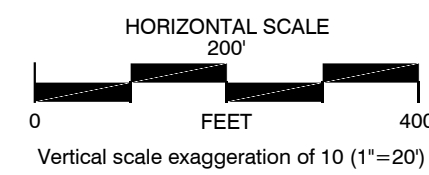
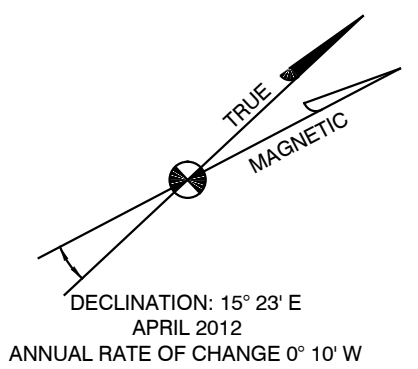


- LEGEND**
- Airport Property
 - Part 77 Approach Surface
 - Part 77 Approach Surface Contour
 - Threshold Siting Surface
 - Glidepath Qualification Surface
 - Departure Surface
 - One Engine Inoperable Surface
 - Runway Protection Zone (RPZ)
 - Object Clear of Part 77 Surface
 - Object Penetrates Part 77 Surface

- NOTES:**
- Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88.
 - Only airspace surfaces associated with ultimate runway configurations are illustrated. Objects are analyzed against the ultimate airspace surfaces.
 - Elevations 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.



NO.	REVISION	SPONSOR	DATE
SPOKANE INTERNATIONAL AIRPORT SPOKANE, WASHINGTON			
RUNWAY 3L-21R INNER APPROACH			
DESIGN: AT/BM	DRAWN: TE/BM	DATE: AUGUST 2014	SHEET 11 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.			