

AIRPORT DATA		
	R/W 12-30	R/W 13-31
AIRPORT ELEVATION (MSL)**	3329' (1014.679m)	3323.66' (1013.054m)
AIRPORT REFERENCE CODE	A-I	B-II
MEAN DAILY MAX. TEMP. HOTTEST MONTH (JULY)	67.2°F (19.6°C)	SAME
TAXIWAY LIGHTING	NONE	NONE
RAMP LIGHTING	NONE	NONE
NAVIGATION AIDS	WIND CONE	WIND CONE & SEGMENTED CIRCLE
COMMUNICATION AIDS	NONE	NONE
AIRPORT REFERENCE POINT (ARP)	STA. 122+50	122+50
	LAT. 62°04'22.45"N	62°04'22.45"N
	LONG. 142°03'01.60"W	142°03'01.60"W
THRESHOLD 31	STA. 100+00	100+00
	LAT. 62°04'02.56"N	62°04'02.56"N
	LONG. 142°02'40.79"W	142°02'40.79"W
DISPLACED THRESHOLD 31	STA. 110+00	110+00
	LAT. 62°04'11.40"N	62°04'11.40"N
	LONG. 142°02'50.04"W	142°02'50.04"W
THRESHOLD 13	STA. 145+00	145+00
	LAT. 62°04'42.33"N	62°04'42.33"N
	LONG. 142°03'22.42"W	142°03'22.42"W

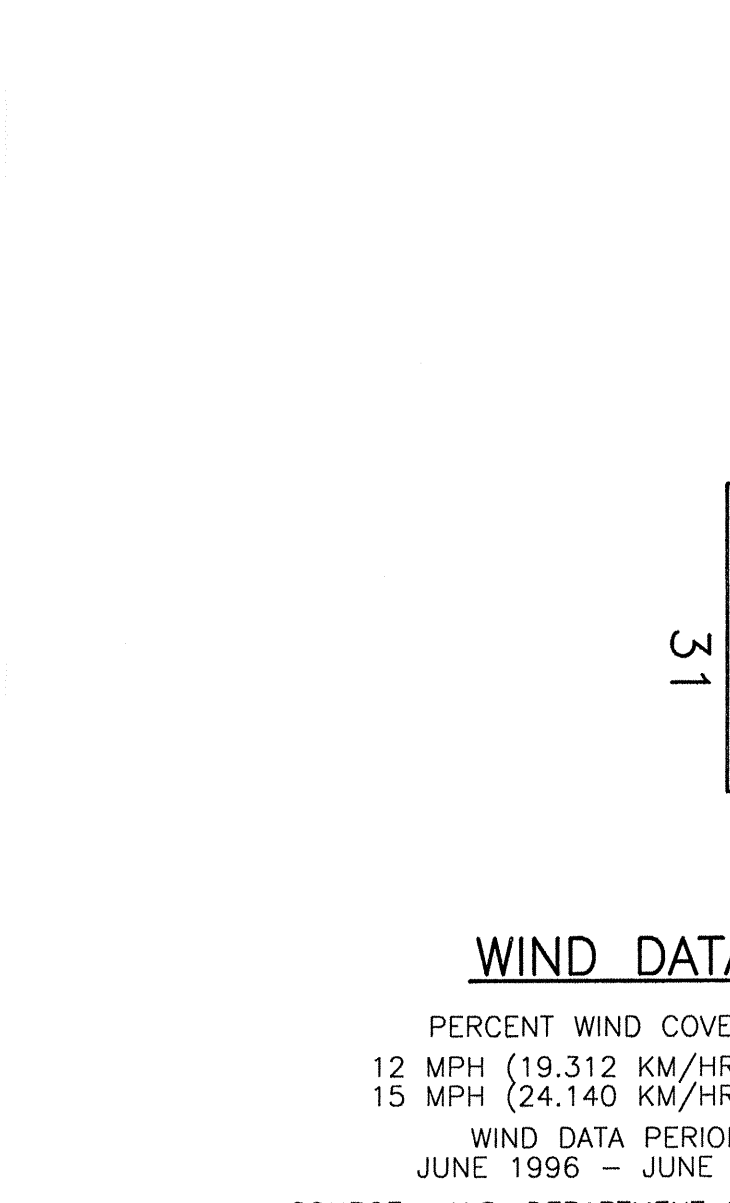
\*\*ELEVATION IS NAVD29 MSL  
DATA BASE CONTROL YEAR: NAD 83; ASP ZONE 2

RUNWAY DATA		
	RUNWAY 12-30	RUNWAY 13-31
% WIND COVERAGE	97.6% @ 12 MPH 97.6% @ 19.312 KM/HR	98.7% @ 15 MPH 98.7% @ 24.140 KM/HR
RUNWAY SURFACE TYPE	TURF-GRAVEL	GRAVEL
PAVEMENT STRENGTH	N/A	N/A
APPROACH SURFACE	20:1	20:1
APPROACH VISIBILITY MINIMUM	≥ 1 MI.	≥ 1 MI.
RUNWAY LIGHTING	NONE	NONE
RUNWAY MARKING	NONE	EDGE CONES AND THRESHOLD MARKERS
VISUAL APPROACH AIDS	NONE	NONE
R/W DIMENSIONS STANDARD:	50' x 3000' 15.240m x 914.402m	75' x 3500' 22.860m x 1066.802m
R/W 31 TAKEOFF/13 LANDING:	SAME	75' x 4500' 22.860m x 1371.603m
R/W SAFETY AREA	UNDEFINED	150' x 5100' 45.720m x 1554.483m
R/W OBJECT FREE AREA (ROFA)	UNDEFINED	500' x 5100' 152.400m x 1554.483m
R/W OBSTACLE FREE ZONE (ROFZ)	UNDEFINED	400' x 4900' 121.920m x 1493.523m
T/W WIDTH	UNDEFINED	50'
T/W SAFETY AREA WIDTH	UNDEFINED	120'
T/W OBJECT FREE AREA	UNDEFINED	186' 56.693m

