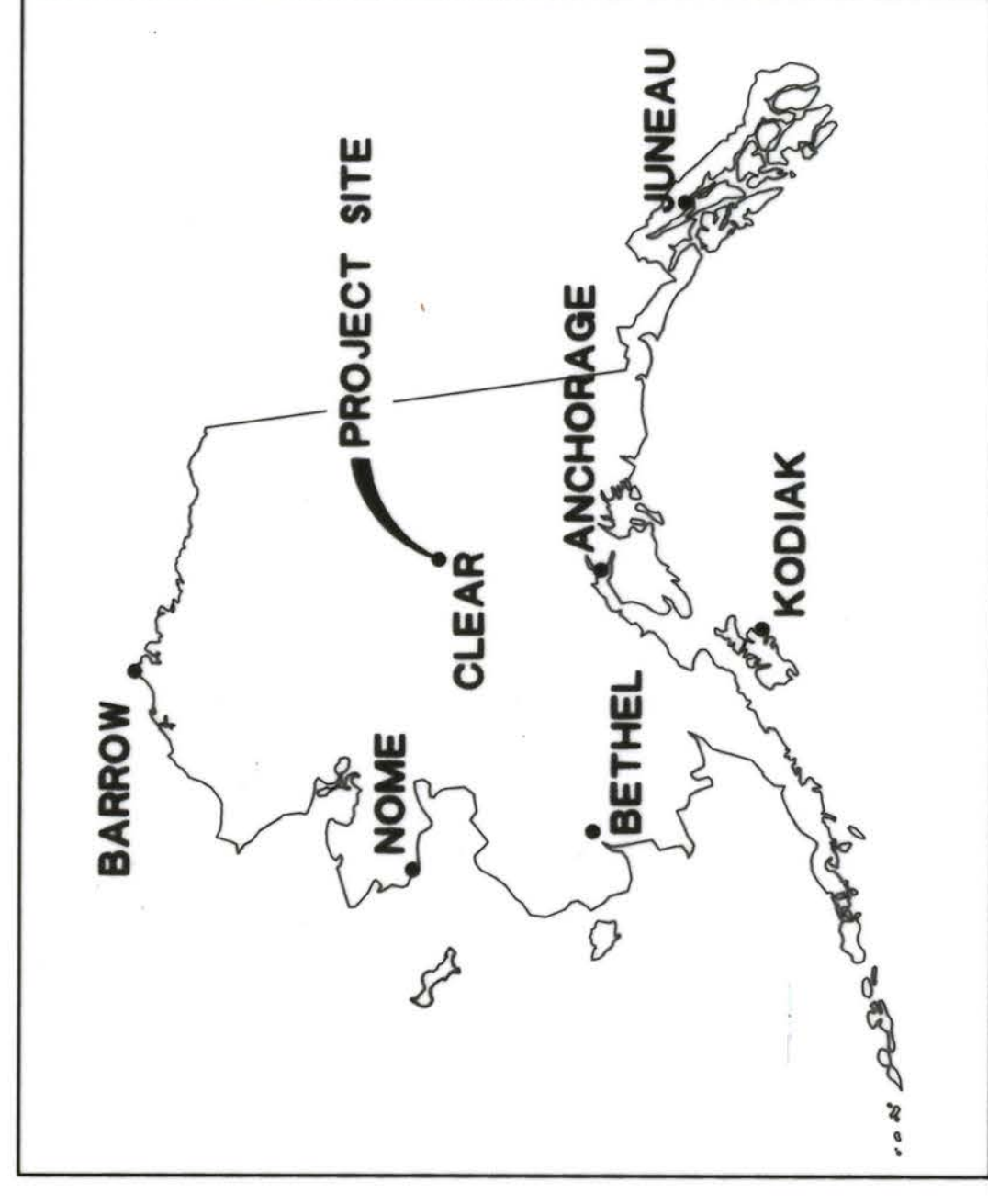
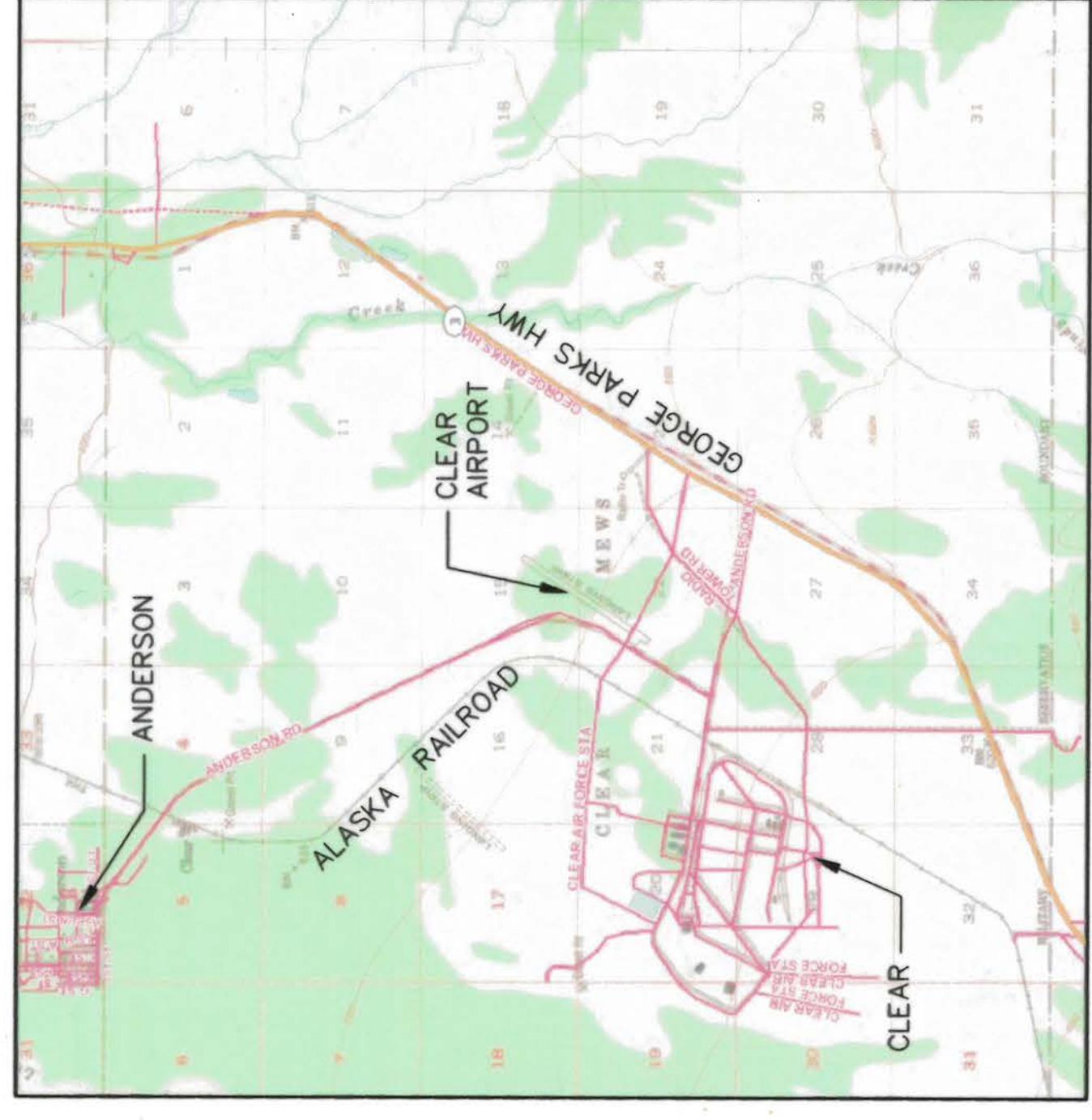


