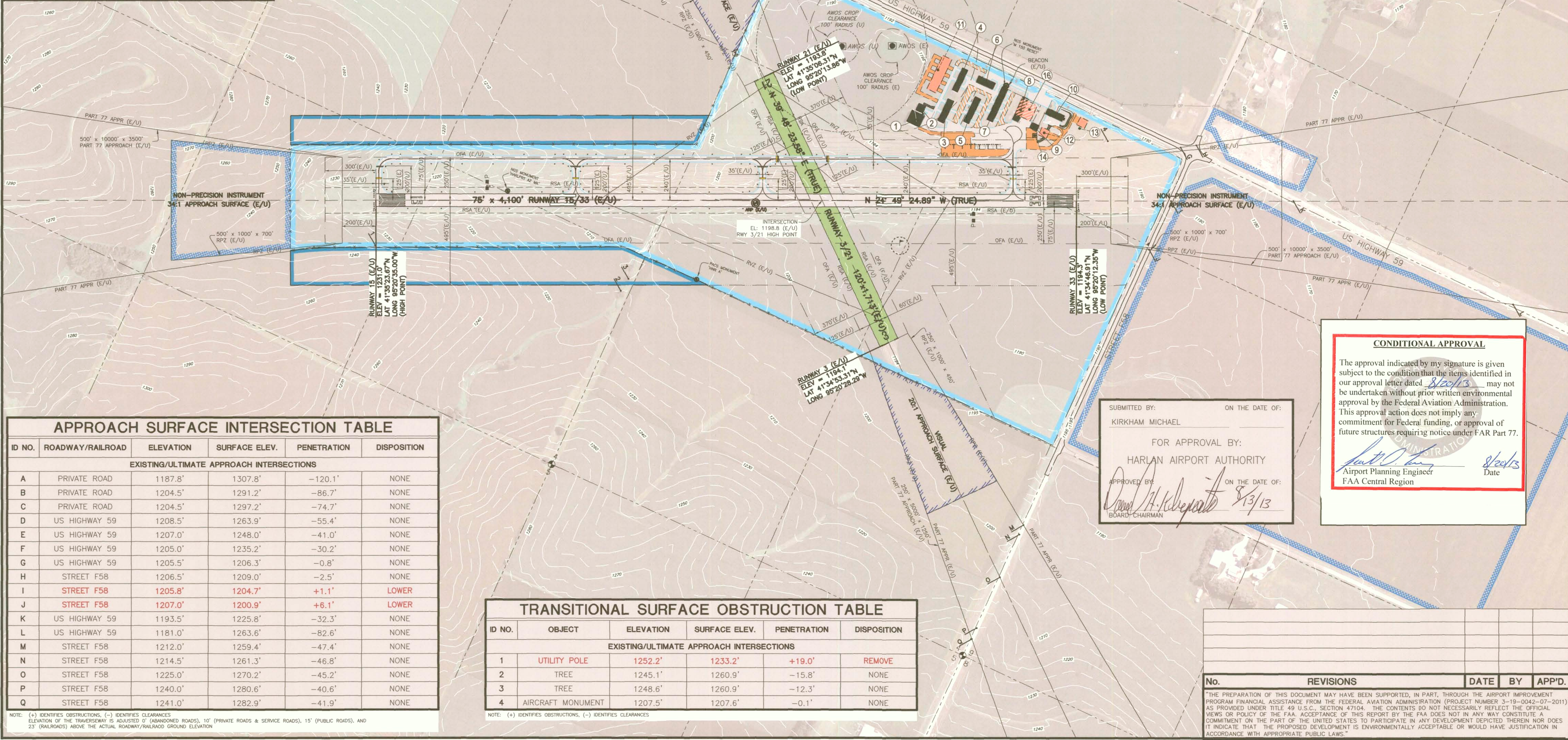
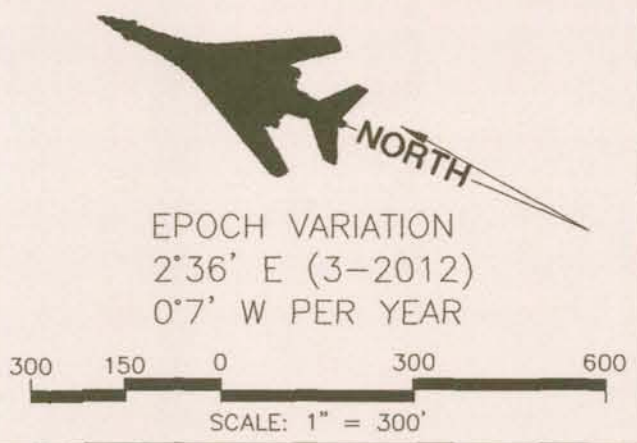