DECLARED DISTANCE			
	RUNWAY 12-30	R/W 13	R/W 31
TAKEOFF RUN AVAILABLE (TORA)	UNDEFINED	3500' 1066.802m	4500' 1371.603m
TAKEOFF DISTANCE AVAILABLE (TODA)	UNDEFINED	3500' 1066.802m	4500' 1371.603m
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	UNDEFINED	4500' 1371.603m	4500' 1371.603m
LANDING DISTANCE AVAILABLE	UNDEFINED	4500' 1371.603m	3500' 1066.802m

LEGEND		
BUILDINGS	EXISTING	ULTIMATE
ROADWAYS	NONE	SAME
TRAILS	TRAIL	TRAIL
WIND CONE & SEGEMENTED CIRCLE	NONE	WIND CONE & SEGEMENTED CIRCLE
WIND CONE ONLY	NONE	NONE
AIRPORT BOUNDARY	UNDEFINED	UNDEFINED
AIRPORT REFERENCE POINT	●	PONDS, STREAMS
ABANDON TRAIL	-----	THRESHOLD MARKERS:
		RED/RED ●
		GREEN/RED ●
		RED/GREEN ●

- NOTES
- NO OFZ OBJECT PENETRATIONS.
  - NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS. DISPLACED THRESHOLD LOCATION WAS ESTABLISHED TO AVOID PRIVATE PROPERTY WITH THE RUNWAY 31 PROTECTION ZONE.
  - THE GEODETIC COORDINATES FOR R/W 13-31 WERE DERIVED FROM CONTROLLED GPS WORK COMPLETED BY PDC, INC. IN 1996.
  - MAPPING SHOWN WAS GENERATED FROM CONTROLLED AERIAL PHOTOGRAPHY COMPLETED IN 1996.
  - TAXIWAY DIMENSIONS ARE BASED ON AIRPLANE DESIGN GROUP III.

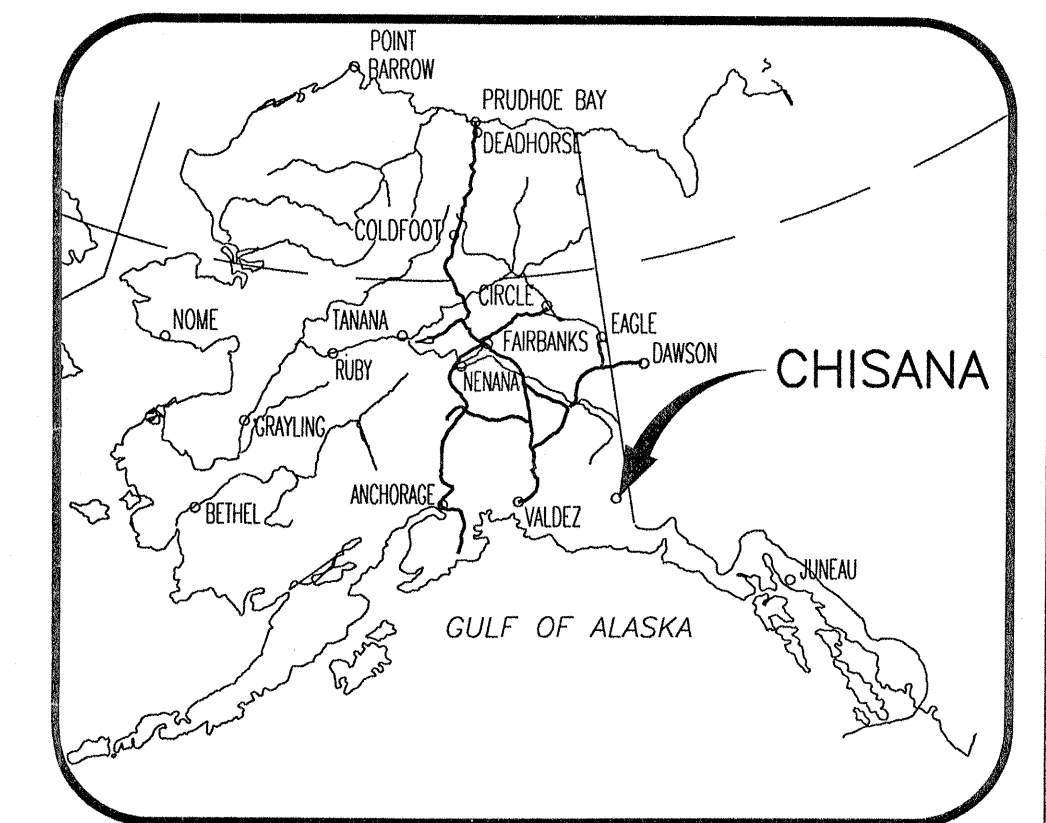
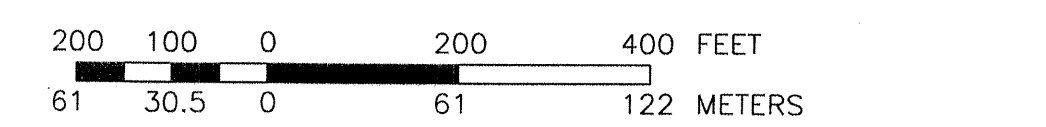
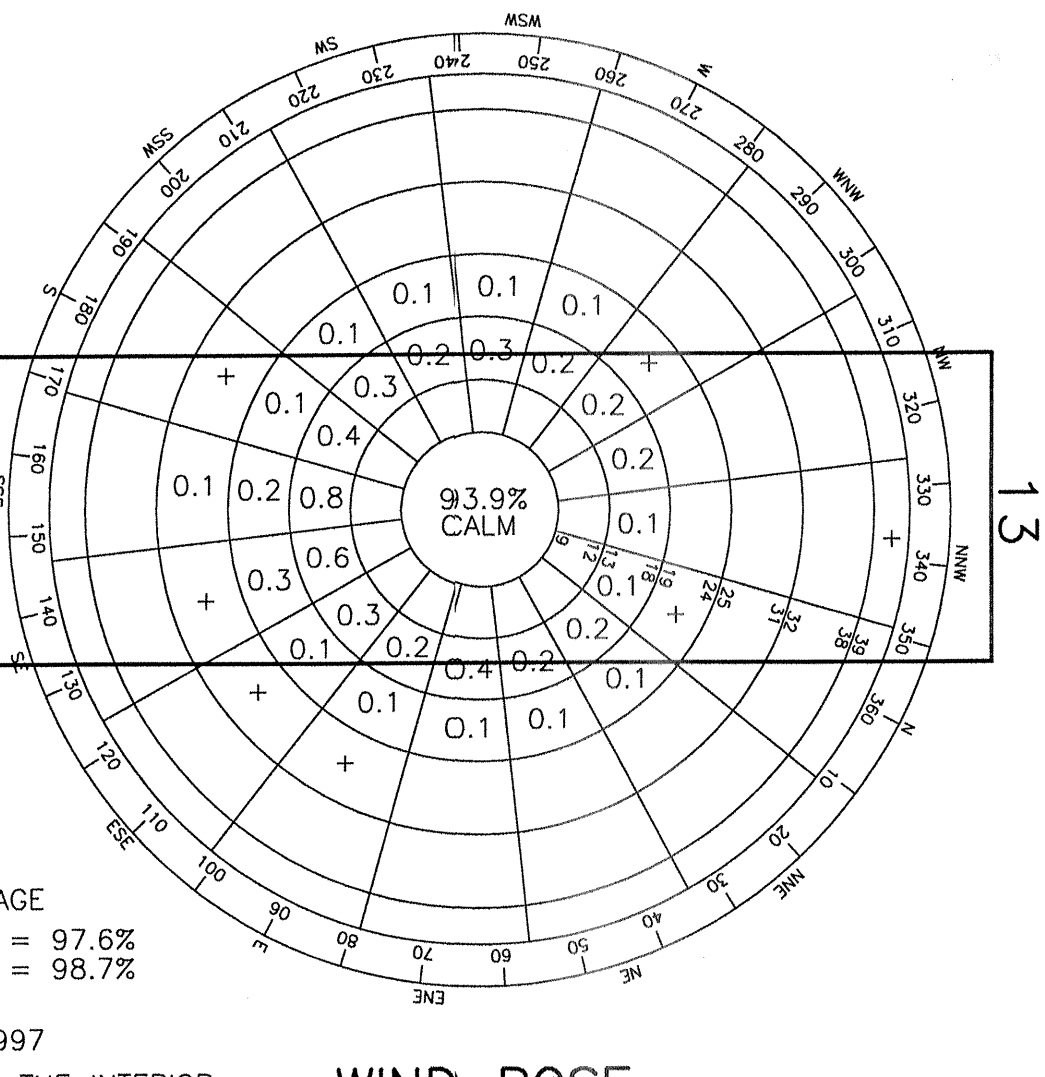


