



RUNWAY 3 OBSTRUCTION DATA TABLE - NPI - (34:1 SLOPE)								
ID	DESCRIPTION	TRIGGERING EVENT	OBJECT TOP EL.	EXISTING SURFACE ELEVATION	EXISTING PENETRATION	FUTURE SURFACE ELEVATION	FUTURE PENETRATION	DISPOSITION
359	POWER POLE	EXISTING	97.8'	93.6'	4.2'	N/A	N/A	OBST. LIGHT
42064	ROAD	EXISTING	79.9'	74.2'	5.7'	N/A	N/A	ROAD CLOSURE
42155	ROAD	EXISTING	80.21	72.7'	7.5'	N/A	N/A	ROAD CLOSURE
42157	ROAD	EXISTING	80.1'	73.8'	6.3'	N/A	N/A	ROAD CLOSURE
42158	ROAD	EXISTING	80.1'	74.3'	5.8'	N/A	N/A	ROAD CLOSURE

	JIES:
1.	OBSTRUCTION DATA SOURCE: QUANTUM SPATIAL SURVEY, FLOWN 10/17/2013
2.	THERE ARE NO OBSTRUCTIONS TO THE FUTURE RUNWAY 3 APPROACH.

ID	DESCRIPTION	TRIGGERING EVENT	OBJECT TOP EL.	EXISTING SURFACE ELEVATION	EXISTING PENETRATION	FUTURE SURFACE ELEVATION	FUTURE EXISTING PENETRATION	DISPOSITION
359	POWER POLE	EXISTING	97.8'	N/A	N/A	N/A	N/A	OBST. LIGHT
42064	ROAD	EXISTING	79.9'	79.1'	0.8'	N/A	N/A	ROAD CLOSURE
42155	ROAD	EXISTING	80.2'	76.6'	3.61	N/A	N/A	ROAD CLOSURE
42157		EXISTING	80.1'	78.6'	1.5'	N/A	N/A	ROAD CLOSURE
42158	ROAD	EXISTING	80.1'	79.4'	0.7'	N/A	N/A	ROAD CLOSURI

NOTE:
1. OBSTRUCTION DATA SOURCE: QUANTUM SPATIAL SURVEY, FLOWN 10/17/2013.

ID	ROADWAY ELEVATION	ROADWAY ELEVATION + PART 77 CLEARANCE REQUIREMENTS	EXISTING PENETRATION	FUTURE PENETRATION	DISPOSITION
R1	70.4'	85.4'	-76.2'	-51.1'	NONE
R2	68.0'	83.0'	-74.8'	-49.7'	NONE
R3	66.61	81.6'	-69.7 ¹	-44.7	NONE
R4	65.1'	80.1'	5.8'	N/A	ROAD CLOSURI
R5	65.2'	80.2'	7.5'	N/A	ROAD CLOSUR



BROOKSVILLE-TAMPA BAY REGIONAL AIRPORT Brooksville, Florida

Michael Baker

INTERNATIONAL

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	Designer:	Checked by:		
ION	APN	MJK		
	Technician:	Project Number:		
	APN	137218		

1. BASE MAPPING SOURCE: QUANTUM SPATIAL SURVEY, FLOWN OCTOBER 2013. THE NAVD88 VERTICAL CONTROL DATUM WAS USED FOR ALL ELEVATIONS. ALL ELEVATIONS SHOWN ARE ABOVE MEAN SEA LEVEL (AMSL).

3. FEDERAL AVIATION REGULATIONS (FAR) PART 77
SPECIFIES CLEARANCE REQUIREMENTS FOR ROADS,
RAILROADS, AND WATERWAYS AS FOLLOWS: A) 17
FEET FOR AN INTERSTATE HIGHWAY, B) 15 FEET FOR
ANY OTHER PUBLIC ROADWAY, C) 10 FEET OR THE
HEIGHT OF THE HIGHEST MOBILE OBJECT THAT
WOULD NORMALLY TRAVERSE THE ROAD,
WHICHEVER IS GREATER, FOR A PRIVATE ROAD, D) 23
FEET FOR A RAILROAD, AND E) FOR A WATERWAY OR
ANY OTHER TRAVERSE WAY NOT PREVIOUSLY
MENTIONED, AN AMOUNT EQUAL TO THE HEIGHT OF
THE HIGHEST MOBILE OBJECT THAT WOULD
NORMALLY TRAVERSE IT.

PLAN REFERENCED NOTES:

A. BUILDING RESTRICTION LINE (BRL) ASSUMES A HEIGHT OF 20' ABOVE THE NEAREST RUNWAY ELEVATION.

B. THE BASE ELEVATIONS OF ALL OBJECTS ARE UNKNOWN. THEREFORE, OBJECTS WERE TRIMMED AT THE COMPOSITE PROFILE HIGH.

REVISIONS DATE DESCRIPTION

> **AIRPORT MASTER PLAN UPDATE**

INNER PORTION OF THE APPROACH SURFACE DRAWING - RUNWAY 3

FAA AIP # / STATE GRANT # 3-12-0008-016-2013 / 4241042 **PLANNING**

JUNE 2015