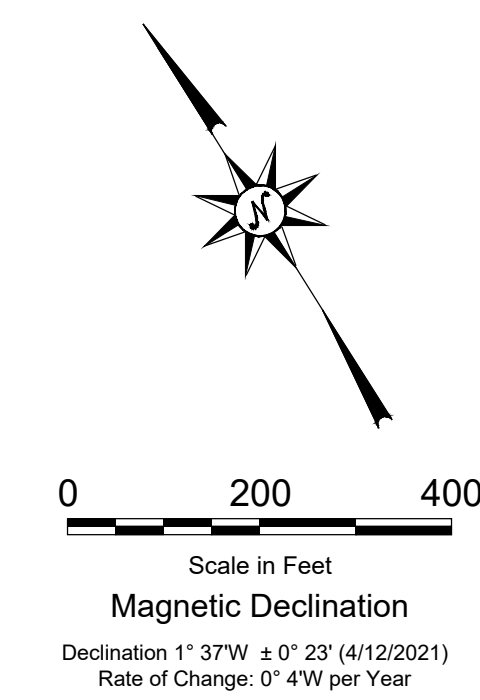
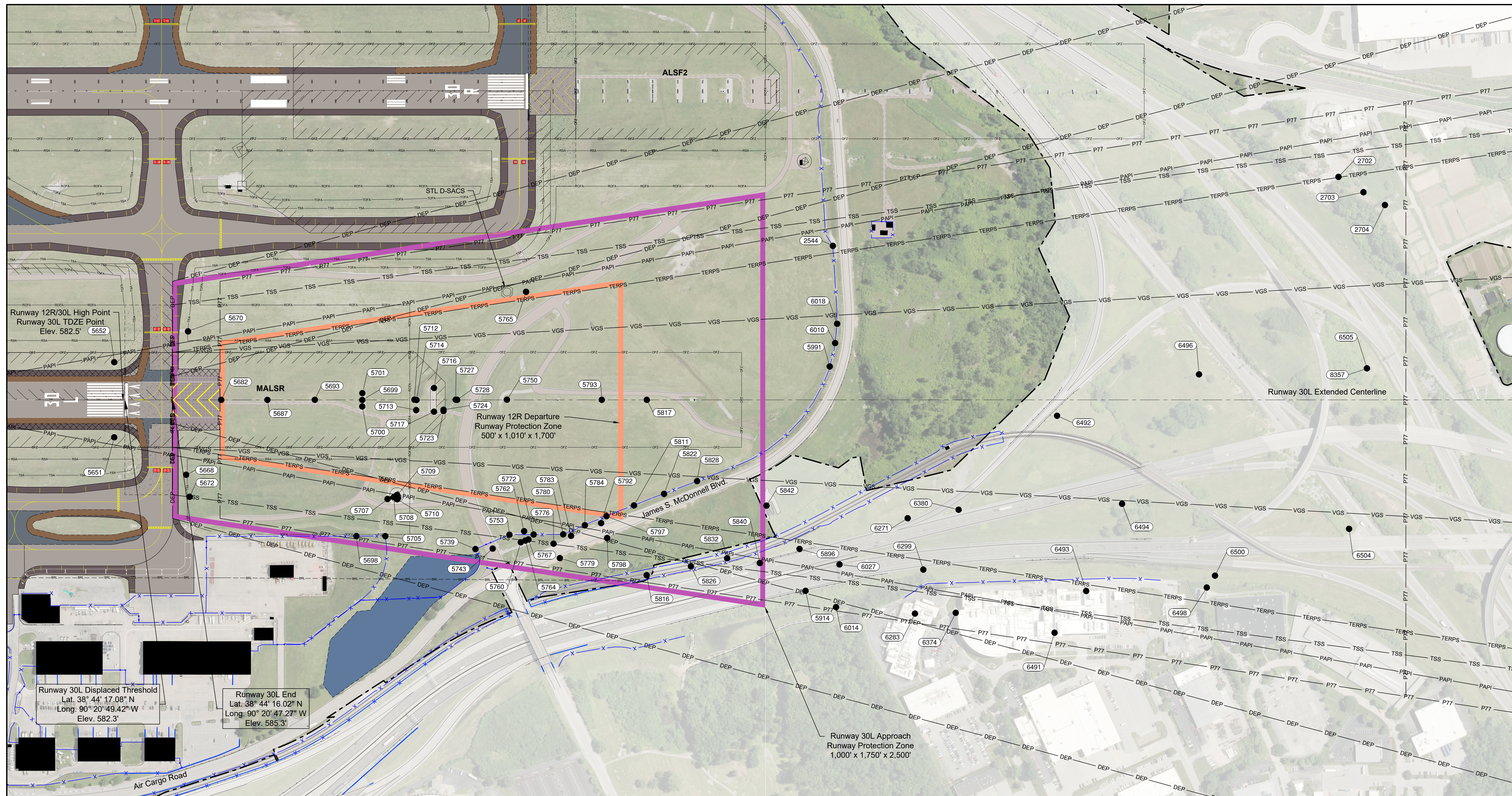
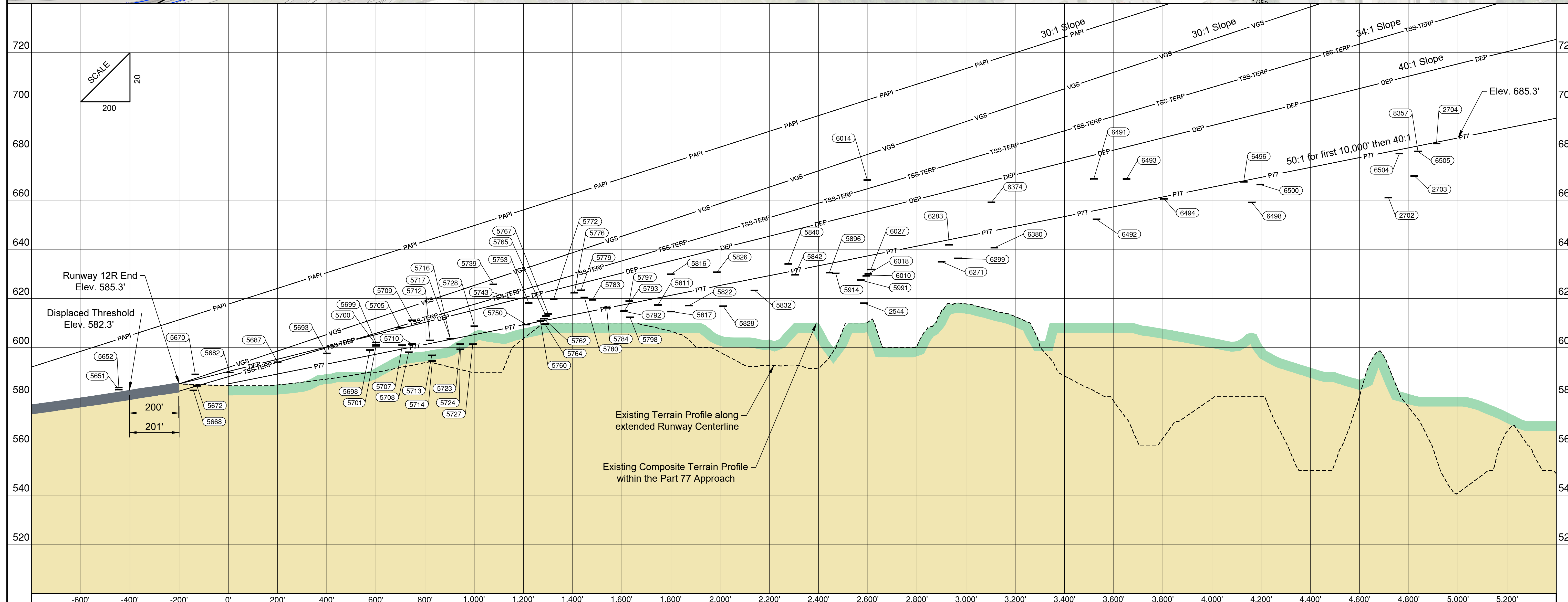




Legend		
Existing	Future	Description
---	---	Airport Property Line
---	---	FAR Part 77 Surface
---	---	Threshold Siting Surface
---	---	TERPS Visual Surface
---	---	Departure Surface
---	---	Precision Approach Slope Indicator Surface (PAPI)
---	---	TERPS VGS Surface
---	---	Approach Runway Protection Zone (RPZ)
---	---	Departure Runway Protection Zone (RPZ)
---	---	Airfield Pavement
---	---	Paved Shoulder
---	---	Airport Service Road
---	---	Airfield Pavement Removal
---	---	Airport Buildings
---	---	Houses And Outbuildings
---	---	Aviation Easement
---	---	Building Restriction Line (BRL)
---	---	Runway Safety Area (RSA)
---	---	Runway Object Free Area (ROFA)
---	---	Obstacle Free Zone (OFZ)
---	---	Precision Obstacle Free Zone (POFZ)
---	---	U.S. Glides Slope Antenna & Critical Area
---	---	U.S. Localizer Antenna & Critical Area
---	---	Threshold Lights
---	---	Low Level Windshear Alert System (LLWAS)
---	---	Precision Runway Monitor
---	---	Airport Rotating Beacon
---	---	Wind Cone
---	---	Wind Cone And Segmented Circle
---	---	Remote Unit ASDE
---	---	Airport Surveillance Radar (ASR)
---	---	Automated Weather Observation System (AWOS)
---	---	Distance Measuring Equipment (DME)
---	---	Precision Approach Path Indicator (PAPI)
---	---	Ground Contours
---	---	Lakes/Ponds Or Streams
---	---	Fences
---	---	Man Made Structure Elevation Point (Plan View / Profile View)



- General Notes**
- 1.) Base Map was developed using aerial photo and photogrammetric mapping dated June 2020.
 - 2.) Obstacles identified from aerial mapping, collected in accordance with AC 150/5300-18B standards are numbered starting with "0001" according to the GIS database created for the FAA GIS.
 - 3.) Road elevations are estimated and include an additional 10-foot/15-foot/17-foot/23-foot adjustment for service roads/public roads/interstates/railroads, respectively.
 - 4.) The inner approach surface is depicted to a height of 100' above the runway end elevation. See the Airport Airspace Drawing for a complete depiction of Part 77 surfaces.
 - 5.) Objects with 50' or greater clearance of all Surfaces have not been depicted.
 - 6.) Trees within 15' of all Surfaces, are identified for planning purposes.
 - 7.) Runway obstruction table shown on Runway Obstruction Table sheets.
 - 8.) Future development and/or land uses identified will be implemented in accordance with airspace requirements applicable at that time. No new man-made obstructions will be created which impact approach capabilities to the runway.