

RUNWAY 8 PART 77 APPROACH SURFACE OBSTRUCTION TABLE

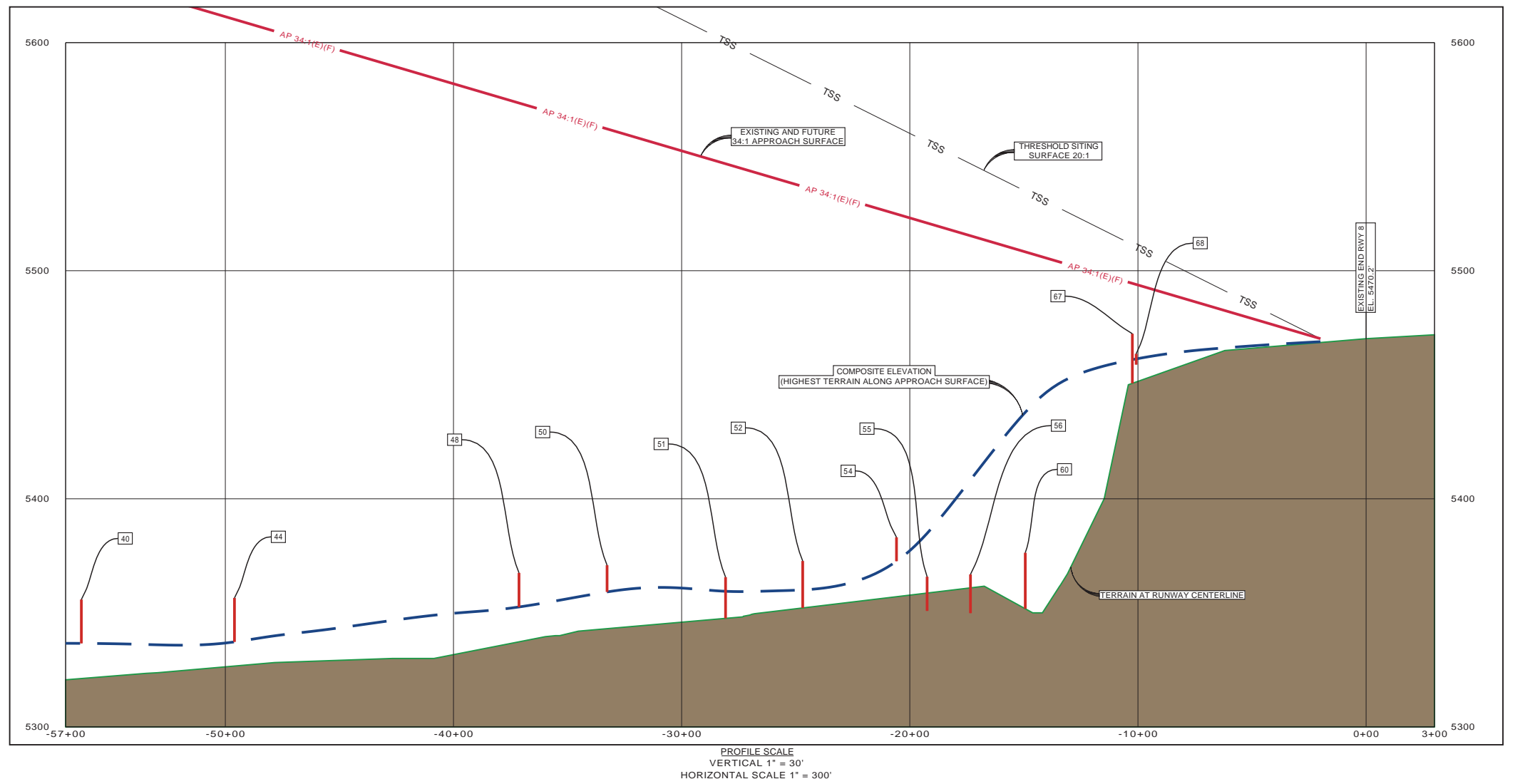
NO.	OBJECT TYPE	GROUND EL.	OBJECT HT.	EXISTING APPROACH SURFACE EL.	EXISTING APPROACH PENETRATION	FUTURE APPROACH SURFACE EL.	FUTURE APPROACH PENETRATION	DISPOSITION
40	ROAD	5340.84	15.00'	5629.94	-274.10	5629.94	-274.10	
44	ROAD	5341.54	15.00'	5610.20	-253.66	5610.20	-253.66	
45	ROAD	5367.67	15.00'	5610.20	-227.53	5610.20	-227.53	
48	ROAD	5352.52	15.00'	5573.52	-206.00	5573.52	-206.00	
50	ROAD	5355.87	15.00'	5562.16	-191.21	5562.16	-191.21	
51	ROAD	5348.66	17.00'	5546.89	-181.23	5546.89	-181.23	
52	ROAD	5355.73	17.00'	5536.95	-164.22	5536.95	-164.22	
54	ROAD	5368.12	15.00'	5524.85	-141.73	5524.85	-141.73	
55	ROAD	5350.84	15.00'	5520.91	-155.07	5520.91	-155.07	
56	ROAD	5349.86	17.00'	5515.32	-148.46	5515.32	-148.46	
60	ROAD	5359.35	17.00'	5508.26	-131.91	5508.26	-131.91	
67	DME	5449.10	23.28'	5494.45	-22.07	5494.45	-22.07	
68	LOC 26	5458.81	4.77'	5493.96	-30.38	5493.96	-30.38	

SOURCE:
OBSTRUCTION SURVEY DATA COMPLETED BY WOOLPERT IN 2010. BASE PLAN MAPPING USED IS BASED UPON THE 2011 AIRPORT LAYOUT PLAN PREPARED BY CH2MHILL.

NOTES:
THE AGIS OBSTRUCTION SURVEY WAS COMPLETED TO MEET FAA ADVISORY CIRCULAR 150/5300-18B CRITERIA AND THE AGIS SURVEY IMAGERY IS NO LONGER CONSIDERED CURRENT. A NEW 14 CFR PART 77 OBSTRUCTION SURVEY IS RECOMMENDED, IN CONJUNCTION WITH A FUTURE AIRPORT PROJECT.

DRAWING LEGEND

EXISTING (E)	ITEM	FUTURE (F)
	AIRPORT PROPERTY BOUNDARY	N/A
	APPROACH SURFACE	N/A
	GROUND CONTOUR	N/A
	FENCE	
	ROAD	
	RUNWAY PROTECTION ZONE (RPZ)	N/A
	RUNWAY AND TAXIWAY SAFETY AREAS	N/A
	RUNWAY OBJECT FREE AREA	N/A
	TAXIWAY OBJECT FREE AREA	N/A
	OBJECT FREE ZONE (OFZ)	N/A
	BUILDINGS	
	BUILDING RESTRICTION LINE (BRL)	N/A
	AIRFIELD PAVEMENT	
	RUNWAY END IDENTIFIER LIGHTS (REIL)	N/A
	THRESHOLD LIGHTS	
	AIRFIELD AREA	N/A



DES: B.A.V.	ISSUE RECORD			
	NO.	BY	DATE	DESCRIPTION
DRN: A.P.A.				
CHK: S.E.S.				
APP: D.F.N.				

RUNWAY 8
INNER APPROACH PLAN AND PROFILE

AIP PROJ. NO. 3-08-0048-22 JVIATION PROJ. NO. RIL-AIP DATE: MAY, 2015

SHEET NO.
10 of 15



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