**WIND DATA**

PERCENT WIND COVERAGE  
 12 MPH (19.312 KM/HR) = 97.6%  
 15 MPH (24.140 KM/HR) = 98.7%

WIND DATA PERIOD:  
 JUNE 1996 - JUNE 1997

SOURCE: U.S. DEPARTMENT OF THE INTERIOR  
 NATIONAL PARK SERVICE



**LOCATION MAP**  
NO SCALE

DESIGN	EJG
DRAWN	EJG
CHECKED	RLC
BY	DATE
REVISIONS	

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
 NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION

APPROVED: *Patricia D. Miller* DATE 8/31/01  
 PATRICIA D. MILLER, P.E. DESIGN GROUP CHIEF

AIRPORT LAYOUT PLAN APPROVED  
 BY LETTER DATED: 9/13/01

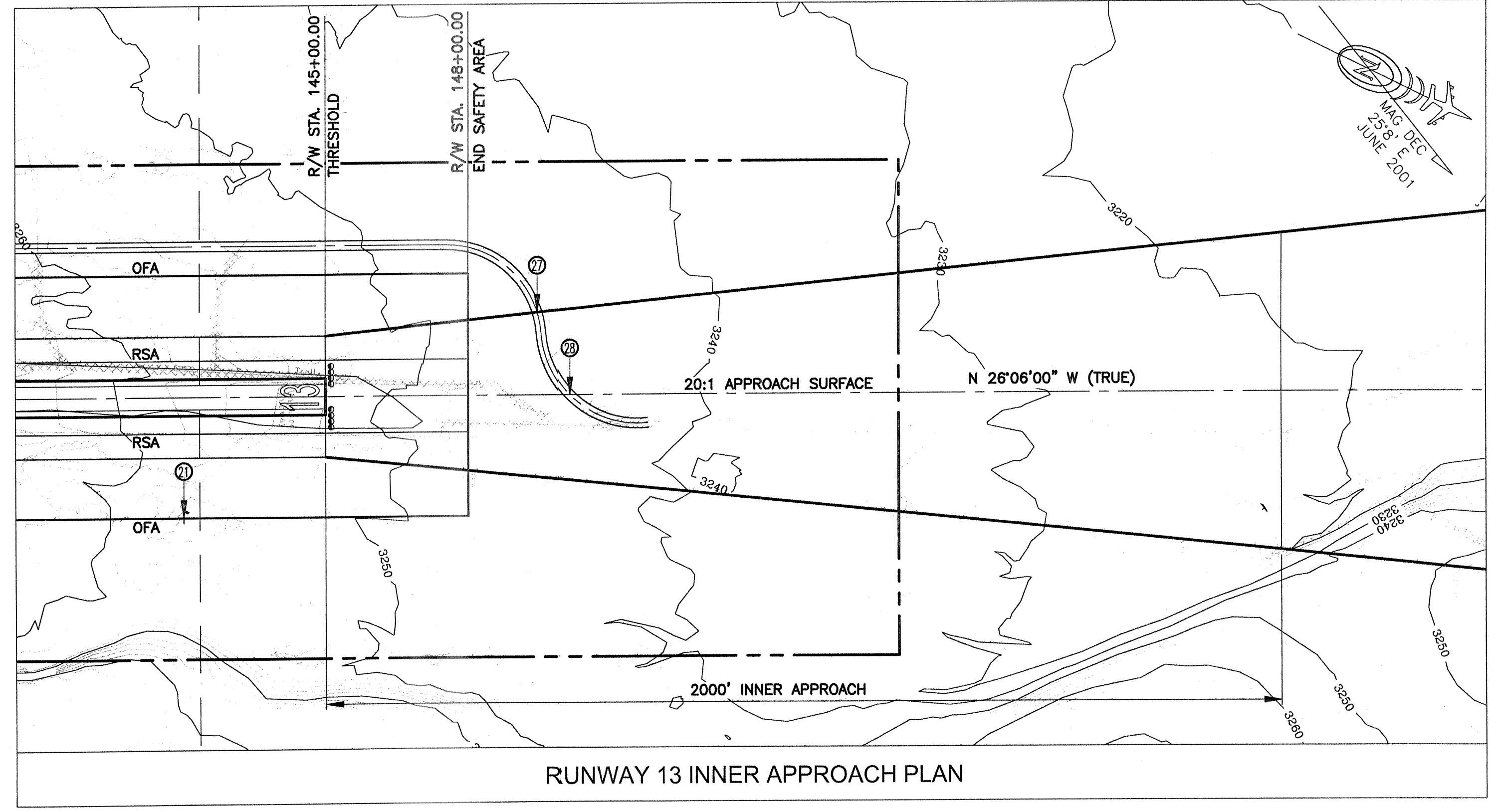
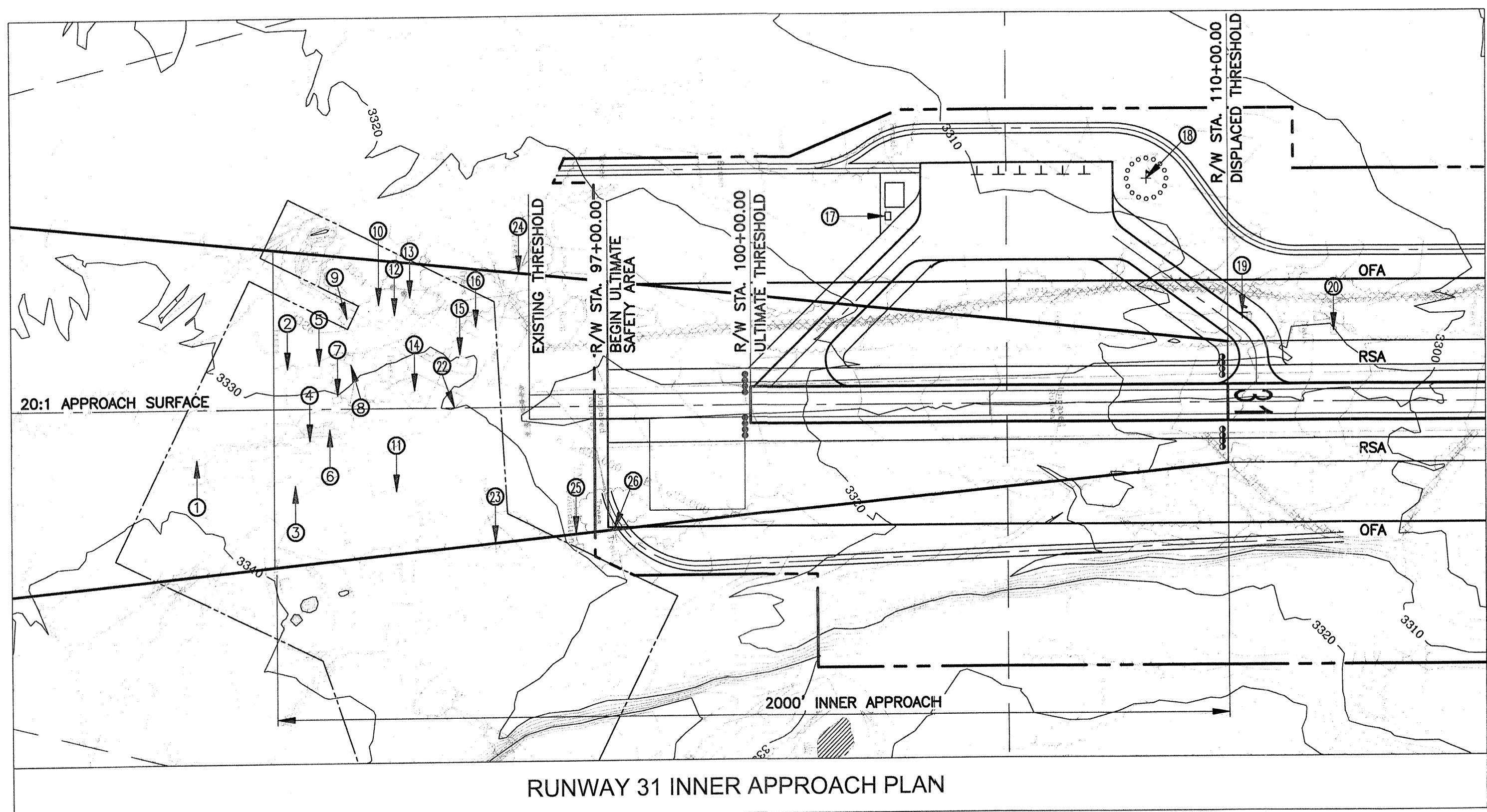
*Robert Johnson*  
 AIRPORTS DIVISION,  
 ALASKAN REGIONAL-610  
 AIRSPACE REVIEW #01AAL-011NRA

Planning Design Construction  
**PDC** INC.  
 Consulting Engineers  
 1028 Aurora Drive, Fairbanks, Alaska 99709-5529

