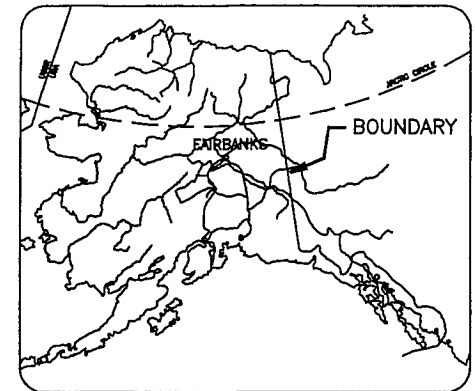
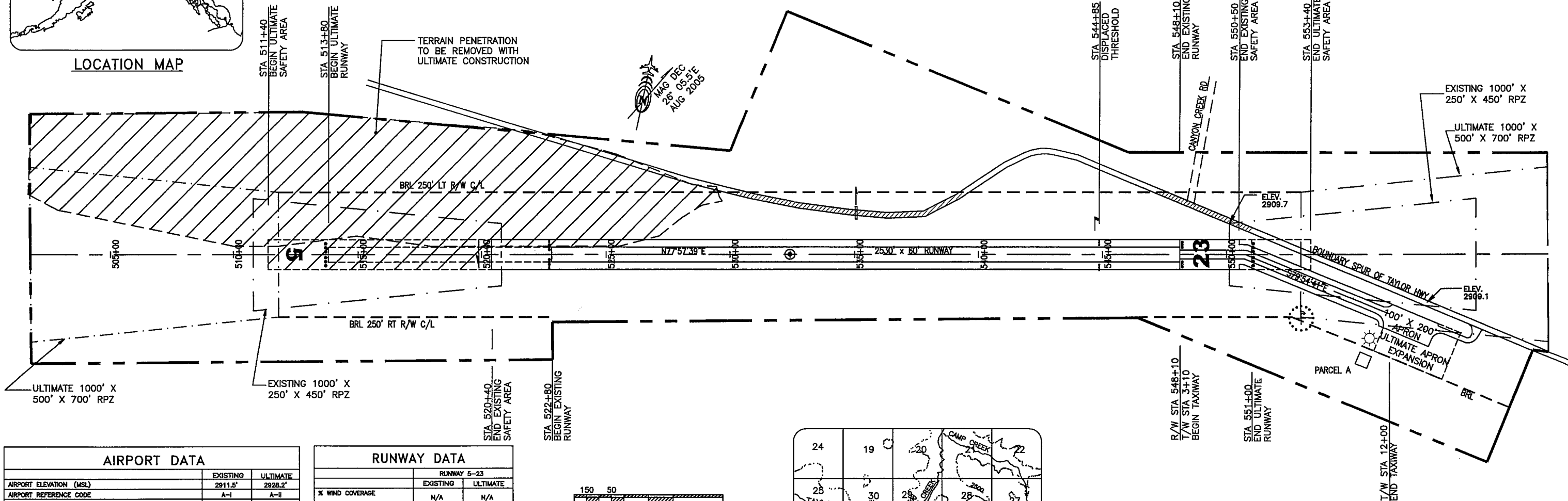


NO WIND DATA AVAILABLE



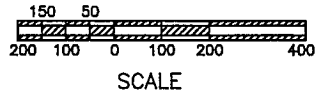
LOCATION MAP



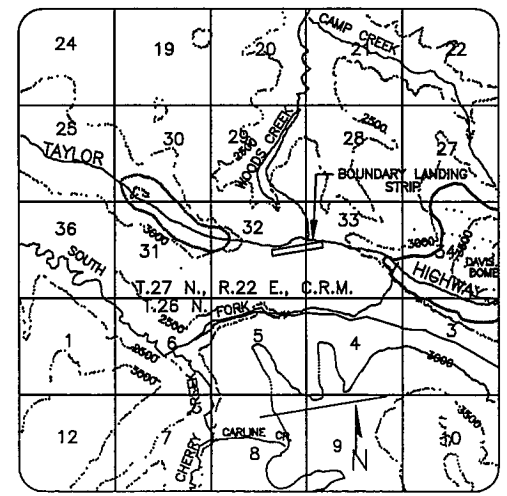
AIRPORT DATA		
	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	2911.5'	2928.2'
AIRPORT REFERENCE CODE	A-II	A-II
MEAN HIGH TEMP. HOTTEST MONTH (JULY)	66°F	SAME
TAXIWAY LIGHTING	NONE	MTL
RAMP LIGHTING	NONE	SAME
NAVIGATION AIDS	NONE	SAME
COMMUNICATION AIDS	NONE	SAME
AIRPORT REFERENCE POINT (ARP)	LAT. 84°04'40.30"N LONG. 141°07'23.00"W	
THRESHOLD 5 STA. 522+80	LAT. 84°04'38.48"N LONG. 141°07'44.17"W	
THRESHOLD 23 STA. 544+85	LAT. 84°04'42.69"N LONG. 141°06'55.54"W	
THRESHOLD 5 STA. 513+80	LAT. 84°04'38.73"N LONG. 141°08'04.02"W	
THRESHOLD 23 STA. 551+00	LAT. 84°04'43.87"N LONG. 141°06'41.97"W	
RUNWAY END 23 STA. 548+10	LAT. 84°04'43.31"N LONG. 141°06'48.34"W	

