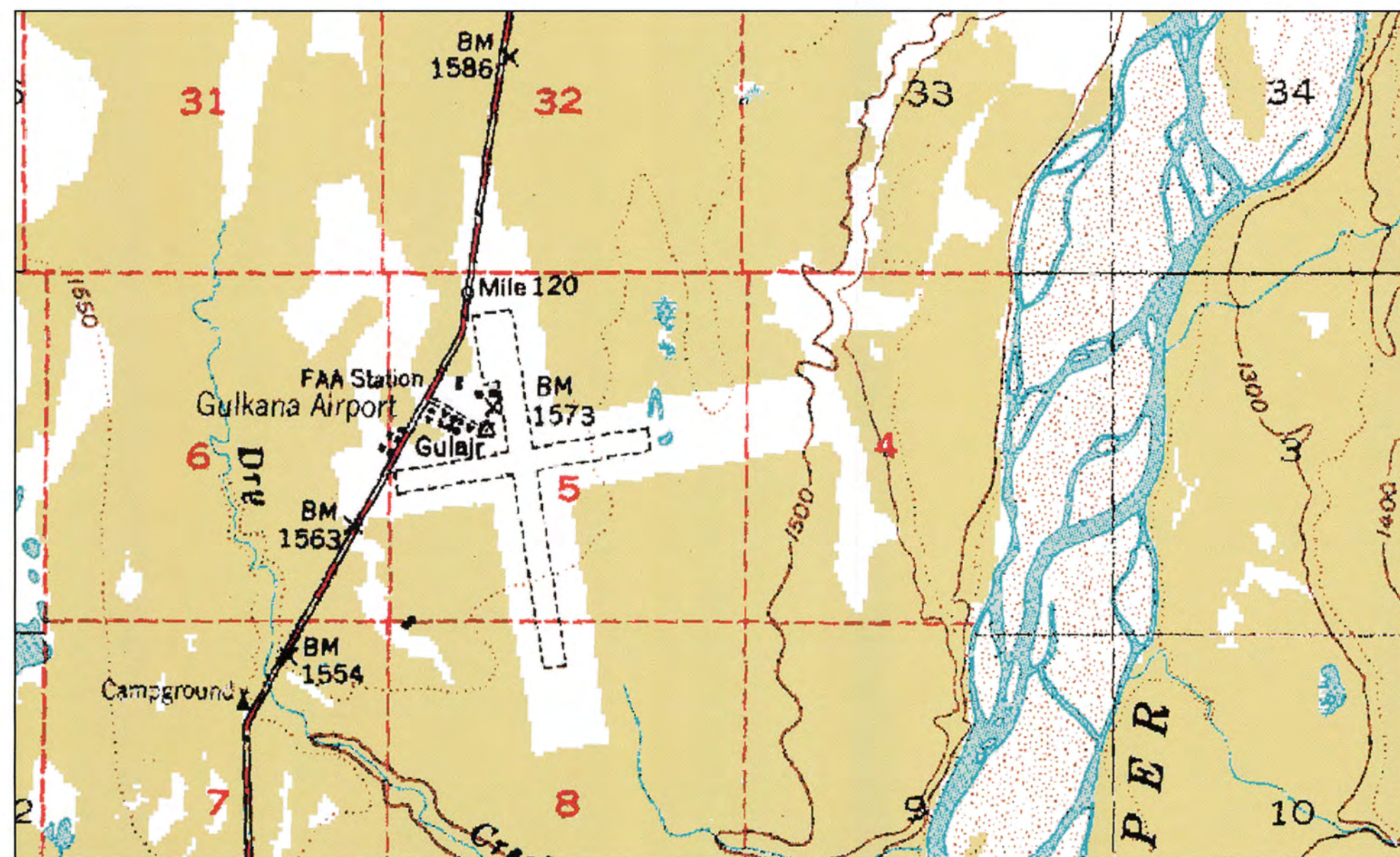


LOCATION MAP

GULKANA AIRPORT AIRPORT LAYOUT PLAN GULKANA, ALASKA



VICINITY MAP

| LEGEND | | |
|------------------------------------|----------|---------------------|
| | EXISTING | ULTIMATE |
| PROPERTY LINE | --- | --- |
| BUILDING RESTRICTION LINE (B.R.L.) | --- | --- |
| THRESHOLD LIGHTS | ••• | ••• |
| WIND CONE & SEGEMENTED CIRCLE | ⊕ | ⊕ |
| LIGHTING | * | * |
| ROADWAYS | == | == |
| AIRPORT REFERENCE POINT | ⊙ | ⊙ |
| PAPI | □ □ □ □ | SHORELINE/WATERLINE |
| REIL | ⊞ | LUMINAIRE |
| ANTENNA/TOWERS | ▽ | SURVEY MONUMENT |
| VASI | ⊞ | POWER LINE |
| AWOS | ⊞ | TELEPHONE LINE |
| ROTATING BEACON | ⊞ | EXISTING BUILDING |

| SHEET INDEX | |
|-------------|---|
| SHEET NO. | DESCRIPTION |
| 1 | COVER SHEET |
| 2 | AIRPORT DATA |
| 3 | EXISTING AND ULTIMATE LAYOUT |
| 4 | TERMINAL PLAN |
| 5 | INNER PORTION APPROACH SURFACE RUNWAY 15L-33R |
| 6 | INNER PORTION APPROACH SURFACE RUNWAY 15R-33L |
| 7 | CENTER PROFILE |
| 8 | AIRSPACE PLAN |

DESIGN CFJ
DRAWN KC/RA
CHECKED CFJ

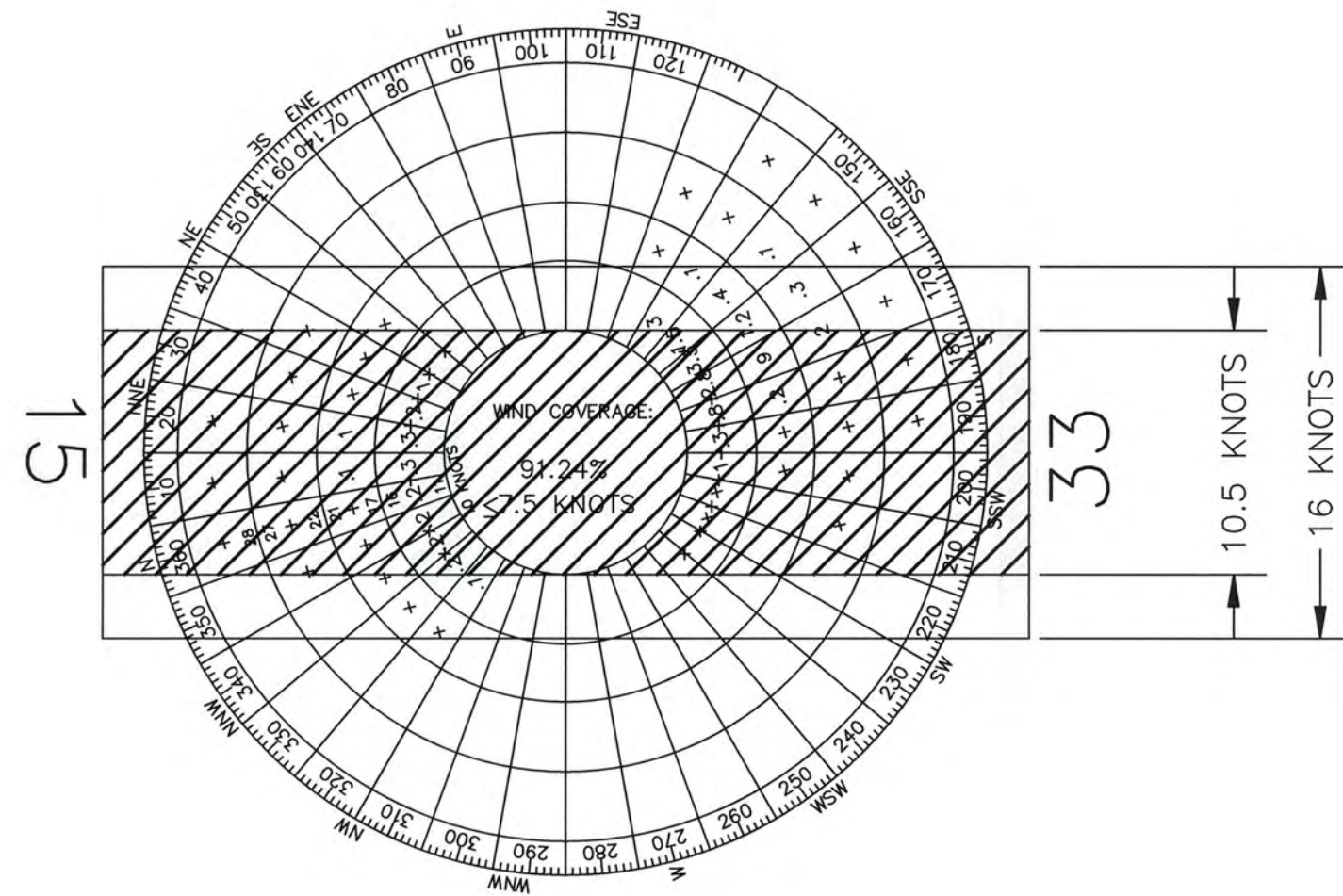
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION-AVIATION
APPROVED: *Albert M.L. Beck* DATE 9/6/19
ALBERT M.L. BECK, P.E. PROJECT DELIVERY LEAD

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO
ALP APPROVAL LETTER DATED 08/07/2013
FAA AIRSPACE REVIEW NUMBER: 2000-AAL-123-NRA
AS-BUILT - PJ DATE 12/27/18
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-

| BY | DATE | REVISIONS |
|----|--------|-----------|
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GULKANA AIRPORT
GULKANA, ALASKA
COVER SHEET

SHEET 1 OF 8



WIND ROSE

10.5 KNOTS
16 KNOTS

WIND DATA

PERCENT WIND COVERAGE

10.5 KNOTS = 97.34 % (ARC A-I)
 16 KNOTS = 99.85 % (ARC B-III)
 WIND DATA PERIOD:
 JANUARY 2000 - JANUARY 2009

SOURCE:

NATIONAL OCEANIC ATMOSPHERIC ADMINISTRATION
 NATIONAL CLIMATIC DATA CENTER (NCDC) 2013.

