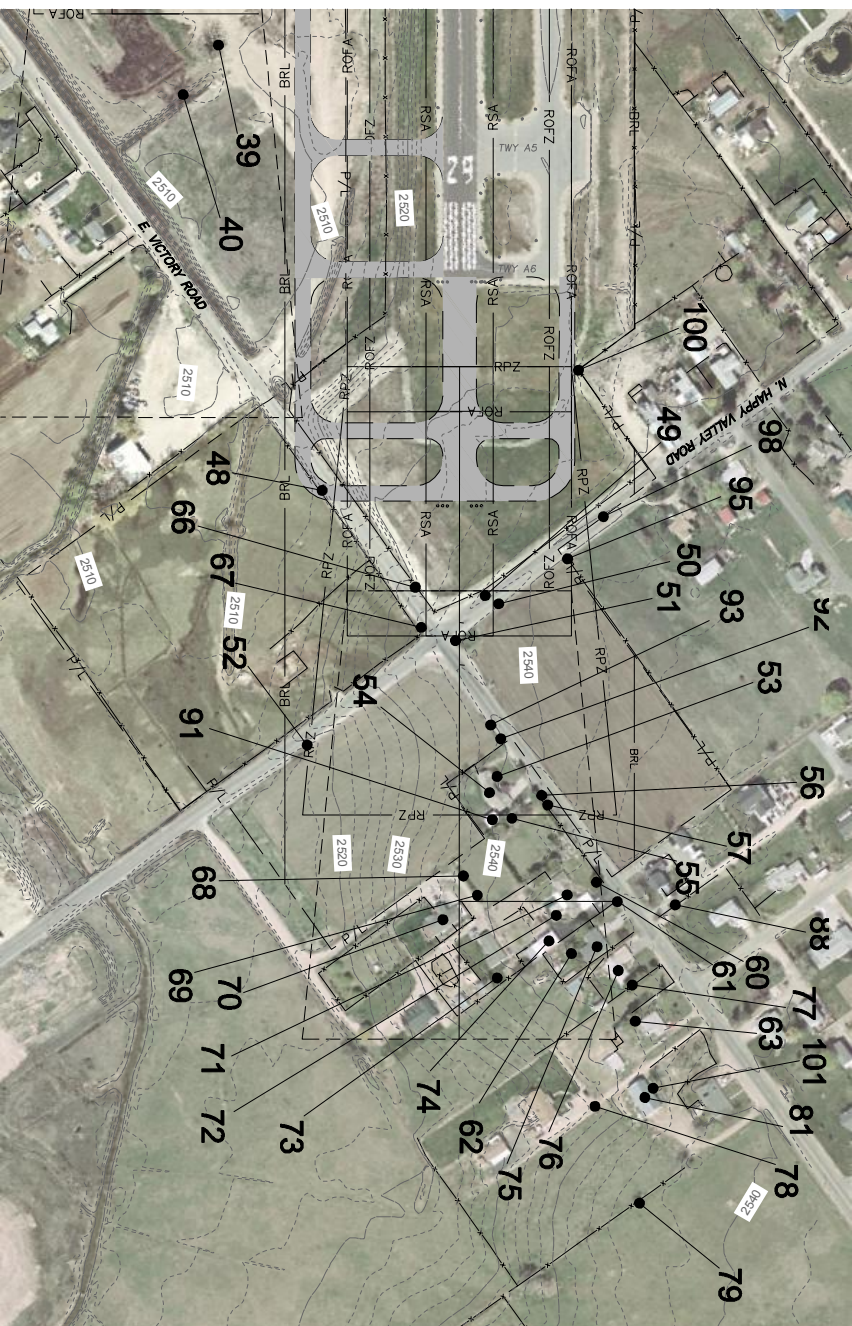