- NOTES:
- NO OFZ OBJECT PENETRATIONS.
 - NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
 - THE GEODETIC COORDINATES WERE CALCULATED FROM USC&GS TRI STA. "WALKER".
 - DATA BASE CONTROL YEAR: NAD 83.

RUNWAY DATA		
	RUNWAY 5-23	
	EXISTING	ULTIMATE
% WIND COVERAGE	N/A	N/A
INSTRUMENT RUNWAY	NONE	NONE
RUNWAY SURFACE TYPE	GRAVEL	SAME
PAVEMENT STRENGTH	N/A	N/A
APPROACH VISIBILITY MINIMUM	1 MILE	SAME
RUNWAY LIGHTING	NONE	MIRL
RUNWAY MARKING	NONE	NONE
VISUAL APPROACH AIDS	NONE	ROTATING BEACON
R/W DIMENSIONS	2530' x 60'	3720' x 60'
R/W SAFETY AREA	3010' x 120'	4100' x 120'
R/W OBJECT FREE AREA (ROFA)	3010 x 400	4320 x 500
R/W OBSTACLE FREE ZONE (ROFZ)	2930 x 250	4120 x 250
T/W WIDTH	35'	SAME
T/W SAFETY AREA WIDTH	80'	SAME
T/W OBJECT FREE AREA WIDTH	131'	SAME



LEGEND		
	EXISTING	ULTIMATE
PROPERTY LINE	---	---
BUILDING RESTRICTION LINE (B.R.L.)	---	---
DEVELOPMENT	□	□
WIND CONE & SEGMENTED CIRCLE	☼	☼
WIND CONE ONLY	☼	☼
BUILDING	▭	▭
ROADWAY	==	==
FENCING	—x—x—	—x—x—
AIRPORT REFERENCE POINT	⊙	⊙
ROTATING BEACON	⊙	⊙
ANTENNA/TOWER	⊙	⊙
VASI	—x—x—	—x—x—
SHORELINE/WATERLINE	~	~
TREELINE	~	~
THRESHOLD	—	—
OVERHEAD POWER	—P—	—P—



VICINITY MAP
SCALE: 1" = 2 MILES
PROTRACTED T.26N. & T.27N.,
R.22E., COPPER RIVER MERIDIAN,
ALASKA.

NONSTANDARD CONDITIONS			
ITEM	STANDARD	EXISTING	ULTIMATE
BOUNDARY SPUR ROAD IN APPROACH SURFACE	15' CLEARANCE	REALIGNMENT	REALIGNMENT
BOUNDARY SPUR ROAD IN RPZ	15' CLEARANCE	REALIGNMENT	REALIGNMENT

