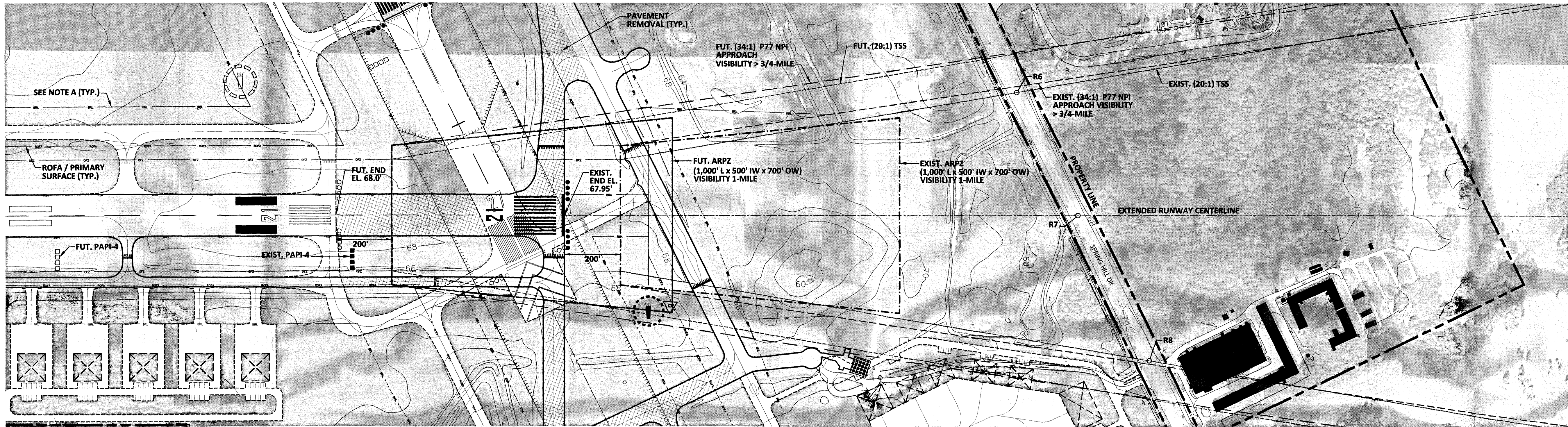
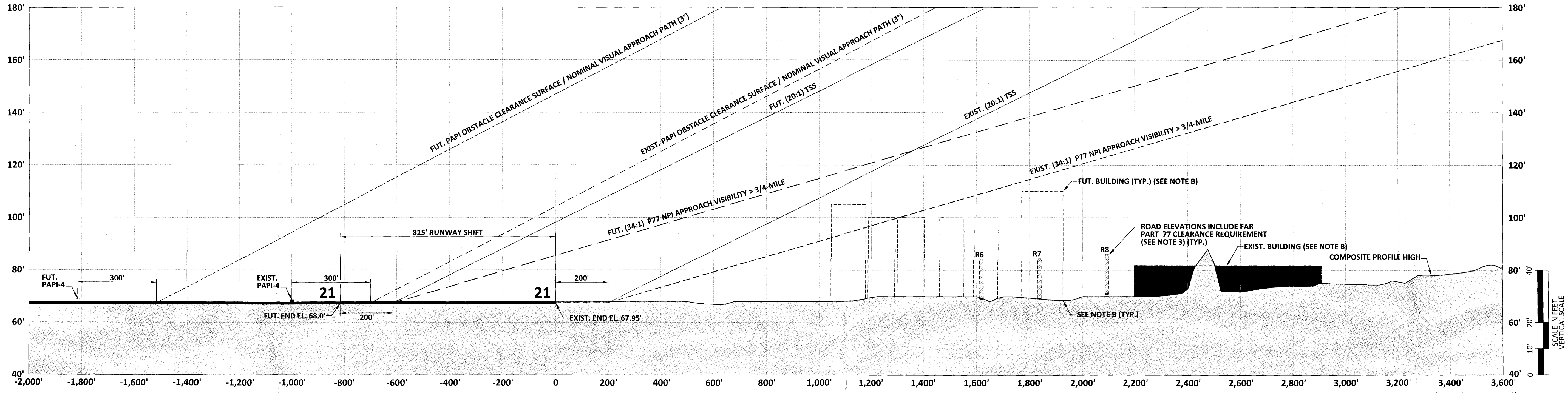
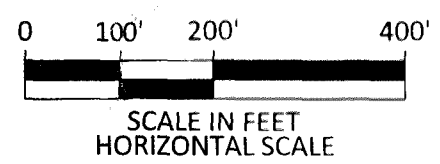


