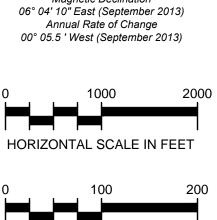


RUNWAY 17-35 CENTERLINE PROFILE

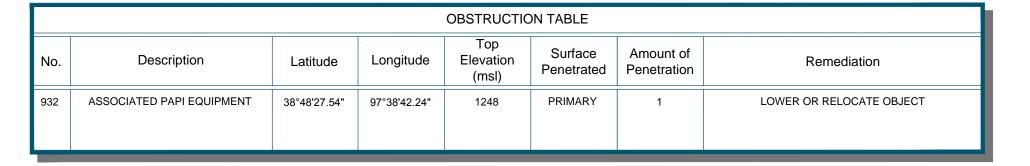


Magnetic Declination

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GENERAL NOTES

- 1. OBJECT ELEVATIONS 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 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. ALL DISTANCE MEASUREMENTS IN FEET.
- 5. SEE AIRPORT AIRSPACE OBSTRUCTION TABLE FOR PRIMARY SURFACE OBJECT PENETRATIONS.
- 6. 5' LINE OF SIGHT ALONG INDIVIDUAL RUNWAY 17-35.



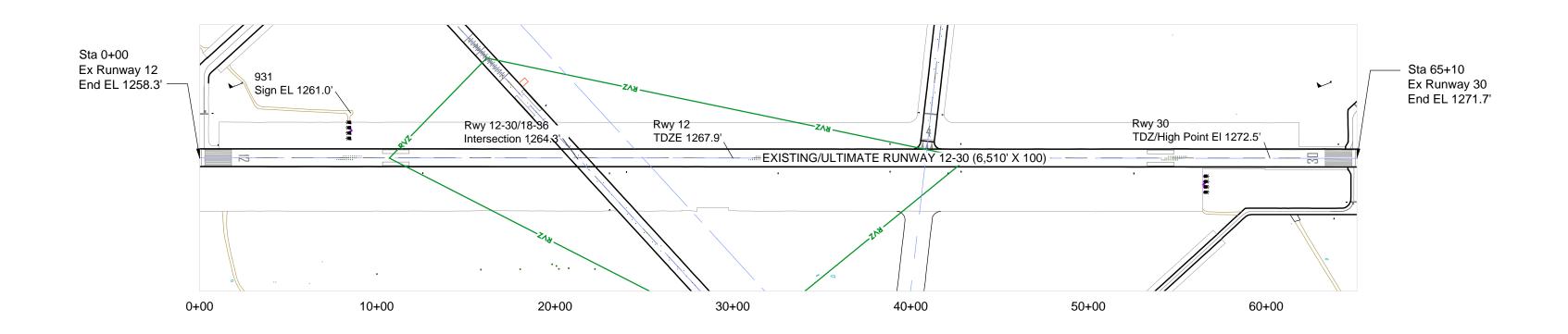
				PLANNED BY:
No.	REVISIONS	ВҮ	DATE	DETAILED BY
	PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING			APPROVED B
REFL COM	IDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF THE FORTHER OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMINITHENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPITIONS OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPITIONS OF THE UNITED STATES TO PARTICIPATE OF THE WITH APPICED UNITED SOFT OF THE OFFICE OFFICE OF THE OFFICE	MENTS BY THE FAA DOES NOT IN ANY MENT DEPICTED HEREIN NOR DOES IT	WAY CONSTITUTE A	June 2

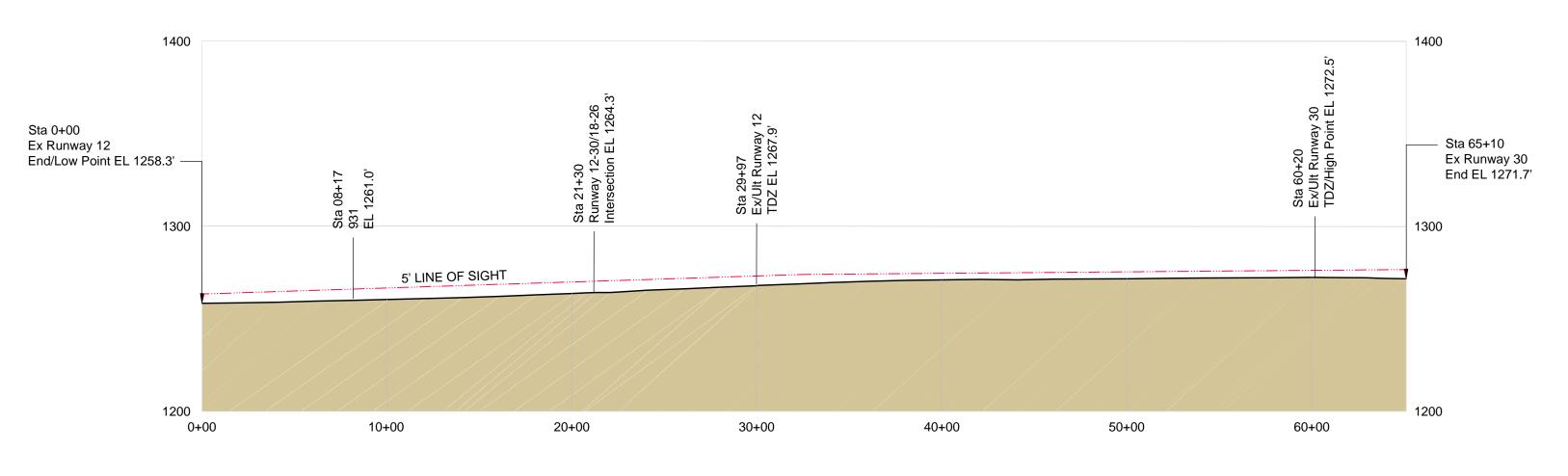
Salina Regional Airport (KSLN) RUNWAY CENTERLINE PROFILE **RUNWAY 17-35**

VERTICAL SCALE IN FEET

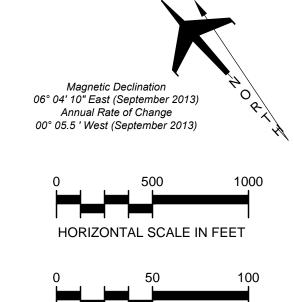
Salina, KS

BY: Mike W. Dmyterko BY: Diana L. Hopkins DBY: Mike W. Dmyterko Airport Consultants SHEET 15 OF 35 June 2014

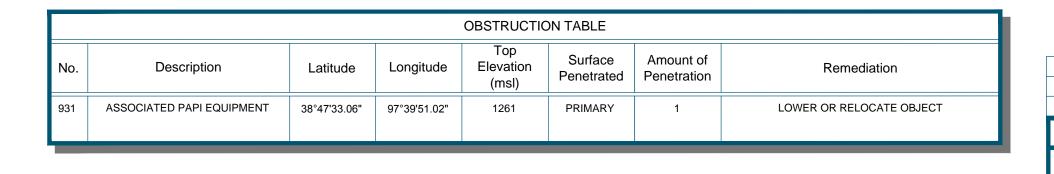




RUNWAY 12-30 CENTERLINE PROFILE



- OBJECT ELEVATIONS 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 AND THE FAA AIRPORT 14 CFR PART 77 REPORT GENERATED MAY 12, 2014.
- HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 NAVD88.
- 4. ALL DISTANCE MEASUREMENTS IN FEET.
- 5. SEE AIRPORT AIRSPACE OBSTRUCTION TABLE FOR OBJECT PENETRATIONS.
- 6. 5' LINE OF SIGHT ALONG RUNWAY 12-30.



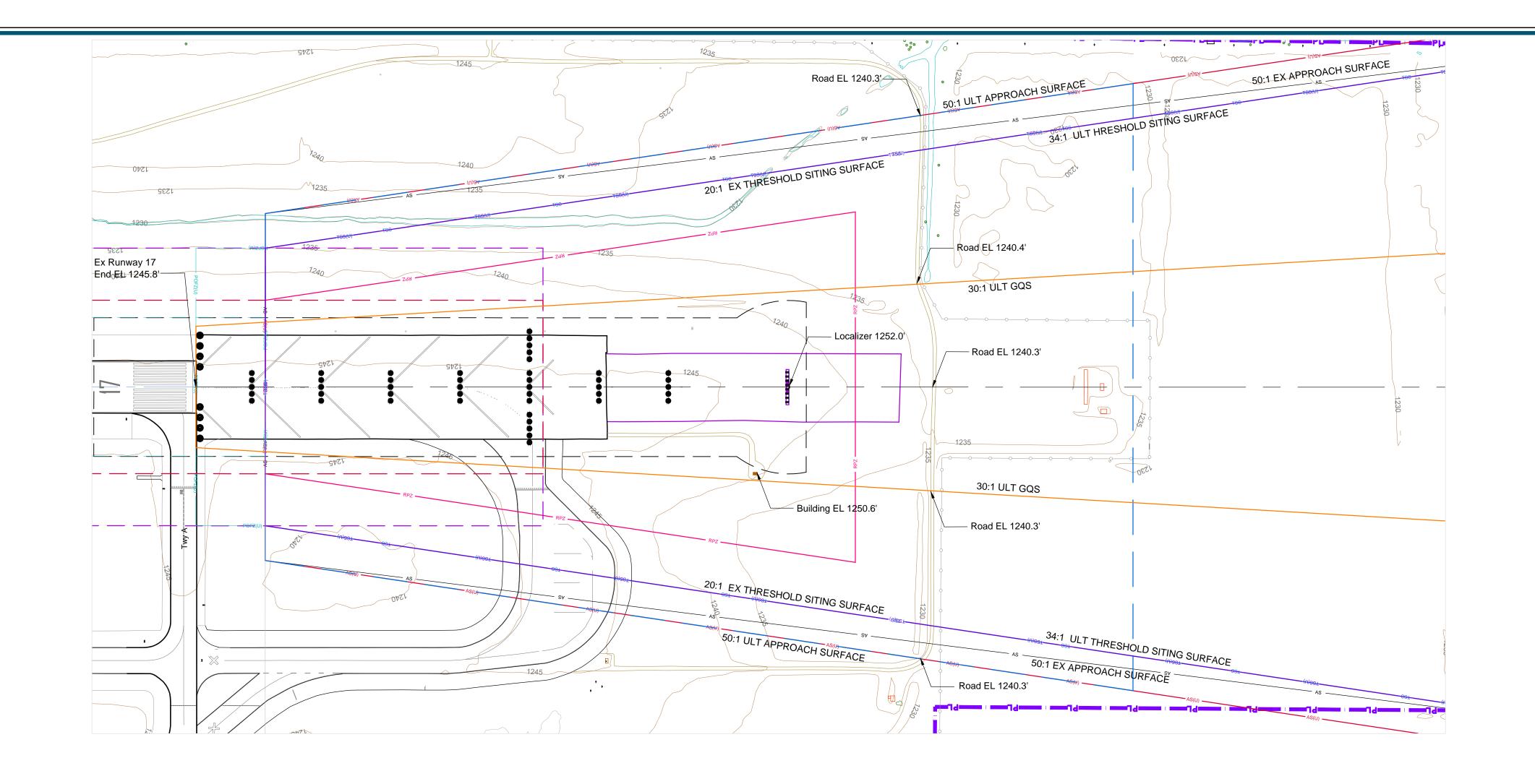
						RUI
				PLANNED BY:	Mike W.	Dmyterko
No.	REVISIONS	ВҮ	DATE	DETAILED BY:	Diana L.	Hopkins
	PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING			APPROVED BY:	Mike W.	Dmyterko
REFLE COMM	IDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF ECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUN MITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPI OSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPI	MENTS BY THE FAA DOES NOT IN ANY VIMENT DEPICTED HEREIN NOR DOES IT	WAY CONSTITUTE A	June 201	4	SHEET

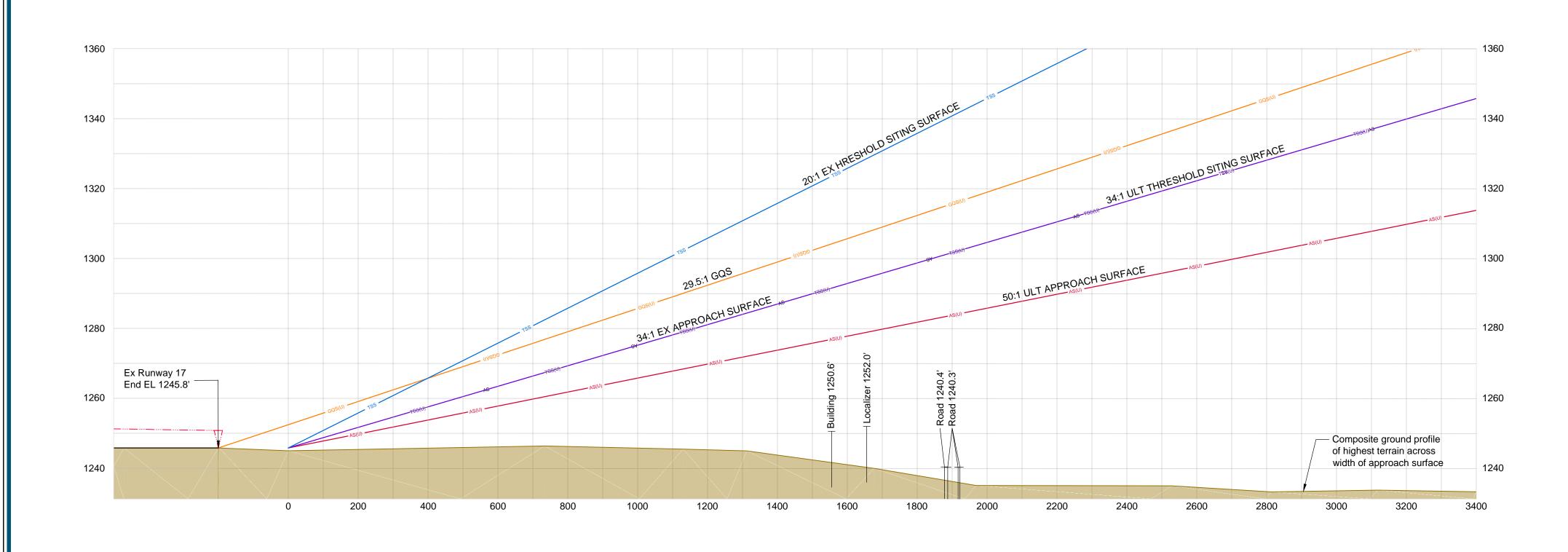
Salina Regional Airport (KSLN) RUNWAY CENTERLINE PROFILE **RUNWAY 12-30**