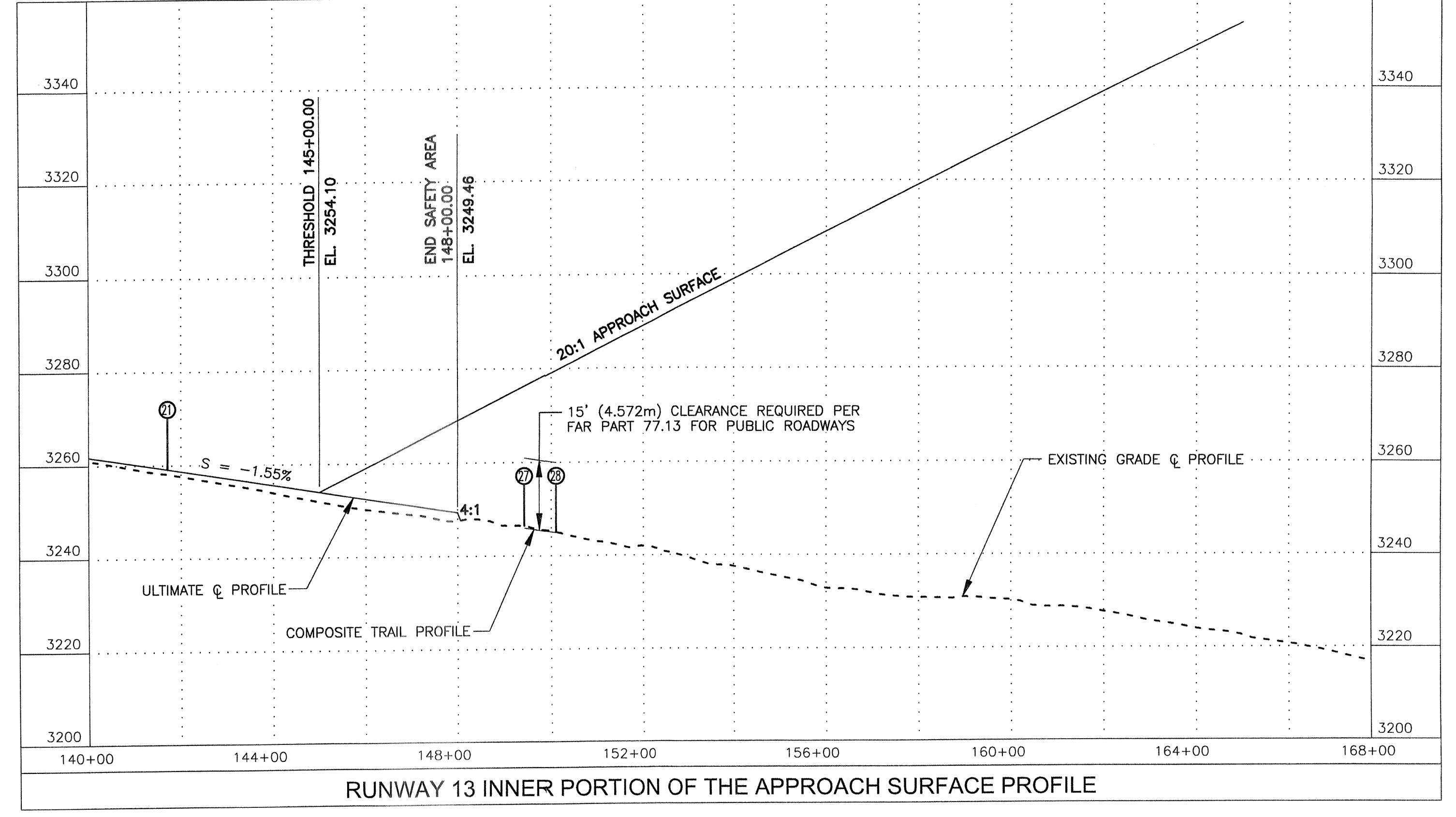
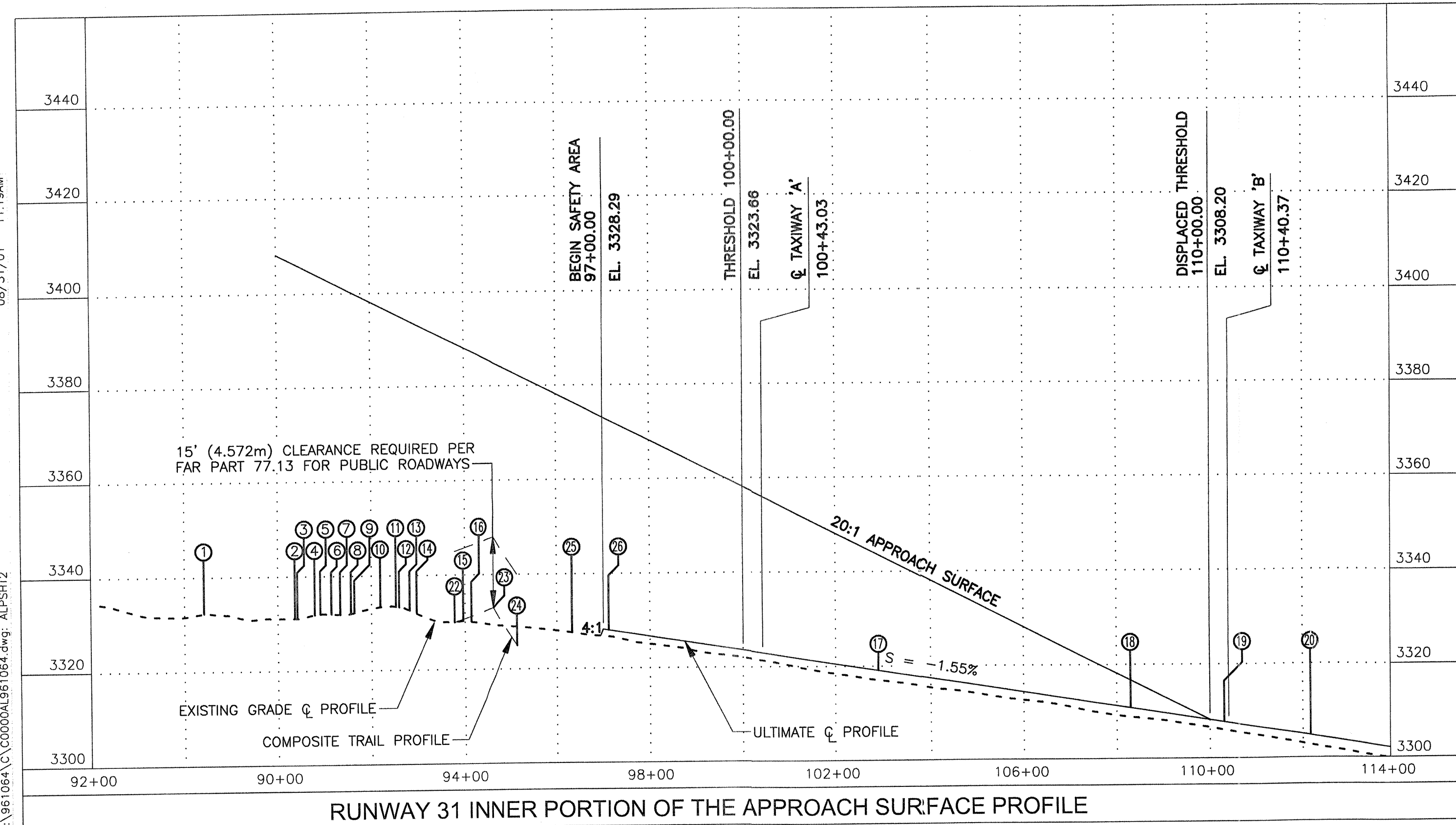
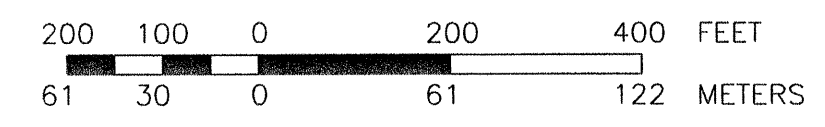
**CHISANA AIRPORT**  
**AIRPORT LAYOUT PLAN**

