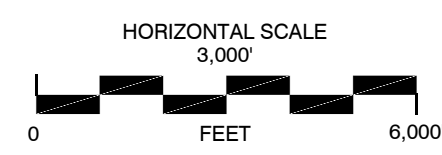


- LEGEND**
- Airport Property
 - Part 77 Approach Surface
 - Threshold Siting Surface
 - Glidepath Qualification Surface
 - Departure Surface
 - One Engine Inoperable Surface

- NOTES:**
- Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88.
 - See Sheets 9-11 for Inner Approach Plan and Profiles detailing close-in objects and obstructions
 - Only airspace surfaces associated with ultimate runway configurations are illustrated. Objects are analyzed against the ultimate airspace surfaces.
 - Elevation in feet above mean sea level (MSL)
 - Objects and data elevation sources: Airport Obstruction Chart 403, terrain and obstacles data Digital Obstacle File (DOF) April 2012, and orthophoto mapping
 - Basemap source: Airport orthophoto, 3Di West, October 2011
 - 15 feet vertical clearance added to road elevations, 17 feet added to interstate highways and 23 feet added to rail roads.



PART 77 OBJECTS						
POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	AFFECTED PART 77 SURFACE	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	DISPOSITION
1	Tower	2,974'	Rwy 3L Approach	4,380'	-1,406'	No Action
2	Tower	2,986'	Rwy 3L Approach	4,415'	-1,429'	No Action
3	Stack	2,610'	Rwy 3L Approach	3,510'	-900'	No Action
4	Building (OL)	2,500'	Horizontal	2,555'	-55'	No Action
5	Tank	2,538'	Conical	2,655'	-117'	No Action
6	Tree	2,624'	Horizontal	2,555'	69'	Cut
7	Tank	2,640'	Conical	2,580'	60'	Obstruction Light
8	Tree	2,507'	Transitional	2,546'	-39'	No Action
9	Antenna	2,420'	Transitional	2,450'	-30'	No Action
10	Pole	2,448'	Transitional	2,472'	-26'	No Action
11	ATCT	2,650'	Transitional	2,465'	185'	No Action
12	Tank (OL)	2,505'	Transitional	2,486'	19'	No Action
13	Tower (OL)	2,478'	Horizontal	2,555'	-77'	No Action
14	Spire	2,110'	Rwy 21L Approach	3,250'	-1,140'	No Action
15	Tower	2,350'	Rwy 21L Approach	3,505'	-1,155'	No Action

See Sheets 5-8 for object locations.
A negative number in the penetration column represents the amount the object clears the surface.

NO.	REVISION	SPONSOR	DATE
SPOKANE INTERNATIONAL AIRPORT SPOKANE, WASHINGTON			
OUTER APPROACH PROFILES			
DESIGN:	AT/BM	DRAWN:	TE/BM
DATE:		AUGUST 2014	
SHEET		8 OF 17	

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.