VERTICAL SCALE IN FEET

Salina, KS

Airport Consultants





	EXISTING OBSTRUCTION TABLE						
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						

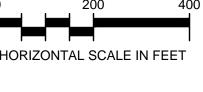
	ULTIMATE OBSTRUCTION TABLE						
No.	Description	Top Elevation	Distance from Ult RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						

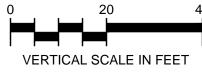
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- 5. OFFSETS DESCRIBED AS RIGHT OR LEFT OF THE RUNWAY CENTERLINE AS SEEN BY A PILOT APPROACHING THE RUNWAY TO LAND.
- 6. ALL DISTANCE MEASUREMENTS IN FEET

		LEGEND
EXISTING	ULTIMATE	DESCRIPTION
	F+-J	AIRPORT PROPERTY LINE
12222221	rii I I I I I I I I I I I I I I I I I I	CRITICAL AREA
		AIRPORT PAVEMENT
N/A		ABANDON/REMOVE PAVEMENT
	x x	FENCE LINE
		HOLD MARKING
		OBJECT FREE AREA
		RUNWAY SAFETY AREA
		OBSTACLE FREE ZONE
POFZ —	POFZ(U)	PRECISION OBSTACLE FREE ZONE
RPZ		RUNWAY PROTECTION ZONE
3660 —	3660 —	TOPOGRAPHIC CONTOURS



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





Salina Regional Airport (KSLN)
INNER PORTION
OF THE APPROACH SURFACE, RUNWAY 17

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, KS

PLANNED BY: Mike W. Dmyterko

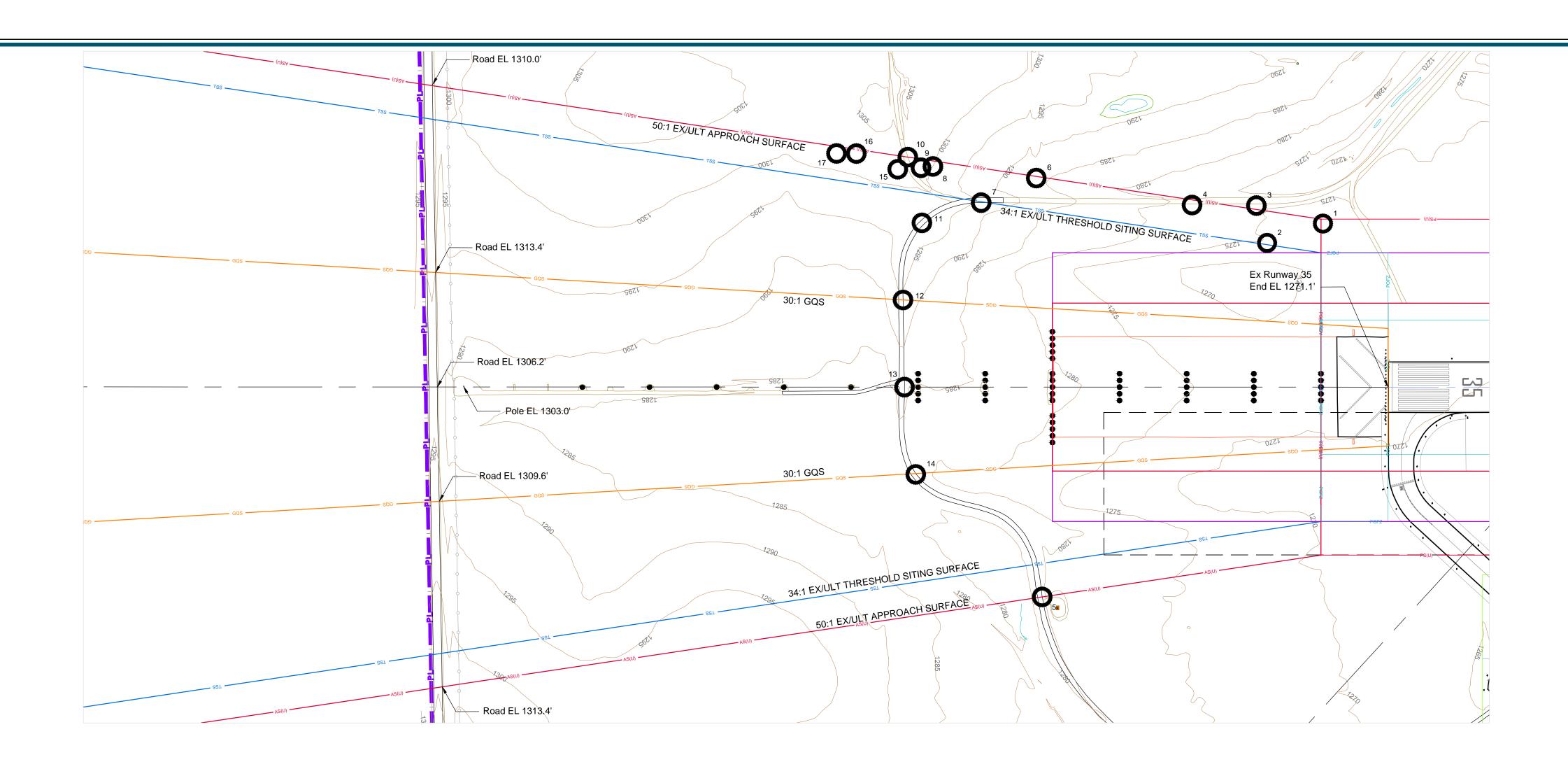
DETAILED BY: Diana L. Hopkins

APPROVED BY: Mike W. Dmyterko

ASSOCIATES

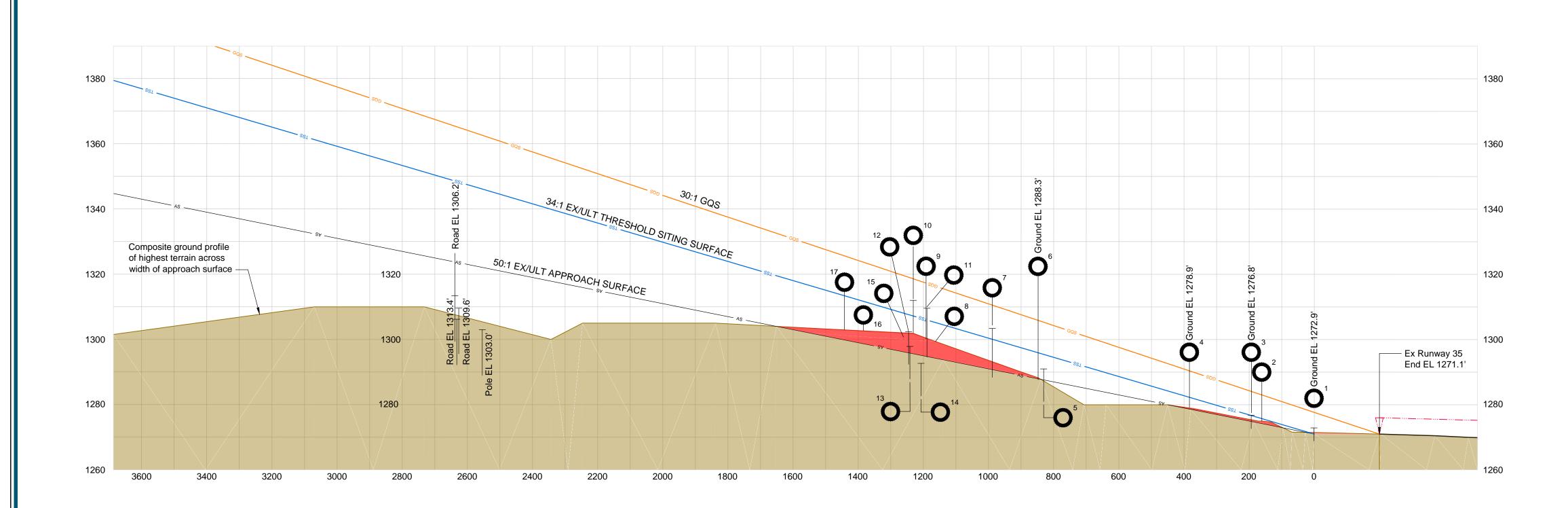
Airport Consultants

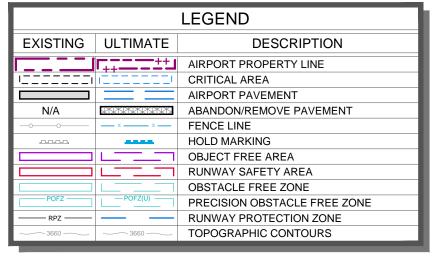
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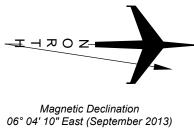


	EXISTING/ULTIMATE OBSTRUCTION TABLE						
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
1	GROUND	1272.9	200	487 L	2	2	GRADE
2	GROUND	1275.0	372	429 L	0.5	NONE	CLEARS TSS, NAR
3	GROUND	1276.8	398	540 L	2	NONE	CLEARS TSS, NAR
4	GROUND	1278.9	584	542 L	0.1	NONE	CLEARS TSS, NAR
5	ROAD	1291.0	1030	625 R	3	NONE	CLEARS TSS, NAR
6	GROUND	1288.3	1048	627 L	0.2	NONE	CLEARS TSS, NAR
7	ROAD	1303.4	1188	552 L	11	2	GRADE
8	GROUND	1300.0	1360	661 L	6	NONE	CLEARS TSS, NAR
9	GROUND	1301.5	1388	653 L	7	NONE	CLEARS TSS, NAR
10	ROAD	1212.0	1430	685 L	16	5	GRADE
11	ROAD	1309.6	1387	489 L	15	4	GRADE
12	ROAD	1302.4	1445	262 L	6	NONE	CLEARS TSS, NAR
13	ROAD	1297.9	1440	0	2	NONE	CLEARS TSS, NAR
14	ROAD	1292.7	1407	255 R	NONE	NONE	NAR
15	GROUND	1301.7	1460	649 L	5	NONE	CLEARS TSS, NAR
16	GROUND	1302.7	1584	695 L	4	NONE	CLEARS TSS, NAR
17	GROUND	1303.0	1642	696 L	3	NONE	CLEARS TSS, NAR

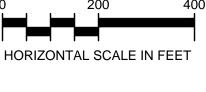
ALL DISTANCE MEASUREMENTS IN FEET NAR - NO ACTION REQUIRED

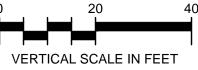






Annual Rate of Change 00° 05.5 ' West (September 2013)





GENERAL NOTES

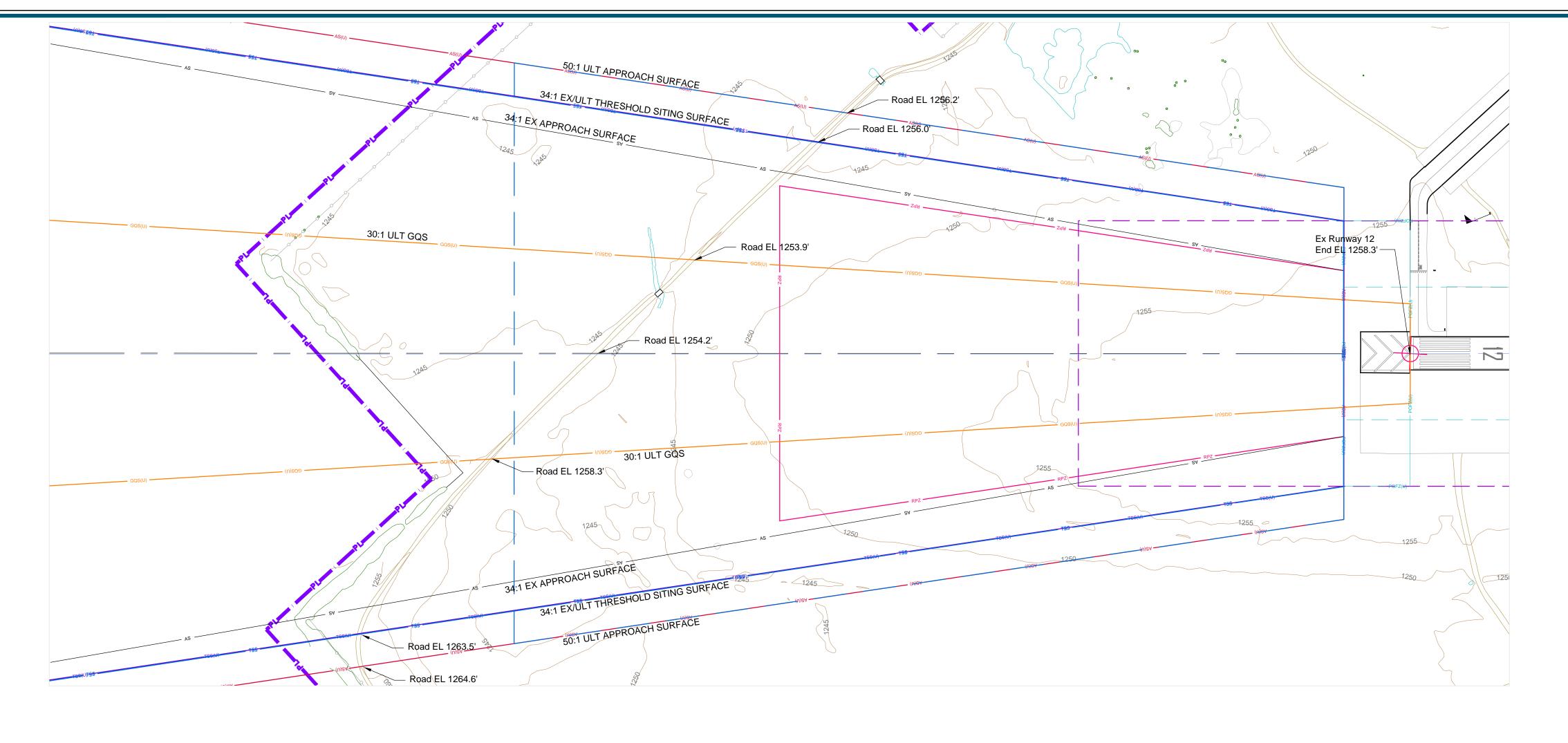
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- 6. ALL DISTANCE MEASUREMENTS IN FEET

Salina Regional Airport (KSLN) INNER PORTION OF THE APPROACH SURFACE, RUNWAY 35

Salina, KS

PLANNED BY: Mike W. Dmyterko **DETAILED BY:** Diana L. Hopkins **Associates** APPROVED BY: Mike W. Dmyterko Airport Consultants SHEET 18 OF 35

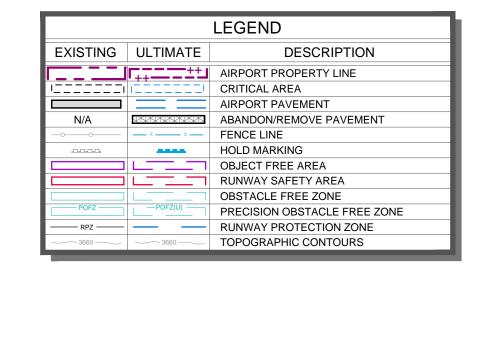
REVISIONS "THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE 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."