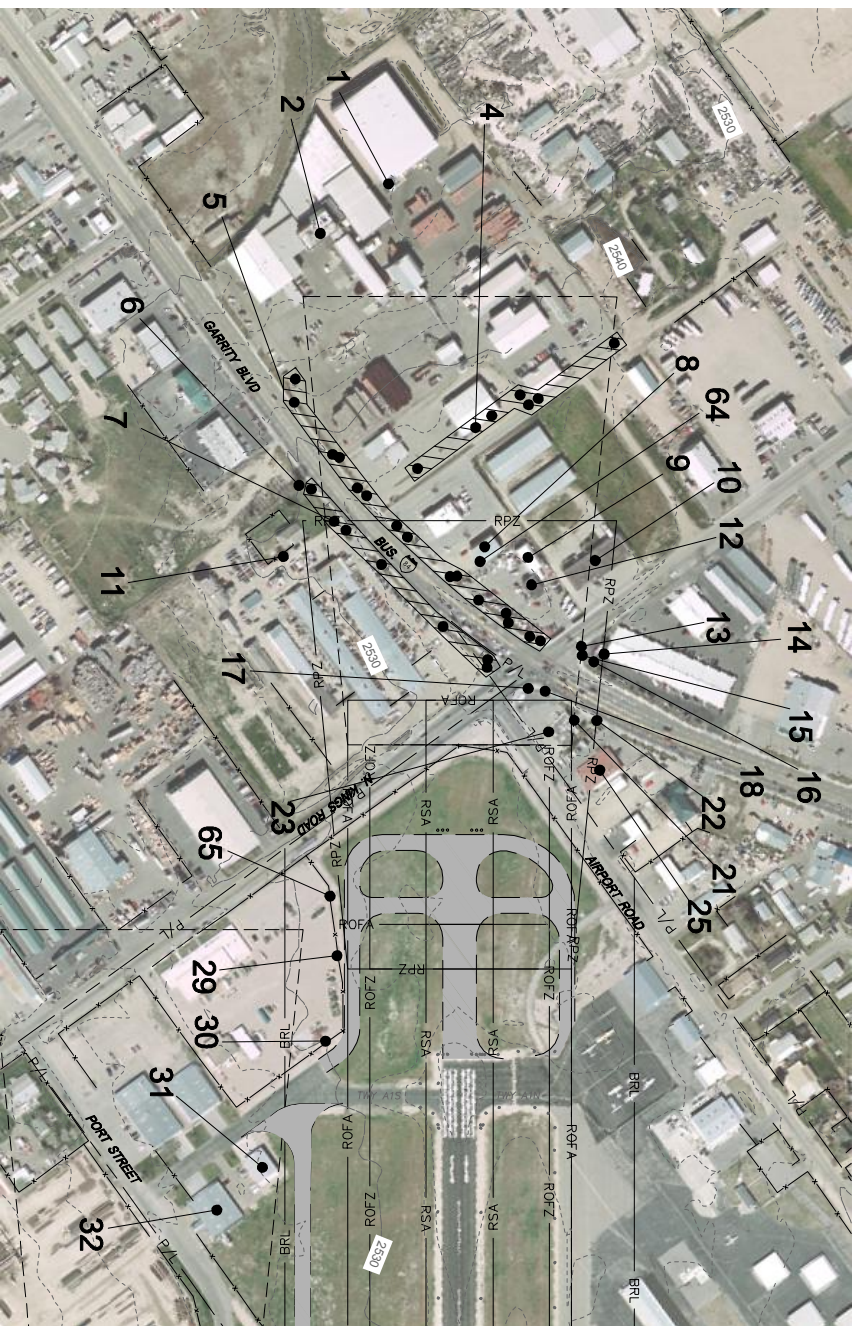