1/5
Clear
2012

I:\00 Aviation & Community Rds & Buildings\Clear\General\02 ALP File\2011 ALP update\CLEAR ALPSHT1-ALPSHT1



LOCATION MAP
NO SCALE



VICINITY MAP

T75, REV. SEC. 14, 15, 21 & 22
USGS FAIRBANKS (B-4 & B-5)
1" = 1 MILE

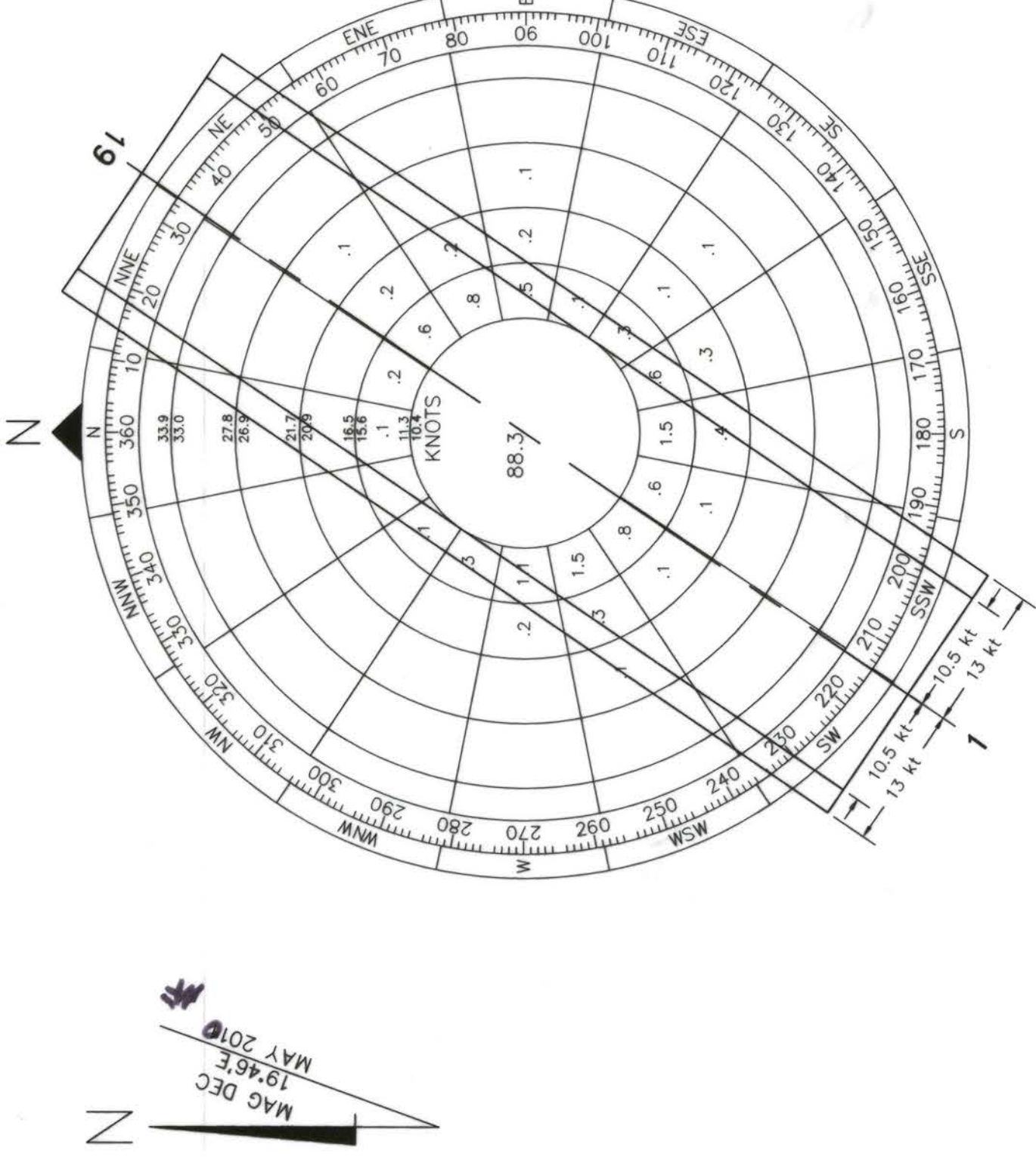
TITLE	NO.
AIRPORT DATA SHEET	1
EXISTING AND ULTIMATE AIRPORT LAYOUT DRAWING	2
EXISTING AND ULTIMATE INNER PORTION OF THE APPROACH SURFACE RW 1-19	3
AIRPORT AIRSPACE	4
AIRPORT AIRSPACE PROFILE	5