WEATHER DATA

% OF V.F.R.
 (CLASS 1) WEATHER = 89.5
 % OF I.F.R.
 (CLASS 2) WEATHER = 10.5

WEATHER DATA SOURCE: US
 DEPARTMENT OF COMMERCE NOAA
 ENVIRONMENTAL DATA SERVICE
 ASHVILLE, N.C.

WEATHER DATA PERIOD:
 2000-2009

| AIRPORT DATA | | |
|--|--|--------------------------|
| | EXISTING | ULTIMATE |
| AIRPORT ELEVATION (MSL) | 1586.1 | 1586.1 |
| AIRPORT REFERENCE CODE | B-II | B-III |
| MEAN MAX. DAILY TEMP. HOTTEST MONTH (JULY) | 68.5° F | 68.5° F |
| TAXIWAY LIGHTING | MI | MI |
| RAMP LIGHTING | NONE | NONE |
| AIRPORT AND TERMINAL NAVAIDS | VORTAC NDB VHF/DF . VASI | VORTAC NDB VHF/DF . VASI |
| COMMUNICATION AIDS | RCO | RCO |
| AIRPORT REFERENCE POINT (ARP) (NAD83) | LAT. 62°09'15.61"N LONG. 145°27'19.05"W | SAME |
| THRESHOLD 33R (NAD83) | LAT. 62°08'53.52"N LONG. 145°27'07.40"W | SAME |
| THRESHOLD 15L (NAD 83) | LAT. 62°09'42.15"N LONG. 145°27'23.80W | SAME |
| THRESHOLD 33L (NAD83) | LAT. 62°08'59.59"N LONG. 145°27'22.76"W | SAME |
| THRESHOLD 15R (NAD83) | LAT. 62°09'21.96"N LONG. 145°27'30.31"W | SAME |

| NON-STANDARD CONDITIONS | | | |
|------------------------------|----------|---------------|---------------|
| | STANDARD | EXISTING | ULTIMATE |
| NPS FUEL STORAGE INSIDE BRL | NONE | 137+75 767'LT | RELOCATED |
| NPS OFFICE/HANGER INSIDE BRL | NONE | 138+12 870'LT | 138+12 870'LT |
| SEE NOTE 1 | NONE | | |

| | 15L/33R | | 15R/33L | |
|-----------------------------|------------------|------------------|-----------------|-----------------|
| | EXISTING | ULTIMATE | EXISTING | ULTIMATE |
| RUNWAY REFERENCE CODE | B-II | B-III | A-I EXCLUSIVELY | A-I EXCLUSIVELY |
| RUNWAY DESIGN CODE | B-II | B-III | A-I EXCLUSIVELY | A-I EXCLUSIVELY |
| EFFECTIVE GRADIENT | 0.80% | 0.80% | 0.76% | 0.76% |
| % WIND COVERAGE (10.5 Kts) | 98.0% | 98.0% | 98.0% | 98.0% |
| RUNWAY VISIBILITY | NON-PRECISION | NON-PRECISION | VISUAL | VISUAL |
| RUNWAY SURFACE TYPE | ASPHALT | ASPHALT | GRAVEL | GRAVEL |
| PAVEMENT STRENGTH | T190 | T190 | - | - |
| APPROACH SURFACES | 34:1 | 34:1 | 20:1 | 20:1 |
| RUNWAY LIGHTING | MIRL | MIRL | NONE | MIRL |
| RUNWAY MARKING | NPI | NPI | VISUAL | VISUAL |
| APPROACH AIDS | VASI | VASI | VISUAL | VISUAL |
| R/W DIMENSIONS | 5000'x100' | 5000'x100' | 2300'x60' | 2300'x60' |
| R/W SAFETY AREA | 6200'x300' | 6200'x300' | 2780'x120' | 2780'x120' |
| R/W OBJECT FREE AREA (ROFA) | 7000'x500' | 7000'x800' | 2780'x250' | 2780'x250' |
| T/W DIMENSIONS | AS SHOWN | AS SHOWN | AS SHOWN | AS SHOWN |
| OFZ WIDTH | 400 | 400 | 250 | 250 |
| OFZ BEYOND R/W END | 200 | 200 | 200 | 200 |
| RPZ DIMENSIONS | 1700'x1010'x500' | 1700'x1010'x500' | 1000'x450'x250' | 1000'x450'x250' |
| TOUCHDOWN ELEVATION | 1577.61' MSL | | 1566.94' MSL | |

MODIFICATION TO STANDARD:

RUNWAY SEPARATION DISTANCE APPROVED BY AIRSPACE
 CERTIFICATION # 2000-AAL-123-NRA

NOTES:

- AIRSPACE PENETRATIONS ARE SHOWN ON SHEET 8.
- NO THRESHOLD SITING SURFACE PENETRATIONS ON ULTIMATE LAYOUT.
- NO OFZ OBJECT PENETRATION.

| AIRPORT SURVEY CONTROL | | | | | | | | |
|---|--------------|---------------|------------|------------|-----------|-----------|-----------|-----------------------------------|
| NAD83 ALASKA STATE PLANE ZONE 3 (FT) NAVD88 | | | | | | | | |
| POINT | LATITUDE (N) | LONGITUDE (W) | NORTHING | EASTING | ELEVATION | R/W STA. | OFFSET | DESCRIPTION |
| 602 | 62°08'48.47" | 145°27'05.71" | 2977046.01 | 1734230.30 | 1539.80 | 104+80.99 | 0.00' RT. | CENTERLINE MONUMENT |
| 601 | 62°09'01.47" | 145°27'10.09" | 2978364.14 | 1734010.95 | | 118+17.47 | 0.02' LT. | FD 2 1/2" BRASS CAP MONUMENT |
| 604 | 62°09'41.85" | 145°27'23.71" | 2982459.41 | 1733329.52 | | 159+69.74 | 0.06' LT. | DOT: FD 2 1/2" BRASS CAP MONUMENT |
| 603 | 62°09'55.66" | 145°27'28.37" | 2983859.57 | 1733096.62 | | 173+89.38 | 0.00' RT. | FD 2 1/2" BRASS CAP MONUMENT |

DESIGN CFJ

DRAWN KC/RA

CHECKED CFJ

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION-AVIATION
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 ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

