Appendix D
AIRPORT LAYOUT PLANS

As part of this Airport Master Plan, the Federal Aviation Administration (FAA) requires the development of several technical drawings detailing specific parts of the airport and its environs. The technical drawings are collectively referred to as the Airport Layout Plan (ALP) set. These drawings were created on a computer-aided drafting system (CAD) and serve as the official depiction of the current and planned condition of the airport. These drawings will be delivered to the FAA for their review and approval. The FAA will critique the drawings from a technical perspective to be sure all applicable federal regulations are met.

The five primary functions of the ALP that define its purpose are:

1) An approved plan is necessary for the airport to receive financial assistance under the terms of the *Airport and Airway Improvement Act of 1982* (AIP), as amended, and to be able to receive specific Passenger Facility Charge funding. An airport must keep its ALP current and follow that plan, since those are grant assurance requirements of the AIP and previous airport development programs, including the 1970 Airport Development Aid Program (ADAP) and Federal Aid Airports Program (FAAP) of 1946, as amended. While ALPs are not required for airports other than those developed with assistance under the aforementioned federal programs, the same guidance can be applied to all airports.

2) An ALP creates a blueprint for airport development by depicting proposed facility improvements. The ALP provides a guideline by which the airport sponsor can ensure that development maintains airport design standards and safety requirements and is consistent with airport and community land use plans.

3) The ALP is a public document that serves as a record of aeronautical requirements, both present and future, and as a reference for community deliberations on land use proposals and budget resource planning.

4) The approved ALP enables the airport sponsor and the FAA to plan for facility improvements at the airport. It also allows the FAA to anticipate budgetary and procedural needs. The approved ALP will also allow the FAA to protect the airspace required for facility or approach procedure improvements.

5) The ALP can be a working tool for the airport sponsor, including its development and maintenance staff.

It should be noted that the FAA requires that any planned changes to the airfield (i.e., runway and taxiway system, etc.) be represented on the drawings. A landside configuration is also depicted on the drawings, but the FAA recognized that landside development is much more fluid and often dependent upon specific developer needs. Thus, an updated drawing set is not typically necessary for future landside alterations, provided they do not impact planned airside facilities and land use designations.

AIRPORT LAYOUT PLAN SET

The ALP set includes several technical drawings which depict various aspects of the current and future layout of the airport. The SLN ALP set includes a total of 35 drawings, of which 26 of the drawings are associated with airspace surfaces. The nine remaining drawings include the title, data sheet, airport layout drawing (ALD), runway centerline profiles (2), terminal area drawings (2), land use drawing, and property map. The following is a description of the ALP drawings included with this Airport Master Plan.

AIRPORT LAYOUT PLAN DRAWING

An official Airport Layout Drawing, or ALD, has been developed for Salina Regional Airport and is included in this appendix. The ALD, Drawing #3, graphically presents the existing and ultimate airport layout plan as well as physical airport features, wind data tabulation, location of airfield facilities (i.e., runways, taxiways, navigational aids), and existing development. Also presented on the ALD are the runway safety areas, airport property boundary, and revenue support areas.

The computerized plan provides detailed information on existing and future facility layouts on multiple layers that permit the user to focus on any section of the airport at a desired scale. The plan can be used as base information for design and can be easily updated in the future to reflect new development and more detail concerning existing conditions as made available through design surveys.

C.F.R. PART 77 AIRSPACE DRAWING

The Code of Federal Regulation (C.F.R.) Part 77, *Objects Affecting Navigable Airspace*, was established for use by local authorities to control the height of objects near airports. The Part 77 Airspace Drawing included in this Airport Master Plan is a graphic depiction of this regulatory criterion. The Part 77 Airspace Drawing is a tool to aid local authorities in determining if proposed development could present a hazard to aircraft using the airport. It can be a critical tool for the airport sponsor's use in reviewing proposed development in the vicinity of the airport and for establishing locally enforceable height and hazard zoning regulations. This has been the case for SLN as the City of Salina has developed a zoning ordinance based on the historically accepted Part 77 information.

The following discussion will describe those surfaces that make up the recommended Part 77 surfaces at Salina Regional Airport. The Part 77 Airspace Drawing assigns three-dimensional imaginary surfaces associated with the airport and associated runways. These imaginary surfaces emanate from the runway centerlines and are dimensioned according to the visibility minimums associated with the approach to the runway end and size of aircraft to operate on the runway. The Part 77 imaginary surfaces include the primary surface, approach surface, transitional surface, horizontal surface, and conical surface.

It should be noted that the Part 77 drawing is based on ultimate planning recommendations and not necessarily existing conditions. For example, Runway 12 is currently served by a non-precision approach with plans for a precision approach in the future. The Part 77 drawing presents the precision approach plan. Moreover, Runway 4-22 is currently operational, but the plan is for its closure. As such, the drawing does not depict surfaces for Runway 4-22. Each surface is described as follows.

Primary Surface

The primary surface is longitudinally centered on the runway and extends 200 feet beyond each runway end. The elevation of any point on the primary surface is the same as the elevation along the nearest associated point on the runway centerline. The primary surfaces for Runways 17-35 and 12-30 are 1,000 feet wide as centered on the runway. The primary surface for Runway 18-36 is 500 feet wide as centered on the runway.

Approach Surface

An approach surface is also established for each runway end. The approach surface begins at the end of the primary surface, extends upward and outward, and is centered along an extended runway centerline. The approach surface leading to each runway is based upon the type of approach available (instrument or visual) or planned.

In an effort to protect the airport from future adjacent incompatible land uses, approach surfaces with instrument approach procedures are planned to each runway end. The approach surface for Runways 12, 17, and 35 extends a horizontal distance of 10,000 feet at a

50:1 slope with an additional 40,000 feet at a slope of 40:1. The outer width of the approach surface is 16,000 feet. The approach surface for Runway 30 extends a horizontal distance of 10,000 feet to a width of 3,500 feet and slopes upward at a 34:1 ratio. Runway 18-36 is planned for instrument approaches with not lower than 1-mile visibility minimums. This approach surface has a horizontal distance of 5,000 feet with an approach slope of 20:1 ratio.

Transitional Surface

Each runway has a transitional surface that begins at the outside edge of the primary surface at the same elevation as the runway. The transitional surface also connects with the approach surfaces of runways with a precision approach, such as Runway 17. The surface rises at a slope of 7:1, up to a height 150 feet above the highest runway elevation. At that point, the transitional surface ends and the horizontal surface begins.

Horizontal Surface

The horizontal surface is established at 150 feet above the highest elevation of the runway surface. Having no slope, the horizontal surface connects the transitional and approach surfaces to the conical surface at a distance of 10,000 feet from the end of the primary surfaces of each runway.

Conical Surface

The conical surface begins at the outer edge of the horizontal surface. The conical surface then continues for an additional 4,000 feet horizontally at a slope of 20:1. Therefore, at 4,000 feet from the horizontal surface, the elevation of the conical surface is 350 feet above the highest airport elevation.

APPROACH SURFACE PROFILE DRAWINGS

The runway profile drawing presents the entirety of the Part 77 approach surface to the runway ends. It also depicts the runway centerline profile with elevations. This drawing provides profile details for all runway ends that the Airspace Drawing does not.

The approach surface profile drawings include identified penetrations to the approach surface. Penetrations to the approach surface are considered obstructions. The FAA will determine if any obstruction are also hazards which require mitigation. The FAA utilizes other design criteria, such as the threshold siting surface (TSS) and various surfaces defined in FAA Order 8260.3B, *Terminal Instrument Procedures* (TERPS), to determine if an obstruction is a hazard.

If an obstruction is a hazard, the FAA can take many steps to protect air navigation. The mitigation options range from removing the hazard to installing obstruction lighting to adjusting the instrument approach minimums.

The drawing set includes the following approach surface drawings:

- Approach profile drawings (#8-14 for fixed wing and #23 for heliport)
- Inner portion of the approach surface drawings (#17-22 for fixed wing and #24-29 for heliports)

DEPARTURE SURFACE DRAWING

For runways supporting instrument operations, a separate drawing depicting the departure surface is required. The departure surface, when clear, allows pilots to follow standard departure procedures. The departure surface emanates from the departure end of the runway to a distance of 10,200 feet. The inner width is 1,000 feet and the outer width is 6,466 feet. The slope of the departure surface is 40:1.

Obstacles frequently penetrate the departure surface. Where object penetrations exist, the departure procedure can be adjusted by:

a) Non-standard climb rates, and/or
b) Non-standard (higher) departure minimums.

Therefore, it is important for the airport sponsor to identify and remove departure surface obstacles whenever possible in order to enhance takeoff operations at the airport. The airport sponsor should also prevent any new obstacles from developing. There are two departure surface drawings, one for Runway 17-35 (#30) and one for Runway 12-30 (#31).

TERMINAL AREA DRAWINGS

Terminal area drawings are designed to illustrate existing and proposed development in the terminal area at a greater scale than depicted on the ALD. For SLN, two drawings were developed, segmented for areas south (#32) and north (#33). These drawings allow a much clearer view of the areas and include a building legend to depict occupants of each facility as well as future planned facility by types.

AIRPORT LAND USE DRAWING

The objective of the Airport Land Use Drawing is to coordinate uses of the airport property in a manner compatible with the functional design of the airport facility. Airport land use planning is important for orderly development and efficient use of available space. There are two primary considerations for airport land use planning. These are to secure those areas essential to the safe and efficient operation of the airport and to determine compatible land uses for the balance of the property which would be most advantageous to the airport and community.

The land use plan presented in Drawing 34 has been refined over many years and includes all land owned by the SAA. The largest land ownership is obligated via federal grants and is generally all land to the west of the primary flight line. The airport Industrial Center encompasses a small area of land and is also owned by the SAA, but not obligated under federal grant assurances. The depiction of on-airport land uses on this drawing becomes the official FAA acceptance of current and future land uses. The map also depicts existing and ultimate noise exposure limits set at the 65 DNL (for more information, refer to greater detail in Appendix C).

AIRPORT PROPERTY MAP

The Airport Property Map (#35) provides information on property under airport control and is, therefore, subject to FAA grant assurances. The various recorded deeds that make up the airport property are listed in tabular format. The primary purpose of the drawing is to provide information for analyzing the current and future aeronautical use of land acquired with federal funds. As noted earlier, the airport property includes land obligated by federal funds and those not obligated having been purchased without federal aid or subsidy.

ALP SET DISCLAIMER

The preparation of the ALP set has been supported, in part, through financial assistance from the FAA through the Airport Improvement Program (AIP). The contents do not necessarily reflect the official views or policy of the United States or FAA. Acceptance of the airport master plan does not in any way constitute a commitment on the part of the United States or FAA to participate in any development depicted on the ALP drawing, nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

AIRPORT LAYOUT PLANS

PREPARED FOR

SALINA REGIONAL AIRPORT

Salina Kansas

DRAWING INDEX

LOCATION MAP

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7. AIRPORT AIRSPACE IV
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9. AIRPORT AIRSPACE APPROACH PROFILE II, RUNWAY 35
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11. AIRPORT AIRSPACE APPROACH PROFILE IV, RUNWAY 12-30
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29. INNER PORTION OF THE APPROACH SURFACE, HELIPORT NO. 6
30. RUNWAY 17-35 DEPARTURE SURFACE DRAWING
31. RUNWAY 12-30 DEPARTURE SURFACE DRAWING
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33. TERMINAL AREA DRAWING II
34. LAND USE DRAWING
35. AIRPORT PROPERTY MAP

VICINITY MAP

No.	REVISIONS	BY	DATE

"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."

Salina Regional Airport (KSLN)