DESIGN *NBS*
DRAWN *MIM*
CHECKED *JMK*

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION
APPROVED *Ryan F. Anderson* DATE *11/28/2012*
RYAN F. ANDERSON, P.E. DESIGN GROUP CHIEF

AIRPORT LAYOUT PLAN *12/19/12*
Approved By Letter Dated: *[Signature]*
AIRPORTS DIVISION, ALASKAN REGION,
AAL-601
AIRSPACE: #2010-AAL-100-NRA



WIND DATA TABLE

RUNWAY	10.5 kt	13 kt	16 kt	20 kt
1-19	96.01%	98.21%	-	-

SOURCE: CLIMATE CENTER AEICD, UNIVERSITY OF ALASKA PERIOD: 1956-1972

AIRPORT DATA TABLE

ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	PACL	
NATIONAL AIRPORT IDENTIFIER	Z84	
FAA SITE NUMBER	50109.01*A	
AIRPORT ELEVATION NAVD88	559.4'	559.4'
AIRPORT REFERENCE CODE	B - II	B - II
MEAN MAX. TEMPERATURE, HOTTEST MONTH *	70.6°F IN JULY	
AIRPORT AND TERMINAL NAVIGATION AIDS	ROTATING BEACON, NDB, VORTAC	
TAXIWAY LIGHTING/MARKING	MIL	
RAMP LIGHTING	FLOODLIGHTS	
OBSTRUCTION SURVEY SOURCE & TYPE	AERIAL MAPPING, USGS QUAD	
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE **	19°46'E, MAY 2011 0°21'W/YEAR	
DATA FROM (*) THE WESTERN REGIONAL CLIMATE CENTER (**) NATIONAL GEOPHYSICAL DATA CENTER		

MODIFICATION TO STANDARDS/ NON STANDARD CONDITIONS

DESCRIPTION	STANDARD	EXISTING	ULTIMATE

AIRPORT SURVEY CONTROL

MONUMENT	LATITUDE	LONGITUDE	ELEVATION
Z84 A (PACS)	64°17'59.21"N	149°07'07.60"W	554.3'
Z84 B (SACS)	64°18'13.10"N	149°06'36.44"W	548.0'
Z84 C (SACS)	64°17'50.52"N	149°07'21.12"W	559.4'

RUNWAY DATA TABLE

ITEM	EXISTING	ULTIMATE
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY	OTHER THAN UTILITY	SAME
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	NPI	SAME
APPROACH SURFACES	34:1	SAME
VISIBILITY MINIMUM	> 3/4 SM	SAME
RUNWAY SURFACE	ASPHALT	SAME
PAVEMENT STRENGTH SW, DW, DTW, DDTW X 1000LBS	N/A / 175 / N/A / N/A	SAME
AIRCRAFT APPROACH CATEGORY	B	SAME
AIRPLANE DESIGN GROUP	II	SAME
RUNWAY DIMENSIONS	3997' X 100'	SAME
TRUE BEARING	N34°00'44"E	SAME
EFFECTIVE GRADE	0.4%	SAME
RUNWAY SAFETY AREA (RSA) DIMENSIONS	4597' X 150'	SAME
LENGTH BEYOND R/W ENDS	300'	SAME
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	1700' X 500' X 1010'	SAME
RUNWAY OBJECT FREE AREA (ROFA) DIMENSIONS	4597' X 500'	SAME
LENGTH BEYOND R/W ENDS OR STOPWAYS	300'	SAME
RUNWAY OBSTACLE FREE ZONE (OFZ) DIMENSIONS	4397' X 400'	SAME
RUNWAY LIGHTING TYPE	MIRL	SAME
RUNWAY MARKING TYPE	VISUAL	SAME
RUNWAY VISUAL APPROACH AIDS	NONE	GPS/PAPI/REIL
TOUCHDOWN ELEVATION NAVD88	551.3' / 559.4'	SAME

GEOGRAPHIC COORDINATES TABLE

ITEM	EXISTING* LATITUDE	EXISTING* LONGITUDE	ULTIMATE* LATITUDE	ULTIMATE* LONGITUDE
AIRPORT REFERENCE POINT	-	-	64°18'01.43"N	149°06'59.55"W
THRESHOLD 1	64°17'45.13"N	149°07'24.89"W	64°17'45.13"N	149°07'24.89"W
THRESHOLD 19	64°18'17.74"N	149°06'34.21"W	64°18'17.74"N	149°06'34.21"W

*VALUES OBTAINED FROM 405 SURVEY

LEGEND

ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT		
ANTENNA/TOWER		
BUILDING		
BUILDING RESTRICTION LINE		
FENCE		
TREELINE		
PROPERTY LINE		
ROADWAYS		
ROTATING BEACON		
SURVEY MONUMENT		
THRESHOLD LIGHTS		
TOPOGRAPHIC CONTOURS		
WINDCONE		
WINDCONE WITH SEGMENTED CIRCLE		
FLOOD LIGHT		
LEASE LOT		
RUNWAY/TAXIWAY CENTERLINE		