SHEET  
 1 OF 5





NOTES: 1. REFERENCED FEATURES, (X), ARE LISTED ON SHEET 5.



08/31/01 11:19AM J:\961064\C\C0000AL961064.dwg: ALPSHT2

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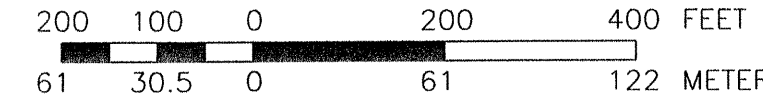
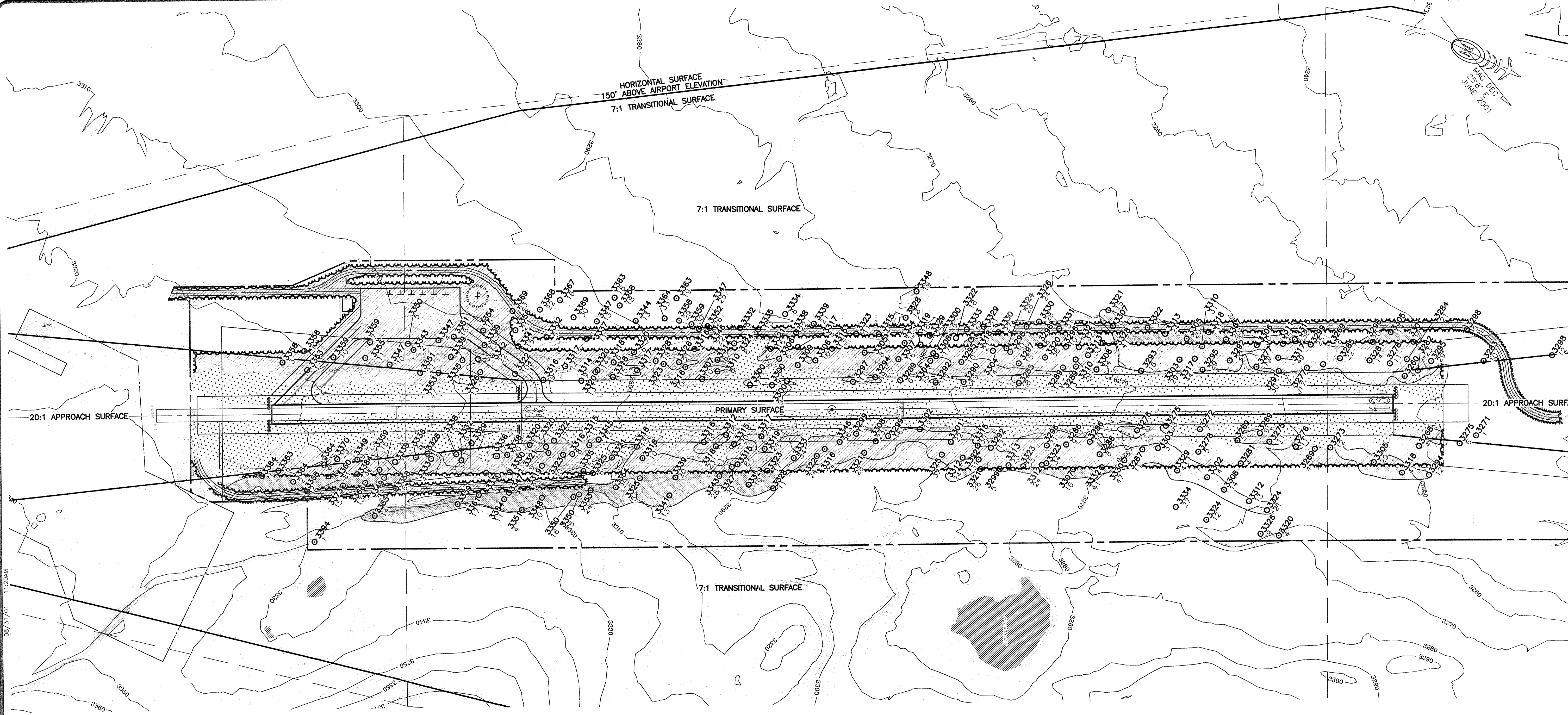
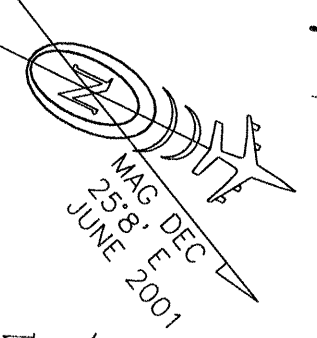
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*Chisana Planning*  
 AIRPORTS DIVISION  
 ALASKAN REGION AAL-610  
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**CHISANA AIRPORT**  
 INNER APPROACH PLAN & RUNWAY PROFILE  
 AIRPORT LAYOUT PLAN