TITLE SHEET

Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014 SHEET 1 OF 35

Coffman Associates
Airport Consultants
www.coffmanassociates.com

RUNWAY DATA	RUNWAY 17-35				RUNWAY 12-30				RUNWAY 18-36				RUNWAY 4-22			
	EXISTING		ULTIMATE		EXISTING		ULTIMATE		EXISTING		ULTIMATE		EXISTING		ULTIMATE	
	17	35	17	35	12	30	12	30	18	36	18	36	4	22	4	22
RUNWAY DESIGN CODE (RDC)	C/D-II		C/D-III		C-II		C-II		B-II		B-II		B-II		CLOSED	
APPROACH VISIBILITY MINIMUMS	3/4 Mile	1/2 Mile	1/2 Mile	1/2 Mile	1 Mile	1 Mile	1/2 Mile	1 Mile	≥3 Miles	≥3 Miles	≥3 Miles	≥3 Miles	≥3 Miles	≥3 Miles	CLOSED	CLOSED
TYPE OF AERONAUTICAL SURVEY REQUIRED	Vertically Guided		Vertically Guided		Vertically Guided		Vertically Guided		Non-Vertically Guided		Non-Vertically Guided		Non-Vertically Guided		CLOSED	
DESIGN AIRCRAFT	Hawker 800XP/Lear 60	Hawker 800XP/Lear 60	Boeing 737	Boeing 737	Hawker 800XP/Lear 60	Hawker 800XP/Lear 60	Hawker 800XP/Lear 60	Hawker 800XP/Lear 60	KIng Air	King Air	KIng Air	King Air	Cessna 152	Cessna 152	CLOSED	CLOSED
TAIL HEIGHT	18.1'/14.6'	18.1'/14.6'	41.7'	41.7'	18.1'/14.6'	18.1'/14.6'	18.1'/14.6'	18.1'/14.6'	15.3'	15.3'	15.3	15.3	8.5'	8.5	CLOSED	CLOSED
RUNWAY LENGTH	12,300'		12,300'		6,510'		6,510'		4,300'		4,300'		3,647'		CLOSED	
RUNWAY WIDTH	150'		150'		100'		100'		75'		75'		75'		CLOSED	
RUNWAY BEARING (TRUE)	179.66°	359.66°	179.66°	359.66°	132.17°	312.17°	132.17°	312.17°	179.67°	359.67°	179.68°	359.68°	48.66°	228.66°	CLOSED	CLOSED
RUNWAY END ELEVATION	1245.8'	1271.1'	1245.8'	1271.1'	1258.3'	1271.7'	1258.3'	1271.7'	1253.7'	1287.8'	1253.7'	1287.8'	1270.7'	1256.0'	CLOSED	CLOSED
TOUCHDOWN ZONE ELEVATION	1247.3'	1271.1'	1247.3'	1271.1'	1267.9'	1272.5'	1267.9'	1272.5'	1273.7'	1288.0'	1273.7'	1288.0'	1270.7'	1267.2'	CLOSED	CLOSED
RUNWAY PAVEMENT STRENGTH (in thousand lbs.)	75(SW),200(DW),360(DTW) 600,000(DDTW)		75(SW),200(DW),360(DTW) 600,000(DDTW)		55(SW),68(DW),125(DTW)		55(SW),90(DW),125(DTW)		30(SW)		30(SW)		100(SW),135(DW),230(DTW)		CLOSED	
RUNWAY SURFACE TYPE	Asphalt		Asphalt		Asphalt		Asphalt		Asphalt		Asphalt		Asphalt		CLOSED	
RUNWAY SURFACE TREATMENT	None		None		None		None		None		None		None		CLOSED	
EFFECTIVE RUNWAY GRADIENT	0.2%		0.2%		0.2%		0.2%		0.8%		0.8%		0.4%		CLOSED	
14 CFR PART 77 APPROACH CATEGORY	34:1	50:1	50:1	50:1	34:1	34:1	50:1	34:1	20:1	20:1	20:1	20:1	20:1	20:1	CLOSED	CLOSED
APPROACH TYPE	Nonprecision	Precision	Precision	Precision	Nonprecision	Nonprecision	Precision	Nonprecision	Visual	Visual	Visual	Visual	Visual	Visual	CLOSED	CLOSED
THRESHOLD SITING SLOPE	20:1	34:1	34:1	34:1	20:1	20:1	34:1	20:1	20:1	20:1	20:1	20:1	20:1	20:1	CLOSED	CLOSED
DEPARTURE SURFACE	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No	CLOSED	CLOSED
TAKE-OFF RUN AVAILABLE	12,300'	12,300'	12,300'	12,300'	6,510'	6,510'	6,510'	6,510'	4,300'	4,300'	4,300'	4,300'	3,648'	3,648'	CLOSED	CLOSED
TAKE-OFF DISTANCE AVAILABLE	12,300'	12,300'	12,300'	12,300'	6,510'	6,510'	6,510'	6,510'	4,300'	4,300'	4,300'	4,300'	3,648'	3,648'	CLOSED	CLOSED
ACCELERATE STOP DISTANCE AVAILABLE	12,300'	12,300'	12,300'	12,300'	6,510'	6,510'	6,510'	6,510'	4,300'	4,300'	4,300'	4,300'	3,648'	3,648'	CLOSED	CLOSED
LANDING DISTANCE AVAILABLE	12,300'	12,300'	12,300'	12,300'	6,510'	6,510'	6,510'	6,510'	4,300'	4,300'	4,300'	4,300'	3,648'	3,648'	CLOSED	CLOSED
RUNWAY LIGHTING	HIRL	HIRL	HIRL	HIRL	MIRL	MIRL	MIRL	MIRL	None	None	MIRL	MIRL	None	None	CLOSED	CLOSED
RUNWAY MARKING	Precision	Precison	Precision	Precision	Nonprecision	Nonprecision	Precision	Nonprecision	Nonprecision	Nonprecision	Nonprecision	Nonprecision	Basic	Basic	CLOSED	CLOSED
RUNWAY INSTRUMENT NAVAIDS	GPS, VOR	ILS, GPS LOC, NDB	GPS, VOR	ILS, GPS LOC, NDB	GPS	GPS	GPS	GPS	None	None	None	None	None	None	CLOSED	CLOSED
RUNWAY VISUAL NAVAIDS	MALS PAPI-4L	MALSR PAPI-4R	MALS PAPI-4L	MALSR PAPI-4R	PAPI-4L	PAPI-4L	PAPI-4L	PAPI-4L	None	None	MIRLS	MIRLS	None	None	CLOSED	CLOSED
RUNWAY SAFETY AREA DIMENSIONS (ACTUAL)	14,300' x 500'		14,300' x 500'		8,510' x 500'		8,510' x 500'		4,900' x 150'		4,900' x 150'		4,248' x 150'		CLOSED	
OBJECT FREE AREA DIMENSIONS	14,300' x 800'		14,300' x 800'		8,510' x 800'		8,510' x 800'		4,900' x 500'		4,900' x 500'		4,248' x 500'		CLOSED	
OBSTACLE FREE ZONE DIMENSIONS	12,700' x 400'		12,700' x 400'		6,910' x 400'		7900' x 400'		4,700 x 400'		5559' x 400'		4,048' x 400'		CLOSED	
PRECISION OBSTACLE FREE ZONE DIMENSIONS	N/A	200' x 800'	N/A	200' x 800'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	CLOSED	
TAXIWAY WIDTH	50'		50'		35		35		35		35		35'		CLOSED	
TAXIWAY SAFETY AREA DIMENSIONS	118'		118'		79'		79'		79'		79'		79'		CLOSED	
TAXIWAY OBJECT FREE AREA DIMENSIONS	186'		186'		131'		131'		131'		131'		131'		CLOSED	
TAXIWAY LIGHTING	MITL		MITL		MITL		MITL		MITL/Reflectors		MITL/Reflectors		Reflectors		CLOSED	

HELICOPTER DATA	HELIPORT NO. 1	HELIPORT NO. 2	HELIPORT NO. 3	HELIPORT NO. 4	HELIPORT NO. 5	HELIPORT NO. 6
DESIGN HELICOPTER	Sikorsky UH-60 Blackhawk	Schweizer 300	Schweizer 300	Sikorsky UH-60 Blackhawk	Sikorsky UH-60 Blackhawk	Schweizer 300
DESIGN HELICOPTER WEIGHT	No Weight Limit	6,000 lbs	6,000 lbs	25,000 lbs	25,000 lbs	No Weight Limit
DESIGN HELICOPTER ROTOR DIAMETER	54'	27'	27'	54'	54'	27'
LATITUDE OF TLOF CENTER	38° 47' 18.62" N	38° 47' 50.47" N	38° 47' 34.00" N	38° 47' 37.30" N	38° 47' 46.70" N	38° 47' 00.38" N
LONGITUDE OF TLOF CENTER	97° 38' 35.06" W	97° 38' 38.28" W	97° 38' 47.42" W	97° 39' 17.01" W	97° 39' 29.89" W	97° 39' 25.98" W
ELEVATION OF TLOF CENTER	1259.0'	1247.2'	1254.8'	1253.1'	1251.7'	1276.9'
TLOF SURFACE TYPE	Asphalt	Asphalt	Concrete	Asphalt	Concrete	Concrete
TLOF DIMENSION	53' 7" x 53' 7"	26' 10" x 26' 10"	26' 10" x 26' 10"	53' 7" x 53' 7"	53' 7" x 53' 7"	26' 10" x 26' 10"
FATO DIMENSIONS	97' x 97'	46' 3" x 46' 3"	46' 3" x 46' 3"	97' x 97'	97' x 97'	46' 3" x 46' 3"
SAFETY AREA DIMENSIONS	137' x 137'	86' 3" x 86' 3"	86' 3" x 86' 3"	137' x 137'	137' x 137'	86' 3" x 86' 3"
TAXIWAY/ROUTE WIDTH	75'	75'	75' (E)/50' (U)	75'	75' (E)/50' (U)	75' (E)/50' (U)
PARKING AREA DIMENSIONS	N/A	N/A	N/A	N/A	N/A	N/A

ALL WEATHER WIND COVERAGE

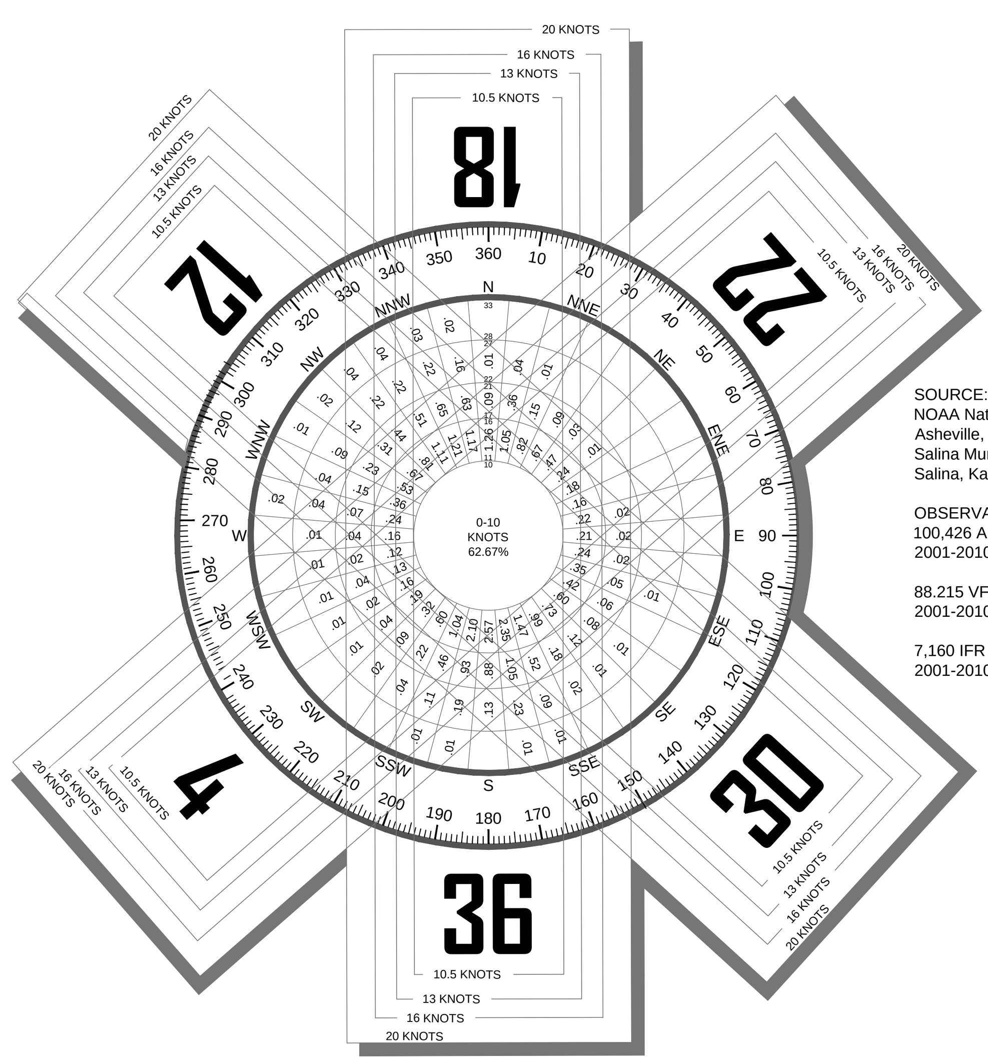
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 17-35	92.78%	96.24%	98.68%	99.63%
Runway 12-30	84.19%	91.62%	97.14%	99.39%
Runway 4-22	76.38%	85.39%	93.47%	97.88%
Runway 18-36	92.78%	96.24%	98.68%	99.63%
Combined Runway 17-35 & 12-30	98.28%	99.44%	99.86%	99.96%
Combined Runway 17-35, 12-30, 4-22, & 18-36	99.76%	99.94%	99.98%	100.00%

VFR WIND COVERAGE

Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 17-35	93.03%	96.43%	98.79%	99.68%
Runway 12-30	83.87%	91.42%	97.02%	99.37%
Runway 4-22	76.34%	85.48%	93.61%	98.05%
Runway 18-36	93.03%	96.43%	98.79%	99.68%
Combined Runway 17-35 & 12-30	98.30%	99.44%	99.86%	99.96%
Combined Runway 17-35, 12-30, 4-22, & 18-36	99.77%	99.95%	99.99%	100.00

IFR WIND COVERAGE

Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 17-35	89.80%	94.06%	97.73%	99.30%
Runway 12-30	83.98%	91.77%	97.65%	99.58%
Runway 4-22	72.38%	82.31%	91.46%	96.50%
Runway 18-36	89.81%	94.06%	97.73%	99.31%
Combined Runway 17-35 & 12-30	98.01%	99.39%	99.88%	99.96%
Combined Runway 17-35, 12-30, 4-22, & 18-36	99.63%	99.92%	99.97%	100.00%

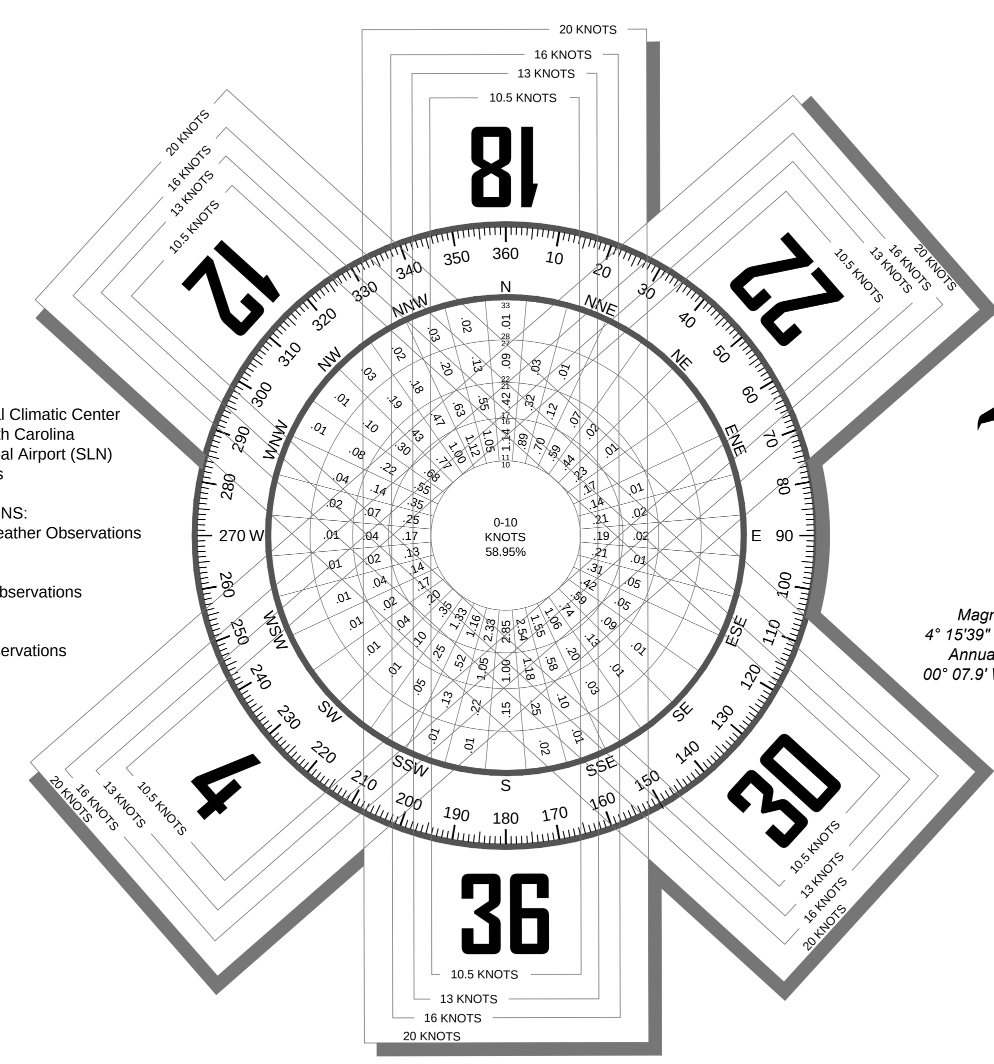


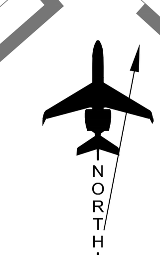
SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Salina Municipal Airport (SLN)
Salina, Kansas