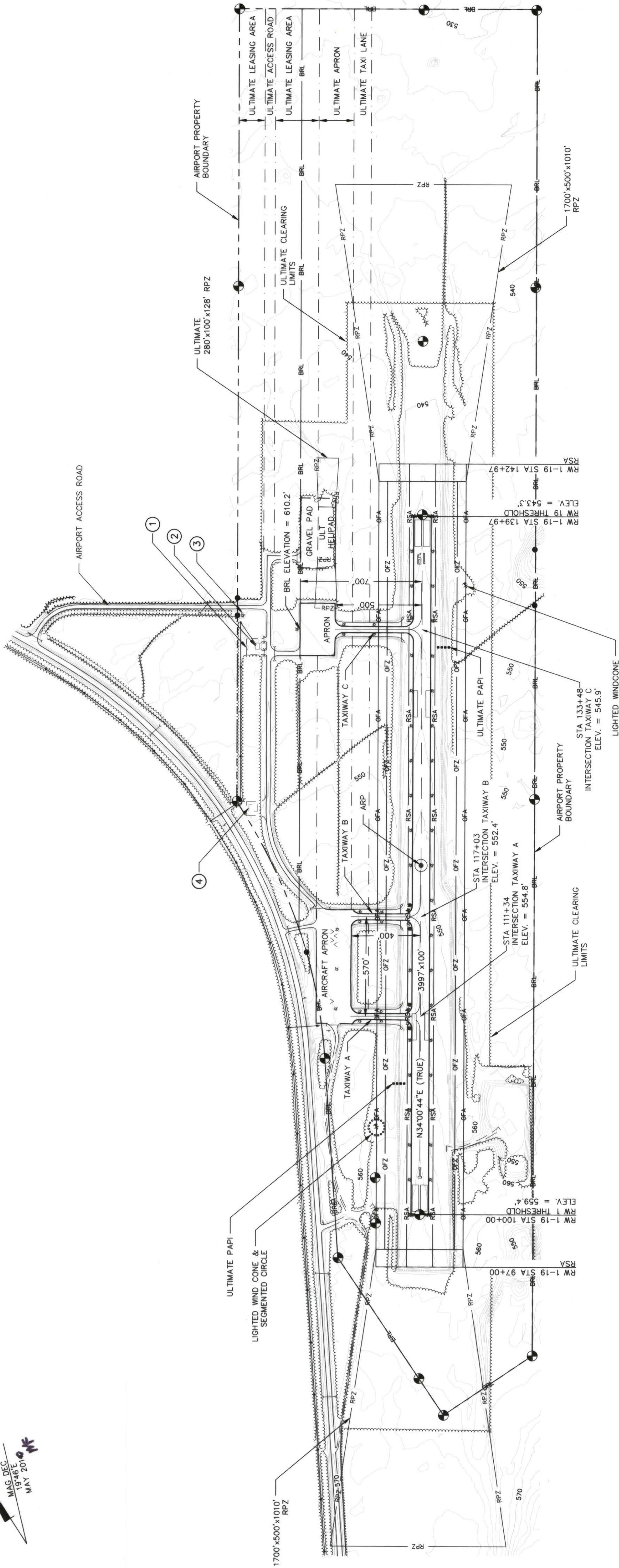
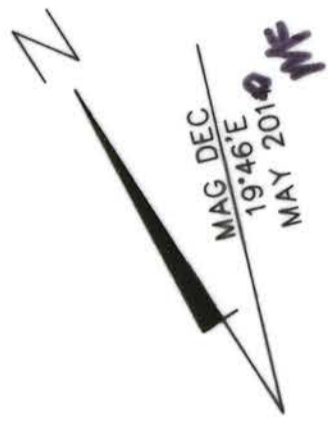
NOTES:

- THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 1, AS DEFINED IN FAA AC 150/5300-13, CHG 14, APPENDIX 2, TABLE A2-1, LINE B.
- THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 19, AS DEFINED IN FAA AC 150/5300-13, CHG 14, APPENDIX 2, TABLE A2-1, LINE B.

CLEAR AIRPORT
CLEAR, ALASKA

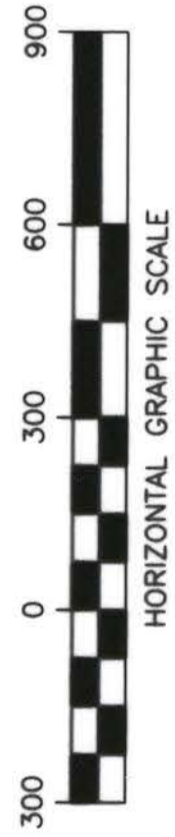
AIRPORT DATA SHEET
VICINITY MAP, WIND ROSE, AND DATA TABLES

SHEET 1 OF 5



APRON DATA TABLE

APRON	DIMENSIONS (FEET)	AREA (SQUARE FEET)
APRON	300 x 200	60,000
AIRCRAFT APRON	200 x 650	130,000



TAXIWAY DATA TABLE

TAXIWAY	LENGTH (FEET)	WIDTH (FEET)	SAFETY AREA WIDTH (FEET)	OBJECT FREE AREA WIDTH (FEET)
TAXIWAY A	400'	35	80	131
TAXIWAY B	400'	35	80	131
TAXIWAY C	500'	35	80	131

NOTES
1. NO OFZ OBJECT PENETRATIONS.

BUILDING TABLE

BUILDING NUMBER	DESCRIPTION	STATION RW 1-19	OFFSET	TOP ELEV	OBSTRUCTION MARKING	DISPOSITION
1	BUILDING # 1	132+41	999' LT	-		REMAIN
2	BUILDING # 2	132+50	933' LT	-		REMAIN
3	ELECTRICAL ENCLOSURE & ROTATING BEACON	134+36	1028' LT	-		REMAIN
4	ULTIMATE SREB	123+25	940' LT	TBD	N/A	N/A