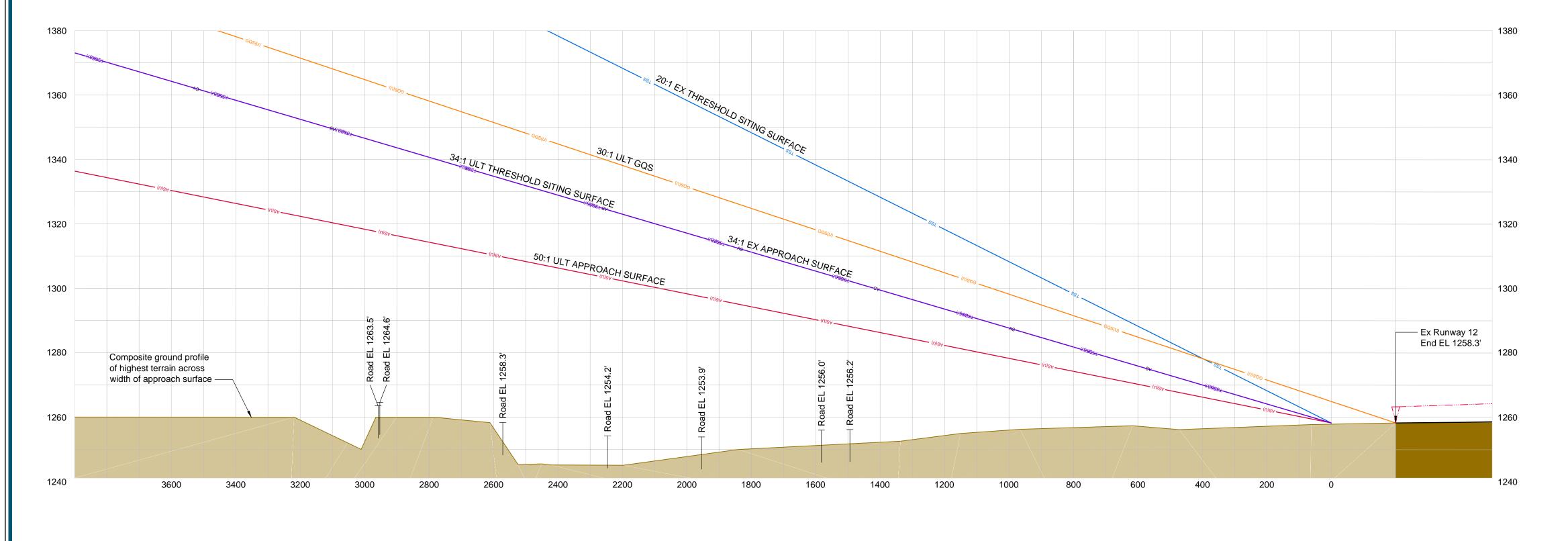


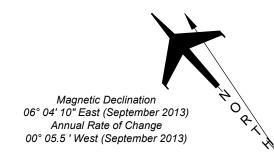
	EXISTING OBSTRUCTION TABLE						
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						
_							

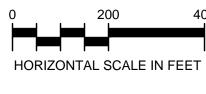
	ULTIMATE OBSTRUCTION TABLE						
No.	Description	Top Elevation	Distance from Ult RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						

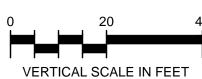
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- 6. ALL DISTANCE MEASUREMENTS IN FEET











Salina Regional Airport (KSLN)
INNER PORTION
OF THE APPROACH SURFACE, RUNWAY 12

				PLANNE
No.	REVISIONS	BY	DATE	DETAILE
"THE PREPARATION	OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLAI	NNING GRANT FROM THE FEDERAL AVIATION	ADMINISTRATION AS	APPROV
	SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT			
COMMITMENT ON T	CIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DI THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVE DEMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH	LOPMENT DEPICTED HEREIN NOR DOES IT		J

Salina, KS

PLANNED BY: Mike W. Dmyterko

DETAILED BY: Diana L. Hopkins

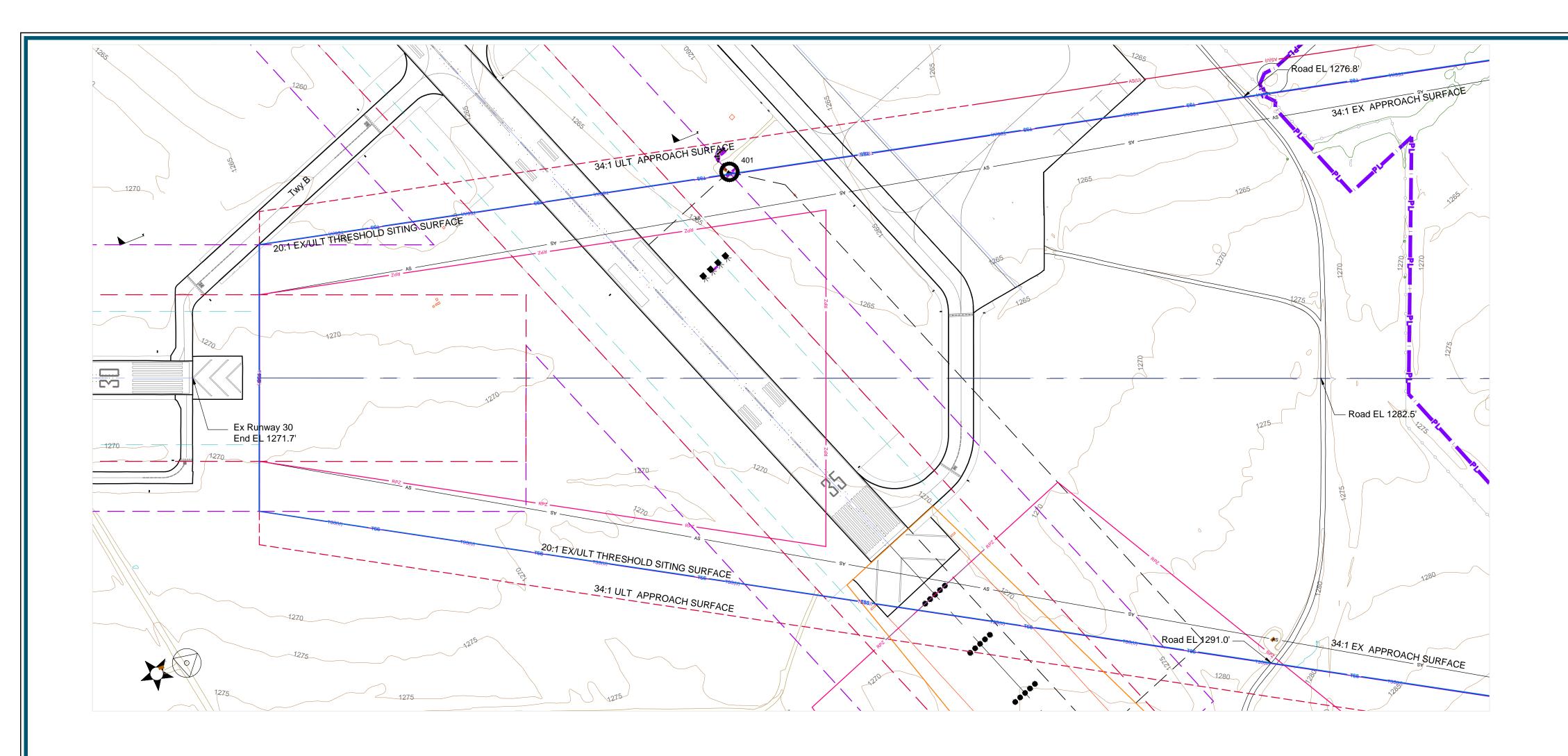
APPROVED BY: Mike W. Dmyterko

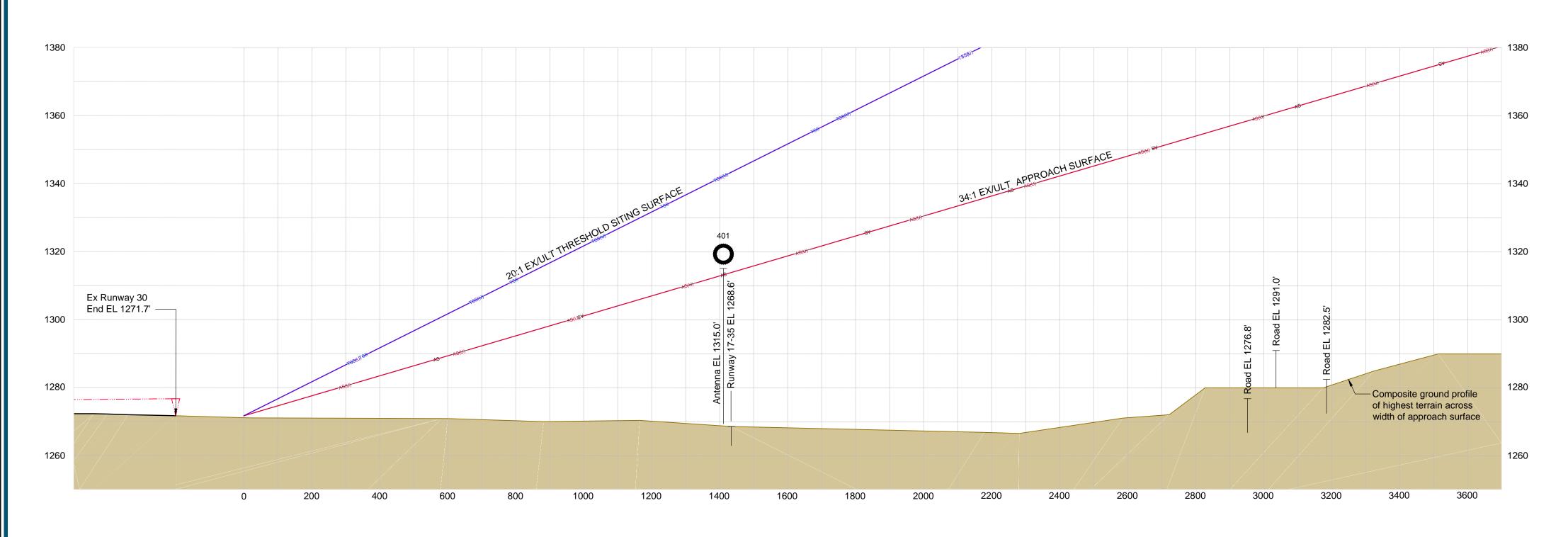
June 2014

SHEET 19 0F 35

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	EXISTING OBSTRUCTION TABLE						
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						

	ULTIMATE OBSTRUCTION TABLE						
No.	Description	Top Elevation	Distance from Ult RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
401	GLIDESLOPE ANTENNA	1314.5	1608	618 R	1	NONE	NAR

ALL DISTANCE MEASUREMENTS IN FEET

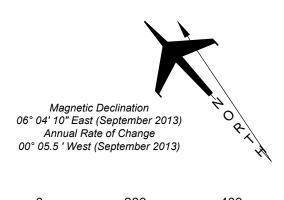
NAR - NO ACTION REQUIRED

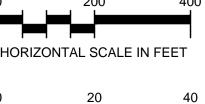
GENERAL NOTES

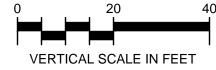
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- 6. ALL DISTANCE MEASUREMENTS IN FEET

		LEGEND
EXISTING	ULTIMATE	DESCRIPTION
	F++J	AIRPORT PROPERTY LINE
12222221	rii I I I I I I I I I I I I I I I I I I	CRITICAL AREA
		AIRPORT PAVEMENT
N/A		ABANDON/REMOVE PAVEMENT
	x x	FENCE LINE
		HOLD MARKING
		OBJECT FREE AREA
		RUNWAY SAFETY AREA
		OBSTACLE FREE ZONE
POFZ —	POFZ(U)	PRECISION OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
3660 —	3660 —	TOPOGRAPHIC CONTOURS