OBSERVATIONS:
100,426 All Weather Observations
2001-2010

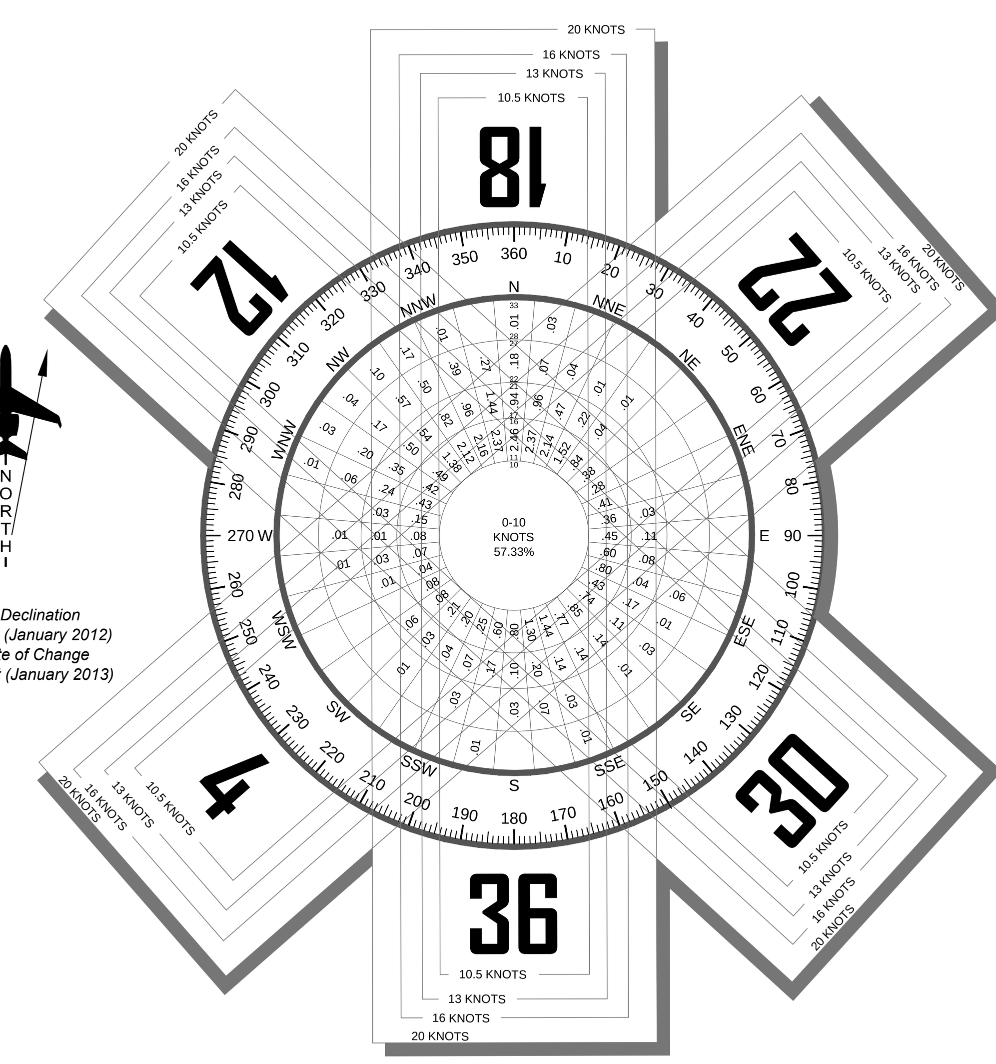
88,215 VFR Observations
2001-2010

7,160 IFR Observations
2001-2010





Magnetic Declination
4° 15'39" East (January 2012)
Annual Rate of Change
00° 07.9' West (January 2013)



AIRPORT DATA

SALINA REGIONAL AIRPORT(SLN)		EXISTING	ULTIMATE
NPIAS SERVICE LEVEL		Nonprimary	Nonprimary
STATE SERVICE LEVEL		Commercial	Commercial
AIRPORT REFERENCE CODE		C/D-II	C/D-III
AIRPORT ELEVATION		1288.0' MSL	1288.0' MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		93° July	93° July
AIRPORT REFERENCE POINT (NAD 83)	Latitude	38° 47' 26.23" N	38° 47' 26.87" N
	Longitude	97° 39' 08.00" W	97° 39' 08.51" W
AIRPORT NAVAIDS		Airport Beacon ATCT ILS (35), LOC (35) GPS (17, 35, 12, 30) VOR (17) NDB(35)	Airport Beacon ATCT ILS (35), LOC (35) GPS (17, 35, 12, 30) VOR (17) NDB(35)
MISCELLANEOUS FACILITIES		ASOS, ATIS, RCO MALS (17) MALSR (35) PAPI-4 (17, 35, 12, 30) HIRL, MIRL, MITL LIGHTED WIND CONES	ASOS, ATIS, RCO MALS (17) MALSR (35) PAPI-4 (17, 35, 12, 30) HIRL, MIRL, MITL LIGHTED WIND CONES

No.	REVISIONS	BY	DATE

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Salina Regional Airport (KSLN)

AIRPORT DATA SHEET

Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014 SHEET 2 OF 35

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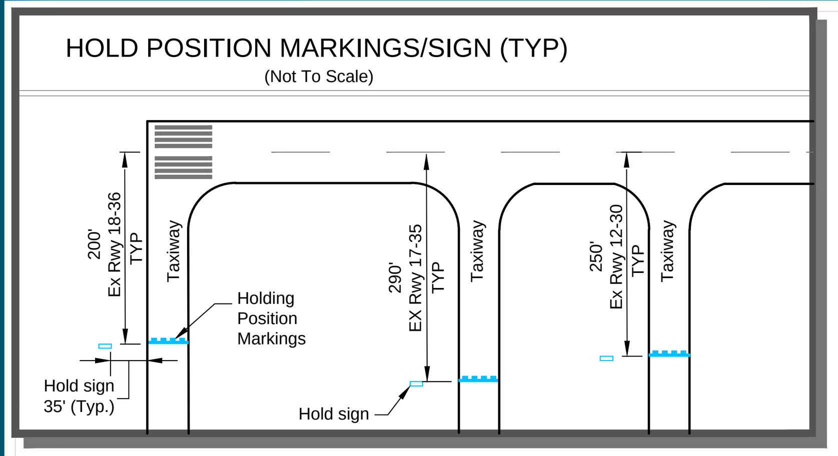
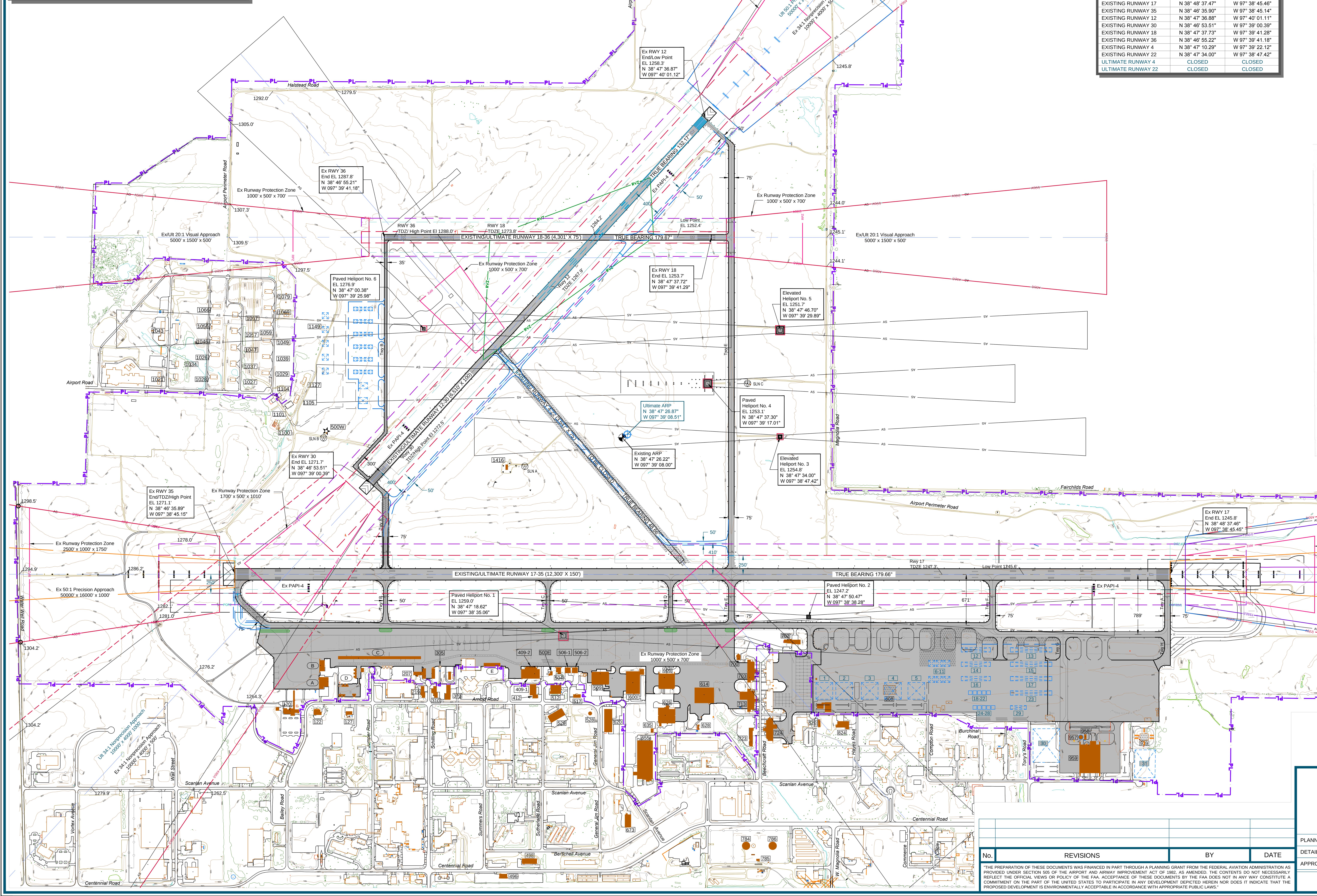
HOLD POSITION MARKINGS/SIGN (TYP)

(Not To Scale)



GENERAL NOTES:

1. EXISTING RUNWAY END ELEVATIONS, END COORDINATES, BEARINGS, AND LENGTHS NOTED IN THIS ALP FROM SURVEY PERFORMED BY WILSON AND COMPANY, KANSAS CITY, MO, AND PROCESSED BY MARTINEZ GEOSPATIAL, EAGAN, MN.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
3. SEE TERMINAL AREA DRAWING, SHEETS 32 AND 33 FOR LANDSIDE DETAILS.
4. SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR THRESHOLD SITING SURFACE PENETRATIONS
5. MAGNETIC DECLINATION FROM NOAA NATIONAL GEOPHYSICAL DATA CENTER.
6. CURRENT ELEVATIONS AT ROADWAY/APPROACH SURFACE INTERSECTIONS ARE ACTUAL ELEVATIONS AND DO NOT REFLECT 17', 15', OR 10' ADJUSTMENTS.
7. 5' LINE OF SIGHT NOT MET BETWEEN ALL RUNWAYS.



NGS SURVEY CONTROL STATIONS

DESIGNATION	PERMANENT IDENTIFIER	LATITUDE	LONGITUDE
SLN A	DL6188	38° 47' 13.551" N	097° 39' 03.191" W
SLN B	DL6187	38° 46' 47.384" N	097° 39' 07.829" W
SLN C	DL6189	38° 47' 42.485" N	097° 39' 17.026" W

SLN A SETTING: SET IN A RETAINING WALL OR CONCRETE LEDGE
SLN B SETTING: SET IN STAINLESS STEEL ROD IN SLEEVE
SLN C SETTING: SET IN FOOTING OF STRUCTURE

RUNWAY END COORDINATES (NAD 83)

RUNWAY	LATITUDE	LONGITUDE
EXISTING RUNWAY 17	N 38° 48' 37.47"	W 97° 38' 45.46"
EXISTING RUNWAY 35	N 38° 46' 35.90"	W 97° 38' 45.14"
EXISTING RUNWAY 12	N 38° 47' 36.88"	W 97° 40' 01.11"
EXISTING RUNWAY 30	N 38° 46' 53.51"	W 97° 39' 00.39"
EXISTING RUNWAY 18	N 38° 47' 37.73"	W 97° 39' 41.28"
EXISTING RUNWAY 36	N 38° 46' 55.22"	W 97° 39' 41.18"
EXISTING RUNWAY 4	N 38° 47' 10.29"	W 97° 39' 22.12"
EXISTING RUNWAY 22	N 38° 47' 34.00"	W 97° 38' 47.42"
ULTIMATE RUNWAY 4	CLOSED	CLOSED
ULTIMATE RUNWAY 22	CLOSED	CLOSED

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
32 33 5 4		SECTION CORNERS
		AIRPORT REFERENCE POINT (ARP)
	N/A	AIRPORT ROTATING BEACON
		AVIGATION EASEMENT
BRL 35'		BUILDING RESTRICTION LINE
		STRUCTURES ON AIRPORT
N/A		ABANDON BUILDING
		STRUCTURE OFF AIRPORT
		CRITICAL AREA
		AIRPORT PAVEMENT
N/A		ABANDON/REMOVE PAVEMENT
		FENCE LINE
		HOLD MARKING
SLN		SURVEY MONUMENT WITH IDENTIFIER
		OBJECT FREE AREA
		RUNWAY SAFETY AREA
		OBSTACLE FREE ZONE
POFZ	POFZ(U)	PRECISION OBSTACLE FREE ZONE
RPZ		RUNWAY PROTECTION ZONE
RVZ	RVZ(U)	RUNWAY VISIBILITY ZONE
	N/A	TIE-DOWNS
		PAPI-4
		RUNWAY END IDENTIFIER LIGHTS (REILS)
		WINDSOCK
		LOCALIZER
3660	3660	TOPOGRAPHIC CONTOURS
N/A		NO-TAXI ISLAND AREA

FAA APPROVAL STAMP

CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated July 15, 2014 may not be undertaken without prior written environmental approval by the Federal Aviation Administration. This approval action does not imply any commitment for Federal funding, or approval of future structures requiring notice under FAR Part 77.