DESIGN **UBS**
DRAWN **MJM**
CHECKED **JMK**

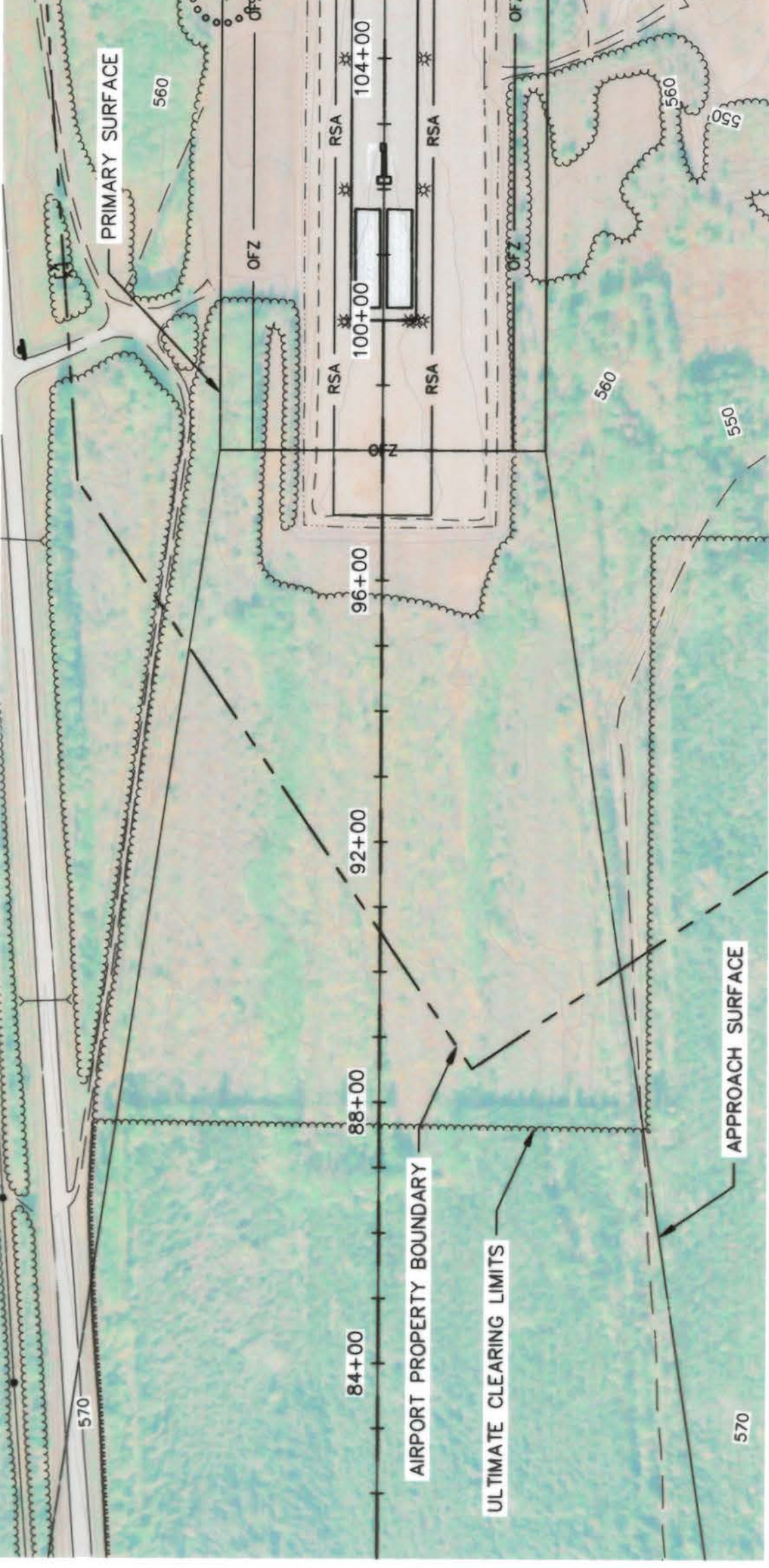
BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION
APPROVED *[Signature]* DATE **11/26/12**
RYAN F. ANDERSON, P.E. DESIGN GROUP CHIEF

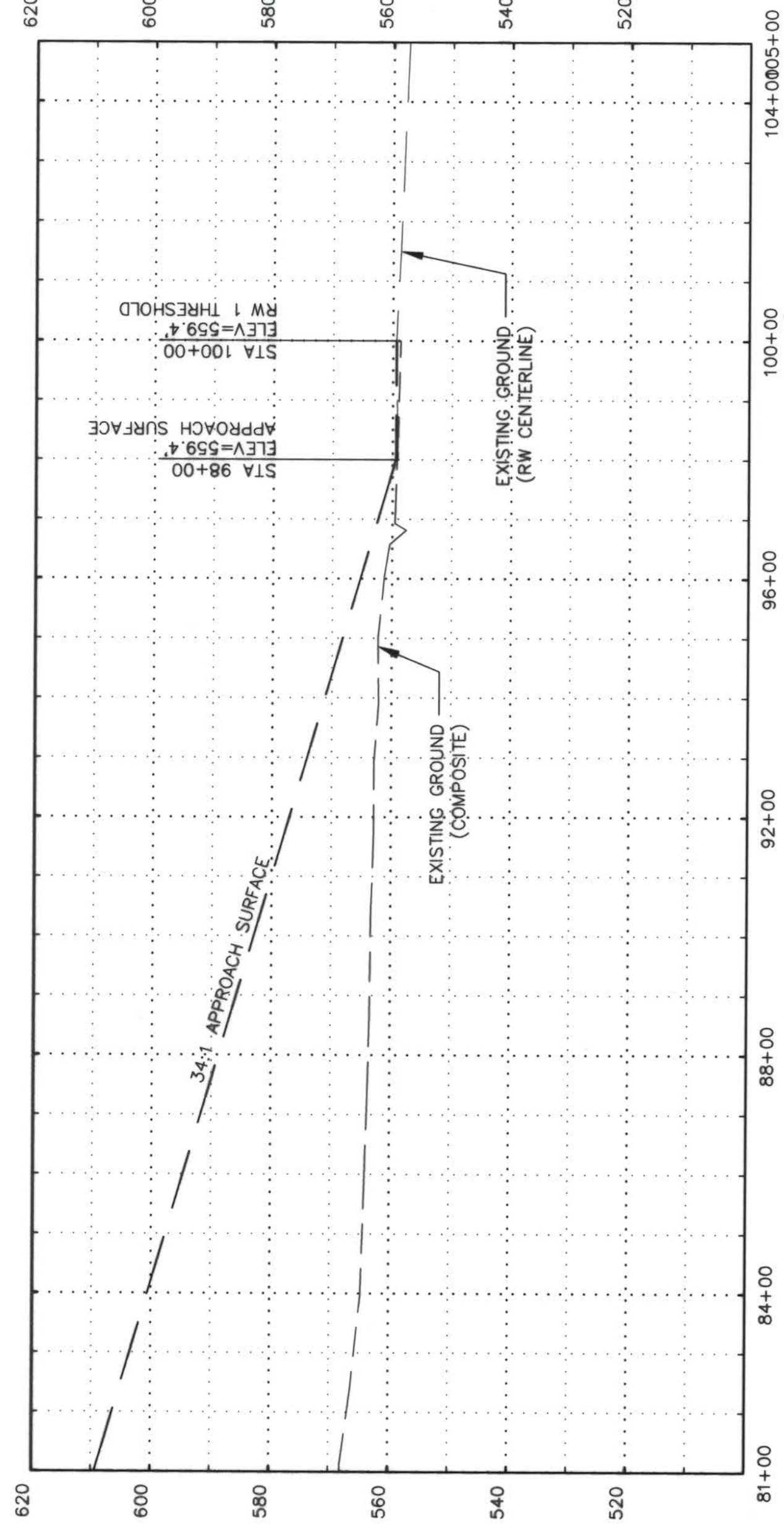
AIRPORT LAYOUT PLAN
Approved By, Letter Dated: **12/19/12**
[Signature]
AIRPORTS DIVISION, ALASKAN REGION,
AAL-601
AIRSPACE: #2010-AAL-100-NRA

