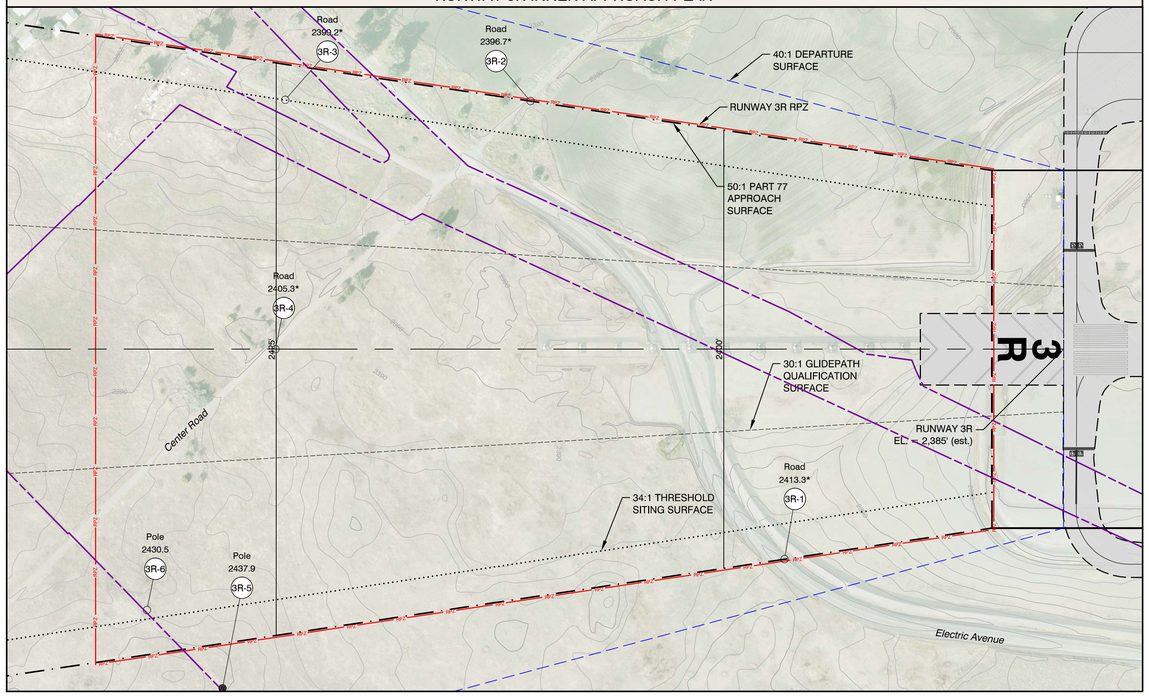
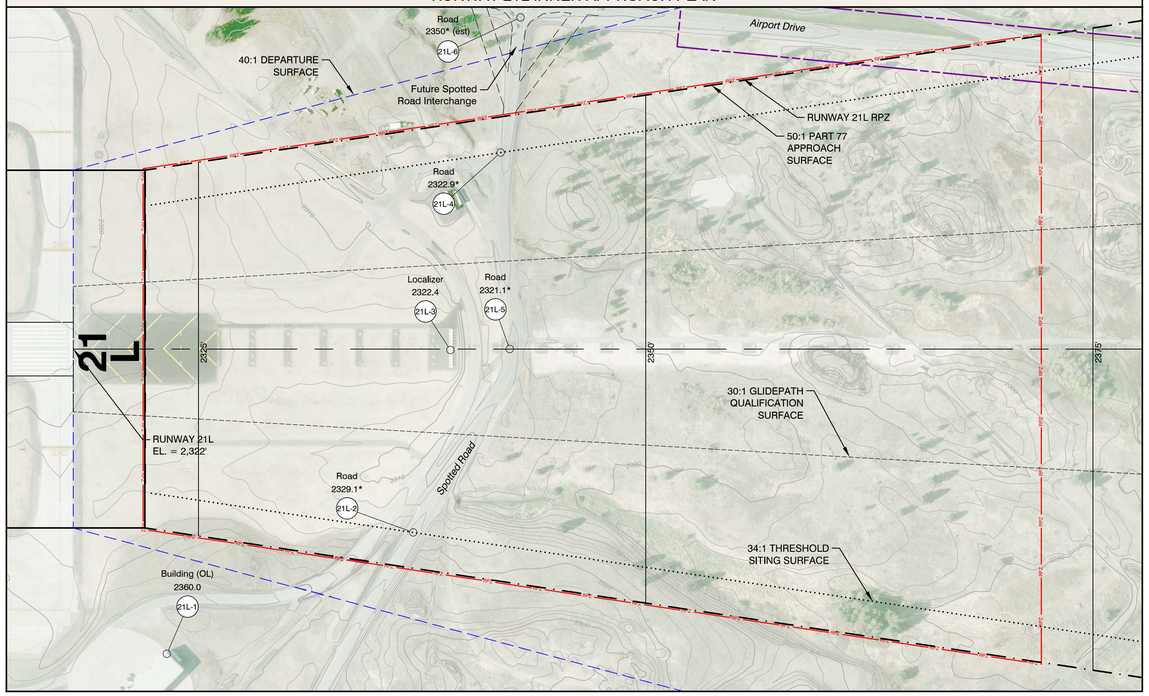