Airport Planning Engineer
FAA Central Region

7-15-14
Date

For Approval by
SALINA AIRPORT AUTHORITY

Signed by: Timothy F. Rogers, AAE, Executive Director
Date: 07/14/14

No.	REVISIONS	BY	DATE

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Salina Regional Airport (KSLN)

AIRPORT LAYOUT DRAWING

Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014 SHEET 3 OF 35

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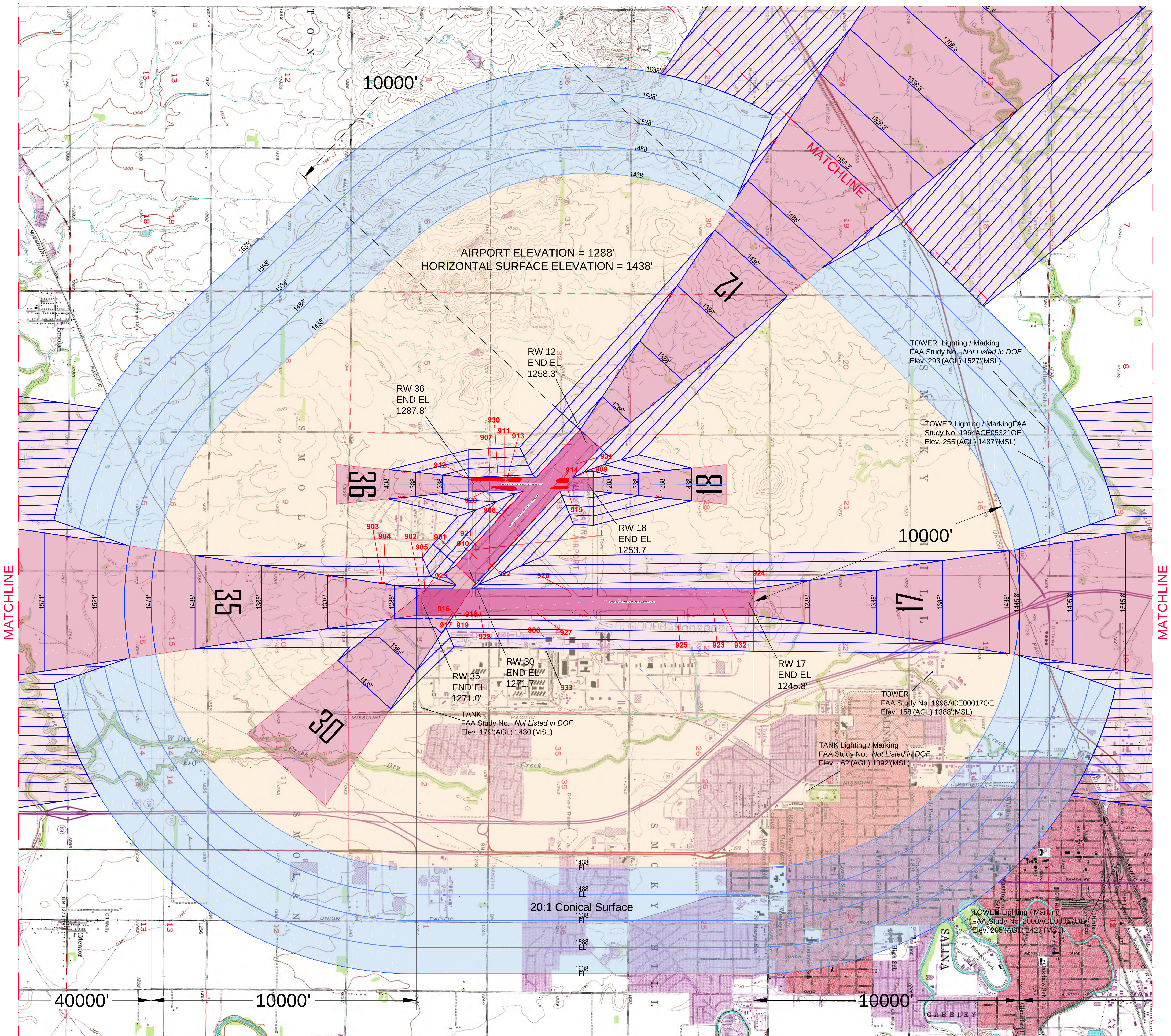
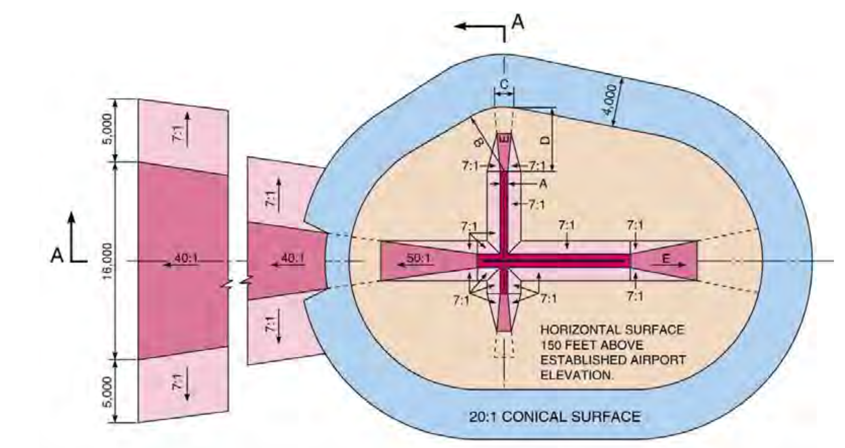


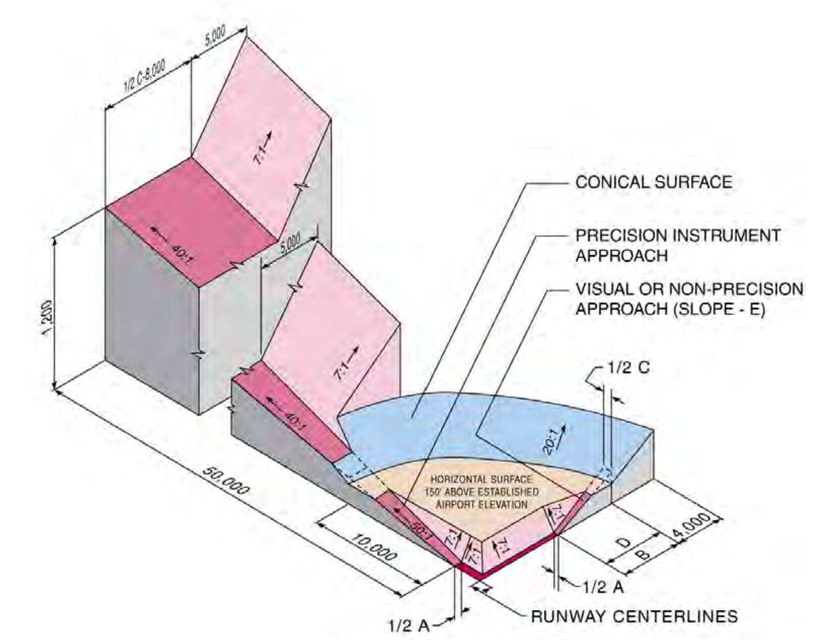
OBSTRUCTION TABLE							
No.	Description	Latitude	Longitude	Top Elevation (msl)	Surface Penetrated	Amount of Penetration	Remediation
901	TOWER	38°46'47.69"	97°39'08.90"	1347	TRANSITIONAL	20.6	REQUEST AERONAUTICAL STUDY
902	SIGN NEAR DIRT ROAD	38°46'35.20"	97°38'51.57"	1281	TRANSITIONAL	8.6	REQUEST AERONAUTICAL STUDY
903	POLE	38°46'20.97"	97°38'54.98"	1312	TRANSITIONAL	2.3	LOWER POLE
904	NATURAL HIGH POINT	38°46'21.30"	97°38'54.12"	1304	TRANSITIONAL	6.2	GRADE TERRAIN
905	NATURAL HIGH POINT	38°46'36.91"	97°38'51.51"	1272	PRIMARY	1.2	GRADE TERRAIN
906	ATCT	38°47'21.42"	97°38'28.49"	1380	TRANSITIONAL	8.3	TO REMAIN, STUDIED UNDER 2000-ACE-187-NRA
907	TERRAIN	38°47'01.22"	97°39'43.62"	1286	PRIMARY	4.1	GRADE TERRAIN
908	NATURAL HIGH POINT	38°47'05.72"	97°39'26.94"	1273	TRANSITIONAL	6.2	GRADE TERRAIN
909	NATURAL HIGH POINT	38°47'31.96"	97°39'94.66"	1253	TRANSITIONAL	2.9	GRADE TERRAIN
910	NATURAL HIGH POINT	38°46'56.32"	97°39'05.77"	1273	PRIMARY	0.1	GRADE TERRAIN
911	TREE	38°47'06.37"	97°39'42.98"	1291	PRIMARY	15	REMOVE
912	NATURAL HIGH POINT	38°46'53.31"	97°39'43.58"	1291	PRIMARY	3	GRADE TERRAIN
913	NATURAL HIGH POINT	38°47'07.36"	97°39'43.28"	1280	PRIMARY	5	GRADE TERRAIN
914	NATURAL HIGH POINT	38°47'27.46"	97°39'42.60"	1260	PRIMARY	2	GRADE TERRAIN
915	NATURAL HIGH POINT	38°47'29.89"	97°39'39.84"	1256	PRIMARY	2	GRADE TERRAIN
916	GS TOWER	38°46'47.30"	97°38'40.13"	1315	PRIMARY	47	TO REMAIN, STUDIED UNDER 2003-ACE-366-NRA
917	BUILDING	38°46'47.43"	97°38'4.16"	1273	PRIMARY	6	REQUEST AERONAUTICAL STUDY
918	TOWER	38°46'47.57"	97°38'40.11"	1295	PRIMARY	28	REQUEST AERONAUTICAL STUDY
919	TOWER	38°46'47.91"	97°38'39.68"	1275	PRIMARY	8	REQUEST AERONAUTICAL STUDY
920	NATURAL HIGH POINT	38°47'02.89"	97°39'39.95"	1283	PRIMARY	1	GRADE TERRAIN
921	NATURAL HIGH POINT	38°46'57.42"	97°39'10.58"	1272	PRIMARY	3	GRADE TERRAIN
922	BOLLARD POST	38°46'59.80"	97°39'04.70"	1274	PRIMARY	2	REQUEST AERONAUTICAL STUDY
923	WIND SOCK	38°48'24.42"	97°38'40.12"	1259	PRIMARY	16	TO REMAIN, STUDIED UNDER 2008-ACE-1104-NRA
924	UTILITY PEDESTAL	38°48'39.46"	97°38'47.48"	1246	PRIMARY	<1	TO REMAIN
925	OBSTACLE POINT	38°48'10.75"	97°38'39.97"	1248	PRIMARY	1	REQUEST AERONAUTICAL STUDY
926	POST	38°47'30.63"	97°38'50.57"	1260	PRIMARY	3	REQUEST AERONAUTICAL STUDY
927	UTILITY PEDESTAL	38°47'18.81"	97°38'20.34"	1260	PRIMARY	1	REQUEST AERONAUTICAL STUDY
928	TERRAIN	38°46'56.83"	97°38'43.91"	1264	PRIMARY	<1	GRADE TERRAIN
929	OBSTACLE POINT	38°46'36.25"	97°38'49.02"	1277	PRIMARY	6	REQUEST AERONAUTICAL STUDY
930	TERRAIN	38°47'04.16"	97°39'43.16"	1286	PRIMARY	6	GRADE TERRAIN
931	ASSOCIATED PAPI EQUIPMENT	38°46'33.06"	97°38'51.02"	1261	PRIMARY	1	LOWER OR RELOCATE OBJECT
932	ASSOCIATED PAPI EQUIPMENT	38°48'27.54"	97°38'42.24"	1248	PRIMARY	1	LOWER OR RELOCATE OBJECT
933	WATER TOWER	38°47'22.13"	97°38'22.17"	1386	NONE	N/A	NAR; TO REMAIN LIGHTED

NAR - NO ACTION REQUIRED



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: FAA Order JO 7400.2J, Figure 6-3-3

Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5 ' West (September 2013)

0 2000 4000
SCALE IN FEET

GENERAL NOTES:

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2. SUPPLEMENTAL OBSTRUCTION DATA SOURCES CONSULTED INCLUDE THE FAA DIGITAL OBSTACLE FILE (DOF) RELEASED NOVEMBER 2013 AND THE FAA AIRPORT 14 CFR PART 77 REPORT GENERATED MAY 12, 2014.
3. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
4. THE FOLLOWING USGS 7,5 QUAD MAPS WERE APPLIED AS BACKGROUND: ASSARIA, BROOKVILLE, CULVER, NEW CAMBRIA, SALINA, SALINA SW, SMOLAN, TRENTON.
5. SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN APPROACH SURFACE PENETRATIONS
6. ALL DISTANCE MEASUREMENTS IN FEET

No.	REVISIONS	BY	DATE

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Salina Regional Airport (KSLN)

AIRPORT AIRSPACE I

Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014

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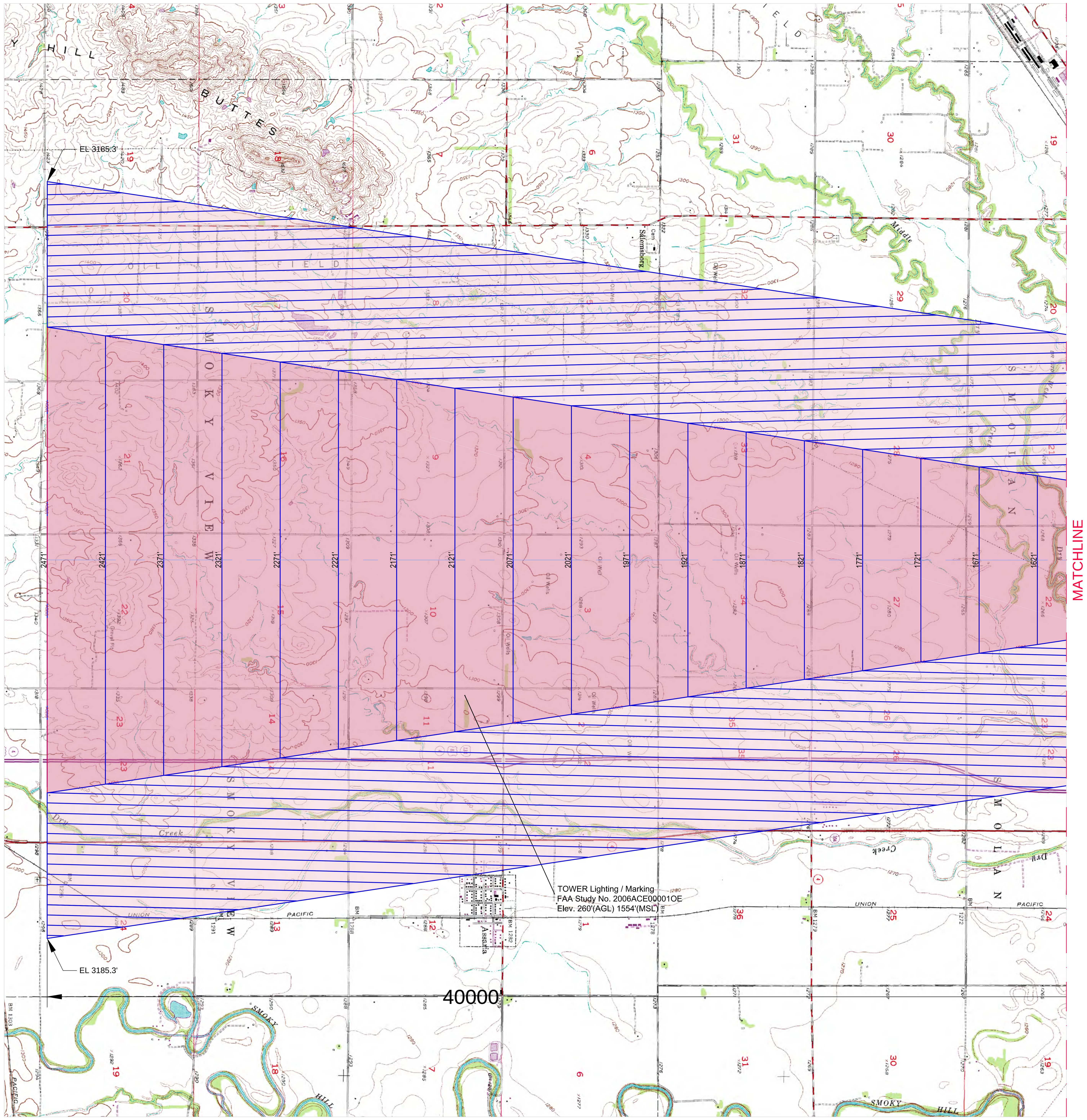