CLEAR AIRPORT
CLEAR, ALASKA
EXISTING AND ULTIMATE AIRPORT
LAYOUT DRAWING

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RUNWAY 1



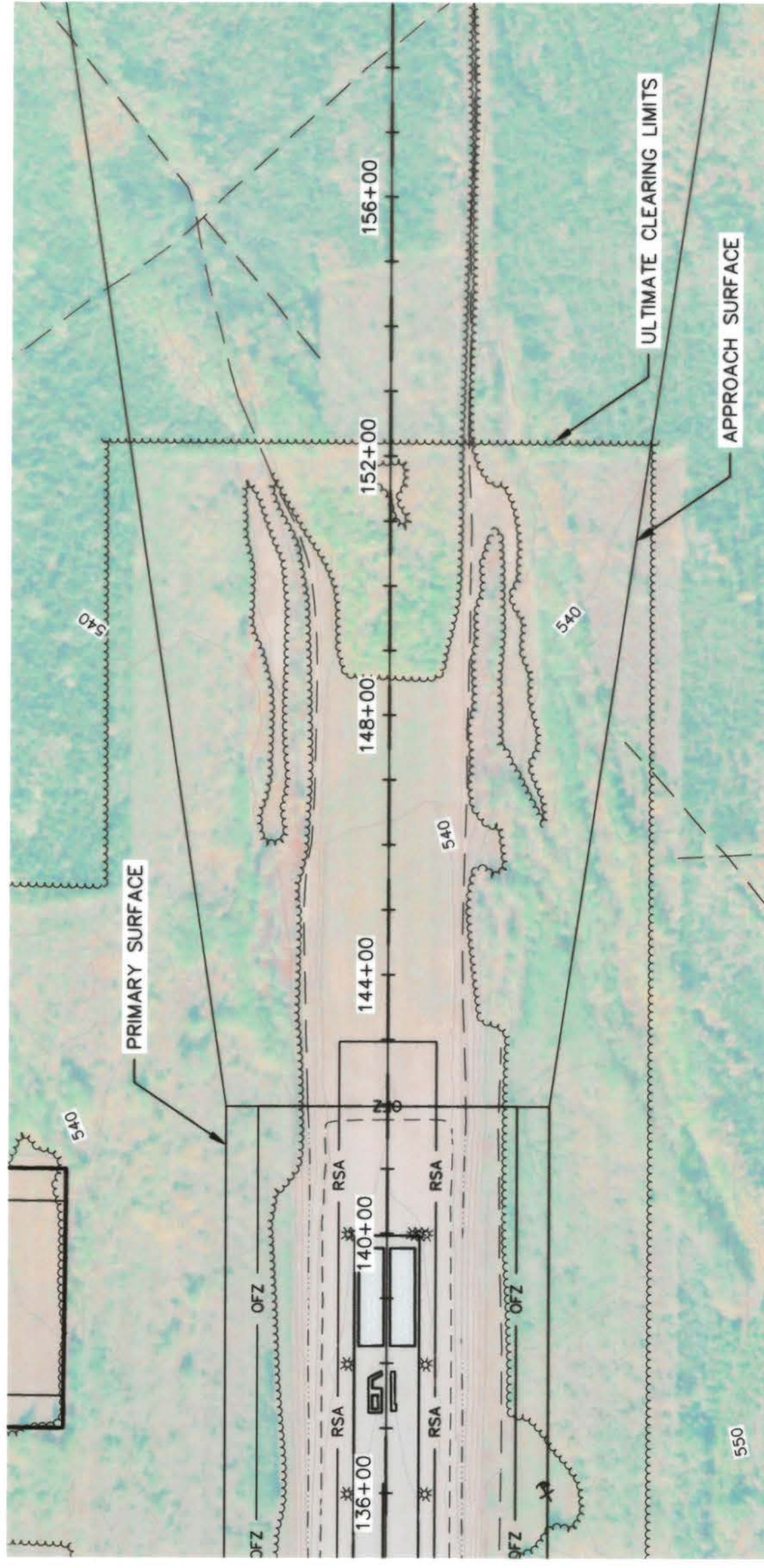
PART 77 APPROACH SURFACE OBSTRUCTION TABLE (INNER PORTION R/W 1)