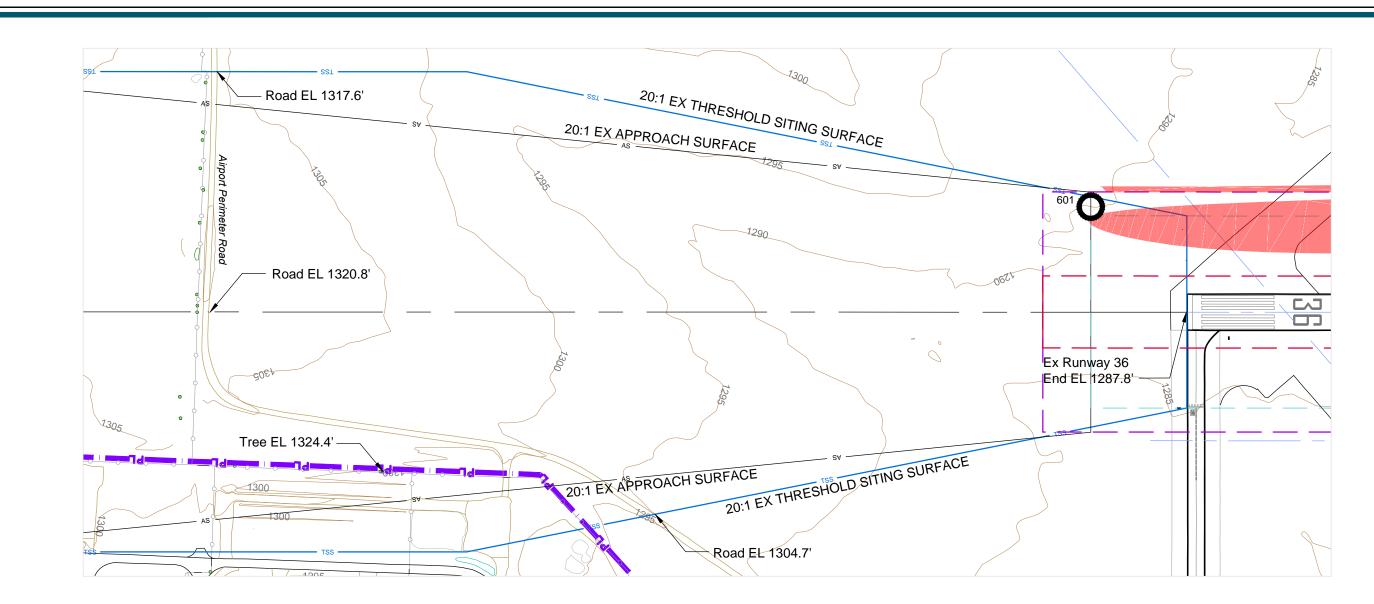


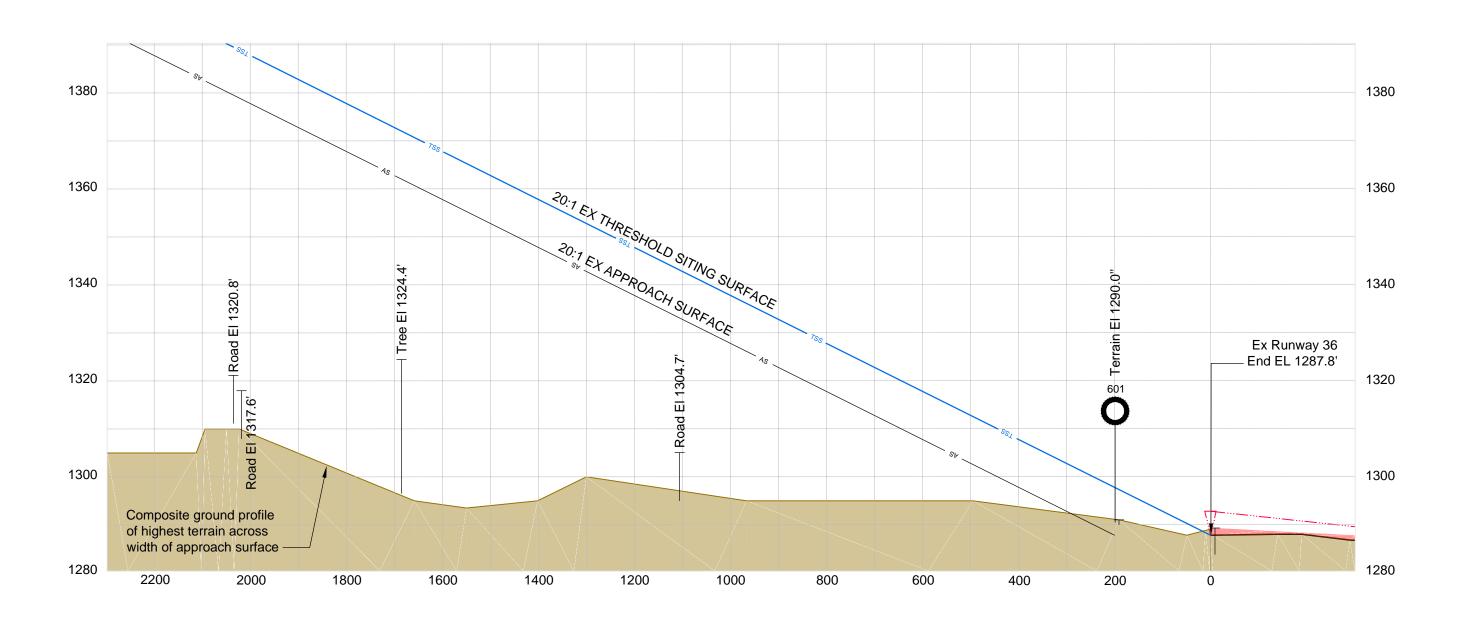




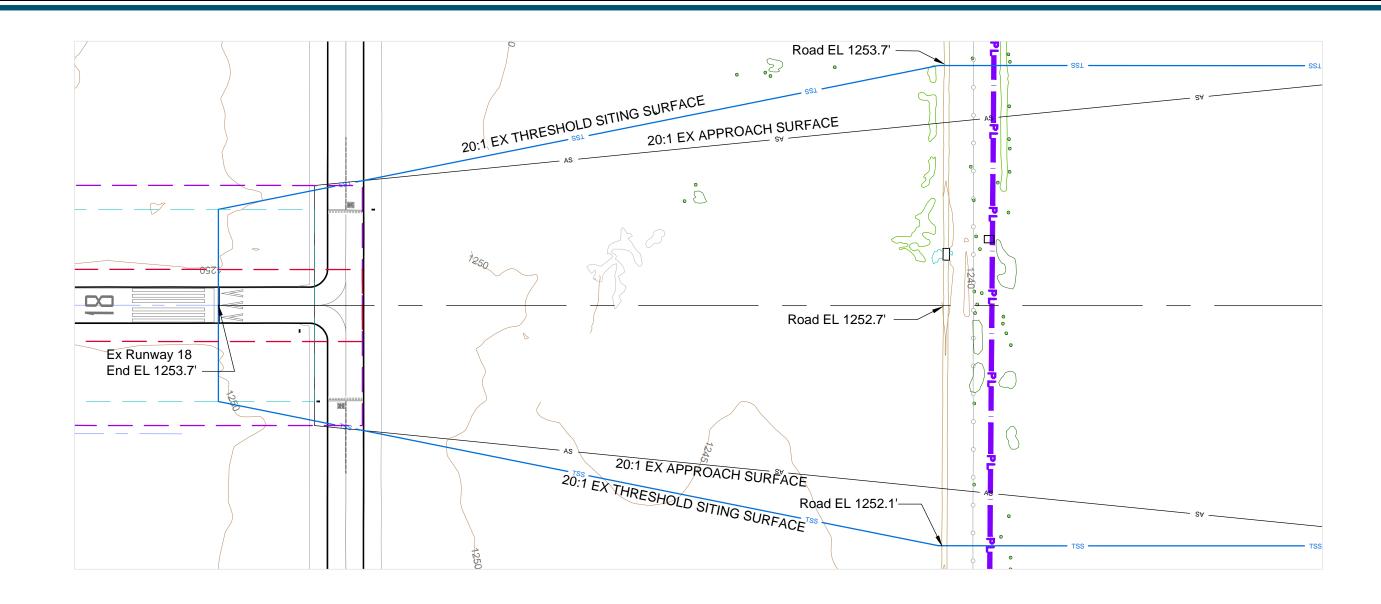
Salina Regional Airport (KSLN)
INNER PORTION
OF THE APPROACH SURFACE, RUNWAY 30

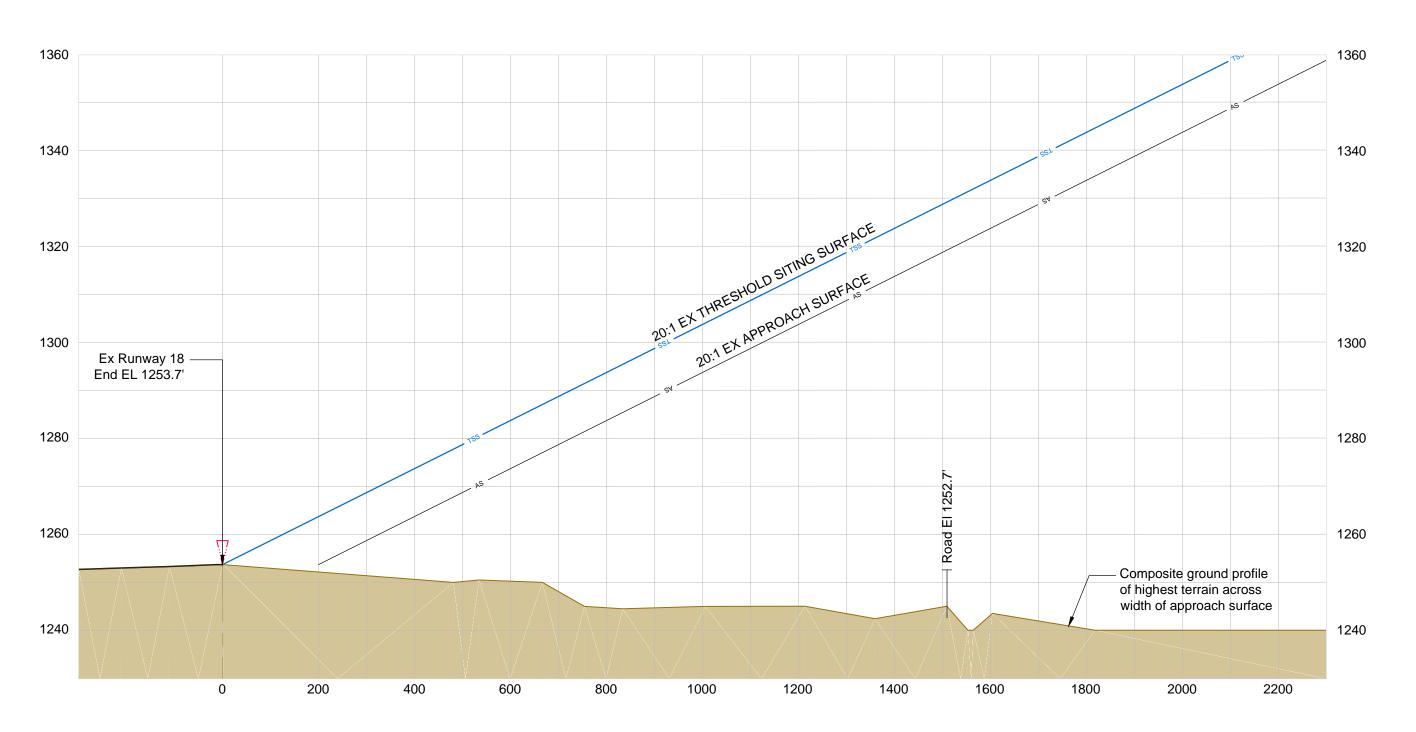
			Salina, KS				
			PLANNED BY:	Mike W.	Dmyterko		O-M-
REVISIONS	BY	DATE	DETAILED BY:	Diana L.	Hopkins		Guman
PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING			APPROVED BY:	Mike W.	Dmyterko		Associates
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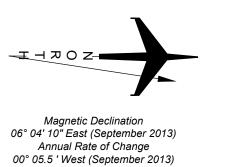


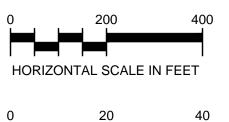
	EXISTING/ULTIMATE RUNWAY 36 OBSTRUCTION TABLE									
No.	No. Description Top Elevation Distance from Exist RW End Centerline Approach Penetration Remediation									
601	GROUND	1290.0'	200'	218'	2.2'	NONE	GRADE 0%-3% PER AC 150/5300-13A			

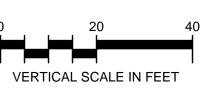




	EXISTING/ULTIMATE RUNWAY 18 OBSTRUCTION TABLE								
No. Description Top Distance from Offset from Approach TSS Reme									
	NONE								







INNER PORTION OF THE

APPROACH SURFACE, RUNWAY 18-36

Airport Consultants

Salina Regional Airport (KSLN)

AIRPORT PROPERTY LINE CRITICAL AREA AIRPORT PAVEMENT ABANDON/REMOVE PAVEMENT FENCE LINE HOLD MARKING OBJECT FREE AREA RUNWAY SAFETY AREA OBSTACLE FREE ZONE PRECISION OBSTACLE FREE ZONE RUNWAY PROTECTION ZONE

LEGEND

DESCRIPTION

TOPOGRAPHIC CONTOURS

TERRAIN PENETRATION AREAS

EXISTING ULTIMATE

OBSTRUCTIONS IDENTIFIED BY MARTINEZ GEOSPATIAL EAGAN, MN. FROM SURVEY DATA PREPARED BY WILSON AND COMPANY, KANSAS CITY, MO.,