| BY | DATE | NO. | REVISIONS | FAA |
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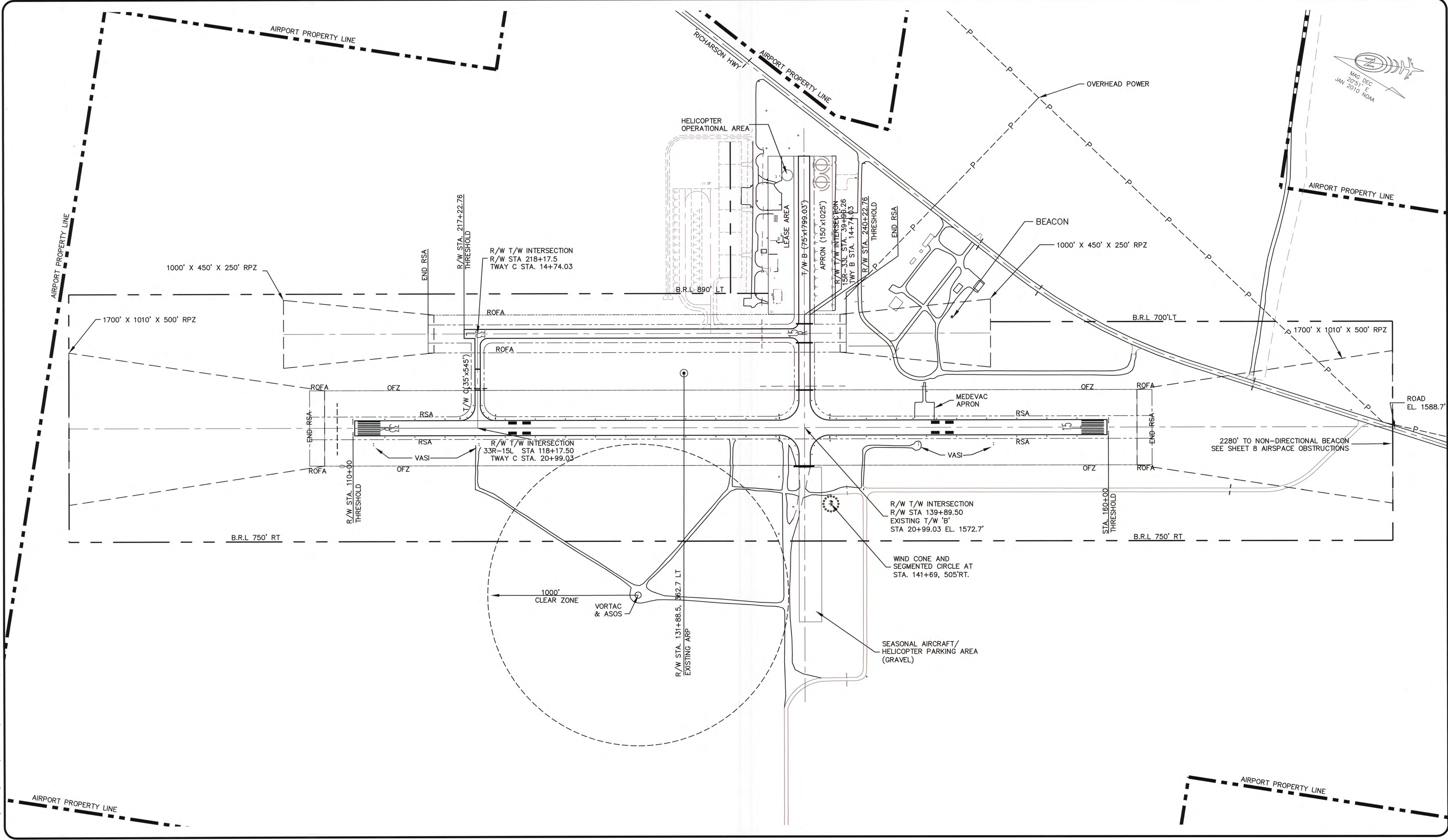
| BY | DATE | NO. | REVISIONS | FAA |
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GULKANA AIRPORT
 GULKANA, ALASKA
 AIRPORT DATA

SHEET
 2 OF
 8

9/5/2019 1:59 PM

PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
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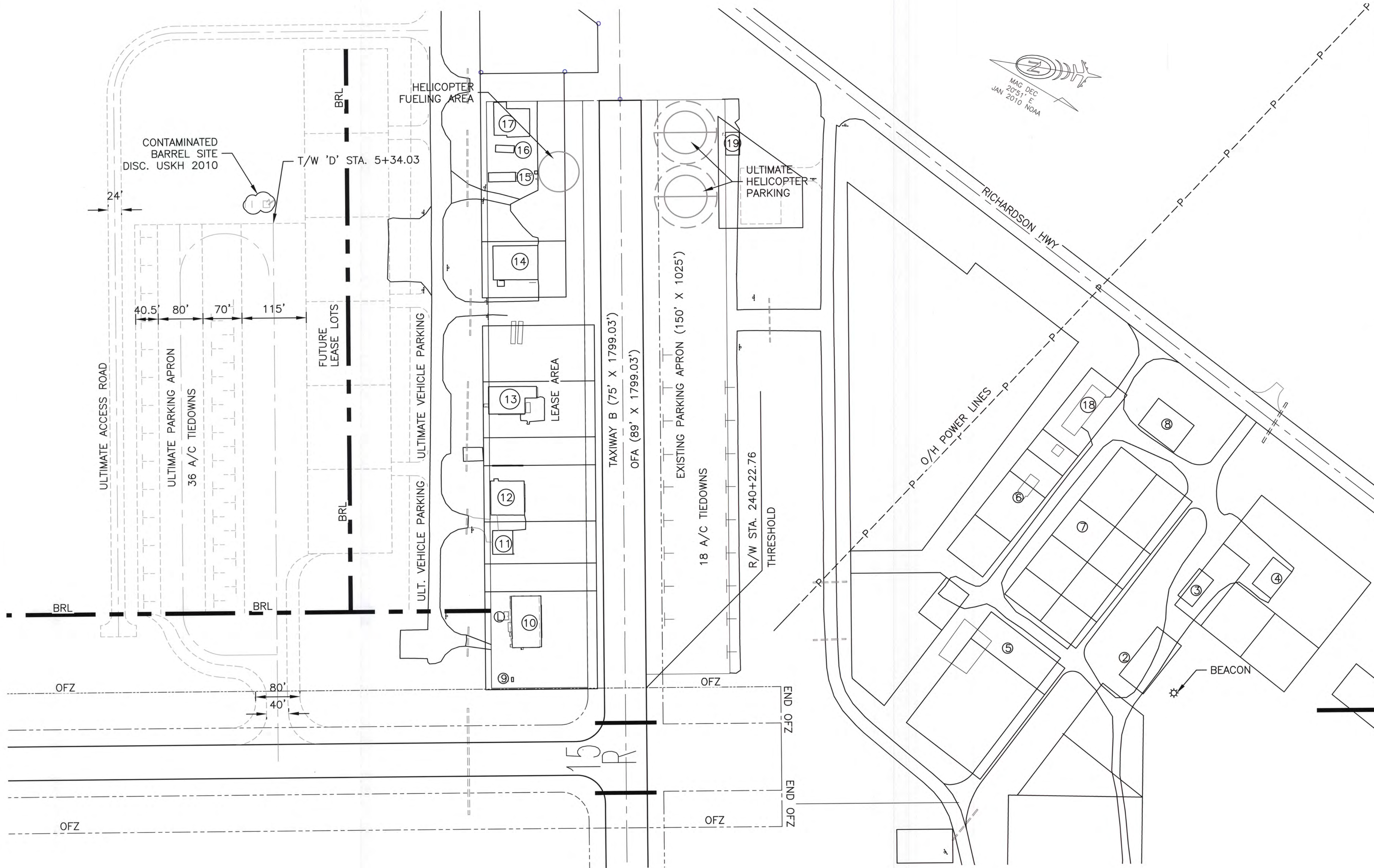
STATE OF ALASKA
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| BY | DATE | NO. | REVISIONS | FAA |
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GULKANA AIRPORT
 GULKANA, ALASKA
 EXISTING AND ULTIMATE LAYOUT

SHEET 3 OF 8



| NO. | FACILITY | BUILDING ELEVATION |
|-----|-----------------------------------|--------------------|
| 1 | | |
| 2 | FAA FACILITY FOUNDATION REMAINS | 1595.7 |
| 3 | DOT/PF EQUIPMENT STORAGE | 1610.0 |
| 4 | EQUIPMENT STORAGE | 1606.5 |
| 5 | FAA FACILITY FOUNDATION REMAINS | |
| 6 | FAA FACILITY FOUNDATION REMAINS | |
| 7 | FAA FACILITY FOUNDATION REMAINS | |
| 8 | FAA FACILITY FOUNDATION REMAINS | |
| 9 | NPS FUEL STORAGE | |
| 10 | NPS OFFICE/HANGAR | 1590.4 |
| 11 | SEND INT'L OF AK HANGAR | 1585.7 |
| 12 | AIR SERVICE HANGAR | 1599.1 |
| 13 | GULKANA AIR SERVICE HANGAR/OFFICE | 1597.5 |
| 14 | FACILITY | |
| 15 | ELLIS AIR TAXI OFFICE | |
| 16 | ELLIS AIR TAXI UTILITY | |
| 17 | ELLIS AIR TAXI HANGAR | |
| 18 | FAA FACILITY FOUNDATION REMAINS | |
| 19 | SNOW REMOVAL EQUIPMENT BUILDING | |

