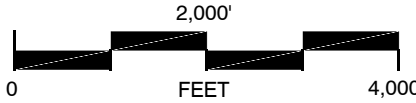
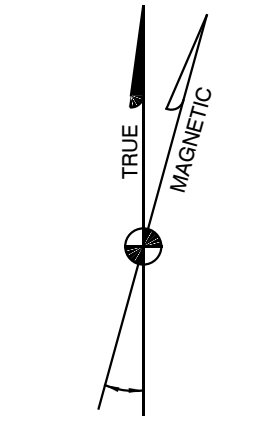


PART 77 OBJECTS						
POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	AFFECTED PART 77 SURFACE	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	DISPOSITION
1	Tower	2,974'	Rwy 3L Approach	4,380'	-1,406'	No Action
2	Tower	2,986'	Rwy 3L Approach	4,415'	-1,429'	No Action
3	Stack	2,610'	Rwy 3L Approach	3,610'	-900'	No Action
4	Building (OL)	2,500'	Horizontal	2,555'	-55'	No Action
5	Tank	2,536'	Conical	2,655'	-119'	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	2,446'	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)	2,476'	Horizontal	2,555'	-79'	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.

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.
- 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: USGS Topographic maps
- See Sheets 10 and 12 - Inner Approach Plan and Profile for close-in obstructions. See Sheet 10 for outer approach profiles.
- For object descriptions and elevations, see Part 77 Objects Table on Sheet 5
- 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 & 3R OUTER APPROACH			
<div><div>Mead & Hunt</div><div></div></div>			
DESIGN:	AT/BM	DRAWN:	TE/BM
DATE:	AUGUST 2014	SHEET	6 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.