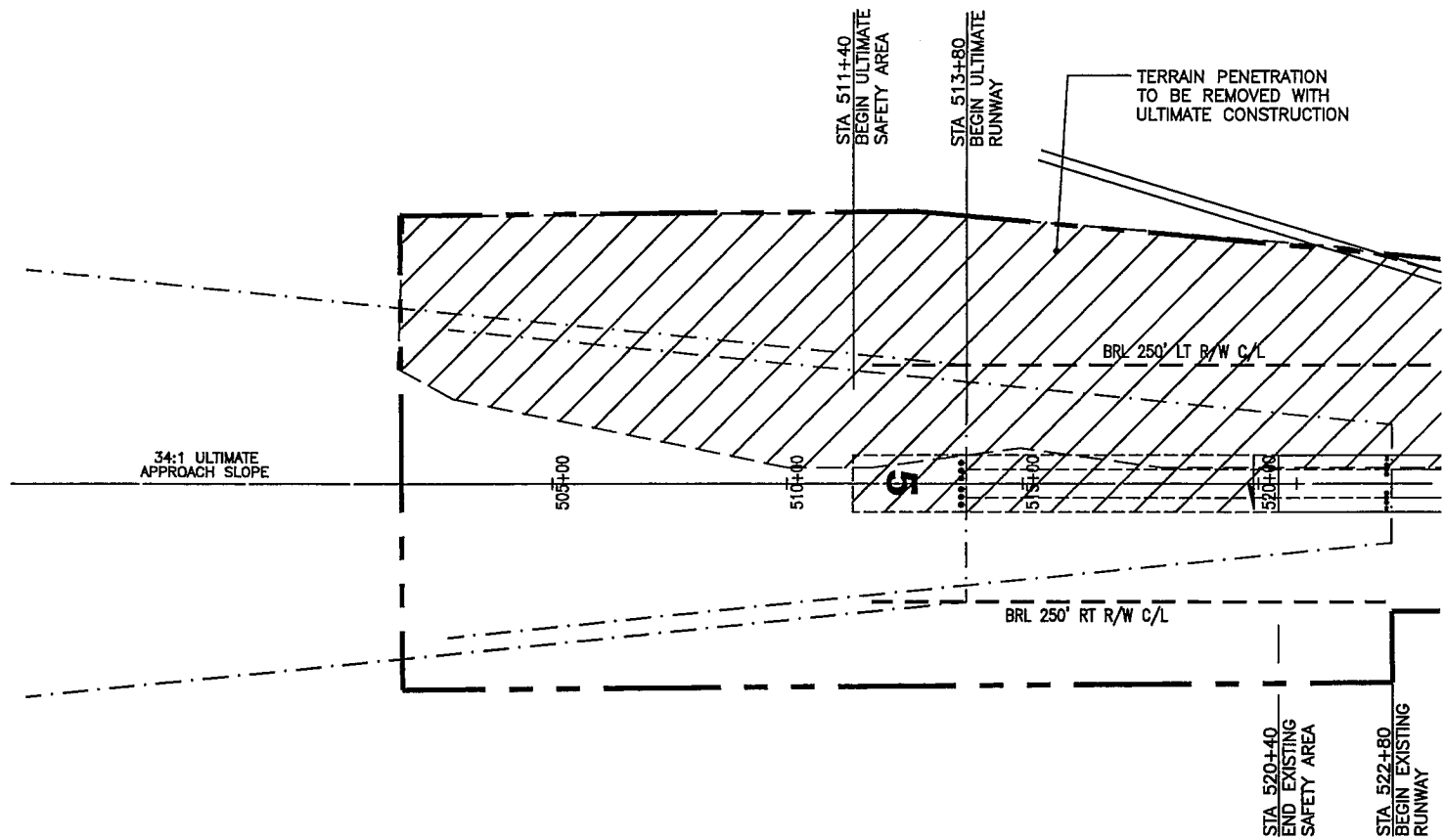
DESIGN			
DRAWN			
CHECKED			
RJS	7-06-05	AS-BUILT	
BY	DATE	REVISIONS	

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION - DESIGN AND ENGINEERING SERVICES
APPROVED *Patricia D. Miller* DATE 12/09/2005
PATRICIA D. MILLER, P.E. DESIGN GROUP CHIEF