SOURCE: 2006-2009 OBSTRUCTION SURVEY, R&M CONSULTANTS

DESIGN CFJ
 DRAWN KC/RA
 CHECKED CFJ

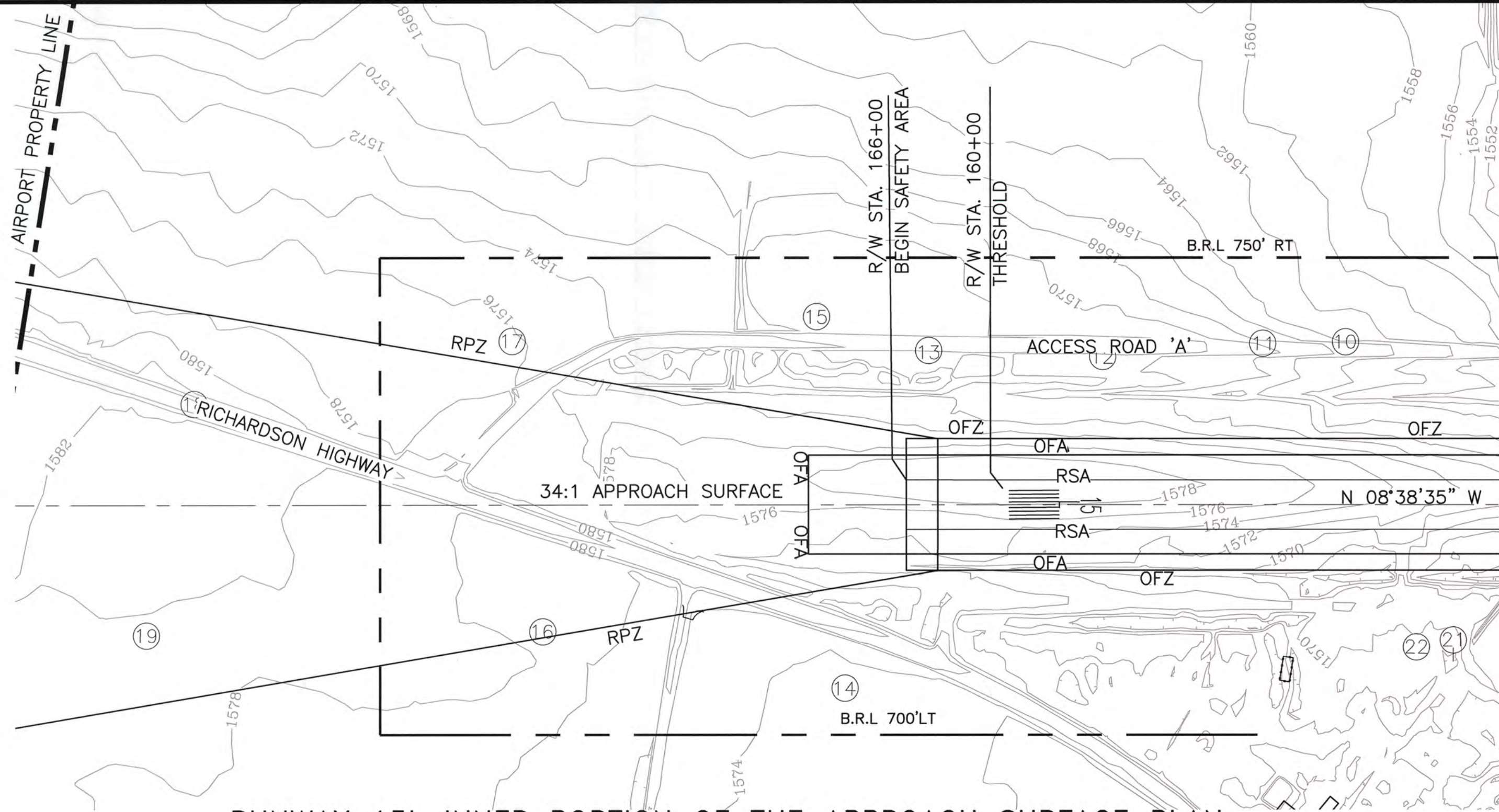
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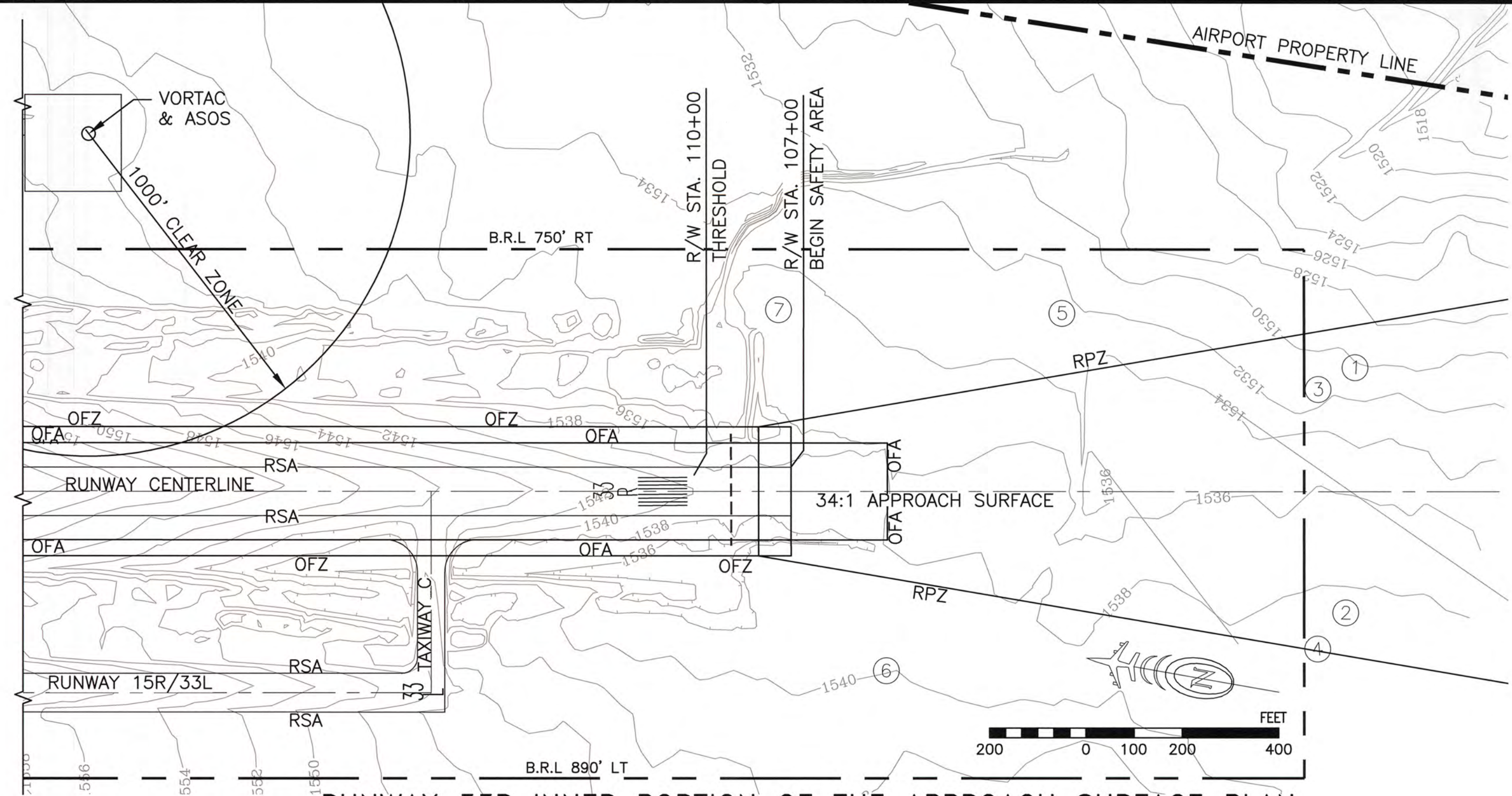
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GULKANA AIRPORT
 GULKANA, ALASKA
 TERMINAL PLAN

SHEET
 4 OF
 8



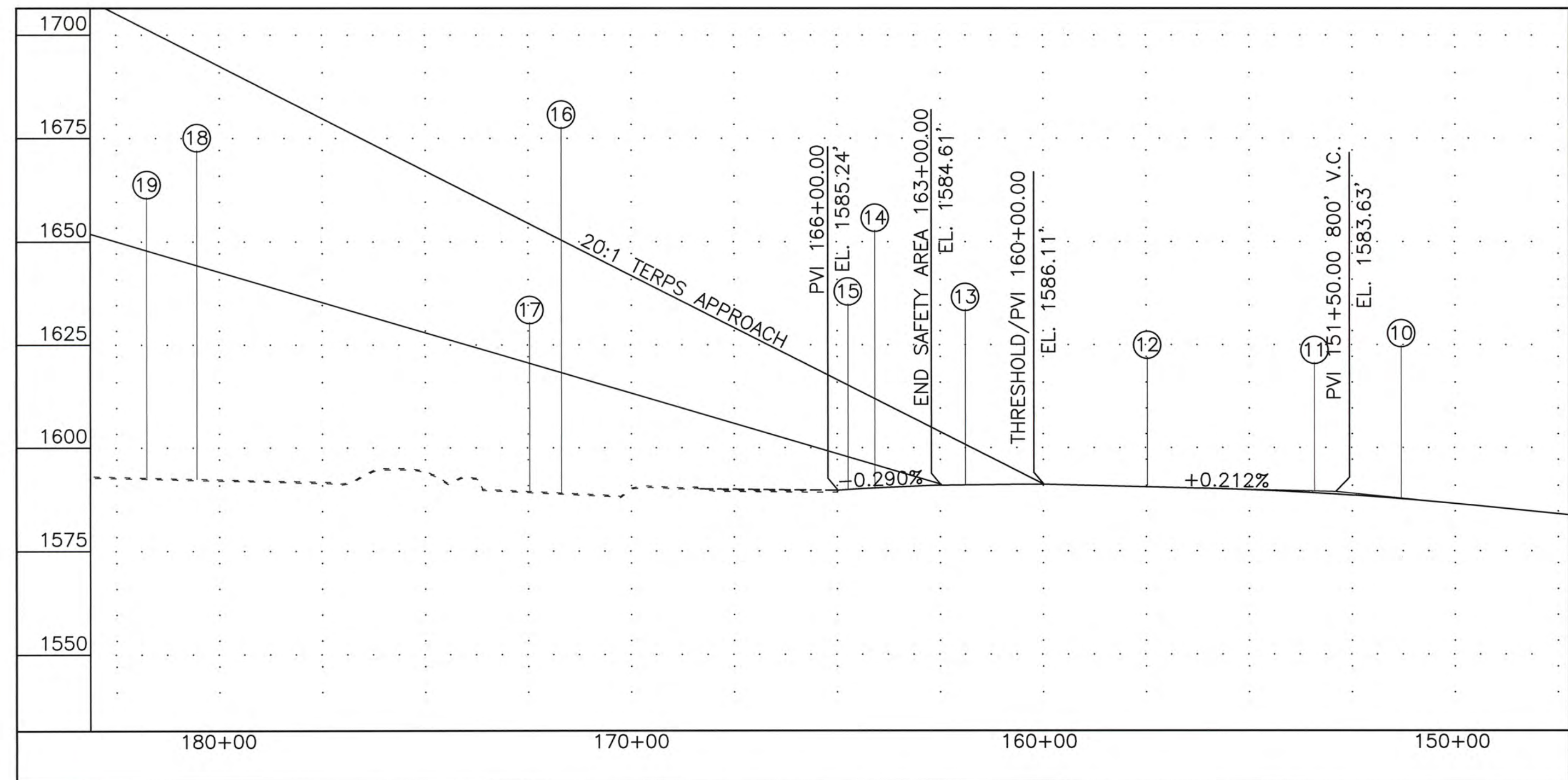
RUNWAY 15L INNER PORTION OF THE APPROACH SURFACE PLAN