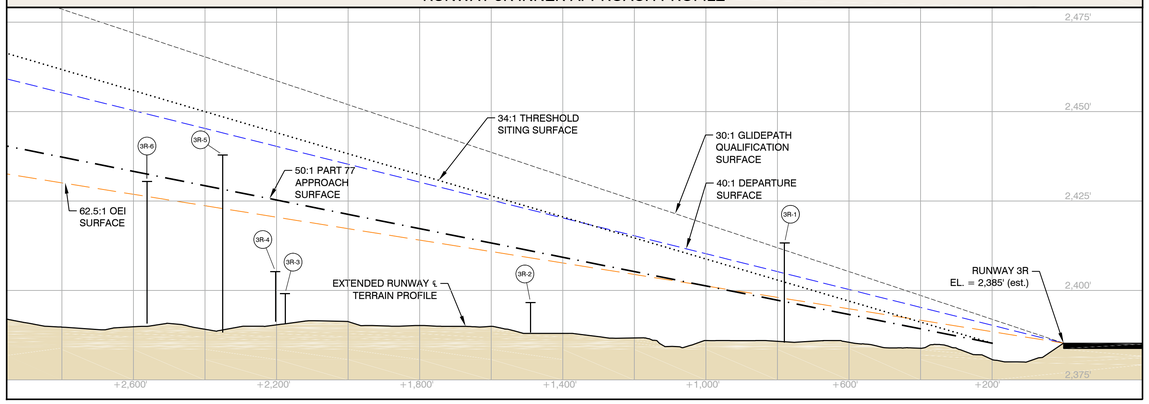
RUNWAY 3R INNER-APPROACH PLAN