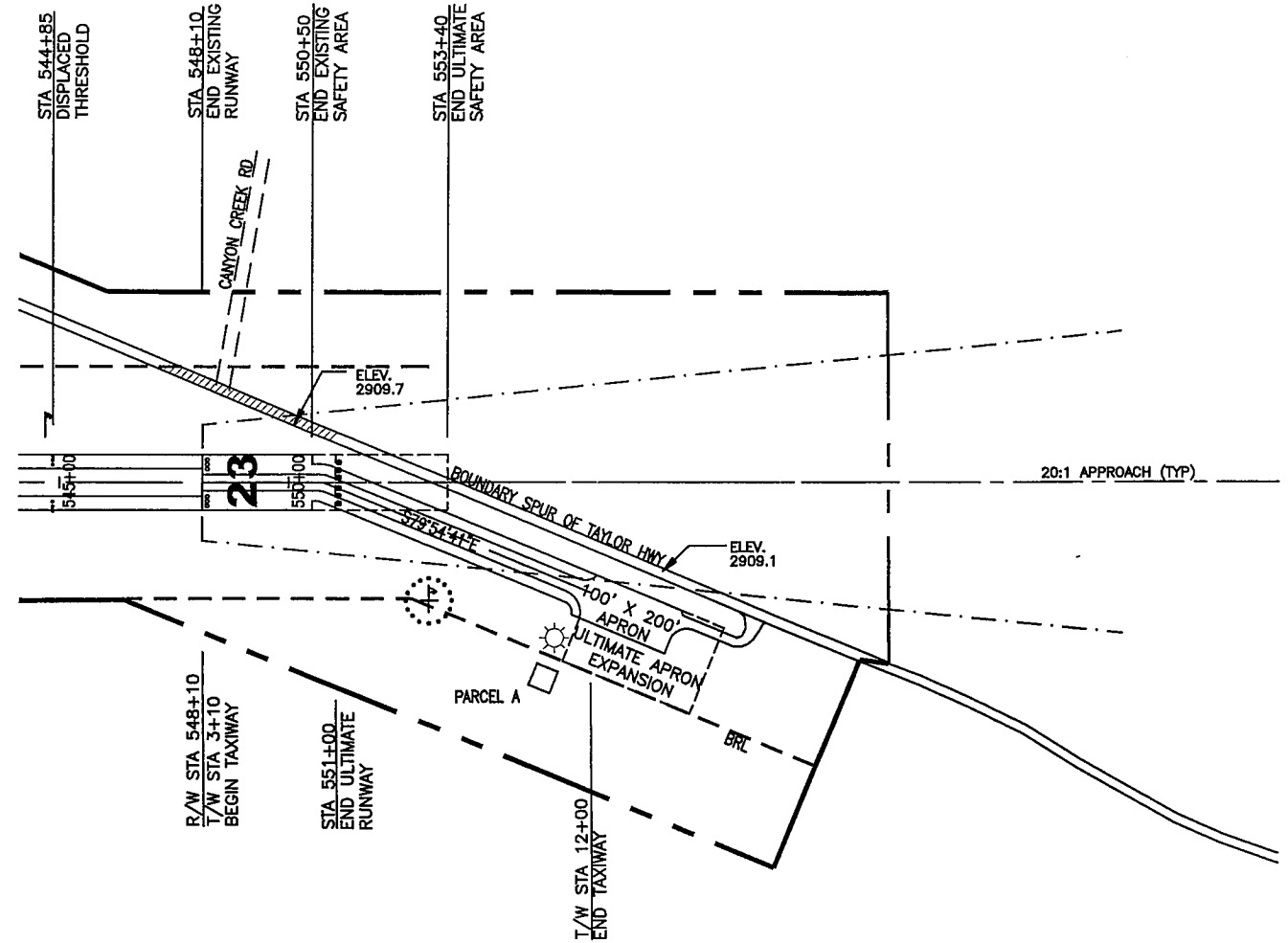
AIRPORT LAYOUT PLAN APPROVED
BY LETTER DATED: 12/15/2005
John J. Lovett
AIRPORTS DIVISION,
ALASKAN REGION, AAL-601
AIRSPACE REVIEW: # NOT ASSIGNED

NOTE: RUNWAY 23 THRESHOLD HAS BEEN DISPLACED
DUE TO THE OBSTRUCTION OF THE TAYLOR
HIGHWAY BOUNDARY SPUR. FUTURE HIGHWAY
RELOCATION SHALL PLACE THE THRESHOLD
AT THE RUNWAY END.