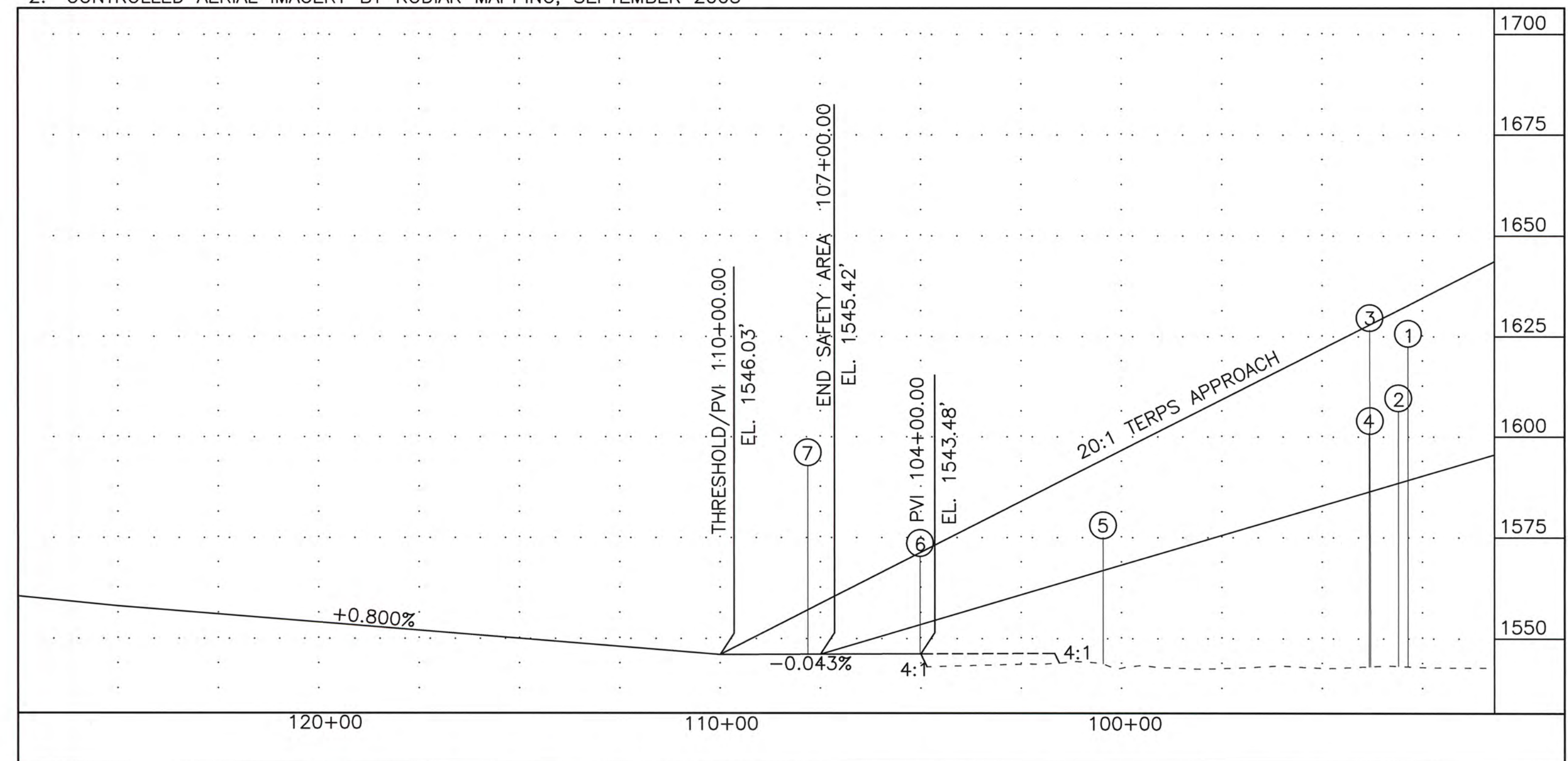
RUNWAY 33R INNER PORTION OF THE APPROACH SURFACE PLAN

NOTES:

1. OBSTRUCTION SURVEY CONDUCTED BY R&M CONSULTANTS UNDER CONTRACT TO AK DEPT. TRANSPORTATION AND PUBLIC FACILITIES, SEPTEMBER 2009.
2. CONTROLLED AERIAL IMAGERY BY KODIAK MAPPING, SEPTEMBER 2005