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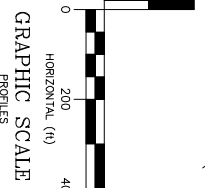


APPROACH SURFACE OBSTRUCTIONS RUNWAY END 11

No.	DESCRIPTION*	OBJECT ELEV.*	PENETRATION**	DISPOSITION OF OBSTRUCTIONS**
1	BUDG SIGN	2574.77	2	LIGHT
2	BUDG	2572.89	3	LIGHT
4	UTIL POLES	2570.52	14	LOWER
5	UTIL POLES	2569.29	18	LOWER
6	TREE	2560.7	4	TRIM
7	UTIL POLES	2566.33	15	LOWER
8	BUDG	2550.73	0	LIGHT
9	BUDG	2548.98	1	NONE
10	BUDG	2548.88	1	LIGHT
11	UTIL POLE	2550.47	0	NONE
12	BUDG	2548.98	2	LIGHT
13	LT POLE	2561.98	19	LOWER
15	TRAFIC LT	2557.12	15	LOWER
17	LT POLE	2559.29	19	LOWER
18	TRAFIC LT	2556.42	16	LOWER
21	UTIL POLE	2562.96	25	LOWER
23	BUDG	2548.4	11	LIGHT
64	BUDG	2549.02	18	LOWER/RELOCATE