OBSTRUCTION TABLE							
No.	Description	Latitude	Longitude	Top Elevation (msl)	Surface Penetrated	Amount of Penetration	Remediation
	NONE						

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5. SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN APPROACH SURFACE PENETRATIONS
6. ALL DISTANCE MEASUREMENTS IN FEET

NORTH

Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5' West (September 2013)

0 2000 4000
SCALE IN FEET

No.	REVISIONS	BY	DATE

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Salina Regional Airport (KSLN)

AIRPORT AIRSPACE II

Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014 SHEET 5 OF 35

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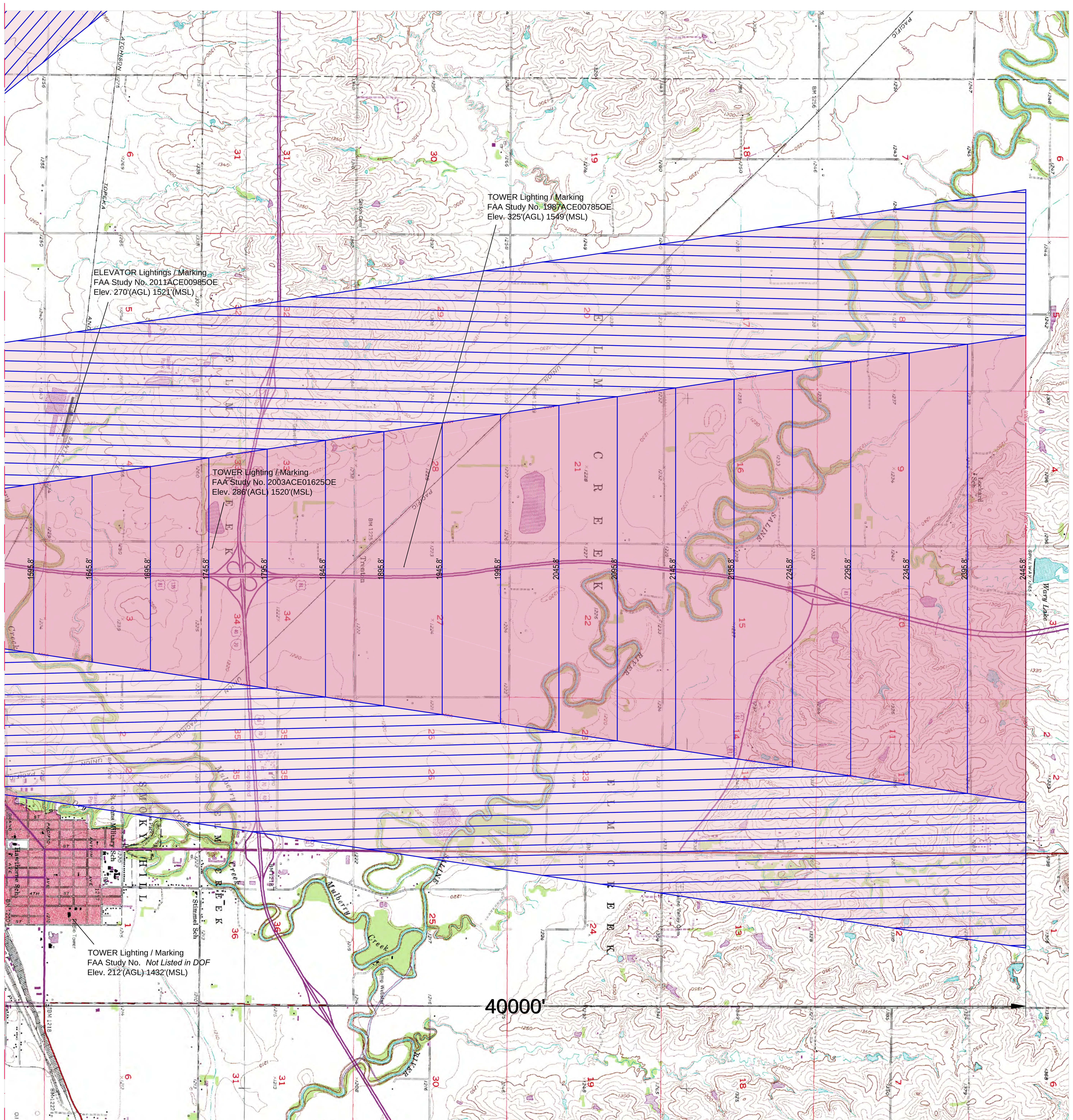

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NORTH

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Annual Rate of Change
00° 05.5 ' West (September 2013)

0 2000 4000
SCALE IN FEET

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Salina Regional Airport (KSLN)

AIRPORT AIRSPACE III

Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014 SHEET 6 OF 35

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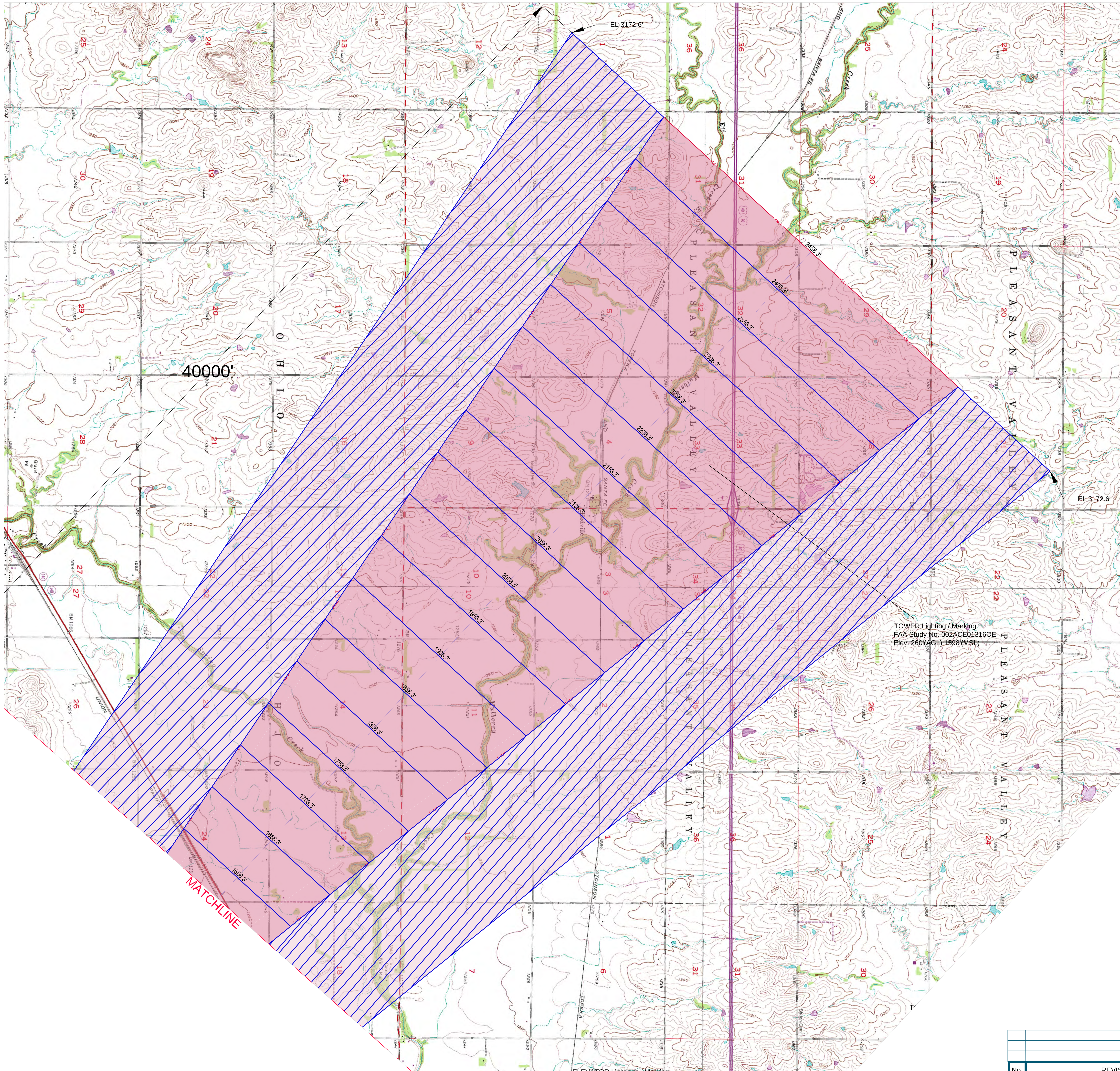

OBSTRUCTION TABLE

No.	Description	Latitude	Longitude	Top Elevation (msl)	Surface Penetrated	Amount of Penetration	Remediation
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NORTH

Magnetic Declination
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Annual Rate of Change
00° 05.5' West (September 2013)

0 2000 4000
SCALE IN FEET

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Salina Regional Airport (KSLN)

AIRPORT AIRSPACE IV

Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014 SHEET 7 OF 35

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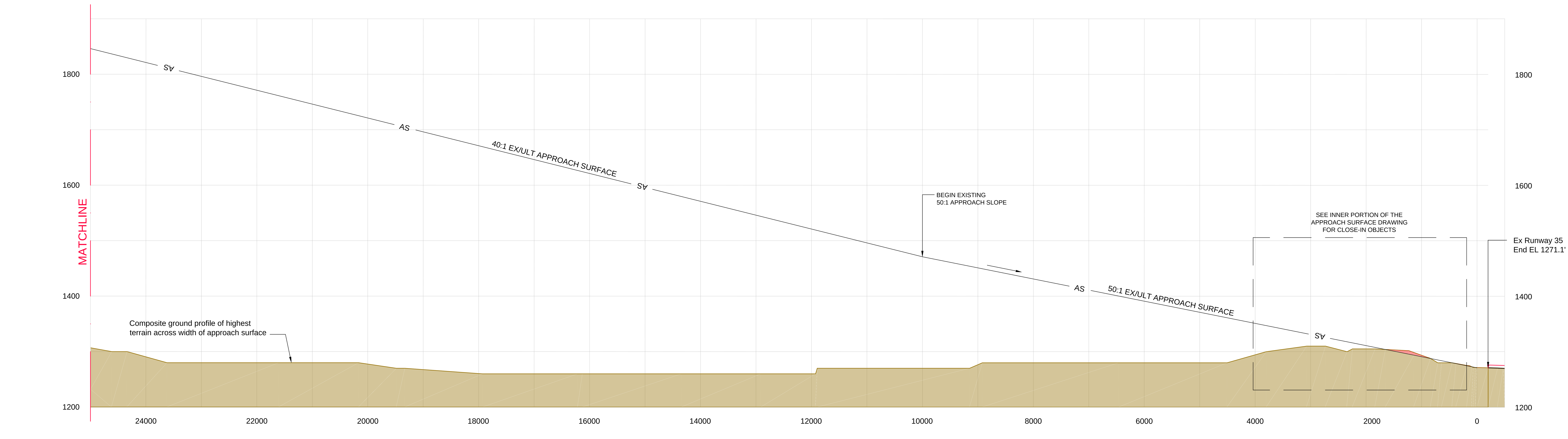
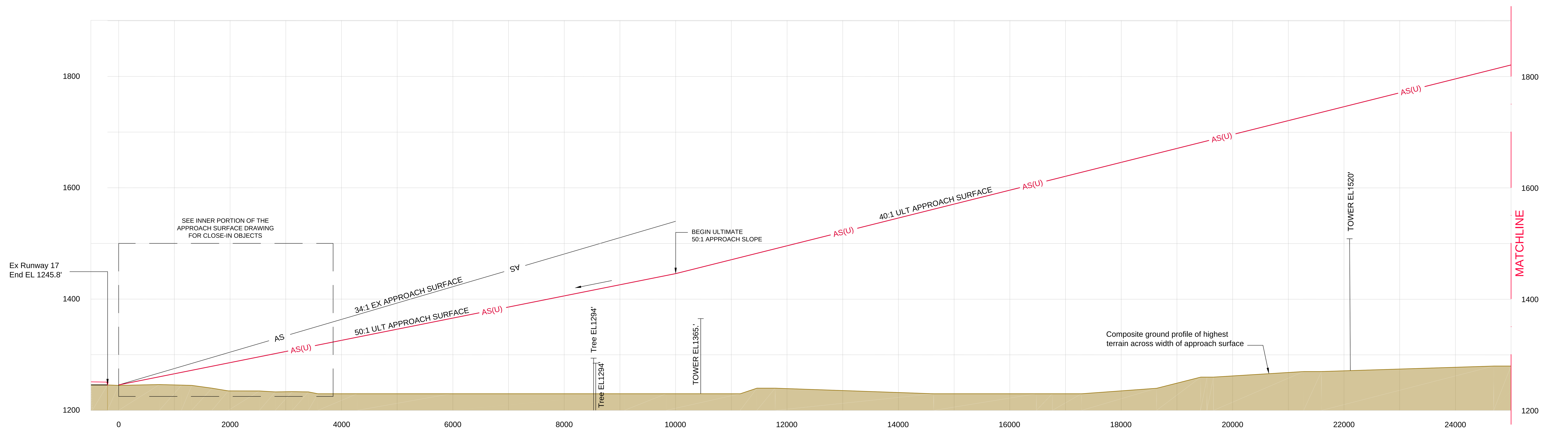
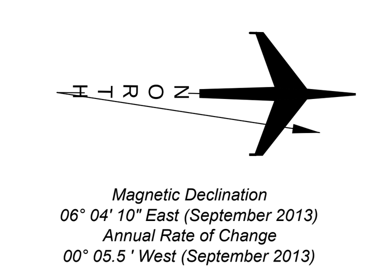


RUNWAY 35 APPROACH



RUNWAY 17 APPROACH



0 1000 2000
HORIZONTAL SCALE IN FEET

0 100 200
VERTICAL SCALE IN FEET

RUNWAY 17 PT 77 AIRSPACE OBSTRUCTION TABLE						
No.	Description	Latitude	Longitude	Top Elevation (msl)	Approach Penetration	Remediation
	SEE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE-IN OBJECTS					

RUNWAY 17 PT 77 AIRSPACE OBSTRUCTION TABLE						
No.	Description	Latitude	Longitude	Top Elevation (msl)	Approach Penetration	Remediation
	SEE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE-IN OBSJECTS					

GENERAL NOTES

1. OBSTRUCTIONS IDENTIFIED BY MARTINEZ GEOSPATIAL, EAGAN, MN, FROM SURVEY DATA PREPARED BY WILSON AND COMPANY, KANSAS CITY MO.
2. SUPPLEMENTAL OBSTRUCTION DATA CONSULTED INCLUDE THE DFAA DIGITAL OBSTACLE FILE (DOF) RELEASED NOVEMBER 2013.
3. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
4. ALL DISTANCE MEASUREMENTS IN FEET.