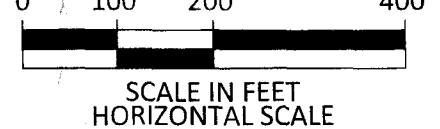
Y:\Planning\BKV-Hernando County Airport Master Plan Update - 137218\Drawings\AUP Set (138239)\07 10 (BKV) Inner Portion of the Approach Surface Drawing.dwg Modified: Aug 02, 2016 - 2:47pm Plotted: Aug 02, 2016 - 2:43pm approckw.ch



PLAN VIEW RUNWAY 21



PROFILE VIEW RUNWAY 21



RUNWAY 21 OBSTRUCTION DATA TABLE - NPI - (34:1 SLOPE)							
ID	DESCRIPTION	TRIGGERING EVENT	OBJECT TOP EL.	EXISTING SURFACE ELEVATION	EXISTING PENETRATION	FUTURE SURFACE ELEVATION	FUTURE PENETRATION
				NONE			

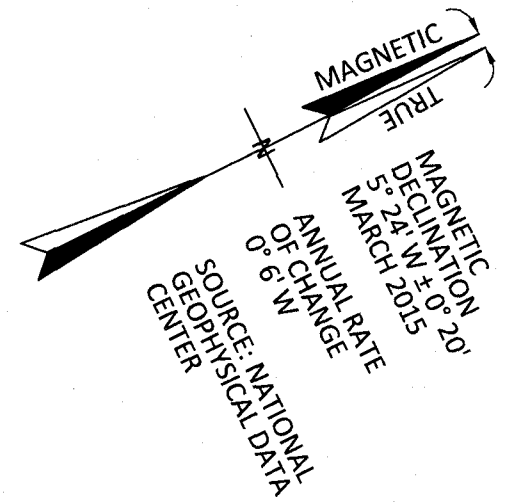
NOTE:
1. OBSTRUCTION DATA SOURCE: QUANTUM SPATIAL SURVEY, FLOWN 10/17/2013.

RUNWAY 21 OBSTRUCTION DATA TABLE - TSS - (20:1 SLOPE)							
ID	DESCRIPTION	TRIGGERING EVENT	OBJECT TOP EL.	EXISTING SURFACE ELEVATION	EXISTING PENETRATION	FUTURE SURFACE ELEVATION	FUTURE PENETRATION
				NONE			

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

RUNWAY 21 END TRAVERSE WAY TABLE				
ID	ROADWAY ELEVATION	ROADWAY ELEVATION + PART 77 CLEARANCE REQUIREMENTS	EXISTING PENETRATION	FUTURE PENETRATION
R6	69.1'	84.1'	-25.2'	-49.6'
R7	69.4'	84.4'	-31.2'	-55.7'
R8	71.0'	86.0'	-37.2'	-61.7'

NOTES:
1. ROAD ELEVATIONS ARE ESTIMATED AND INCLUDE PART 77 CLEARANCE REQUIREMENTS.
2. NEGATIVE PENETRATIONS INDICATE DISTANCE BELOW SURFACE.



OBSTRUCTION LEGEND	
SYMBOL	DESCRIPTION
	THRESHOLD SITING SURFACE PENETRATION
	NPI PART 77 SURFACE PENETRATION



BROOKSVILLE-TAMPA BAY REGIONAL AIRPORT
Brooksville, Florida

Michael Baker
INTERNATIONAL

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

NOTES:
GENERAL NOTES:
1. BASE MAPPING SOURCE: QUANTUM SPATIAL SURVEY, FLOWN OCTOBER 2013.
2. THE NAVD83 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. BUILDINGS ARE FOR REFERENCE PURPOSE ONLY AND THE BASE ELEVATIONS WERE TRIMMED AT THE COMPOSITE PROFILE HIGH.

REVISIONS			
NO.	DESCRIPTION	DATE	BY

Project Name:
**AIRPORT MASTER
PLAN UPDATE**

Drawing Name:
**INNER PORTION OF THE
APPROACH SURFACE
DRAWING - RUNWAY 21**

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

Division:
PLANNING

Date:
JUNE 2015

Drawing Number:
8