RUNWAY 15L INNER PORTION OF THE APPROACH SURFACE PROFILE



RUNWAY 33R INNER PORTION OF THE APPROACH SURFACE PROFILE

| | |
|---------|-------|
| DESIGN | CFJ |
| DRAWN | KC/RA |
| CHECKED | CFJ |

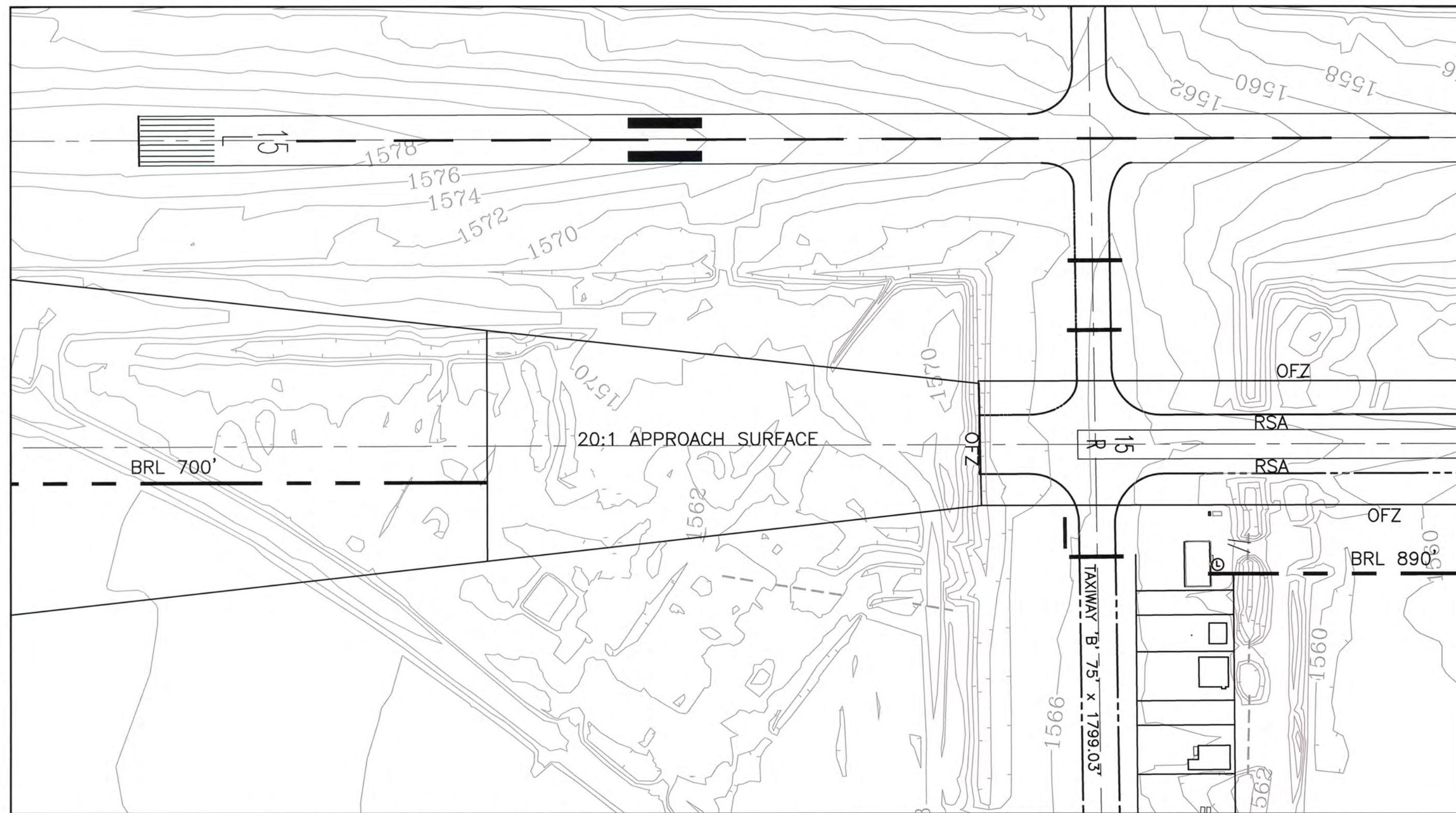
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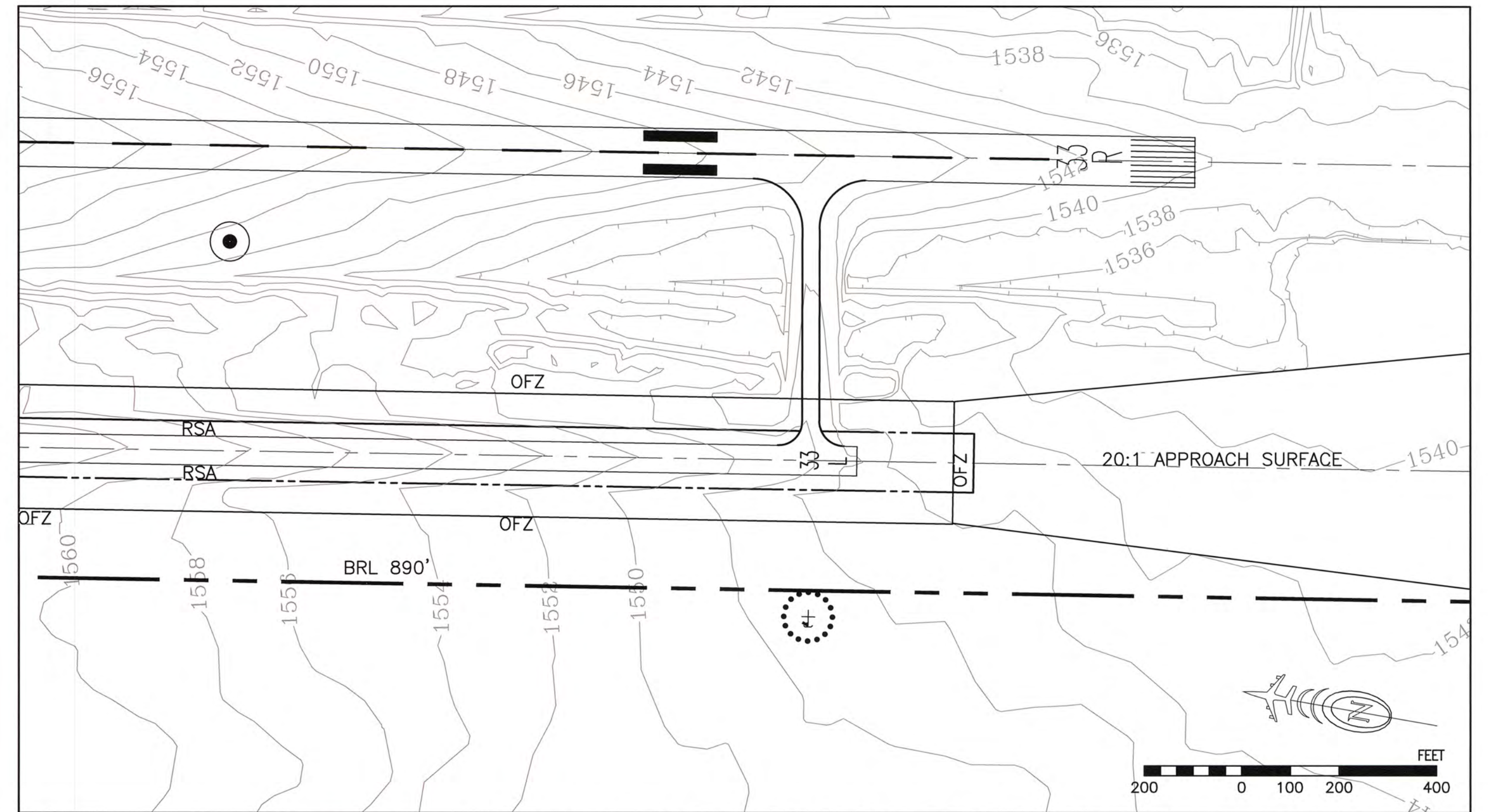
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| BY | DATE | NO. | REVISIONS | FAA |
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GULKANA AIRPORT
 GULKANA, ALASKA
 INNER PORTION APPROACH SURFACE RUNWAY 15L-33R



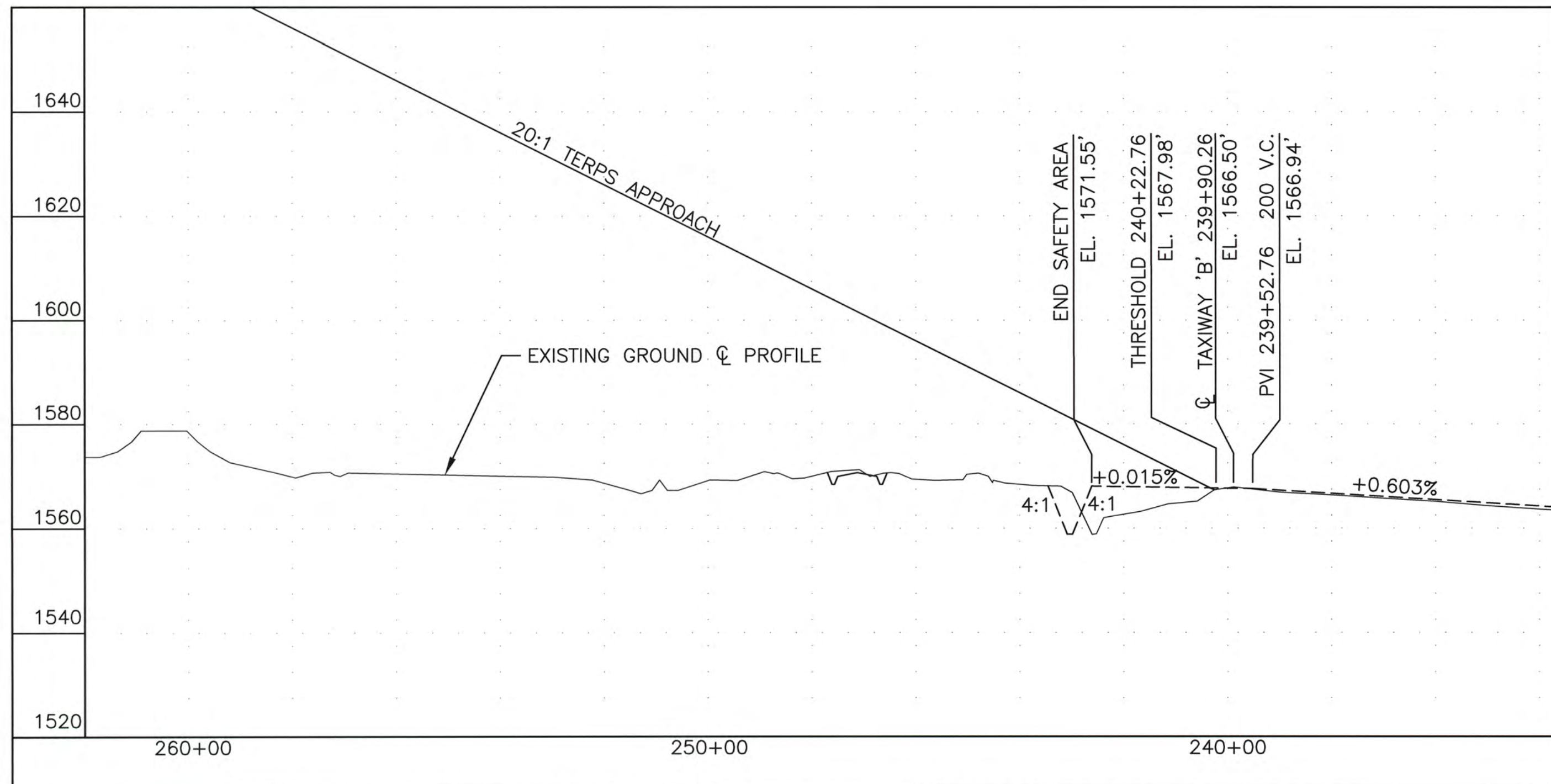
RUNWAY 15R INNER PORTION OF THE APPROACH SURFACE PLAN