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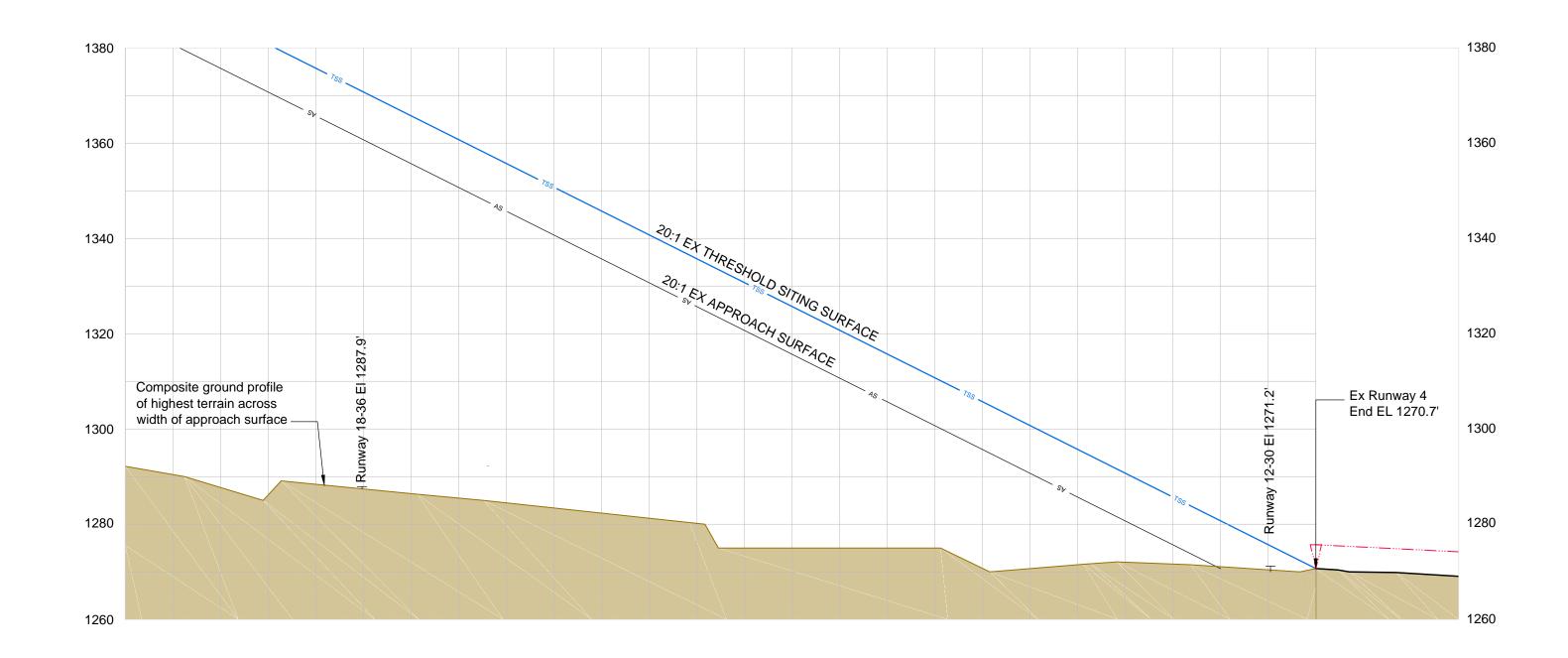
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6. ALL DISTANCE MEASUREMENTS IN FEET

GENERAL NOTES

Salina, KS PLANNED BY: Mike W. Dmyterko **DETAILED BY:** Diana L. Hopkins DATE REVISIONS APPROVED BY: Mike W. Dmyterko "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." SHEET 21 OF 35

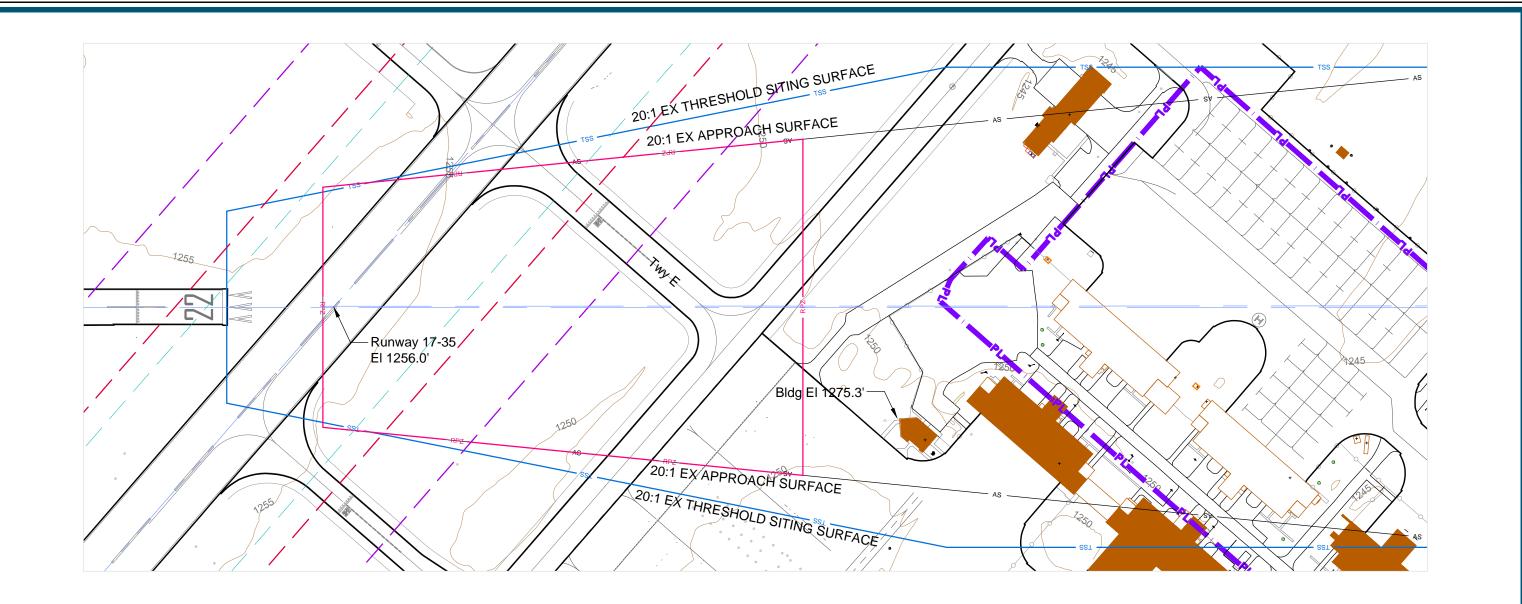


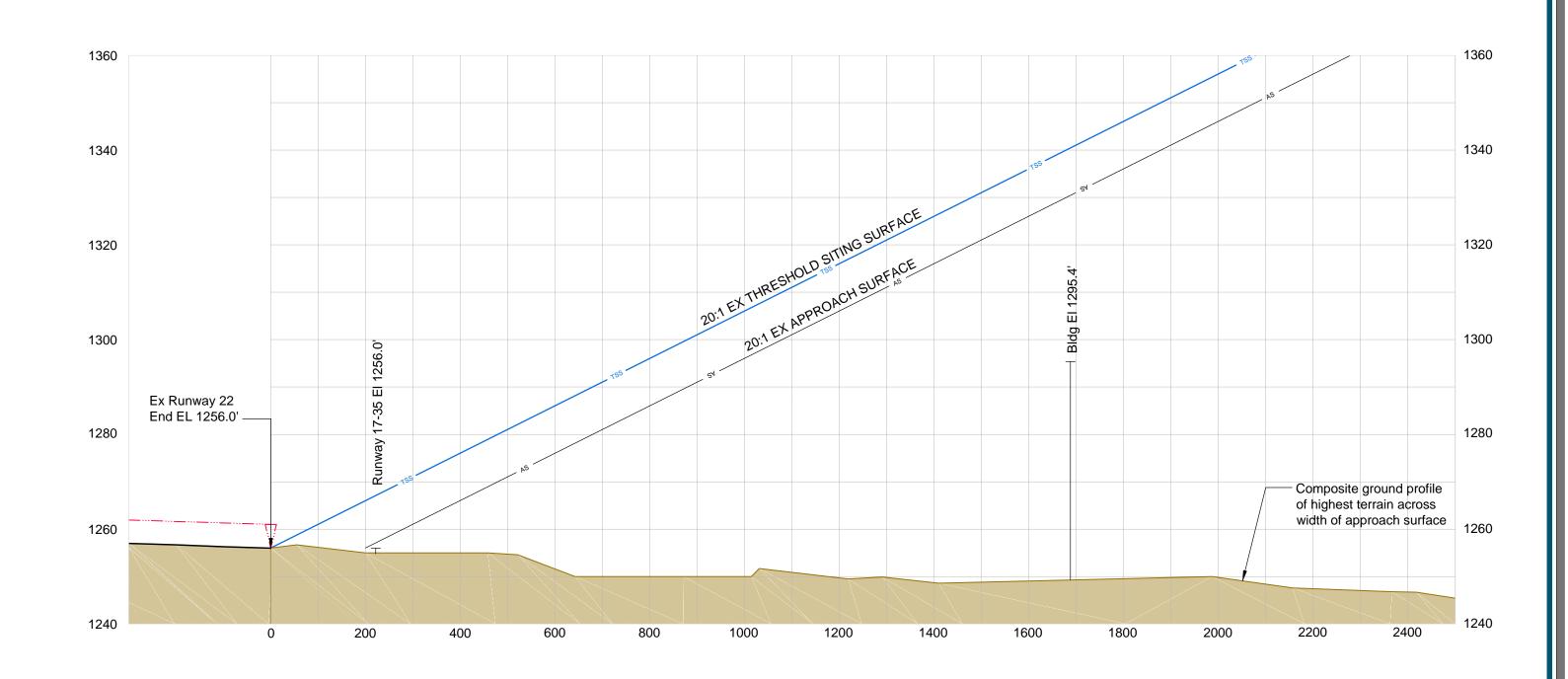
	EXISTING OBSTRUCTION TABLE									
No.	No. Description Top Distance from Centerline Approach TSS Penetration Remediation									
701	RUNWAY 12-30	1271.2'	95'	182 L	5.7	NONE	CLEARS TSS, NAR			

	ULTIMATE OBSTRUCTION TABLE									
No.	No. Description Top Elevation Distance from Ult RW End Centerline Approach Penetration Remediation									
	RUNWAY CLOSED									

LEGEND						
EXISTING	ULTIMATE	DESCRIPTION				
	F+-J	AIRPORT PROPERTY LINE				
الالالالالالالالالا	(CEEEEEE)	CRITICAL AREA				
		AIRPORT PAVEMENT				
N/A		ABANDON/REMOVE PAVEMENT				
-	x x	FENCE LINE				
		HOLD MARKING				
		OBJECT FREE AREA				
		RUNWAY SAFETY AREA				
		OBSTACLE FREE ZONE				
POFZ —	POFZ(U)	PRECISION OBSTACLE FREE ZONE				
RPZ		RUNWAY PROTECTION ZONE				
3660 —	3660 —	TOPOGRAPHIC CONTOURS				

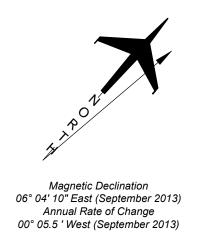
- 1. OBSTRUCTIONS IDENTIFIED BY MARTINEZ GEOSPATIAL EAGAN, MN, FROM SURVEY DATA PREPARED BY WILSON AND COMPANY, KANSAS CITY, MO...
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- 5. OFFSETS DESCRIBED AS RIGHT OR LEFT OF THE RUNWAY CENTERLINE AS SEEN BY A PILOT APPROACHING THE RUNWAY TO LAND.
- 6. ALL DISTANCE MEASUREMENTS IN FEET

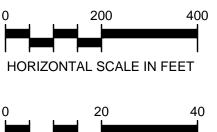


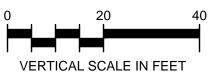


	EXISTING OBSTRUCTION TABLE									
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation			
	None									

	ULTIMATE OBSTRUCTION TABLE									
No.	Description	Top Elevation	Distance from Ult RW End	Offset from Centerline	Approach Penetration	Remediation				
	RUNWAY CLOSED									





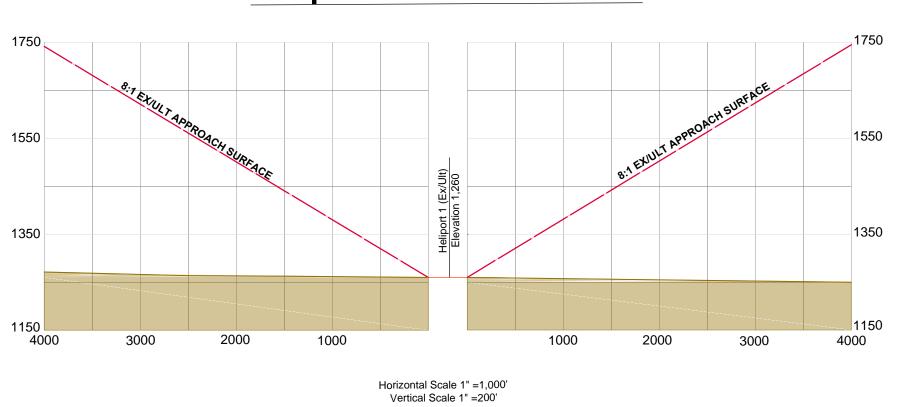


Salina Regional Airport (KSLN) INNER PORTION OF THE APPROACH SURFACE, RUNWAY 4-22

