
[Symbol]	[Symbol]	GLIDE SLOPE CRITICAL AREA
[Symbol]	[Symbol]	LOCALIZER ANTENNA
[Symbol]	[Symbol]	GLIDE SLOPE ANTENNA
[Symbol]	[Symbol]	APPROACH LIGHT SYSTEM
[Symbol]	[Symbol]	PRECISION OBSTACLE FREE ZONE (800' x 200')
[Symbol]	[Symbol]	EASEMENT
[Symbol]	[Symbol]	TAXIWAY OBJECT FREE AREA (259' Typical)

- 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 B. Hard Airports Hazard Zoning, provides airspace protection for the airport.

TOPEKA REGIONAL AIRPORT
Topographic Map
Date: 3/21/2016



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
ON - AIRPORT LAND USE DRAWING
Topeka, Kansas

PLANNED BY: Patrick C. Taylor
DETAILED BY: Larry D. Johnson
APPROVED BY: Stephen C. Wagner
AUGUST 26, 2016 SHEET 14 OF 17

Coffman Associates
Airport Consultants
www.coffmanassociates.com