APPROACH SURFACE OBSTRUCTIONS RUNWAY END 29

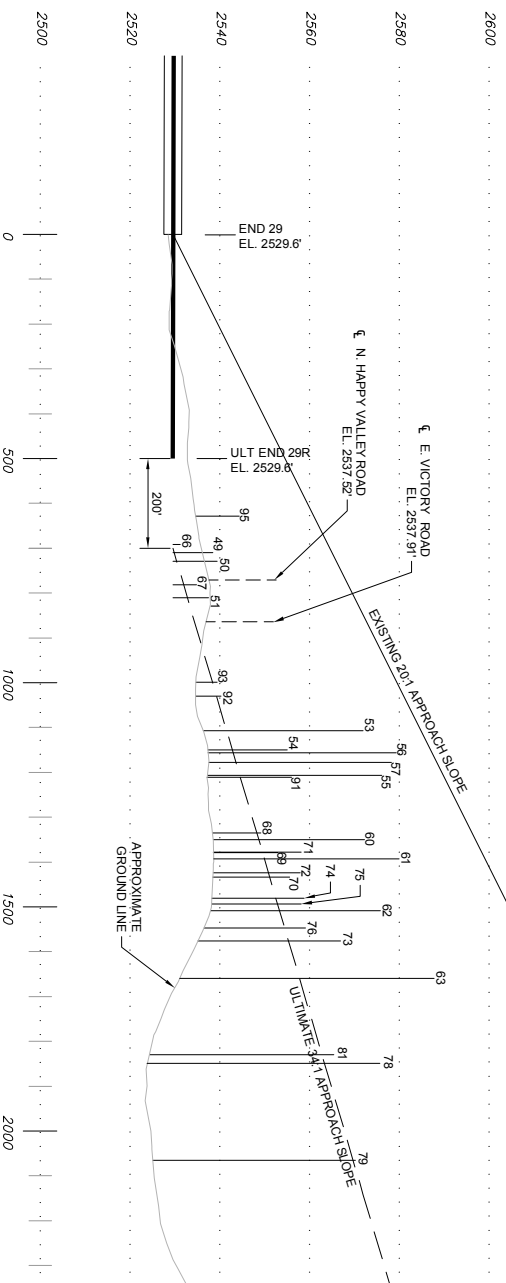
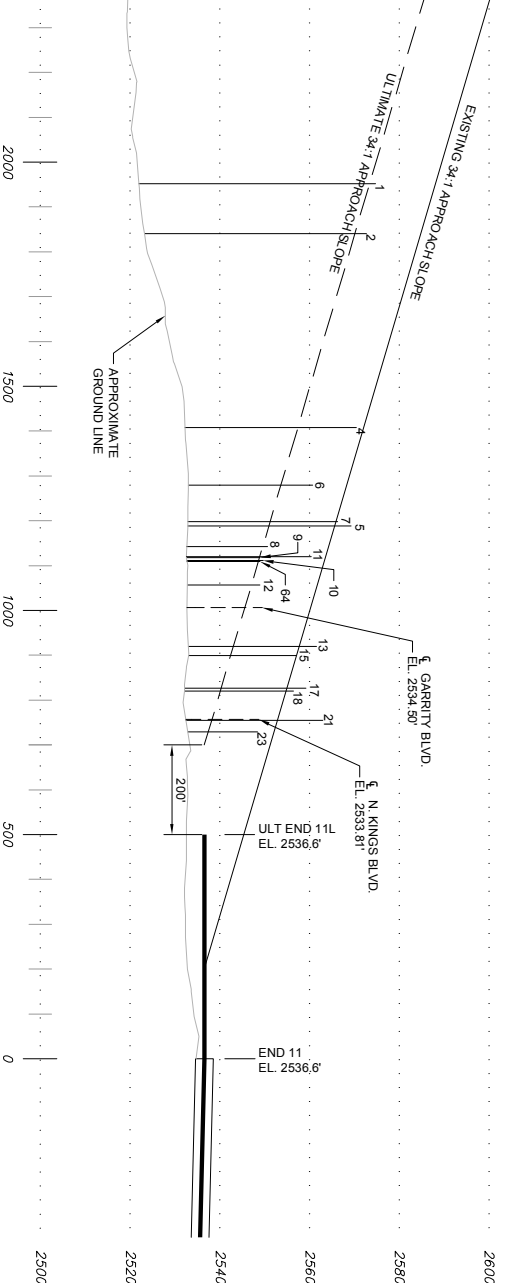
No.	DESCRIPTION*	OBJECT ELEV.*	PENETRATION**	DISPOSITION OF OBSTRUCTIONS**
491	VALLEY ROAD	2535.84	8	LOWER/RELOCATE
50	ROAD SIGN	2535.5	10	LOWER/RELOCATE
51	STOP SIGN	2537.57	5	LOWER/RELOCATE
53	TREES	2571.95	30	REMOVE
54	BUDG	2565.14	12	LIGHT/REMOVE
55	TREE	2575.17	31	REMOVE
56	UTIL POLE	2554.81	12	LOWER/RELOCATE
57	UTIL POLE	2575.29	34	LOWER/RELOCATE
60	TREE	2572.35	23	REMOVE
61	UTIL POLE	2580.04	30	LOWER/RELOCATE
62	TREE	2575.87	23	REMOVE
63	TREE	2587.85	30	TRIM/REMOVE
66	SIGN	2531.23	1	REMOVE/RELOCATE
67	SIGN	2534.91	3	LOWER/RELOCATE
68	TREE	2549.23	1	TRIM
69	TREE	2562.97	3	TRIM
70	BUDG	2555.51	5	LIGHT/REMOVE
71	BUDG	2554.18	6	LIGHT/REMOVE
72	BUDG	2544.97	4	LIGHT/REMOVE
73	TREE	2566.94	12	TRIM/REMOVE
74	BUDG	2565.88	6	LIGHT/REMOVE
75	BUDG	2564.18	5	LIGHT/REMOVE
76	BUDG	2559.11	4	LIGHT/REMOVE
78	UTIL POLE	2573.75	13	LOWER/RELOCATE
79	TREE	2570.28	0	TRIM
81	BUDG	2565.42	2	LIGHT/REMOVE
91	BUDG	2565.08	11	LIGHT/REMOVE
92	SIGN	2540.29	1	LOWER/RELOCATE
93	SIGN	2539.41	1	LOWER/RELOCATE
95	FENCE	2544.57	14	RELOCATE



EXISTING RWY 11-29 (ULTIMATE RWY 11L-29R)

Note: Objects penetrating the Transitional Surface are not included in Obstruction Tables and not shown in Profile for Garry.

1. 15' additional clearances mandated by FAR Part 77.



Note: NGS obstruction data was collected in accordance with FAA Area Navigation Approach (ANA-LPV) survey specifications. Vertical accuracy within 3' to 10' and horizontal accuracy within 20'.

Source: DTM Survey performed by 3D West, GeoTerra Mapping Group and dated 11-18-08. Kimley Horn and Associates analysis, November 2009.

EXISTING RWY 11-29 (ULTIMATE RWY 11L-29R)