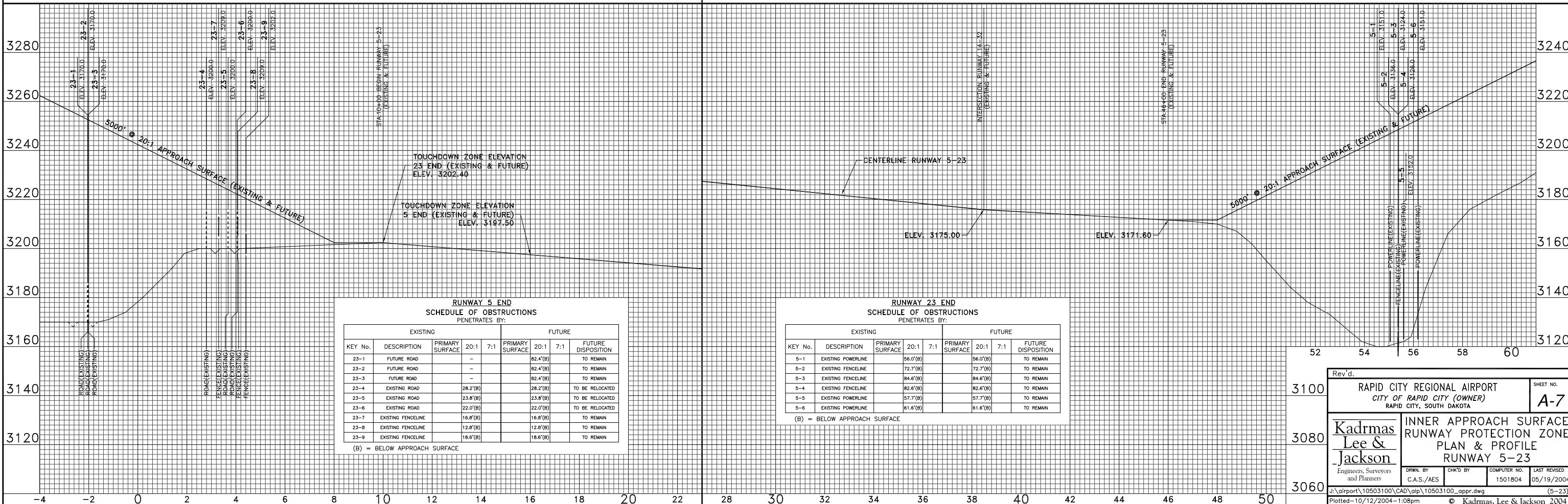


ELEVATIONS ESTIMATED FROM USGS MAP AND SURVEY BY ALLIANCE (4/97).



RUNWAY 5 END SCHEDULE OF OBSTRUCTIONS PENETRATES BY:

KEY No.	DESCRIPTION	EXISTING		FUTURE		FUTURE DISPOSITION
		PRIMARY SURFACE	7:1	PRIMARY SURFACE	7:1	
23-1	FUTURE ROAD	-	-	82.4'(B)	-	TO REMAIN
23-2	FUTURE ROAD	-	-	82.4'(B)	-	TO REMAIN
23-3	FUTURE ROAD	-	-	82.4'(B)	-	TO REMAIN
23-4	EXISTING ROAD	28.2'(B)	-	28.2'(B)	-	TO BE RELOCATED
23-5	EXISTING ROAD	23.8'(B)	-	23.8'(B)	-	TO BE RELOCATED
23-6	EXISTING ROAD	22.0'(B)	-	22.0'(B)	-	TO BE RELOCATED
23-7	EXISTING FENCELINE	16.8'(B)	-	16.8'(B)	-	TO REMAIN
23-8	EXISTING FENCELINE	12.8'(B)	-	12.8'(B)	-	TO REMAIN
23-9	EXISTING FENCELINE	18.8'(B)	-	18.8'(B)	-	TO REMAIN

(B) = BELOW APPROACH SURFACE

RUNWAY 23 END SCHEDULE OF OBSTRUCTIONS PENETRATES BY:

KEY No.	DESCRIPTION	EXISTING		FUTURE		FUTURE DISPOSITION
		PRIMARY SURFACE	7:1	PRIMARY SURFACE	7:1	
5-1	EXISTING POWERLINE	56.0'(B)	-	56.0'(B)	-	TO REMAIN
5-2	EXISTING FENCELINE	72.7'(B)	-	72.7'(B)	-	TO REMAIN
5-3	EXISTING FENCELINE	84.6'(B)	-	84.6'(B)	-	TO REMAIN
5-4	EXISTING FENCELINE	82.6'(B)	-	82.6'(B)	-	TO REMAIN
5-5	EXISTING POWERLINE	57.7'(B)	-	57.7'(B)	-	TO REMAIN
5-6	EXISTING POWERLINE	61.6'(B)	-	61.6'(B)	-	TO REMAIN

(B) = BELOW APPROACH SURFACE

Rev'd.

RAPID CITY REGIONAL AIRPORT
CITY OF RAPID CITY (OWNER)
RAPID CITY, SOUTH DAKOTA

SHEET NO. **A-7**

Kadmas Lee & Jackson
Engineers, Surveyors and Planners

INNER APPROACH SURFACE
RUNWAY PROTECTION ZONE
PLAN & PROFILE
RUNWAY 5-23

DRWN. BY: C.A.S./AES CHK'D BY: COMPUTER NO. 1501804 LAST REVISED 05/19/2004

J:\airport\10503100\CAD\alp\10503100_appr.dwg (5-23)
Plotted--10/12/2004--1:08pm © Kadmas, Lee & Jackson 2004