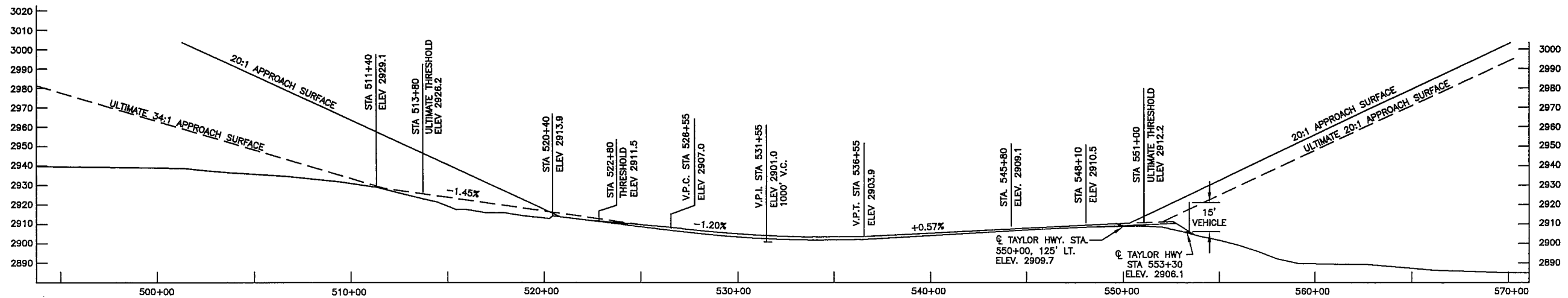
BOUNDARY AIRPORT
AIRPORT LAYOUT PLAN



R/W 5 APPROACH PLAN



R/W 23 APPROACH PLAN



R/W 5-23 PROFILE

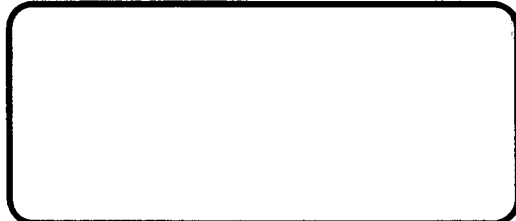
DESIGN			
DRAWN			
CHECKED			
RJS	7-06-05	AS-BUILT	
BY	DATE	REVISIONS	

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION - DESIGN AND ENGINEERING SERVICES

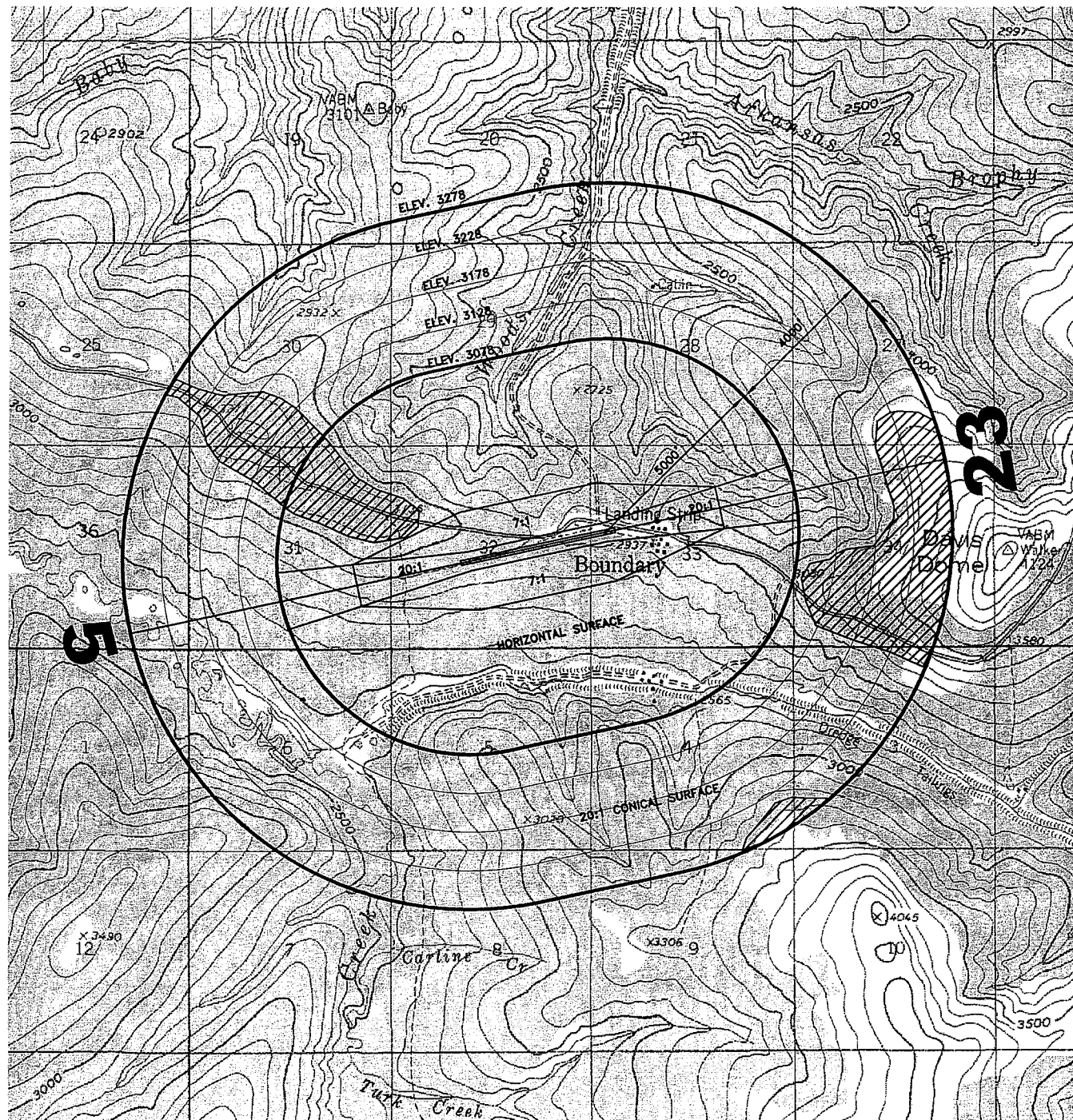
APPROVED Patricia D. Miller DATE 12/09/2005
 PATRICIA D. MILLER, P.E. DESIGN GROUP CHIEF