LEGEND		
	EXISTING	ULTIMATE
BUILDING		
PAVEMENT		
TURF		
GRAVEL/ROCK ROAD		
REMOVAL		
EASEMENT		
PROPERTY LINE		
FENCE		
BUILDING RESTRICTION LINE (BRL)		
CONTOUR		
REIL		
THRESHOLD LIGHTS		
PAPIS		
BEACON		
LIGHTED WIND CONE		
SEGMENTED CIRCLE AND LIGHTED WIND CONE		
AWOS		
AIRPORT REFERENCE POINT (ARP)		
TREE		
SECTION CORNER		
RUNWAY SAFETY AREA (RSA)		
RUNWAY PROTECTION ZONE (RPZ)		
RUNWAY VISUAL ZONE (RVZ)		
APPROACH SURFACE (APPR)		
OBJECT FREE AREA (OFA)		
TIEDOWNS		
HOLDLINE		
SURVEY MONUMENT		



BUILDING TABLE			
NO.	BUILDING	NO.	BUILDING
1	CONVENTIONAL HANGAR	8	HANGAR
2	CONVENTIONAL HANGAR	9	TERMINAL BUILDING
3	4 UNIT T-HANGAR	10	3 UNIT T-HANGAR
4	4 UNIT T-HANGAR	11	ULTIMATE 8 UNIT T-HANGAR
5	5 UNIT HANGAR	12	ULTIMATE CONVENTIONAL HANGAR
6	3 UNIT T-HANGAR	13	ULTIMATE SRE BUILDING
7	7 UNIT HANGAR	14	ULTIMATE FUEL FACILITY
		16	ULTIMATE CONVENTIONAL HANGAR



APPROACH SURFACE INTERSECTION TABLE					
ID NO.	ROADWAY/RAILROAD	ELEVATION	SURFACE ELEV.	PENETRATION	DISPOSITION
EXISTING/ULTIMATE APPROACH INTERSECTIONS					
A	PRIVATE ROAD	1187.8'	1307.8'	-120.1'	NONE
B	PRIVATE ROAD	1204.5'	1291.2'	-86.7'	NONE
C	PRIVATE ROAD	1204.5'	1297.2'	-74.7'	NONE
D	US HIGHWAY 59	1208.5'	1263.9'	-55.4'	NONE
E	US HIGHWAY 59	1207.0'	1248.0'	-41.0'	NONE
F	US HIGHWAY 59	1205.0'	1235.2'	-30.2'	NONE
G	US HIGHWAY 59	1205.5'	1206.3'	-0.8'	NONE
H	STREET F58	1206.5'	1209.0'	-2.5'	NONE
I	STREET F58	1205.8'	1204.7'	+1.1'	LOWER
J	STREET F58	1207.0'	1200.9'	+6.1'	LOWER
K	US HIGHWAY 59	1193.5'	1225.8'	-32.3'	NONE
L	US HIGHWAY 59	1181.0'	1263.6'	-82.6'	NONE
M	STREET F58	1212.0'	1259.4'	-47.4'	NONE
N	STREET F58	1214.5'	1261.3'	-46.8'	NONE
O	STREET F58	1225.0'	1270.2'	-45.2'	NONE
P	STREET F58	1240.0'	1280.6'	-40.6'	NONE
Q	STREET F58	1241.0'	1282.9'	-41.9'	NONE

NOTE: (+) IDENTIFIES OBSTRUCTIONS, (-) IDENTIFIES CLEARANCES
ELEVATION OF THE TRAVERSING ROADWAY IS ADJUSTED 0' (ABANDONED ROADS), 10' (PRIVATE ROADS & SERVICE ROADS), 15' (PUBLIC ROADS), AND 25' (RAILROADS) ABOVE THE ACTUAL ROADWAY/RAILROAD GROUND ELEVATION

TRANSITIONAL SURFACE OBSTRUCTION TABLE					
ID NO.	OBJECT	ELEVATION	SURFACE ELEV.	PENETRATION	DISPOSITION
EXISTING/ULTIMATE APPROACH INTERSECTIONS					
1	UTILITY POLE	1252.2'	1233.2'	+19.0'	REMOVE
2	TREE	1245.1'	1260.9'	-15.8'	NONE
3	TREE	1248.6'	1260.9'	-12.3'	NONE
4	AIRCRAFT MONUMENT	1207.5'	1207.6'	-0.1'	NONE

NOTE: (+) IDENTIFIES OBSTRUCTIONS, (-) IDENTIFIES CLEARANCES

SUBMITTED BY: KIRKHAM MICHAEL ON THE DATE OF: 8/13/13

FOR APPROVAL BY: HARLAN AIRPORT AUTHORITY

APPROVED BY: [Signature] ON THE DATE OF: 8/13/13

BOARD CHAIRMAN

CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated 8/13/13 may not be undertaken without prior written environmental approval by the Federal Aviation Administration. This approval action does not imply any commitment for Federal funding, or approval of future structures requiring notice under FAR Part 77.

[Signature] Date 8/13/13

Airport Planning Engineer
FAA Central Region

NO.	REVISIONS	DATE	BY	APP'D.
1	"THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-19-0042-07-2011) AS PROVIDED UNDER TITLE 49 U.S.C. SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."			