SHEET  
**2** OF  
**5**





**LEGEND**

	TREE LOCATION, TOP OF TREE ELEVATION, & PENETRATION THROUGH APPROACH OR TRANSITIONAL SURFACE (IN FEET).
	TREE CLUSTER: INDICATES A GROUP OF TREES PENETRATING THE APPROACH OR TRANSITIONAL SURFACES. SPOT TREE ELEVATIONS AND PENETRATIONS ARE PRESENTED WITHIN THE BOUNDARY.
	EXISTING BRUSH TO BE CLEARED.
	EXISTING TREES TO BE CLEARED (ULTIMATE), WITHIN OBJECT FREE AREA (OFA), 250' FROM RUNWAY CENTERLINE.
	SELECTIVE CLEARING OF TREES WHICH PENETRATE AIRSPACE SURFACES OUTSIDE TREE CLUSTER. MORE TREES THAN ARE SHOWN IN THIS DRAWING MAY NEED TO BE CLEARED.

- NOTES: 1. ALL POINTS SHOWN REPRESENT EXISTING TREE PENETRATIONS THROUGH THE ULTIMATE APPROACH OR TRANSITIONAL SURFACES AS DETERMINED FROM CONTROLLED AERIAL PHOTOGRAPHY.
2. IN AREAS WHERE TREE GROWTH DENSITY PRECLUDED PRECISE DETERMINATION OF ALL TREE PENETRATIONS, THE HIGHEST TREE TOP ELEVATION WAS DETERMINED FOR A CLUSTER OF TREES. THESE AREAS ARE REPRESENTED BY CLOSED BOUNDARIES AS INDICATED IN THE DRAWING LEGEND.

DESIGN	EJG	
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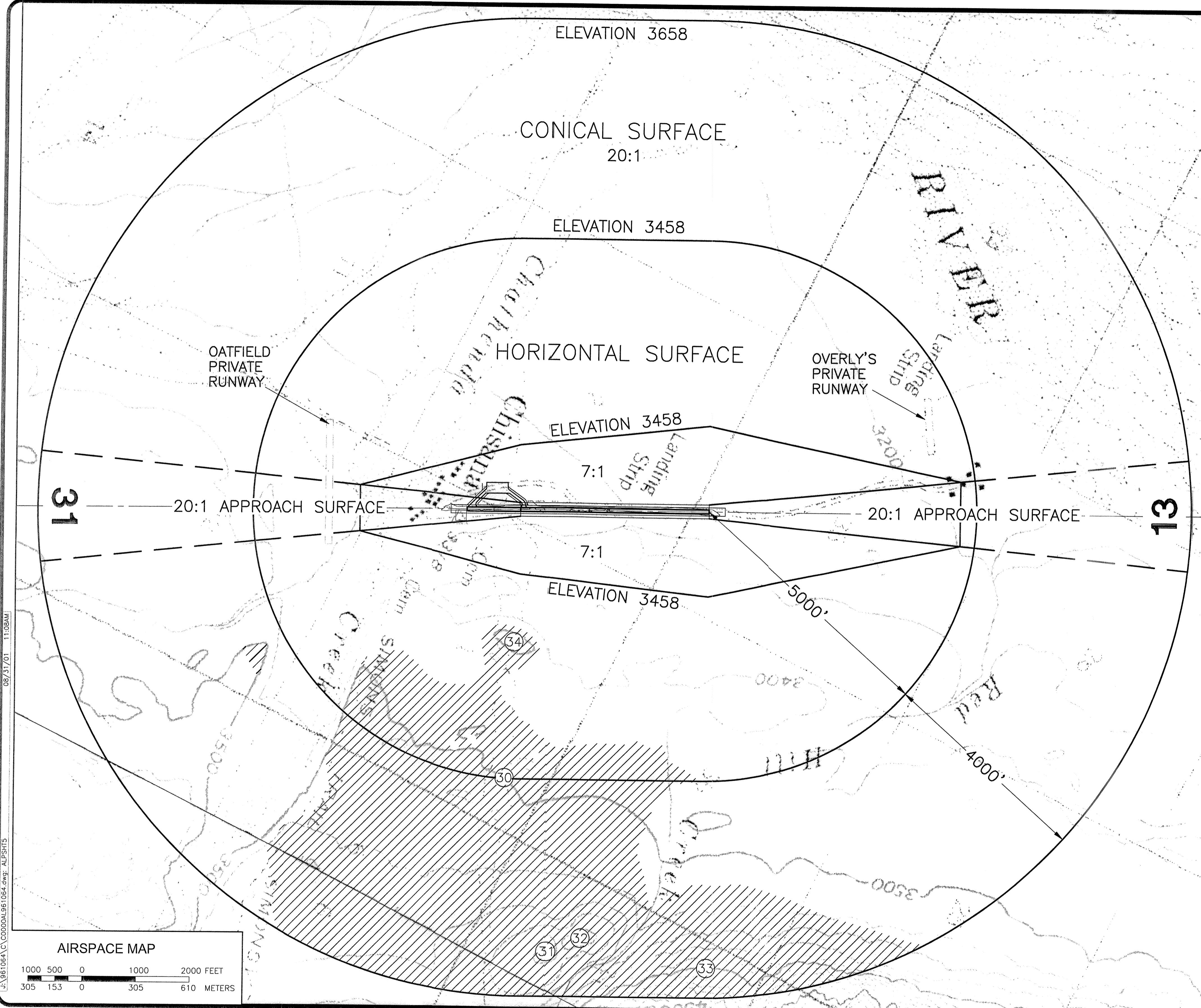
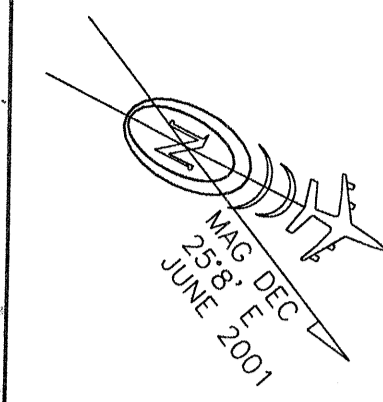
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*Barbara Johnson*  
 AIRPORTS DIVISION,  
 ALASKAN REGION, PAL-610  
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CHISANA AIRPORT  
 INNER IMAGINARY SURFACES PENETRATIONS  
 AIRPORT LAYOUT PLAN