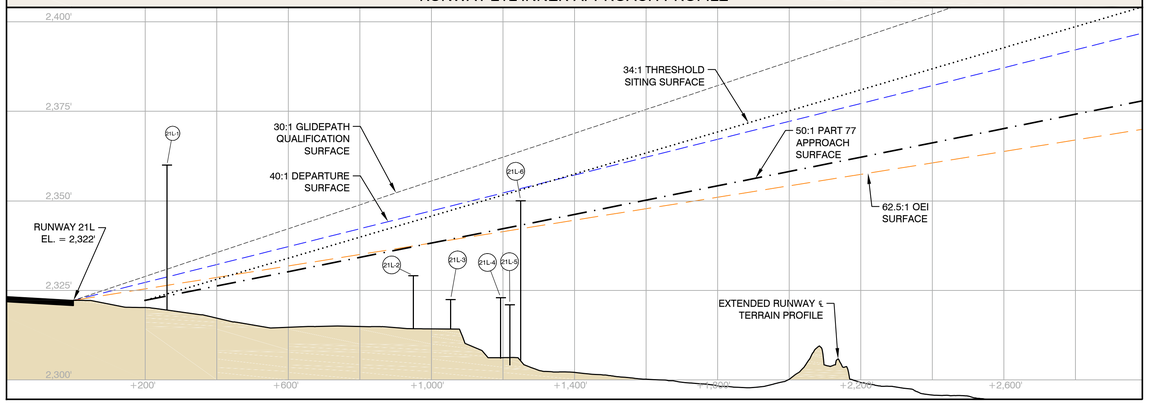
RUNWAY 21L INNER-APPROACH PLAN



RUNWAY 3R INNER-APPROACH PROFILE



RUNWAY 21L INNER-APPROACH PROFILE



LEGEND

- Airport Property
- Part 77 Approach Surface
- Part 77 Approach Surface Contour (2500')
- 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

DECLINATION: 15° 23' E
APRIL 2012
ANNUAL RATE OF CHANGE 0° 10' W

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 penetrations to current runway airspace surfaces. Objects analyzed against ultimate airspace surfaces. Extension of 1,000 feet to south not expected to occur within 20 years and any penetrating objects will be alleviated then.

HORIZONTAL SCALE
200'
0 FEET 400'
Vertical scale exaggeration of 10 (1"=20')

RUNWAY 3R OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	TSS SURFACE HEIGHT	TSS PENETRATION	40:1 DEPARTURE SURFACE HEIGHT	40:1 DEPARTURE SURFACE PENETRATION	DISPOSITION
3R-1	Road*	2,413.3'	2,396.6'	16.7'	2,402.1'	11.2'	2,404.5'	8.8'	Realign Road
3R-2	Road*	2,396.7'	2,410.8'	-14.1'	2,422.9'	-26.2'	2,422.2'	-25.5'	No Action
3R-3	Road*	2,399.2'	2,424.5'	-25.3'	2,443.1'	-43.9'	2,439.4'	-40.2'	No Action
3R-4	Road*	2,405.3'	2,425.1'	-19.8'	2,443.9'	-38.6'	2,440.1'	-34.8'	No Action
3R-5	Pole	2,437.9'	2,428.0'	9.9'	2,448.2'	-10.3'	2,443.8'	-5.9'	Obstruction Light
3R-6	Pole	2,430.5'	2,432.2'	-1.7'	2,454.5'	-24.0'	2,449.0'	-18.5'	No Action

RUNWAY 21L OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	TSS SURFACE HEIGHT	TSS PENETRATION	40:1 DEPARTURE SURFACE HEIGHT	40:1 DEPARTURE SURFACE PENETRATION	DISPOSITION
21L-1	Building (OL)	2,360.0'	2,371.0'	-11.0'	N/A	N/A	N/A	N/A	No Action
21L-2	Road*	2,329.1'	2,337.0'	-7.9'	2,344.1'	-15.0'	2,345.8'	-16.7'	No Action
21L-3	Localizer	2,322.4'	2,339.1'	-16.7'	2,347.1'	-24.7'	2,348.3'	-25.9'	No Action
21L-4	Road*	2,322.9'	2,341.9'	-19.0'	2,351.2'	-28.3'	2,351.9'	-29.0'	No Action
21L-5	Road*	2,321.1'	2,342.4'	-21.3'	2,352.0'	-30.9'	2,352.5'	-31.4'	No Action
21L-6	Road*	2,350.0'	2,382.0'	-32.0'	N/A	N/A	N/A	N/A	No Action

NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

RUNWAY 3R-21L INNER APPROACH

Mead & Hunt

DESIGN: AT/BM	DRAWN: TE/BM	DATE: AUGUST 2014	SHEET 9 OF 17

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