No.	REVISIONS	BY	DATE

"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."

Salina Regional Airport (KSLN)

AIRPORT AIRSPACE APPROACH PROFILE I
RUNWAY 17-35

Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014

SHEET 8 OF 35

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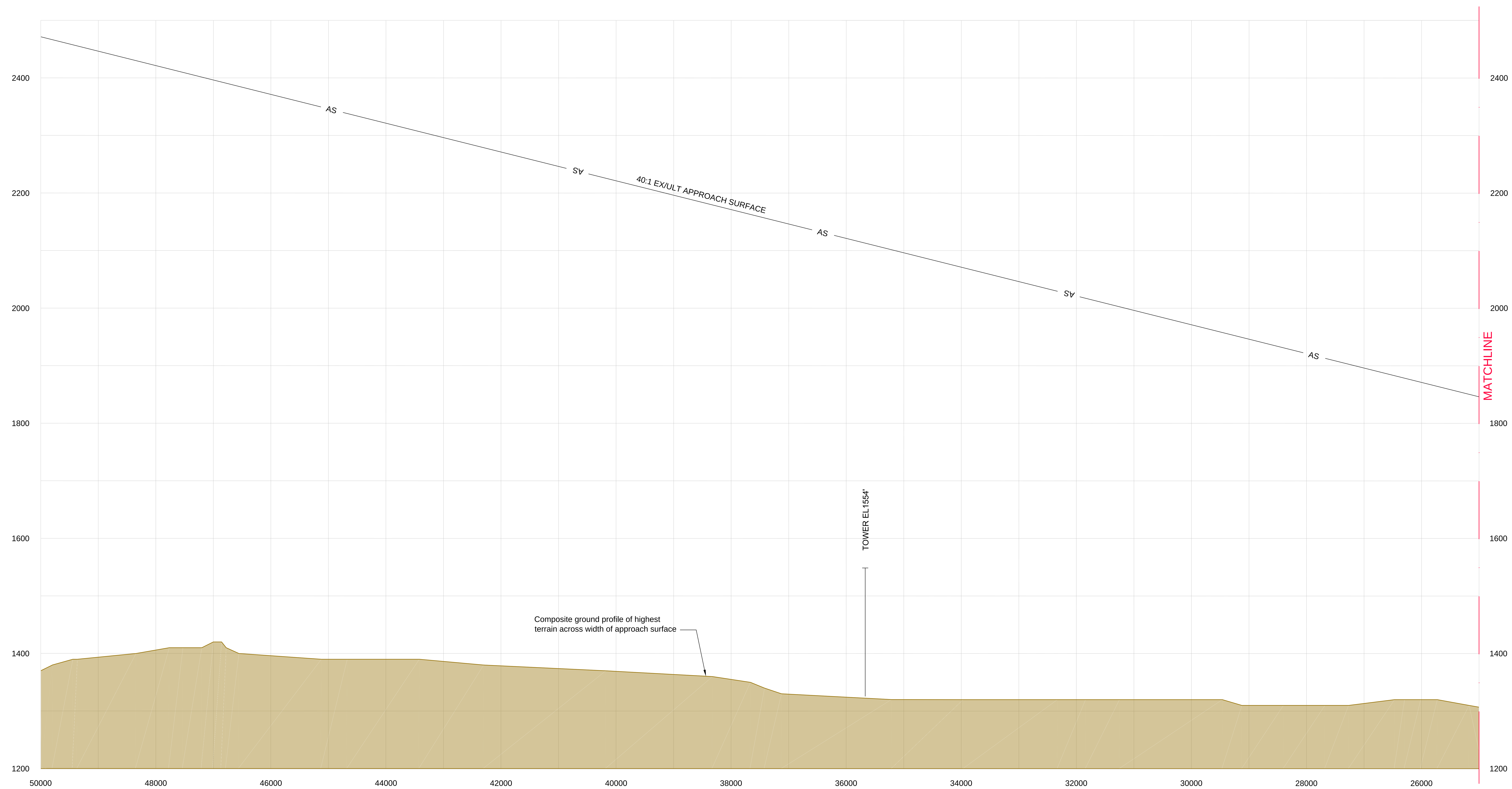
www.coffmanassociates.com



RUNWAY 35 APPROACH

RUNWAY 17 PT 77 AIRSPACE OBSTRUCTION TABLE						
No.	Description	Latitude	Longitude	Top Elevation (msl)	Approach Penetration	Remediation
	SEE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE-IN OBJECTS					

Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5 ' West (September 2013)

0 1000 2000
HORIZONTAL SCALE IN FEET

0 100 200
VERTICAL SCALE IN FEET

GENERAL NOTES

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4. ALL DISTANCE MEASUREMENTS IN FEET.

No.	REVISIONS	BY	DATE

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Salina Regional Airport (KSLN)

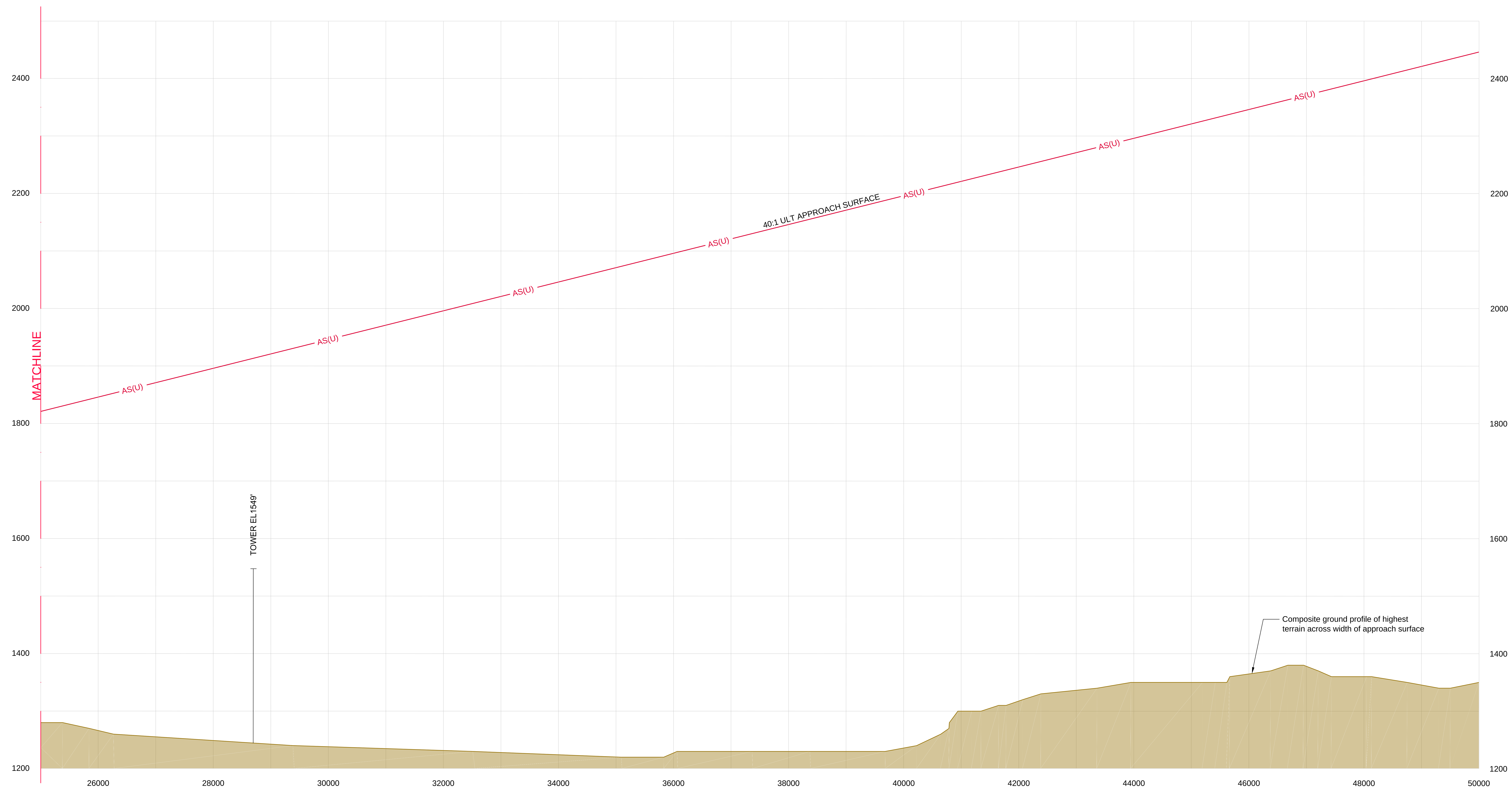
AIRPORT AIRSPACE APPROACH PROFILE II RUNWAY 35

Salina, KS

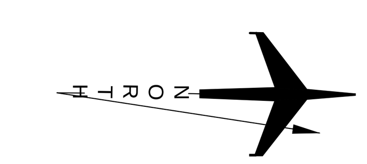
PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014

Coffman Associates
Airport Consultants
www.coffmanassociates.com



RUNWAY 17 APPROACH



Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5 ' West (September 2013)

0 1000 2000
HORIZONTAL SCALE IN FEET

0 100 200
VERTICAL SCALE IN FEET

RUNWAY 17 PT 77 AIRSPACE OBSTRUCTION TABLE

No.	Description	Latitude	Longitude	Top Elevation (msl)	Approach Penetration	Remediation
	SEE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE-IN OBJECTS					

GENERAL NOTES

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2. SUPPLEMENTAL OBSTRUCTION DATA CONSULTED INCLUDE THE DFAA DIGITAL OBSTACLE FILE (DOF) RELEASED NOVEMBER 2013.
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4. ALL DISTANCE MEASUREMENTS IN FEET.

No.	REVISIONS	BY	DATE

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Salina Regional Airport (KSLN)

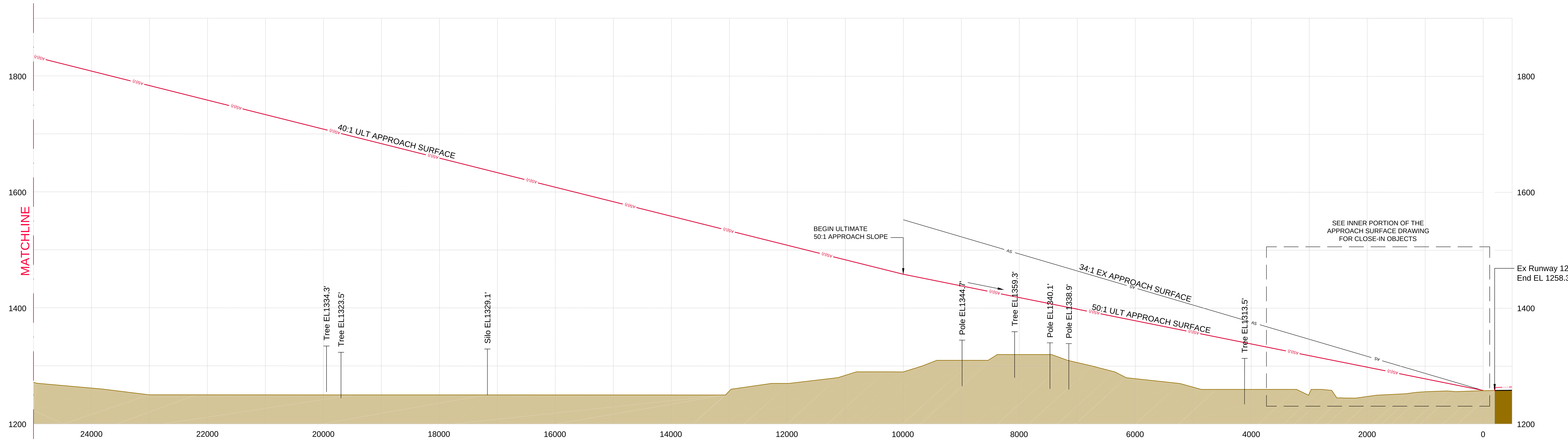
AIRPORT AIRSPACE APPROACH PROFILE III
RUNWAY 17

Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014

Coffman Associates
Airport Consultants
www.coffmanassociates.com



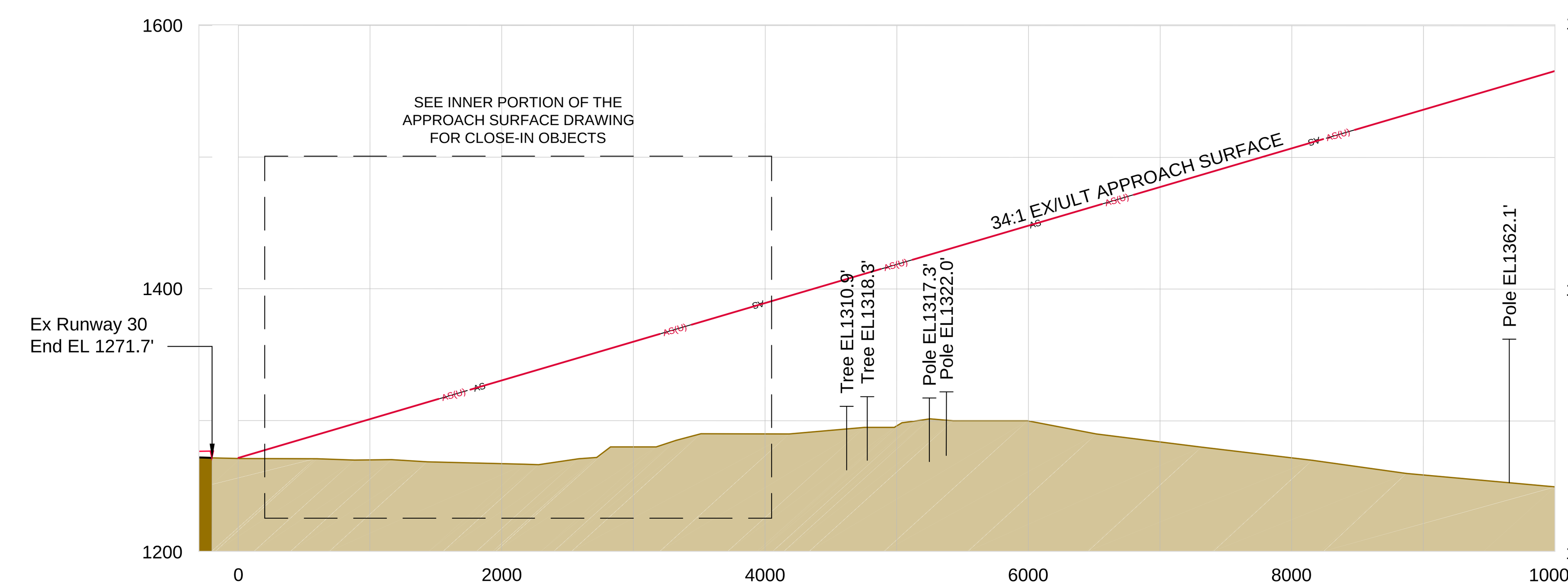
RUNWAY 12 APPROACH

RUNWAY 12 PT 77 AIRSPACE OBSTRUCTION TABLE

No.	Description	Latitude	Longitude	Top Elevation (msl)	Approach Penetration	Remediation
	SEE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE-IN OBJECTS					