ID	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
NONE								

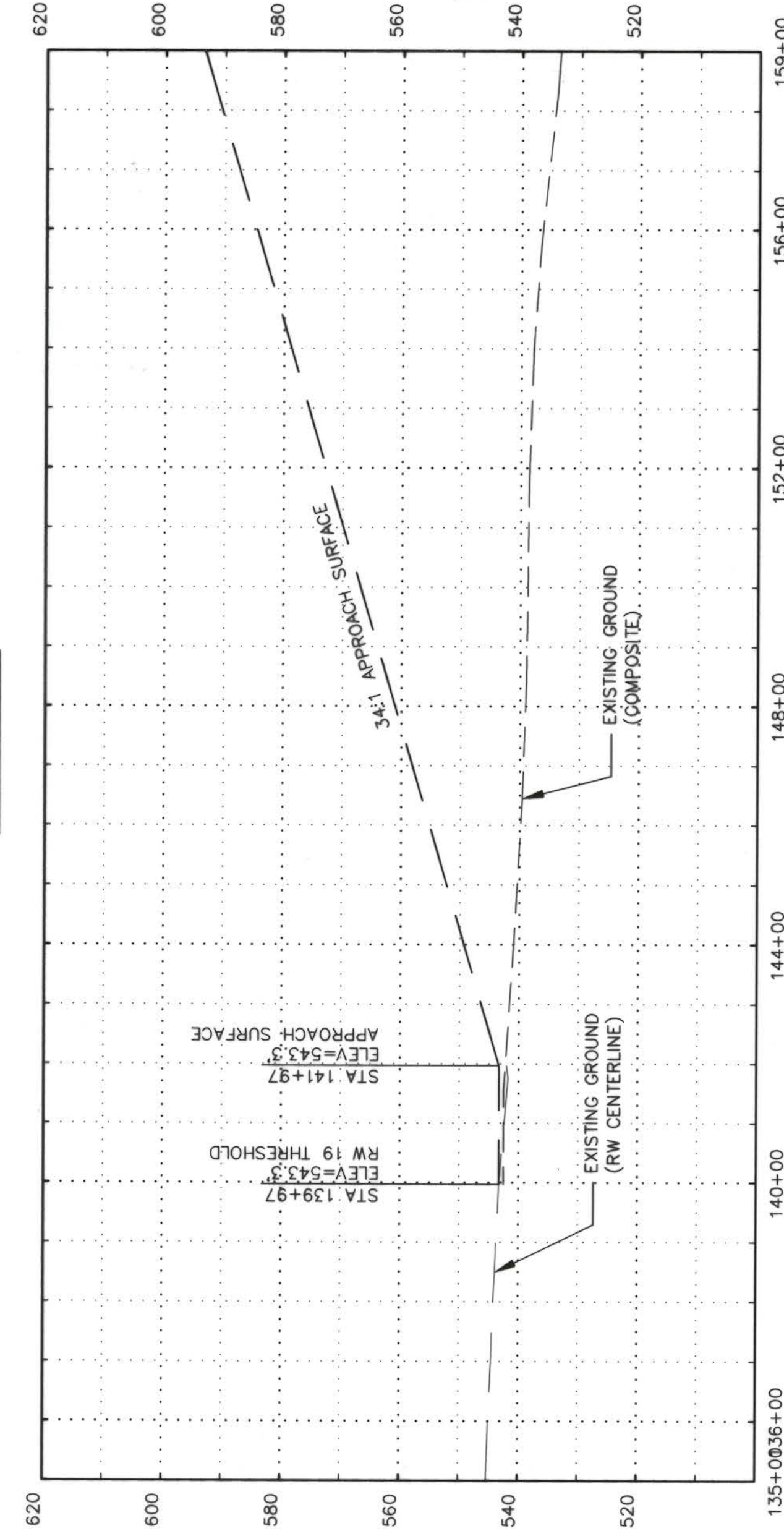
NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACE.

NOTES:

1. THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 1. THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
2. THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 19. THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.



RUNWAY 19



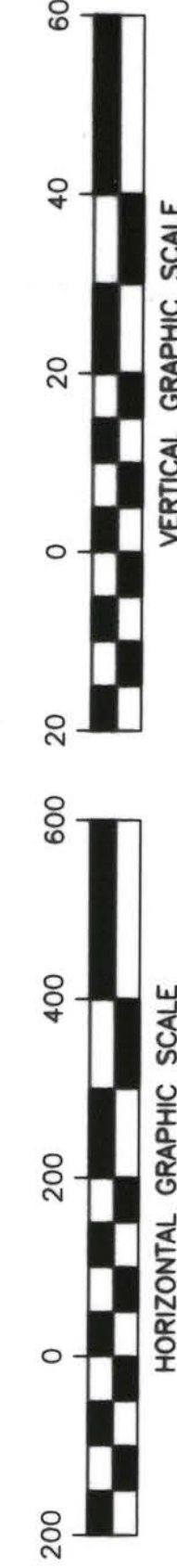
PART 77 APPROACH SURFACE OBSTRUCTION TABLE (INNER PORTION R/W 19)

ID	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
NONE								

NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACE.

NOTES:

1. THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 1. THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
2. THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 19. THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.