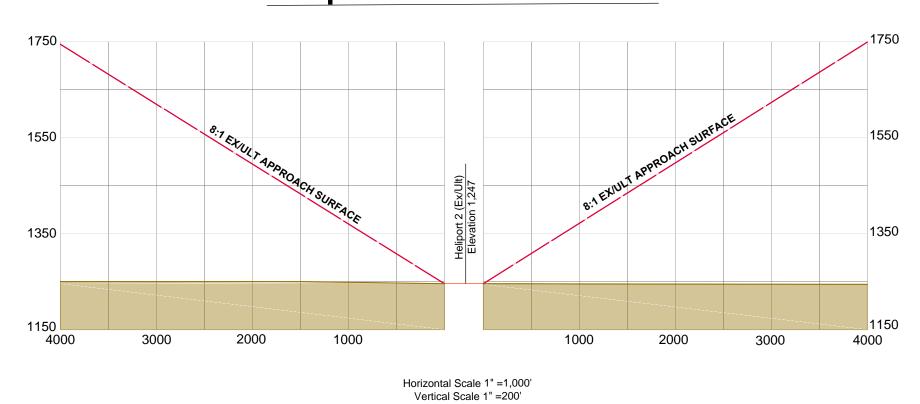
						,
				PLANNED BY:	Mike W.	Dmyterko
No.	REVISIONS	ВҮ	DATE	DETAILED BY:	Diana L.	Hopkins
	PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING			APPROVED BY:	Mike W.	Dmyterko
REFLE COMM	IDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1 ICT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUN HITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPI OSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPI	MENTS BY THE FAA DOES NOT IN ANY MENT DEPICTED HEREIN NOR DOES IT	WAY CONSTITUTE A	June 201	4	SHEET

Salina, KS e W. Dmyterko a L. Hopkins

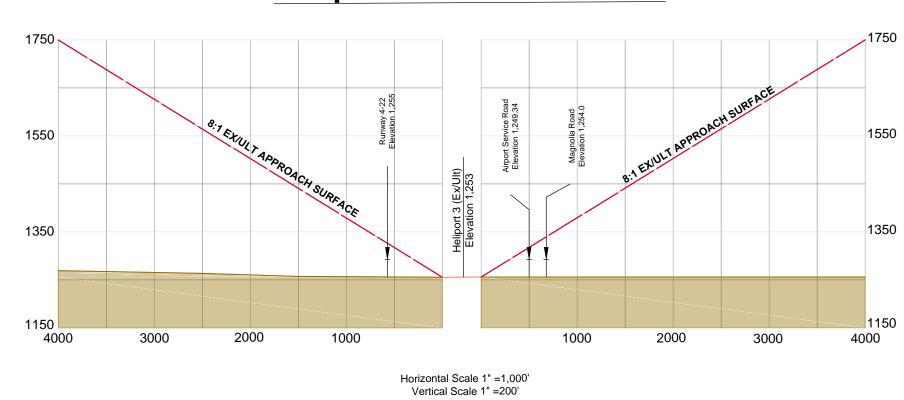
Airport Consultants



Heliport No.2 Profile View

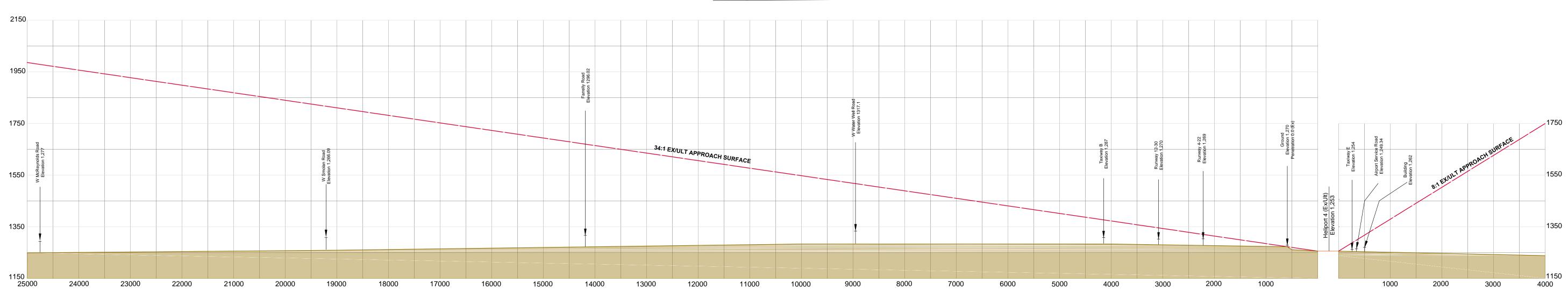


Heliport No.3 Profile View

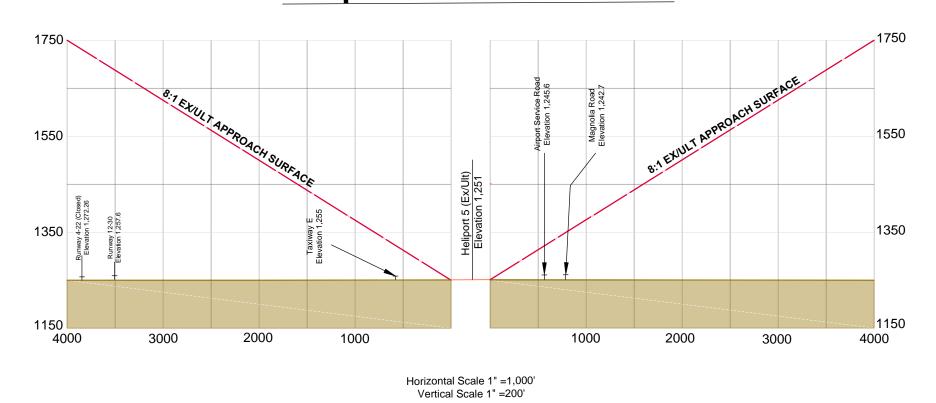


Horizontal Scale 1" =1,000' Vertical Scale 1" =200'

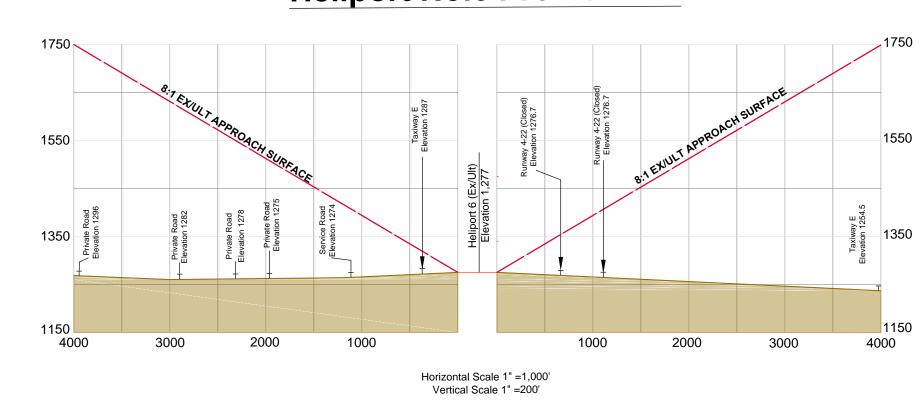
Heliport No.4 Profile View

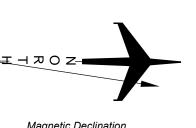


Heliport No.5 Profile View

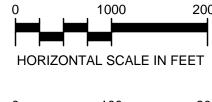


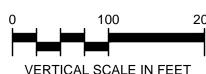
Heliport No.6 Profile View





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





Salina Regional Airport (KSLN)

	EXISTING / ULTIMATE OBSTRUCTION TABLE								
Na	Description	Тор	Distance from	Offset from	Approach	Dom			

No.	Description	Top Elevation	Distance from Exist End	Offset from Centerline	Approach Penetration	Remediation
1	GROUND	1270.2	600	104 R	0.2	ATCT DISCRETION

GENERAL NOTES

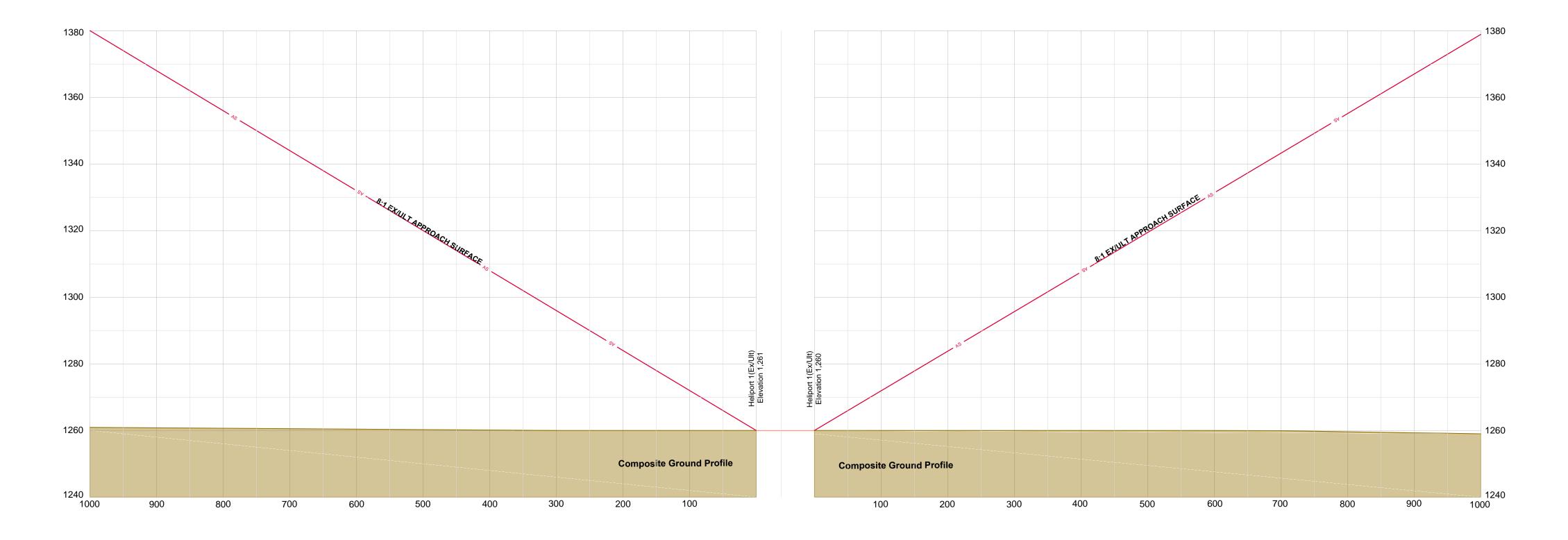
- 1. OBSTRUCTIONS IDENTIFIED BY MARTINEZ GEOSPATIAL EAGAN, MN, FROM SURVEY DATA PREPARED BY WILSON AND COMPANY, KANSAS CITY, MO..
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- 5. OFFSETS DESCRIBED AS RIGHT OR LEFT OF THE RUNWAY CENTERLINE AS SEEN BY A PILOT APPROACHING THE RUNWAY TO LAND.
- 6. ALL DISTANCE MEASUREMENTS IN FEET

	HELIPORT APPROACH PROFILES

			Salina, KS	
			Gairra, 110	
	DLANNED DV:	Mika M/ Diguitarika		

				PLANNED BY:	Mike W.	Dmyterko			O-II-
No.	REVISIONS	BY	DATE	DETAILED BY:	Diana L.	ı			Gorman
	PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING IDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1			APPROVED BY:	Mike W.	Dmyterko			Associates
REFL COM	LECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUM MITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPM POSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPF	IENTS BY THE FAA DOES NOT IN ANY MENT DEPICTED HEREIN NOR DOES IT	WAY CONSTITUTE A	June 201	4	SHEET	23 of	35	Airport Consultants www.coffmanassociates.com

Heliport No.1 Plan View



No. Description Top Elevation Distance from Exist RW End Centerline Penetration Penetration Remediation

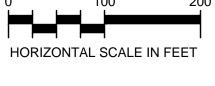
	ULTIMATE OBSTRUCTION TABLE										
No.	Description	Top Elevation	Distance from Ult RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation				
	NONE										

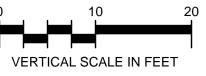
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Magnetic Declination 06° 04' 10" East (September 2013) Annual Rate of Change 00° 05.5 ' West (September 2013)

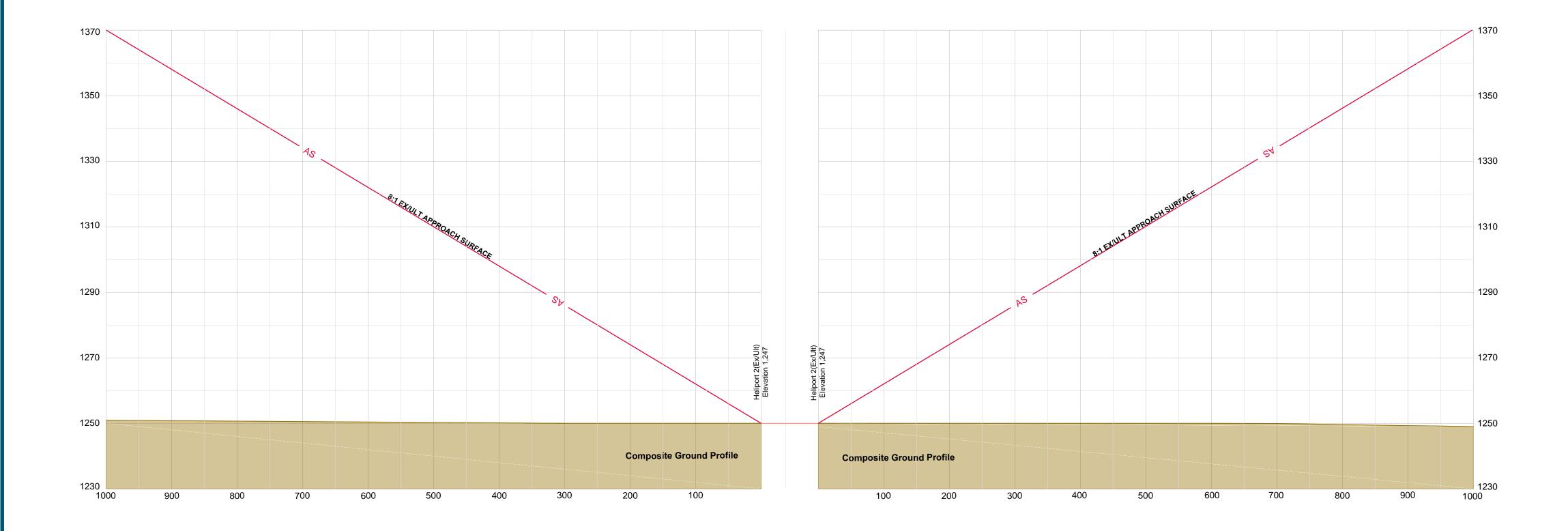




Salina Regional Airport (KSLN)
INNER PORTION
OF THE APPROACH SURFACE
HELIPORT NO. 1
Salina, KS