RUNWAY 30 PT 77 AIRSPACE OBSTRUCTION TABLE

No.	Description	Latitude	Longitude	Top Elevation (msl)	Approach Penetration	Remediation
	SEE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE-IN OBJECTS					



RUNWAY 30 APPROACH

GENERAL NOTES

1. OBSTACLES IDENTIFIED BY MARTINEZ GEOSPATIAL, EAGAN, MN, FROM SURVEY DATA PREPARED BY WILSON AND COMPANY, KANSAS CITY MO.
2. SUPPLEMENTAL OBSTRUCTION DATA CONSULTED INCLUDE THE FAA DIGITAL OBSTACLE FILE (DOF) RELEASED NOVEMBER 2013.
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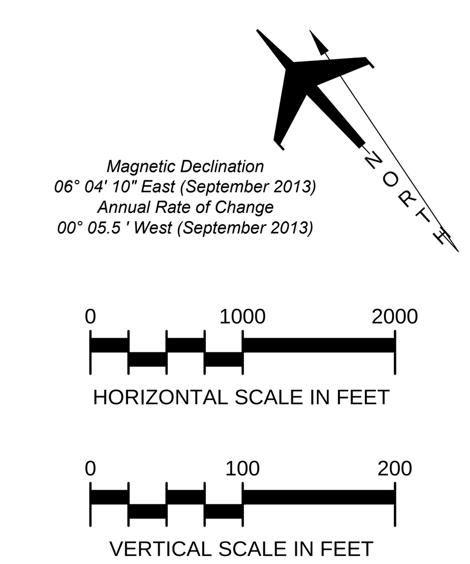
4. ALL DISTANCE MEASUREMENTS IN FEET.



No.	REVISIONS	BY	DATE

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Salina Regional Airport (KSLN)

AIRPORT AIRSPACE APPROACH PROFILE IV RUNWAY 12-30

Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014 SHEET 11 OF 35

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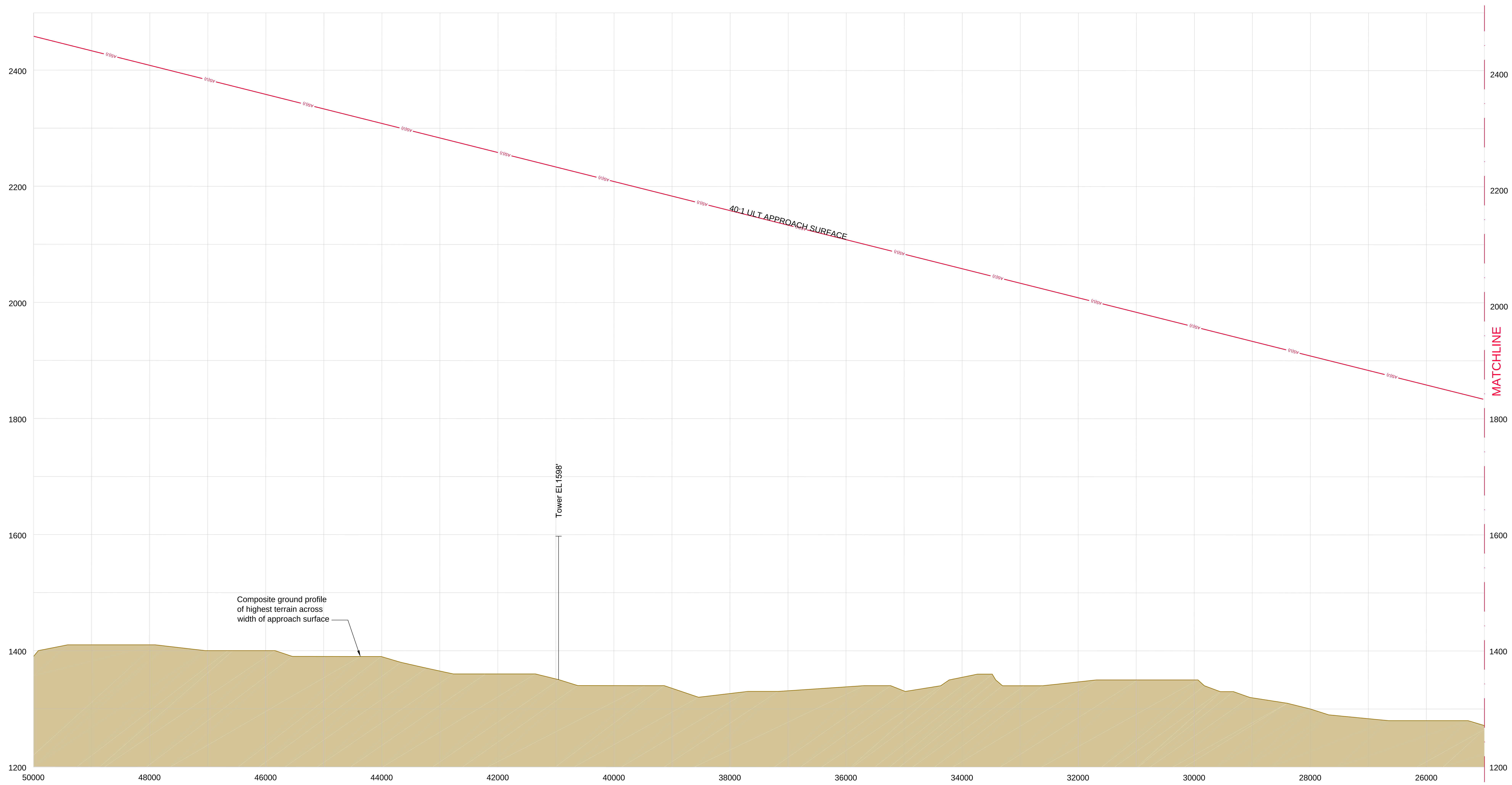
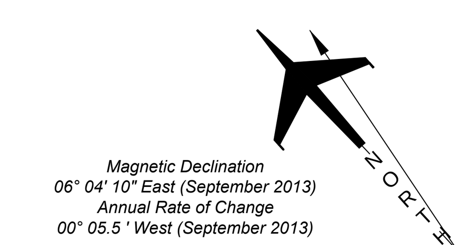
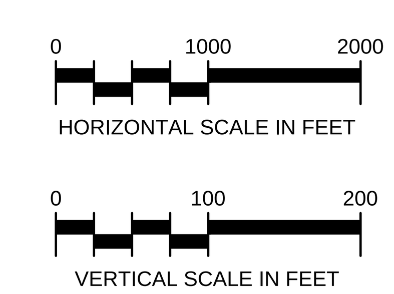


RUNWAY 12 APPROACH





RUNWAY 12 PT 77 AIRSPACE BSTRUCTION TABLE

No.	Description	Latitude	Longitude	Top Elevation (msl)	Approach Penetration	Remediation
	SEE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE-IN OBJECTS					

GENERAL NOTES

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No.	REVISIONS	BY	DATE

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Salina Regional Airport (KSLN)

AIRPORT AIRSPACE APPROACH PROFILE V
RUNWAY 12

Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014 SHEET 12 OF 35

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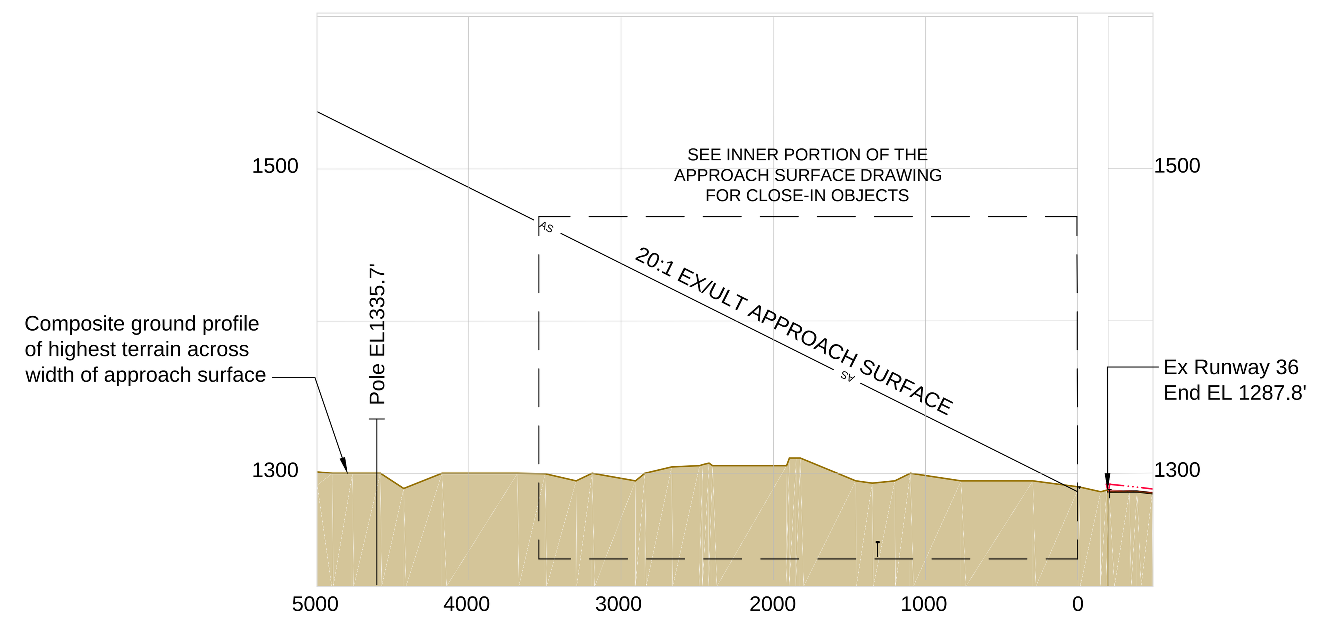
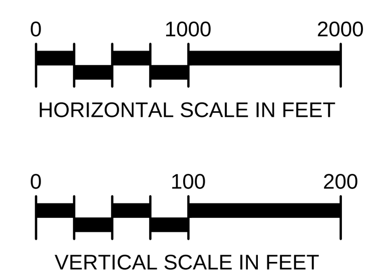
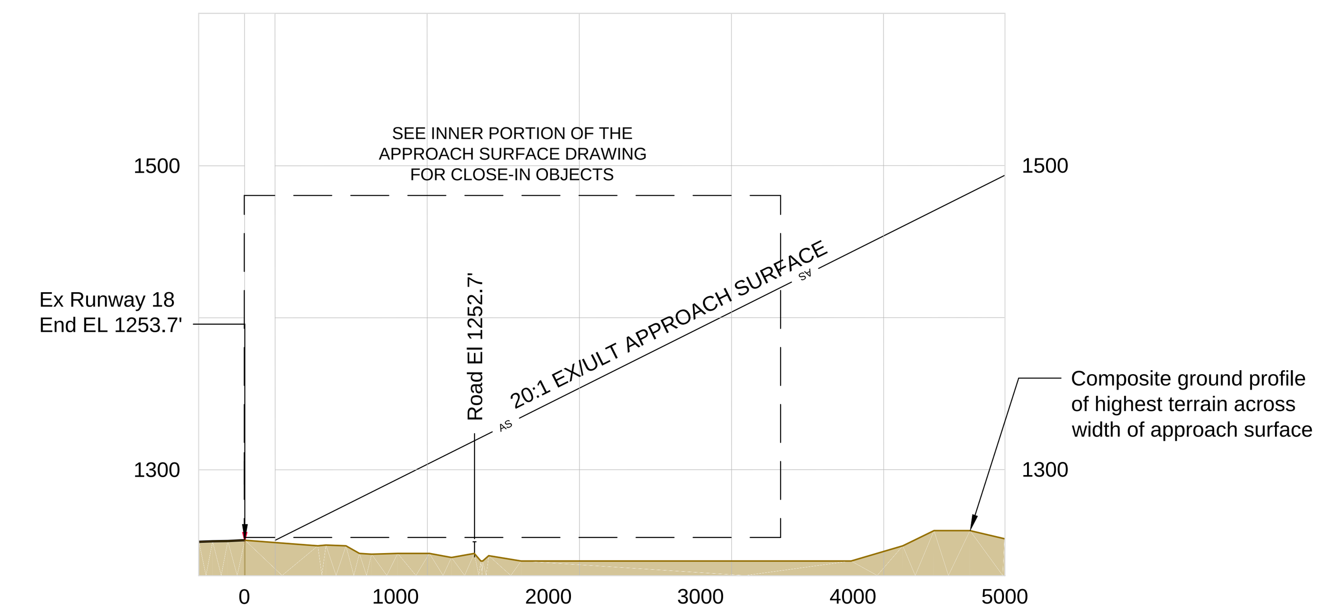