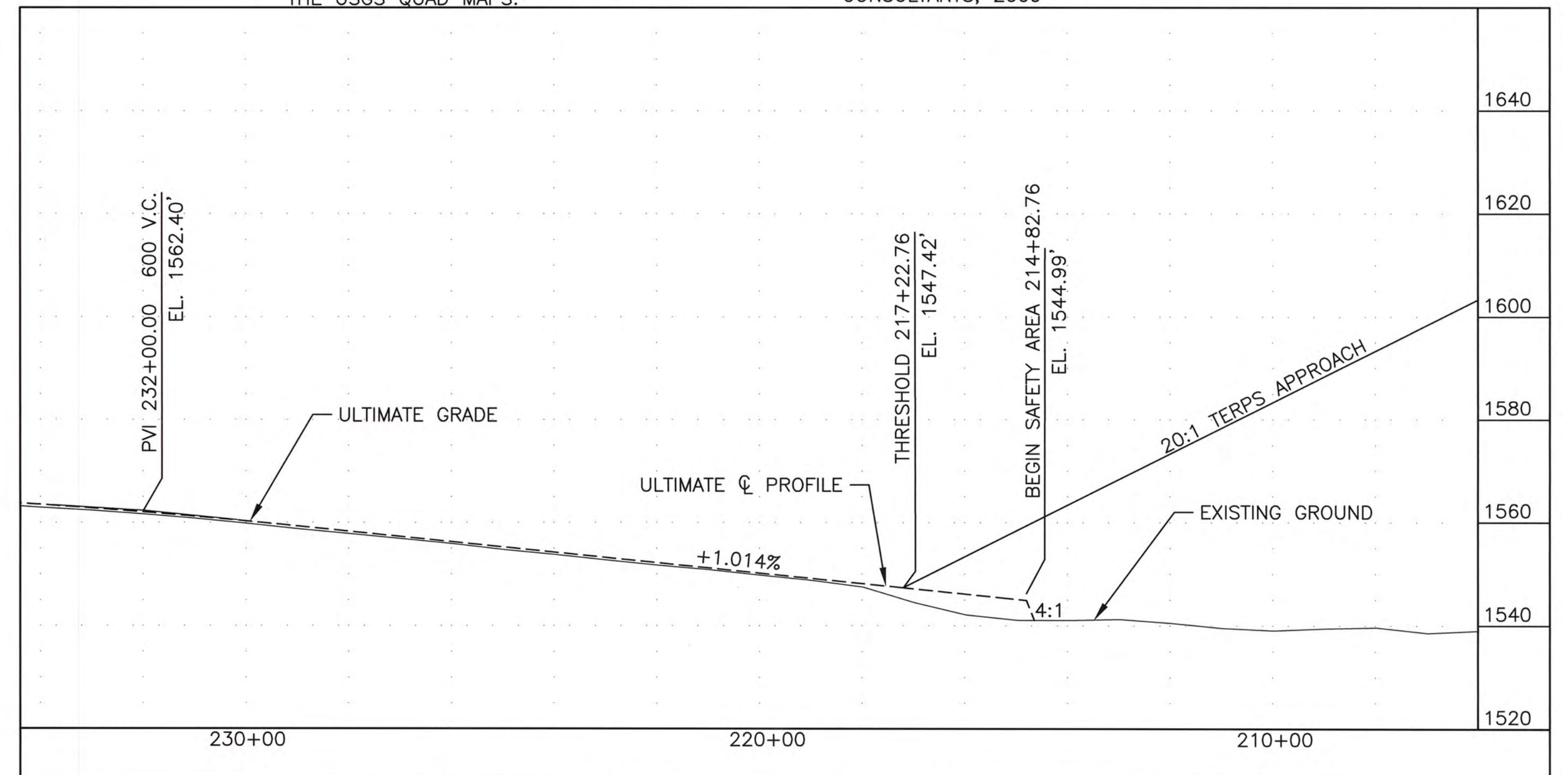
RUNWAY 33L INNER PORTION OF THE APPROACH SURFACE PLAN

NOTE:

- MAPPING SHOWN IS COMBINATION OF CONTROLLED AERIAL PHOTOGRAPHY FROM KODIAK MAPPING, 2005. CONTOUR INFORMATION FROM THE USGS QUAD MAPS.
- AIRSPACE PENETRATIONS ARE SHOWN ON SHEET 8 OF 8.
- OBSTRUCTION SURVEY CONDUCTED BY R&M CONSULTANTS, 2009



RUNWAY 15R INNER PORTION OF THE APPROACH SURFACE PROFILE



RUNWAY 33L INNER PORTION OF THE APPROACH SURFACE PROFILE

| | |
|---------|-------|
| DESIGN | CFJ |
| DRAWN | KC/RA |
| CHECKED | CFJ |

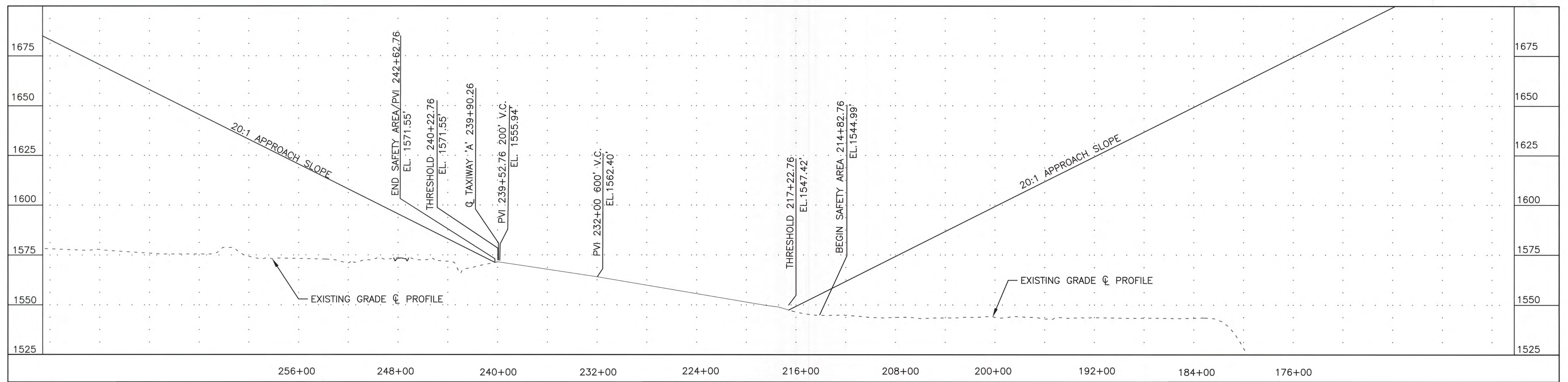
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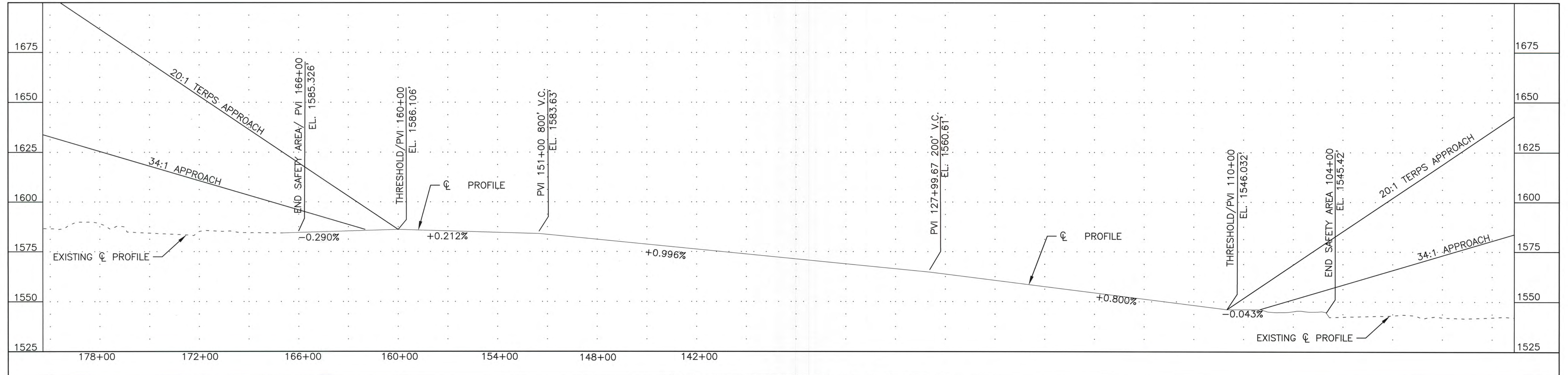
GULKANA AIRPORT
 GULKANA, ALASKA
 INNER PORTION APPROACH SURFACE RUNWAY 15R-33L



RUNWAY 15R/33L CENTERLINE PROFILE

NOTES:

1. AIRSPACE PENETRATIONS ARE SHOWN ON SHEET 8 OF 8.
2. SEE SHEET 4 AND 5 FOR INNER APPROACH PLAN AND PROFILE DETAILS.
3. THE EXISTING GROUND PROFILE ALONG THE EXTENDED RUNWAY CENTERLINE REPRESENTS THE COMPOSITE PROFILE BASED ON THE HIGHEST TERRAIN ACROSS THE WIDTH AND ALONG THE LENGTH OF THE APPROACH SURFACE.