AIRPORT LAYOUT PLAN APPROVED
 BY LETTER DATED: 12/15/2005

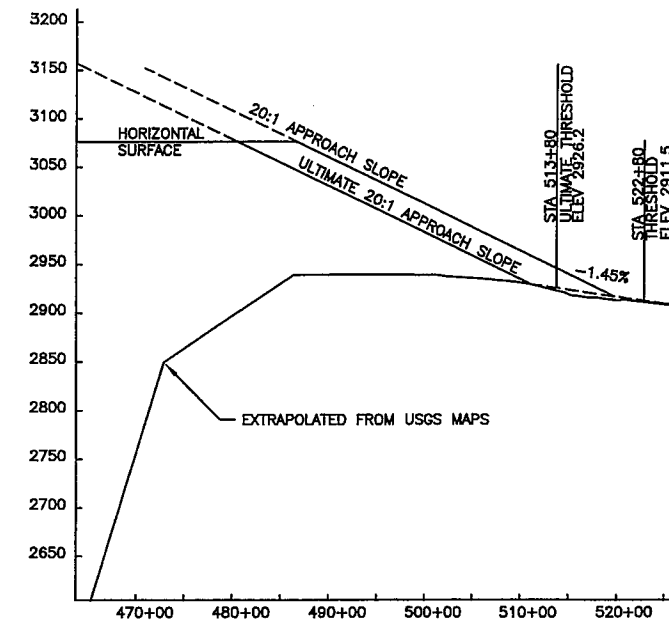
John T. Lovett
 AIRPORTS DIVISION,
 ALASKAN REGION, AAL-601
 AIRSPACE REVIEW # NOT ASSIGNED



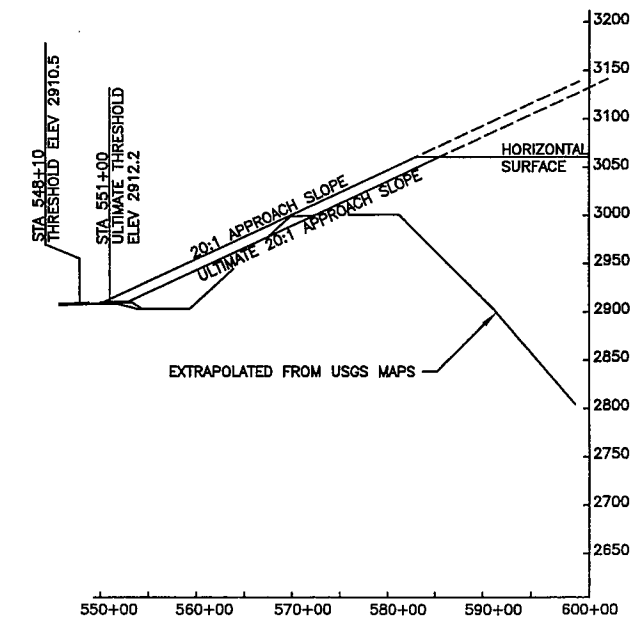
BOUNDARY AIRPORT
 INNER PORTION OF APPROACHES
 PLAN AND PROFILES



 FAR PART 77 PENETRATIONS



R/W 5 COMPOSITE APPROACH PROFILE



R/W 23 COMPOSITE APPROACH PROFILE

DESIGN _____
 DRAWN _____
 CHECKED _____

BY	DATE	REVISIONS
RJS	7-06-05	AS-BUILT

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION - DESIGN AND ENGINEERING SERVICES

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 ALASKAN REGION, AAL-601
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BOUNDARY AIRPORT
 AIRSPACE AND
 COMPOSITE APPROACH PROFILES

SHEET
 3 OF 3