				PLANNED BY:	Mike W. t	Dmyterko		College
No.	REVISIONS	BY	DATE	DETAILED BY:	Diana L. F	1		Gullian
	PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING /IDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1			APPROVED BY:	Mike W. t	Omyterko		Associates
REFLE COMM	LECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUM MITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPM POSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPE	IENTS BY THE FAA DOES NOT IN ANY VI MENT DEPICTED HEREIN NOR DOES IT	WAY CONSTITUTE A	June 201	4	SHEET	24 of 35	Airport Consultants www.coffmanassociates.com

Heliport No.2 Plan View



Heliport No.2 Profile View

No. Description Top Elevation Distance from Centerline Penetration Penetration Remediation

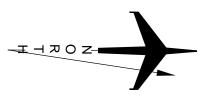
NONE

| None | Exist RW End | Centerline | Penetration | Penetra

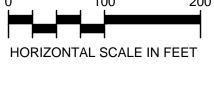
	ULTIMATE OBSTRUCTION TABLE										
No.	Description	Top Elevation	Distance from Ult RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation				
	NONE										

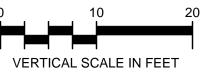
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- 6. ALL DISTANCE MEASUREMENTS IN FEET



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





Salina Regional Airport (KSLN)
INNER PORTION
OF THE APPROACH SURFACE
HELIPORT NO. 2

				PLANNED BY:	Mike
No.	REVISIONS	BY	DATE	DETAILED BY:	Diana
	PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING			APPROVED BY:	Mike
REFLE COMM	IDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1 SECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUM MITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPM OSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPR	IENTS BY THE FAA DOES NOT IN ANY WIENT DEPICTED HEREIN NOR DOES IT I	VAY CONSTITUTE A	June 201	4

Salina, KS

PLANNED BY: Mike W. Dmyterko

DETAILED BY: Diana L. Hopkins

APPROVED BY: Mike W. Dmyterko

ASSOCIATES

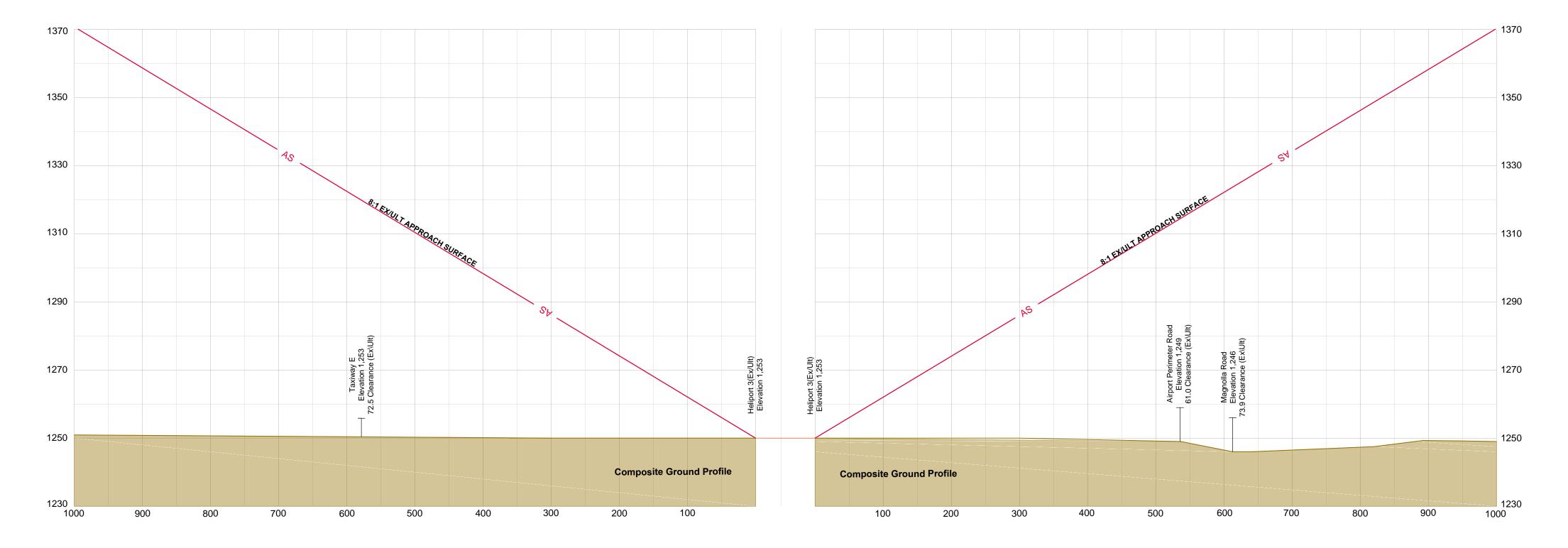
APPROVED BY: Mike W. Dmyterko

Associates

Airport Consultants

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Heliport No.3 Plan View



Heliport No.3 Profile View

	EXISTING OBSTRUCTION TABLE											
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation					
	NONE											

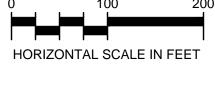
	ULTIMATE OBSTRUCTION TABLE										
No.	No. Description Top Elevation Distance from Offset from Centerline Penetration Penetration Remediation										
	NONE										

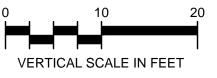
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- 6. ALL DISTANCE MEASUREMENTS IN FEET



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

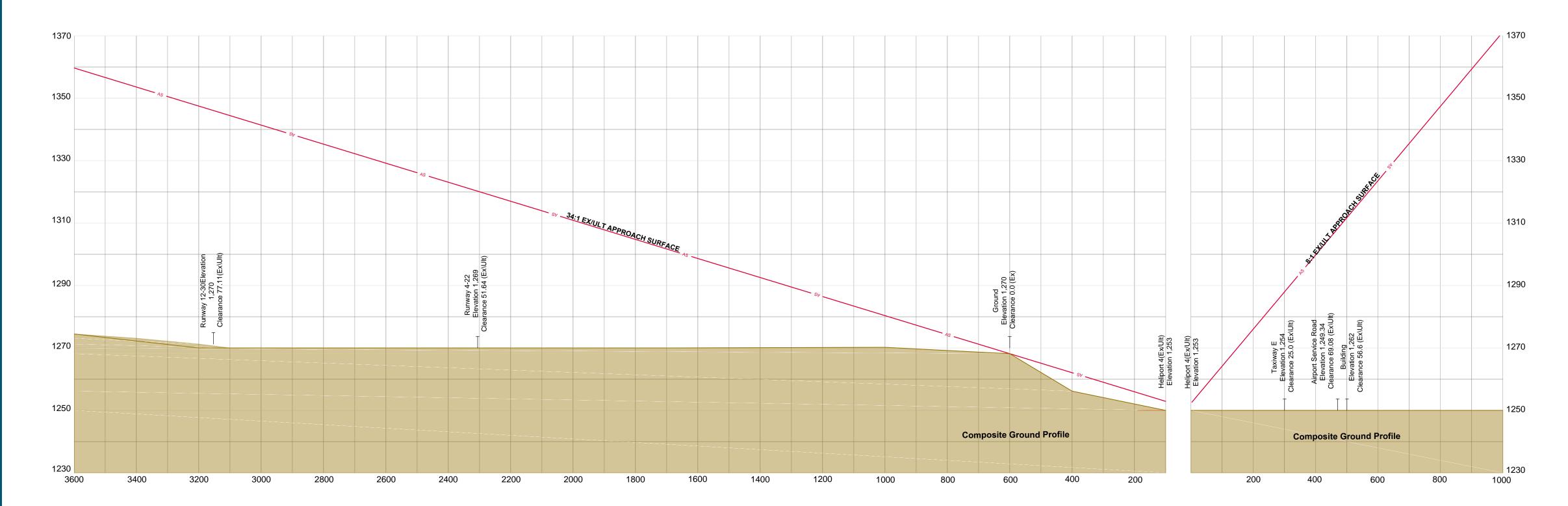




Salina Regional Airport (KSLN)
INNER PORTION
OF THE APPROACH SURFACE
HELIPORT NO. 3
Salina, KS

				PLANNED BY:	Mike W. Dr	myterko				Collins
No.	REVISIONS	BY	DATE	DETAILED BY:	Diana L. Ho	r				Guillian
	PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING /IDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1			APPROVED BY:	Mike W. Dr	myterko				Associates
REFLI COMM	ECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUM MITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPM POSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPR	ENTS BY THE FAA DOES NOT IN ANY VIENT DEPICTED HEREIN NOR DOES IT I	WAY CONSTITUTE A	June 201:	4	SHEET	26	OF (35	Airport Consultants www.coffmanassociates.com

Heliport No.4 Plan View



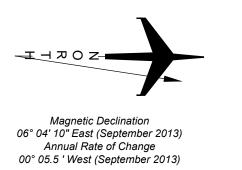
Heliport No.4 Profile View

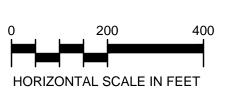
EXISTING OBSTRUCTION TABLE											
No.	Description	Top Distance from		Offset from Centerline	Approach Penetration	Remediation					
1	GROUND	1270.2	600	104 R	0.2	ATCT DISCRETION					

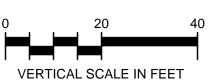
	ULTIMATE OBSTRUCTION TABLE											
No.	Description Top Elevation		Distance from Offset from Centerline		Approach Penetration	Remediation						
1	GROUND	1270.2	600	104 R	0.2	ATCT DISCRETION						

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Salina Regional Airport (KSLN)
INNER PORTION
OF THE APPROACH SURFACE
HELIPORT NO. 4
Salina, KS

				PLANNE
No.	REVISIONS	ВҮ	DATE	DETAILE
"THE PREF	PARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNIN	G GRANT FROM THE FEDERAL AVIATION	ADMINISTRATION AS	APPROV
PROVIDED	UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF	1982. AS AMENDED, THE CONTENTS DO	NOT NECESSARILY	
	THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCU!			
	IENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOP		INDICATE THAT THE	,

PLANNED BY: Mike W. Dmyterko

DETAILED BY: Diana L. Hopkins

APPROVED BY: Mike W. Dmyterko

June 2014

SHEET 27 OF 35

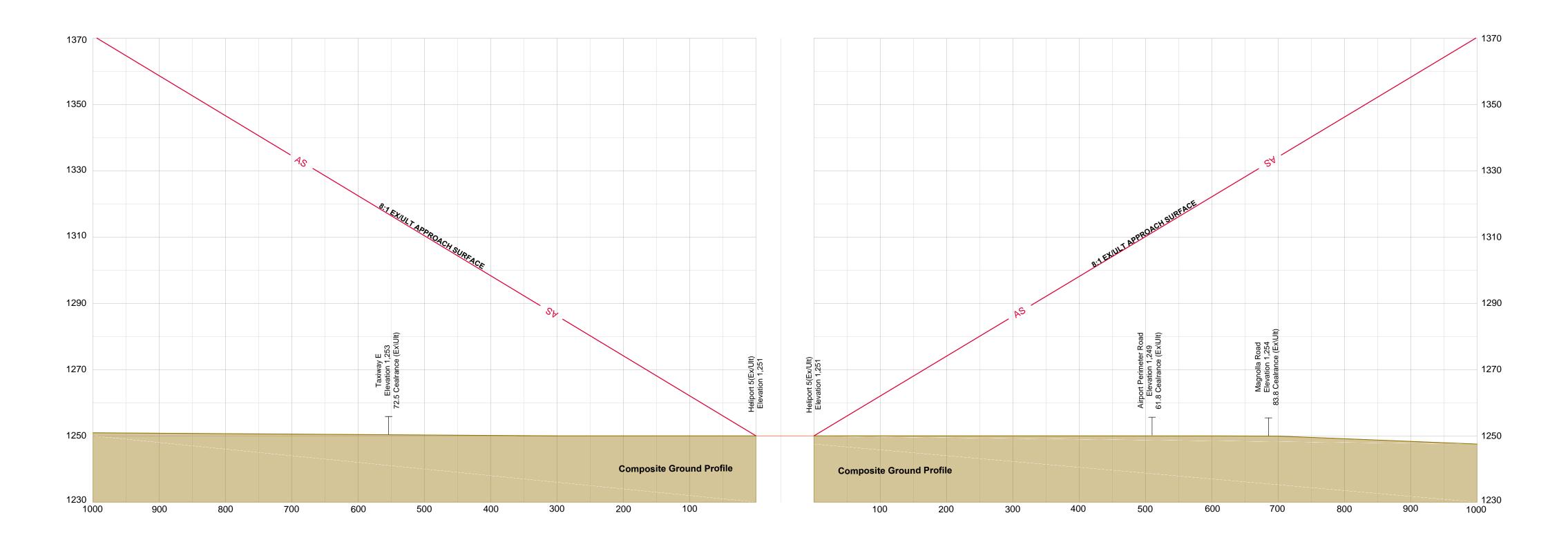
GOSSPATA

Associates

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Heliport No.5 Plan View



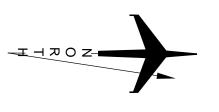
Heliport No.5 Profile View

EXISTING OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						

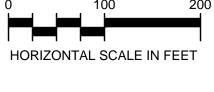
	ULTIMATE OBSTRUCTION TABLE						
No.	Description	Top Elevation	Distance from Ult RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						
1							