RUNWAY 15L/33R CENTERLINE PROFILE

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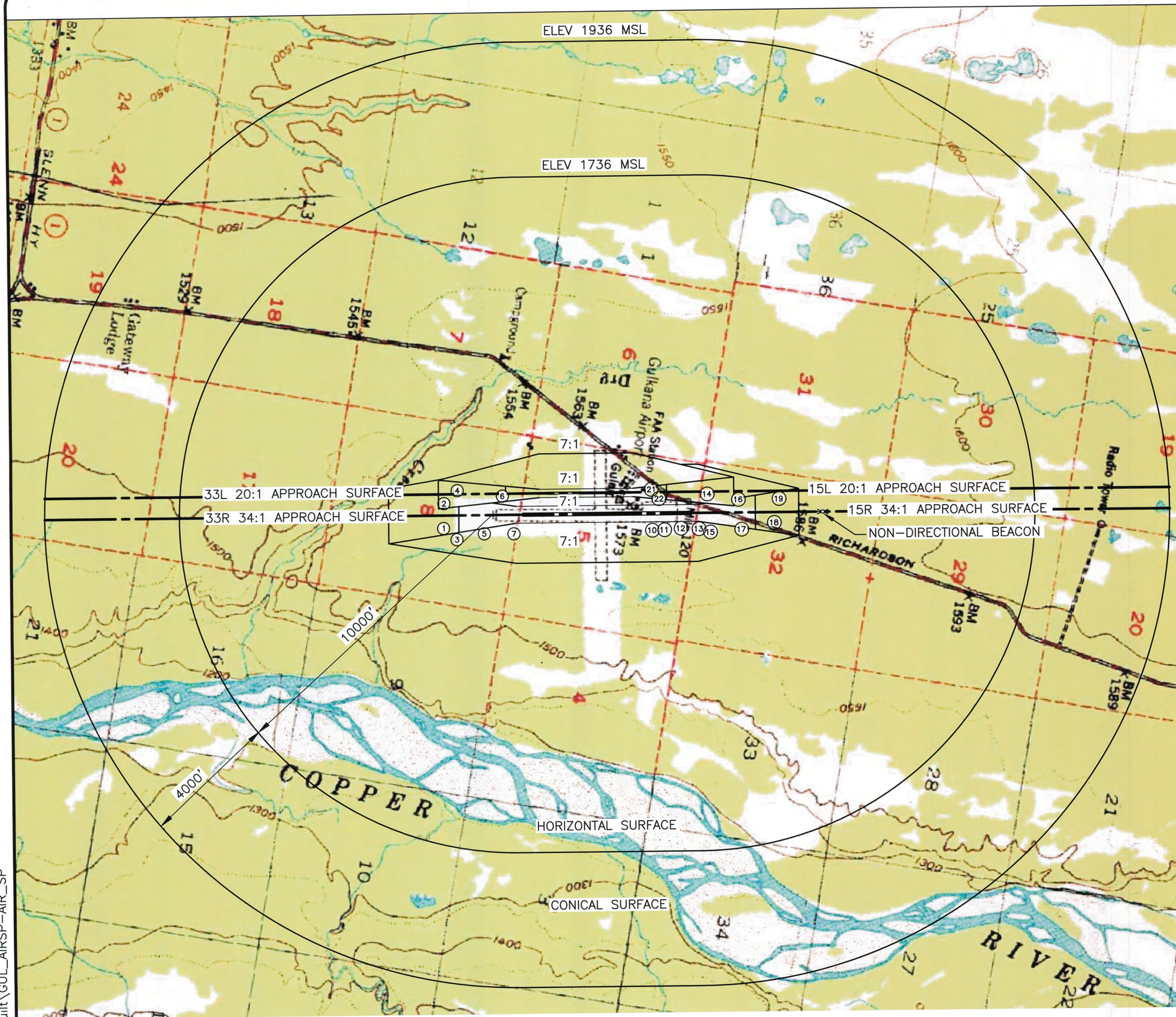
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GULKANA AIRPORT
 GULKANA, ALASKA
 CENTER PROFILE

SHEET
 7 OF
 8



AIRSPACE MAP

AIRSPACE OBSTRUCTIONS

| NO. | OBSTRUCTION | R/W STA. | OFFSET | ELEV. | PENETRATION | | | |
|-----|-------------|-----------|---------|-------|-------------|---------|--------------|---------|
| | | | | | 33R/15 L | SURFACE | 33L/15R | SURFACE |
| 1 | TREE | 89+43.31 | 383.59' | RT. | 1637.6' | 36.96 | APPROACH | |
| 2 | TREE | 89+72.01 | 377.50' | LT. | 1618.3' | 18.50 | APPROACH | |
| 3 | TREE | 90+57.99 | 316.19' | RT. | 1642.7' | 45.43 | APPROACH | |
| 4 | TREE | 90+59.85 | 489.96' | LT. | 1611.9' | 14.69 | APPROACH | |
| 5 | TREE | 98+55.23 | 551.68' | RT. | 1603.8' | 7.11 | TRANSITIONAL | |
| 6 | TREE | 104+02.26 | 557.15' | LT. | 1610.5' | 17.42 | TRANSITIONAL | |
| 7 | TREE | 107+36.97 | 562.62' | RT. | 1591.9' | 0.70 | TRANSITIONAL | |
| 8 | REMOVED | | | | | | | |
| 9 | REMOVED | | | | | | | |
| 10 | TREE | 149+59.11 | 493.31' | RT. | 1626.3' | 9.36 | TRANSITIONAL | |
| 11 | TREE | 152+11.43 | 488.83' | RT. | 1621.4' | 3.35 | TRANSITIONAL | |
| 12 | TREE | 156+98.95 | 448.82' | RT. | 1622.9' | 9.01 | TRANSITIONAL | |
| 13 | TREE | 162+28.91 | 467.55' | RT. | 1636.9' | 19.49 | TRANSITIONAL | |
| 14 | TREE | 164+92.33 | 594.39' | LT. | 1659.9' | 22.27 | TRANSITIONAL | |
| 15 | TREE | 165+70.37 | 570.35' | RT. | 1639.8' | 4.98 | TRANSITIONAL | |
| 16 | TREE | 174+05.61 | 387.26' | LT. | 1689.9' | 68.36 | APPROACH | |
| 17 | TREE | 174+98.24 | 495.57' | RT. | 1635.4' | 3.86 | TRANSITIONAL | |
| 18 | TREE | 184+67.83 | 304.99' | RT. | 1683.1' | 30.32 | APPROACH | |
| 19 | TREE | 186+13.84 | 399.41' | LT. | 1669.5' | 12.43 | APPROACH | |
| 20 | REMOVED | | | | | | | |
| 21 | POLE | 246+31.69 | 147.90' | RT. | 1595.0' | 0.29 | APPROACH | |
| 22 | ANT | 247+43.83 | 191.71' | RT. | 1603.7' | 1.30 | TRANSITIONAL | |

MAIN RUNWAY:

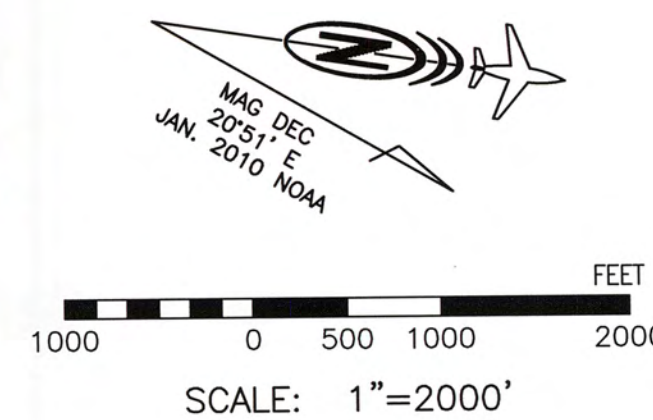
RUNWAY 15L THRESHOLD ELEVATION = 1586.11
 RUNWAY 33R THRESHOLD ELEVATION = 1546.03

GRAVEL/SKI RUNWAY:

RUNWAY 15R THRESHOLD ELEVATION = 1567.98
 RUNWAY 33L THRESHOLD ELEVATION = 1547.42

NOTES:

1. OBSTRUCTION SURVEY CONDUCTED BY R&M CONSULTANTS, SEPTEMBER 2009.
2. CONTROLLED AERIAL MAPPING BY KODIAK MAPPING, 2005.
3. NON-DIRECTIONAL BEACON LOCATED ON AIRPORT PROPERTY



DESIGN CFJ
 DRAWN KC/RA
 CHECKED CFJ

STATE OF ALASKA
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GULKANA AIRPORT
 GULKANA, ALASKA
 AIRSPACE PLAN

SHEET
 8 OF
 8