RUNWAY 36 APPROACH

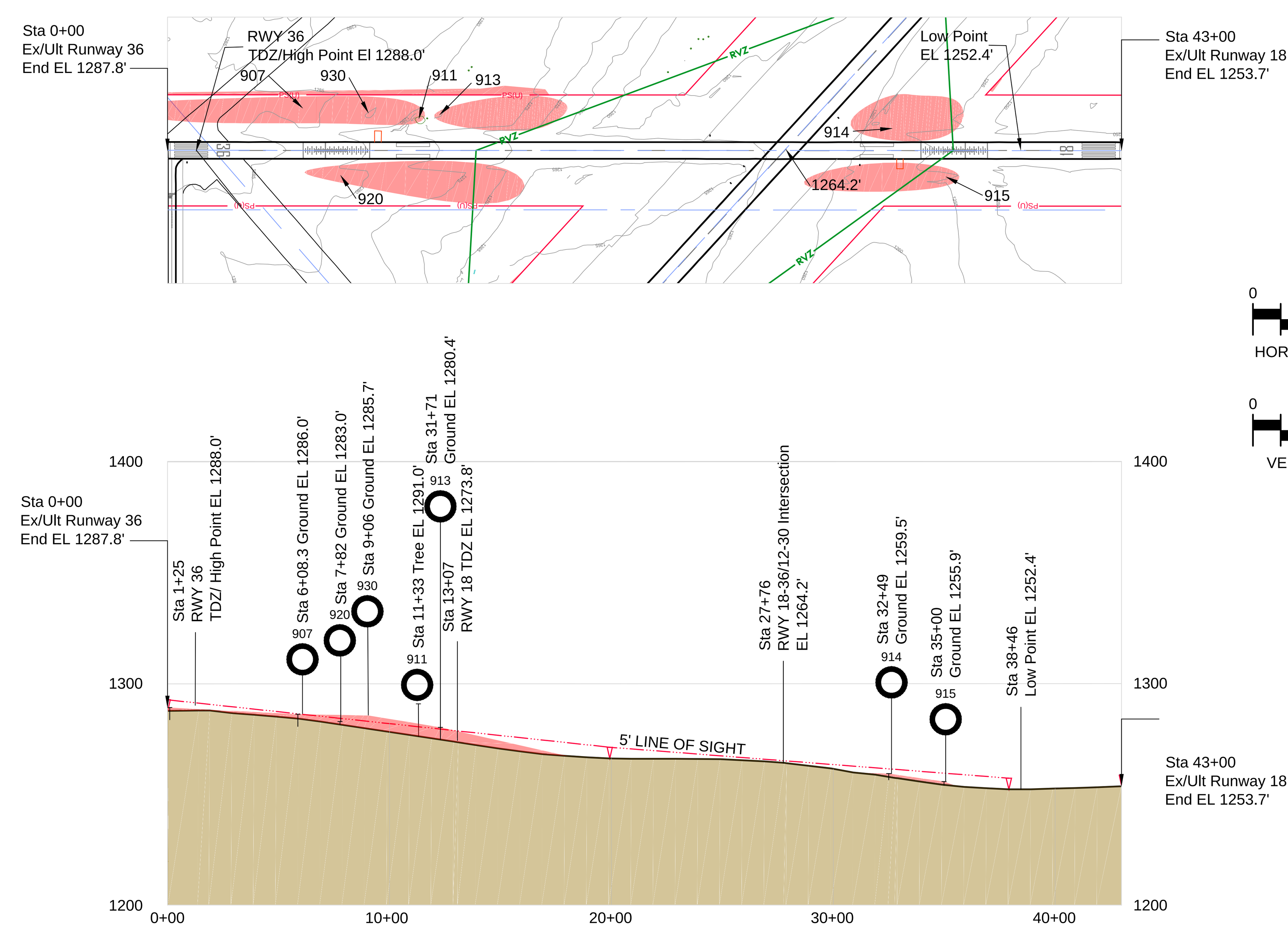


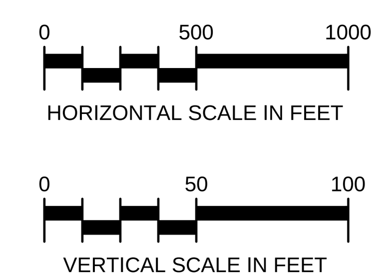


RUNWAY 18 APPROACH

RUNWAY 18 PT 77 AIRSPACE OBSTRUCTION TABLE						
No.	Description	Latitude	Longitude	Top Elevation (msl)	Approach Penetration	Remediation
	SEE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE-IN OBJECTS					

RUNWAY 36 PT 77 AIRSPACE OBSTRUCTION TABLE						
No.	Description	Latitude	Longitude	Top Elevation (msl)	Approach Penetration	Remediation
	SEE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE-IN OBJECTS					

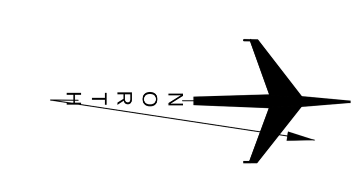




LEGEND

Terrain Penetration Areas

RUNWAY 18-36 CENTERLINE PROFILE



Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5 ' West (September 2013)

GENERAL NOTES

1. OBSTRUCTIONS IDENTIFIED BY MARTINEZ GEOSPATIAL, EAGAN, MN, FROM SURVEY DATA PREPARED BY WILSON AND COMPANY, KANSAS CITY MO.
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   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
4. ALL DISTANCE MEASUREMENTS IN FEET.
5. SEE OBSTRUCTION TABLE, SHEET 4 OF 35, AIRPORT AIRSPACE I FOR PRIMARY SURFACE OBSTRUCTIONS.
6. 5' LINE OF SIGHT NOT MET ALONG INDIVIDUAL RUNWAY 18-36.

RUNWAY 18 -36 PT 77 PRIMARY SURFACE OBSTRUCTION TABLE						
No.	Description	Latitude	Longitude	Top Elevation (msl)	Primary Penetration	Remediation
907	TERRAIN	38°47'01.55"	97°39'43.36"	1266	4.1	GRADE TERRAIN
911	TREE	38°47'06.37"	97°39'42.98"	1291	15.0	REMOVE
913	TERRAIN	38°47'07.36"	97°39'43.28"	1280	5.0	GRADE TERRAIN
914	TERRAIN	38°47'27.46"	97°39'42.60"	1260	2.0	GRADE TERRAIN
915	TERRAIN	38°47'29.89"	97°39'39.84"	1256	2.0	GRADE TERRAIN
920	TERRAIN	38°47'02.89"	97°39'39.95"	1283	1.0	GRADE TERRAIN
930	TERRAIN	38°47'04.16"	97°39'43.16"	1286	6.0	GRADE TERRAIN

No.	REVISIONS	BY	DATE

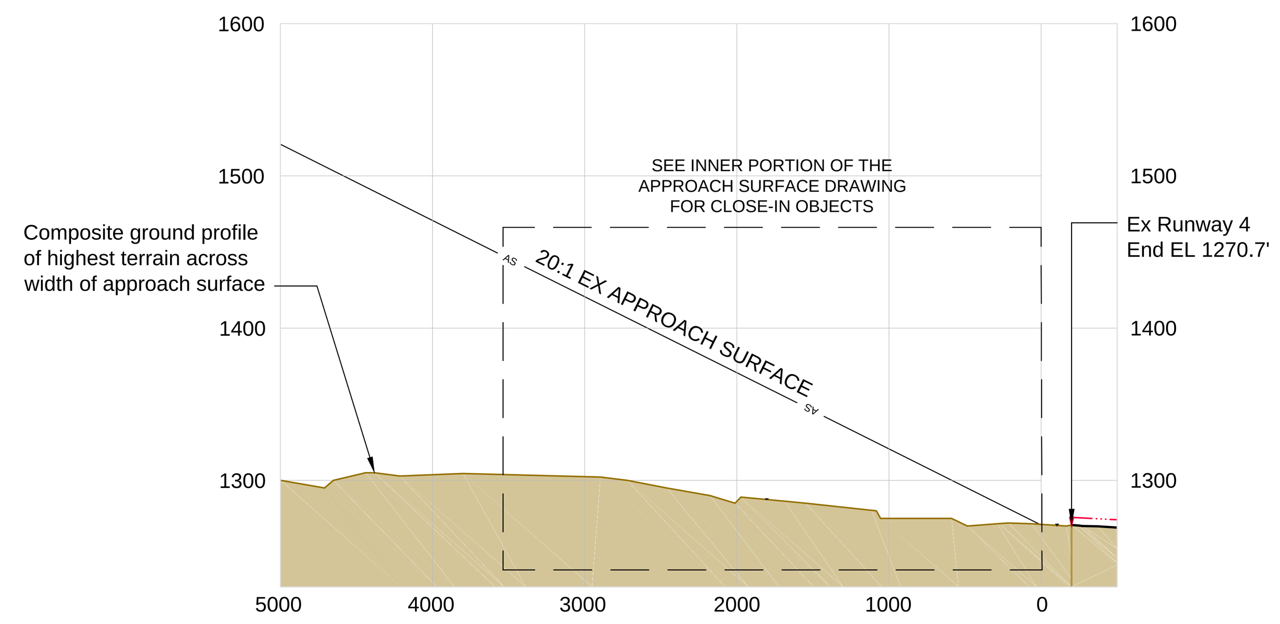
Salina Regional Airport (KSLN)

AIRPORT AIRSPACE APPROACH AND RUNWAY CENTERLINE PROFILE RUNWAY 18-36

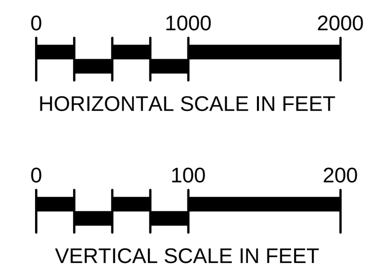
Salina, KS

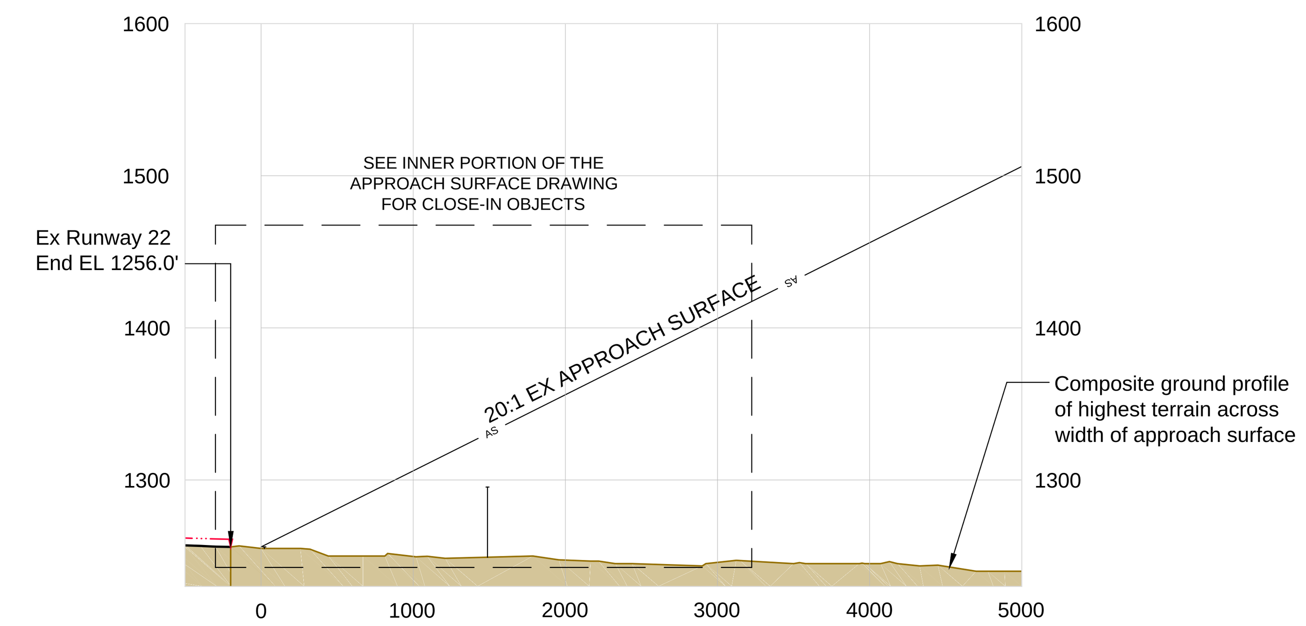
PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014



RUNWAY 4 APPROACH

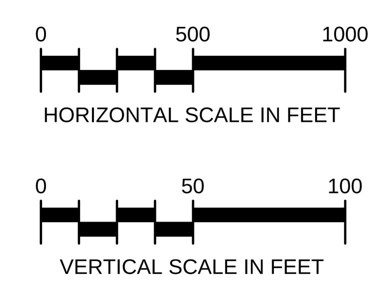


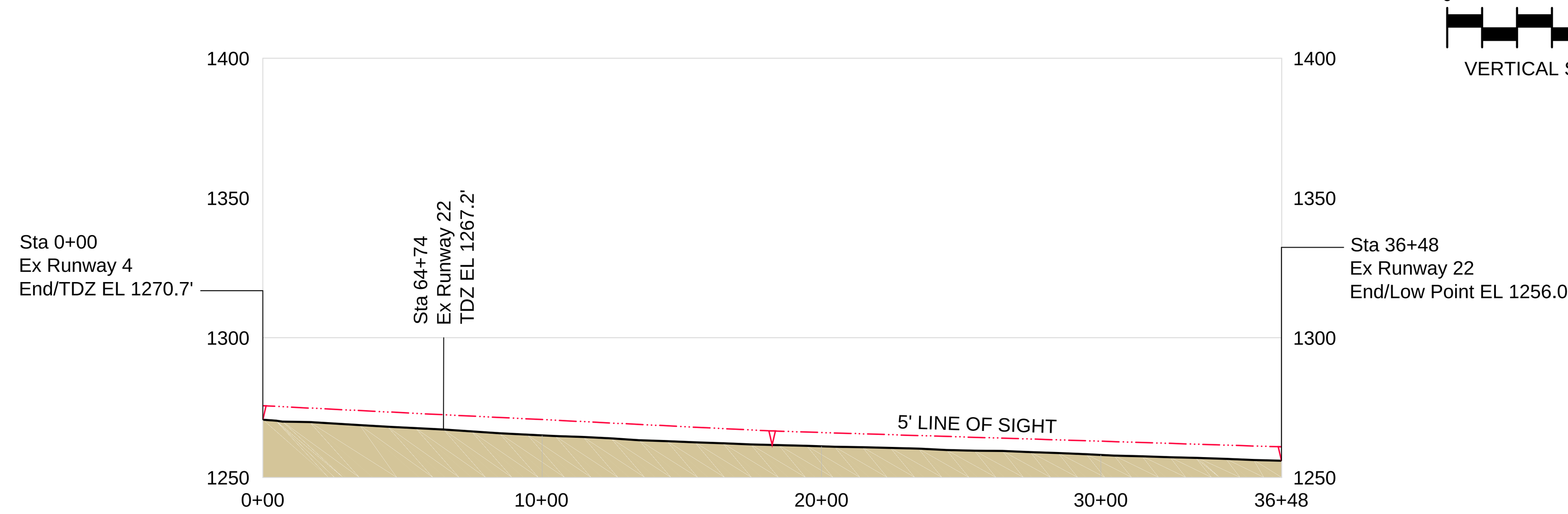


RUNWAY 22 APPROACH

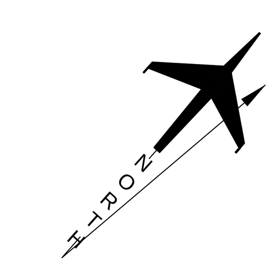
RUNWAY 4 PT 77 AIRSPACE OBSTRUCTION TABLE						
No.	Description	Latitude	Longitude	Top Elevation (msl)	Approach Penetration	Remediation
	NONE					

RUNWAY 22 PT 77 AIRSPACE OBSTRUCTION TABLE						
No.	Description	Latitude	Longitude	Top Elevation (msl)	Approach Penetration	Remediation
	NONE					





RUNWAY 4-22 CENTERLINE PROFILE



Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5 ' West (September 2013)

GENERAL NOTES

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3. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
4. ALL DISTANCE MEASUREMENTS IN FEET.
5. 5' LINE OF SIGHT ALONG INDIVIDUAL RUNWAY 4-22.

No.	REVISIONS	BY	DATE

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Salina Regional Airport (KSLN)
EXISTING AIRPORT AIRSPACE APPROACH AND RUNWAY CENTERLINE PROFILE RUNWAY 4-22
Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014 SHEET 14 OF 35

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