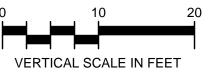
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Magnetic Declination 06° 04' 10" East (September 2013) Annual Rate of Change 00° 05.5 ' West (September 2013)





Salina Regional Airport (KSLN)
INNER PORTION
OF THE APPROACH SURFACE
HELIPORT NO. 5
Salina, KS

				PLANNED E		
No.	REVISIONS	ВҮ	DATE	DETAILED I		
"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS						
PROV	IDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1	1982 AS AMENDED THE CONTENTS DO	NOT NECESSARILY			
REFLE COMM	CCT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUN INTMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPM OSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPI	MENTS BY THE FAA DOES NOT IN ANY VIMENT DEPICTED HEREIN NOR DOES IT	WAY CONSTITUTE A	Jun		

PLANNED BY: Mike W. Dmyterko

DETAILED BY: Diana L. Hopkins

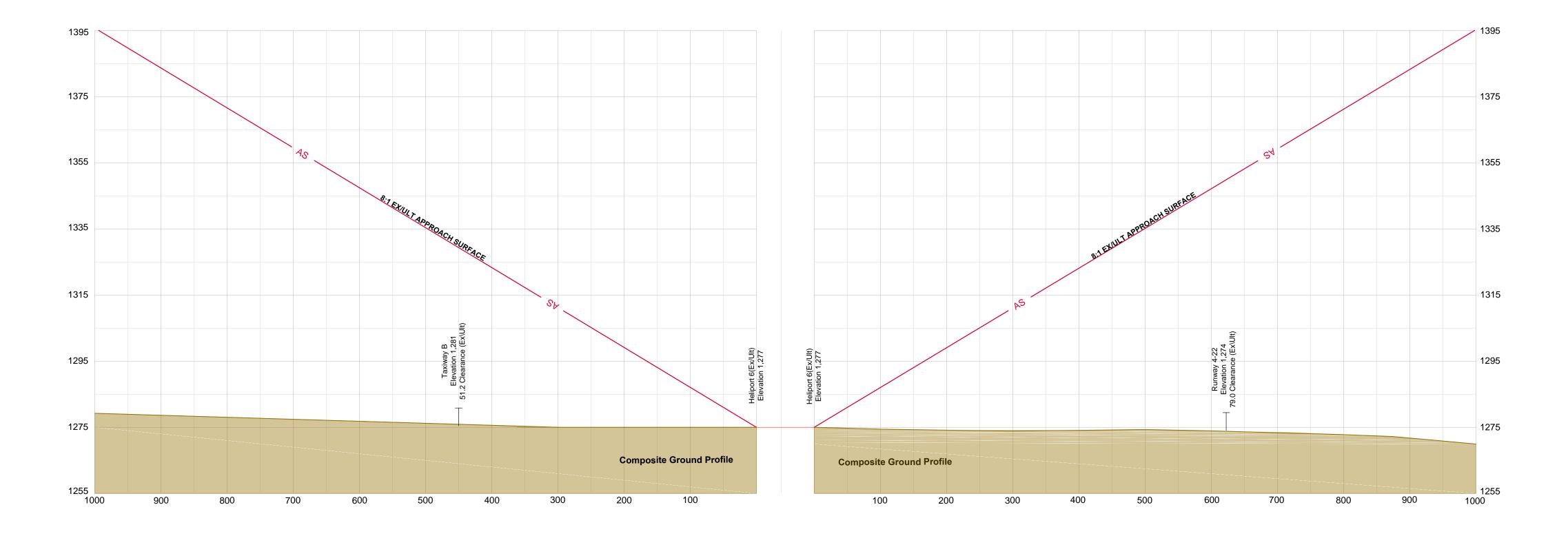
APPROVED BY: Mike W. Dmyterko

ASSOCIATES

Airport Consultants

WWW. coffmanassociates com

Heliport No.6 Plan View



Heliport No.6 Profile View

	EXISTING OBSTRUCTION TABLE						
No. Description		Top Elevation	Distance from Exist RW End	Offset from Approach Centerline Penetration		TSS Penetration	Remediation
	NONE						

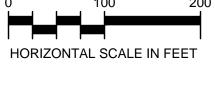
	ULTIMATE OBSTRUCTION TABLE						
No.	Description	Top Elevation	Distance from Ult RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						
L							

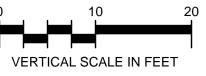
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- 5. OFFSETS DESCRIBED AS RIGHT OR LEFT OF THE RUNWAY CENTERLINE AS SEEN BY A PILOT APPROACHING THE RUNWAY TO LAND.
- 6. ALL DISTANCE MEASUREMENTS IN FEET



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

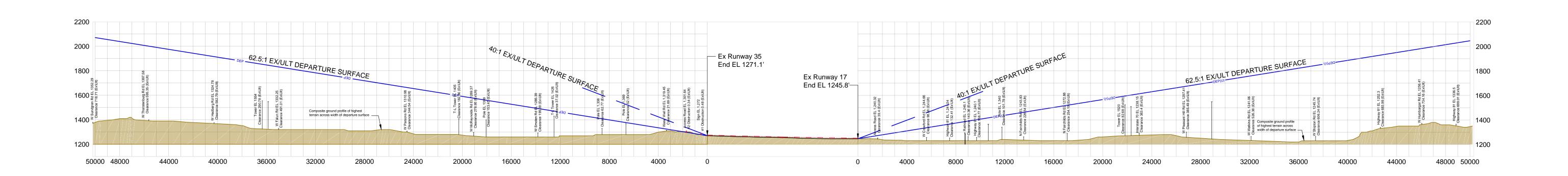




Salina Regional Airport (KSLN)
INNER PORTION OF THE APPROACH SURFACE HELIPORT NO. 6 Salina, KS

REVISIONS "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."

PLANNED BY: Mike W. Dmyterko DETAILED BY: Diana L. Hopkins APPROVED BY: Mike W. Dmyterko Airport Consultants SHEET 29 OF 35



62.5	2.5:1 EXISTING/ULTIMATE RUNWAY 35 OBSTRUCTION TABLE					
No.	Description	Top Elevation	Penetration	Remediation		
1 2	Sign Access Road	1272 1301.64	<1 <1	NAR NAR		

NO ACTION REQUIRED (NAR), OBJECT PENETRATES BY LESS THAN 35'

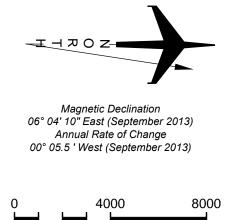
No.	Description	Top Elevation	Penetration	Remediation
	None			

NO ACTION REQUIRED (NAR), OBJECT PENETRATES BY LESS THAN 35'

62.5:1 EXISTING/ULTIMATE RUNWAY 17 OBSTRUCTION TABLE Description No. Penetration Remediation Elevation NONE

NO ACTION REQUIRED (NAR), OBJECT PENETRATES BY LESS THAN 35'

No.	Description	Top Elevation	Penetration	Remediation
	None			



NO ACTION REQUIRED (NAR), OBJECT PENETRATES BY LESS THAN 35'

VERTICAL SCALE IN FEET

HORIZONTAL SCALE IN FEET

GENERAL NOTES:

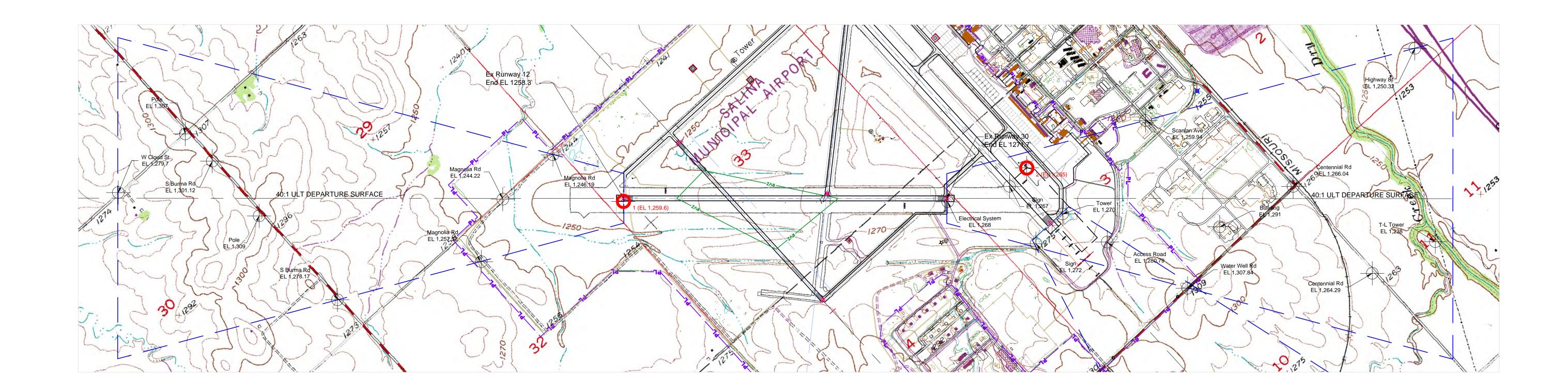
- GEOSPATIAL. EAGAN, MN, FROM SURVEY DATA PREPARED BY WILSON AND COMPANY, KANSAS CITY, MO.
- 2. SUPPLEMENTAL OBSTRUCTION DATA SOURCES INCLUDE THE FAA DIGITAL OBSTACLE FILE (DOF) RELEASED NOVEMBER 2013.
- 3. PLAN VIEW ROADWAY/APPROACH SURFACE INTERSECTION ELEVATIONS REFLECT ACTUAL GROUND MSL ELEVATION. PROFILE VIEW ROADWAY/APPROACH SURFACE INTERSECTION ELEVATIONS INCLUDE 23', 15', OR 10' ADJUSTMENTS.
- 4. ALL DISTANCE MEASUREMENTS IN FEET.

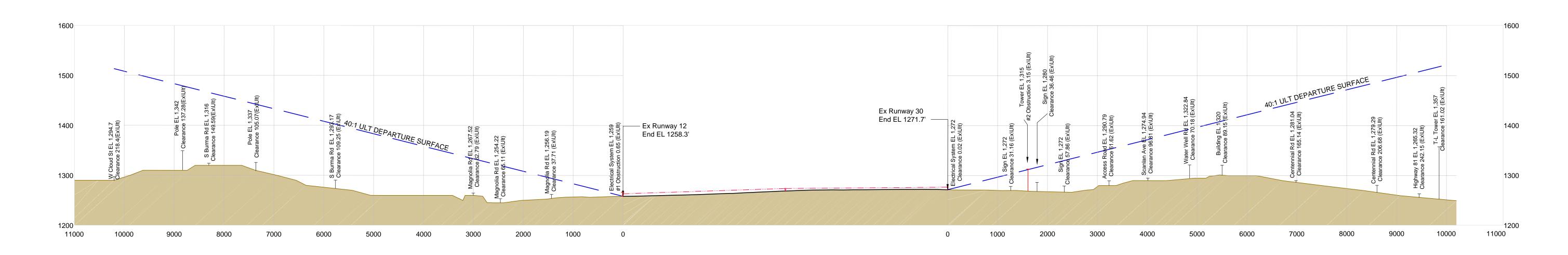
THIS DRAWING DEPICTS A REPRESENTATIVE SAMPLING OF SIGNIFICANT OBJECT DATA IDENTIFIED BY MA	ARTINE

Salina Regional Airport (KSLN) **RUNWAY 17-35** 62.5:1 DEPARTURE SURFACE DRAWING Salina, KS

					PLANNED BY:		
	No.	REVISIONS	ВҮ	DATE	DETAILED BY:		
"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							
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		IITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPI OSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH ADDI		INDICATE THAT THE	June 20		

Mike W. Dmyterko Diana L. Hopkins Mike W. Dmyterko Airport Consultants



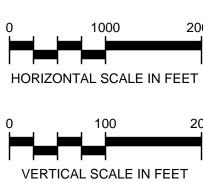


	EXISTING/ULTIMATE RUNWAY 12 OBSTRUCTION TABLE						
No.	Description	Top EL	Penetration	Remediation			
1	Electrical System	1259	<1	NAR			

NO ACTION REQUIRED (NAR), OBJECT PENETRATES BY LESS THAN 35'

EXISTING/ULTIMATE RUNWAY 30 OBSTRUCTION TABLE						
No.	Description	Top EL	Penetration	Remediation		
2	Tower	1315	3	NAR		

NO ACTION REQUIRED (NAR), OBJECT PENETRATES BY LESS THAN 35'



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

1. THIS DRAWING DEPICTS A REPRESENTATIVE SAMPLING OF SIGNIFICANT OBJECT DATA ID	ENTIFIED BY MARTINEZ
GEOSPATIAL. EAGAN, MN, FROM SURVEY DATA PREPARED BY WILSON AND COMPANY, KA	ANSAS CITY, MO.

2. SUPPLEMENTAL OBSTRUCTION DATA SOURCES INCLUDE THE FAA DIGITAL OBSTACLE FILE (DOF) RELEASED NOVEMBER 2013.

3. PLAN VIEW ROADWAY/APPROACH SURFACE INTERSECTION ELEVATIONS REFLECT ACTUAL GROUND MSL ELEVATION. PROFILE VIEW ROADWAY/APPROACH SURFACE INTERSECTION ELEVATIONS INCLUDE 23', 15', OR 10' ADJUSTMENTS.

4. ALL DISTANCE MEASUREMENTS IN FEET.

GENERAL NOTES:

	Salina Regional Airport (KSLN)
	RUNWAY 12-30
[DEPARTURE SURFACE DRAWING
	Salina, KS
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				PLANN		
No.	REVISIONS	BY	DATE	DETAIL		
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PROPO	OSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPI	ROPRIATE PUBLIC LAWS."				

AILED BY: Mike W. Dmyterko

AILED BY: Diana L. Hopkins

ROVED BY: Mike W. Dmyterko

June 2014 SHEET 31 OF 35

Airport Consultants

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