SHEET  
 4 OF 5





**AIRSPACE OBSTRUCTIONS**

NO.	OBSTRUCTION	R/W STA. OFFSET	TOP ELEV.	PENETRATION R/W 31/13
1	PRIVATE STRUCTURE	88+41 @ 91' RT.	3349	NONE
2	PRIVATE STRUCTURE	90+37 @ 74' LT.	3343	NONE
3	PRIVATE STRUCTURE	90+42 @ 145' RT.	3351	NONE
4	PRIVATE STRUCTURE	90+78 @ 80' RT.	3349	NONE
5	PRIVATE STRUCTURE	90+92 @ 76' LT.	3343	NONE
6	PRIVATE STRUCTURE	91+14 @ 35' RT.	3347	NONE
7	PRIVATE STRUCTURE	91+34 @ 19' LT.	3345	NONE
8	PRIVATE STRUCTURE	91+57 @ 102' LT.	3343	NONE
9	PRIVATE STRUCTURE	91+64 @ 174' LT.	3340	NONE
10	PRIVATE STRUCTURE	92+19 @ 205' LT.	3339	NONE
11	LODGE	92+60 @ 200' RT.	3359	NONE
12	PRIVATE STRUCTURE	92+53 @ 175' LT.	3340	NONE
13	PRIVATE STRUCTURE	92+81 @ 218' LT.	3339	NONE
14	PRIVATE STRUCTURE	92+97 @ 24' LT.	3346	NONE
15	PRIVATE STRUCTURE	93+97 @ 95' LT.	3344	NONE
16	PRIVATE STRUCTURE	94+13 @ 163' LT.	3343	NONE
17	ULTIMATE NPS FUEL TANK	102+92 @ 386' LT.	3317	NONE
18	ULTIMATE WIND CONE	108+30 @ 460' LT.	3328	NONE
19	EXISTING WIND CONE	110+31 @ 184' LT.	3327	11
20	EXISTING NPS FUEL TANK	112+17 @ 137' LT.	3307	1
21	EXISTING WIND CONE	141+71 @ 248' RT.	3277	1
22	EXISTING TRAIL	93+78 @ 0'	3345	NONE
23	EXISTING TRAIL	94+63 @ 280' RT.	3348	NONE
24	EXISTING TRAIL	95+15 @ 275' LT.	3340	NONE
25	EXISTING TRAIL	96+33 @ 263' RT.	3345	NONE
26	EXISTING TRAIL	97+12 @ 255' RT.	3343	NONE
27	ULTIMATE TRAIL	149+45 @ 170' LT.	3261	NONE
28	ULTIMATE TRAIL	150+11 @ 0'	3260	NONE
29	TREE PENETRATIONS	SEE NOTE 1		
NO.	TERRAIN PENETRATIONS	TOP ELEV.	PENETRATION R/W 31/13	
30	CONICAL SURFACE PENETRATION	3500	42	
31	CONICAL SURFACE PENETRATION	3900	284	
32	CONICAL SURFACE PENETRATION	3900	295	
33	CONICAL SURFACE PENETRATION	4000	370	
34	HORIZONTAL SURFACE PENETRATION	3500	42	

SEE SHEETS 2, 4, & 5 FOR OBSTRUCTION REFERENCES

**NOTE:**

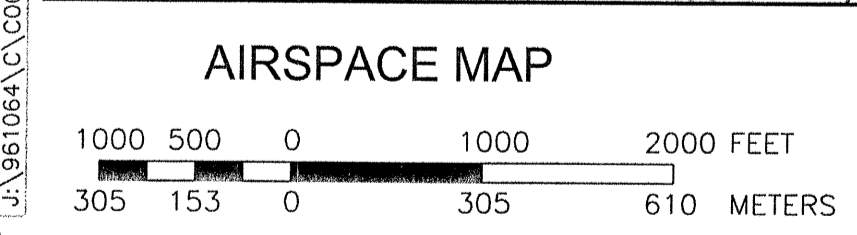
- SEE SHEET 4 FOR EXISTING TREE PENETRATIONS.
- FOR PRIVATE STRUCTURES, ELEVATIONS WERE CALCULATED USING GROUND ELEVATION PLUS 14'. LODGE ELEVATION, (11), WAS BASED ON SURVEY DATA.
- PRIMARY SURFACE WIDTH IS 250'.

**PROPOSED DISPOSITION**

- ULTIMATE REMOVAL/RELOCATION

**RUNWAY ELEVATIONS:**

RUNWAY 13 THRESHOLD ELEVATION = 3254.10'  
 RUNWAY 31 DISPLACED THRESHOLD ELEVATION = 3308.20'  
 RUNWAY 31 THRESHOLD ELEVATION = 3323.66'



DESIGN E.J.G.  
 DRAWN E.J.G.  
 CHECKED R.L.C.

BY	DATE	REVISIONS

STATE OF ALASKA  
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**DC** INC.  
 Consulting Engineers  
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**CHISANA AIRPORT  
 AIRSPACE  
 AIRPORT LAYOUT PLAN**

SHEET  
**5** OF  
**5**