DESIGN: **JBS**
 DRAWN: **MIM**
 CHECKED: **JMK**

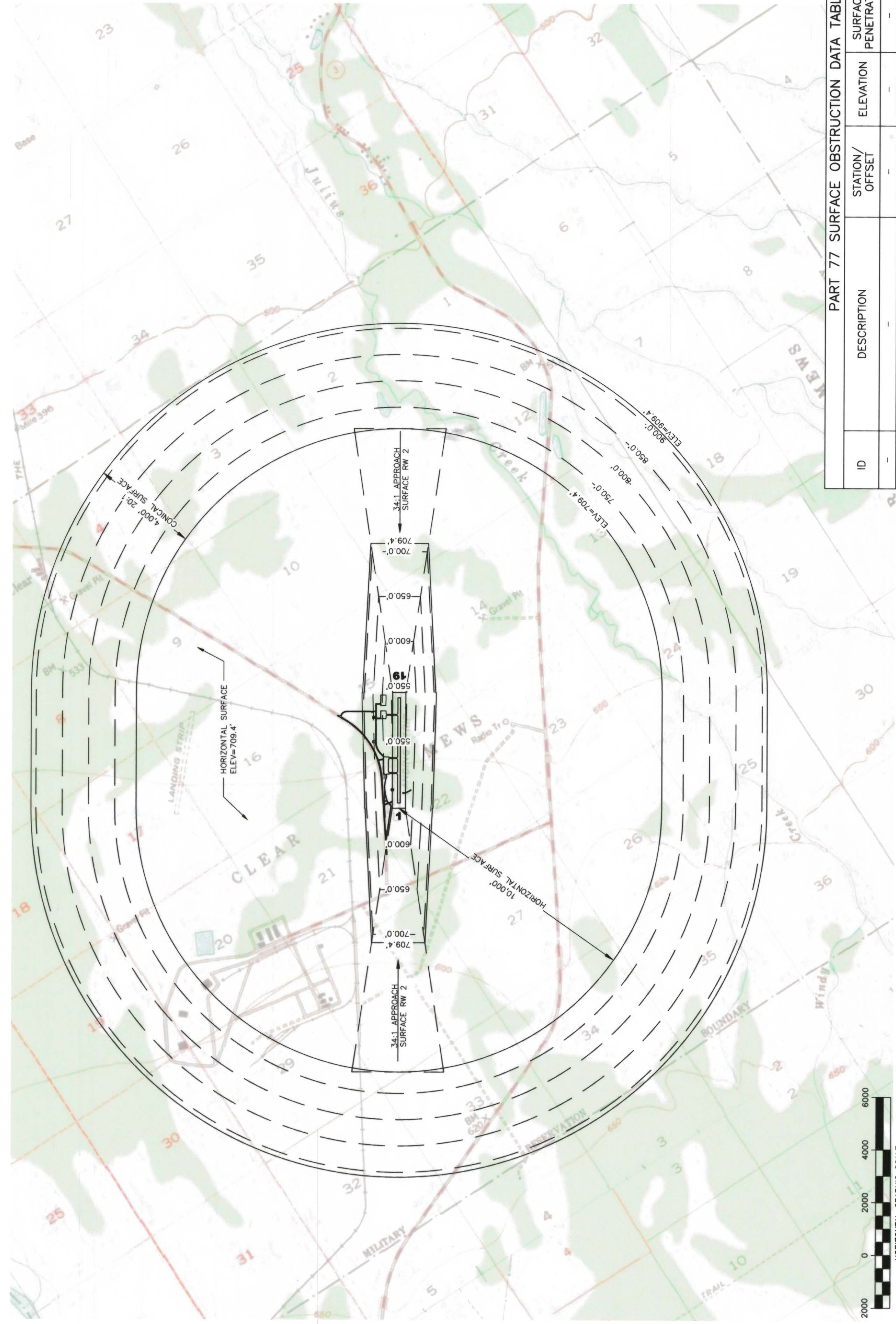
BY	DATE	REVISIONS

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION
 APPROVED: **Ryan F. Anderson** DATE: **11/28/2012**
 RYAN F. ANDERSON, P.E. DESIGN GROUP CHIEF

AIRPORT LAYOUT PLAN **2/19/12**
 Approved By Letter Dated: **2/19/12**
 AIRPORTS DIVISION, ALASKAN REGION,
 AAL-601
 AIRSPACE: #2010-AAL-100-NRA

CLEAR AIRPORT
 CLEAR, ALASKA
 EXISTING AND ULTIMATE INNER PORTION
 OF THE APPROACH SURFACE
 RUNWAY 01-19

SHEET **3** OF **5**



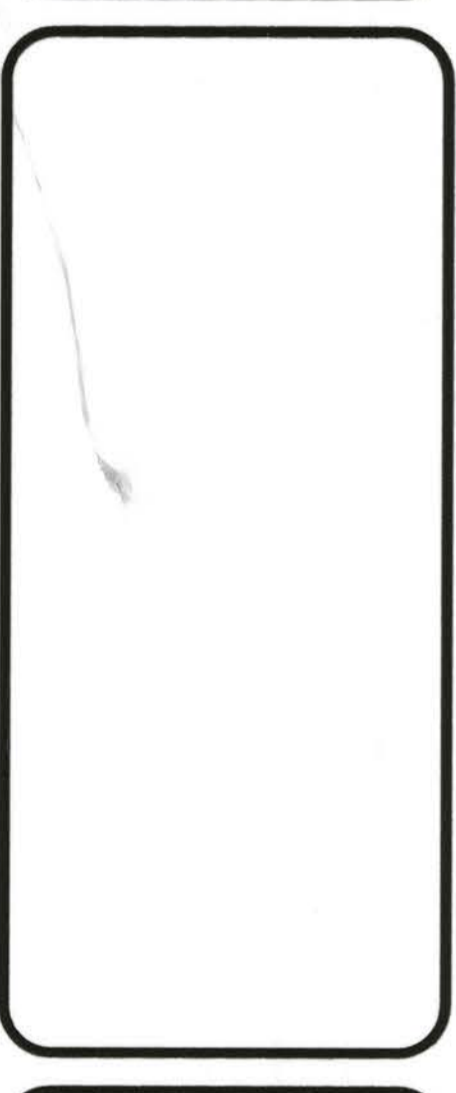
- NOTES:
1. DESIGNATED AIRPORT ELEVATION IS 559.4 FT. NAVD 88.
 2. ALL ELEVATIONS AND CONTOURS ARE IN FEET. PART 77 CONTOUR ELEVATIONS BASED ON NAVD 88.
 3. BASE MAP DATA FROM USGS FAIRBANKS (B-4 & B-5), ALASKA.
 4. REFER TO THE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN OBSTRUCTIONS.
 5. PRIMARY SURFACE WIDTH OF RUNWAY 1-19 IS 500'.
 6. THERE ARE NO KNOWN HEIGHT RESTRICTIONS.

PART 77 SURFACE OBSTRUCTION DATA TABLE (OUTER PORTION)

ID	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
-	-	-	-	-	-	-	-	-

SHEET 4 OF 5

CLEAR AIRPORT
CLEAR, ALASKA
AIRPORT AIRSPACE

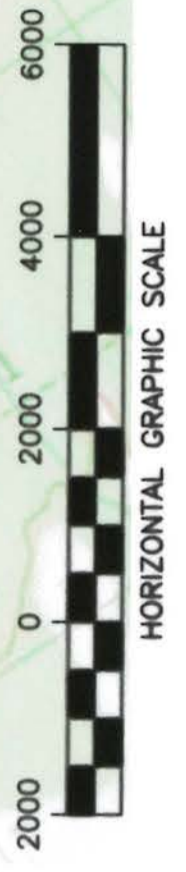


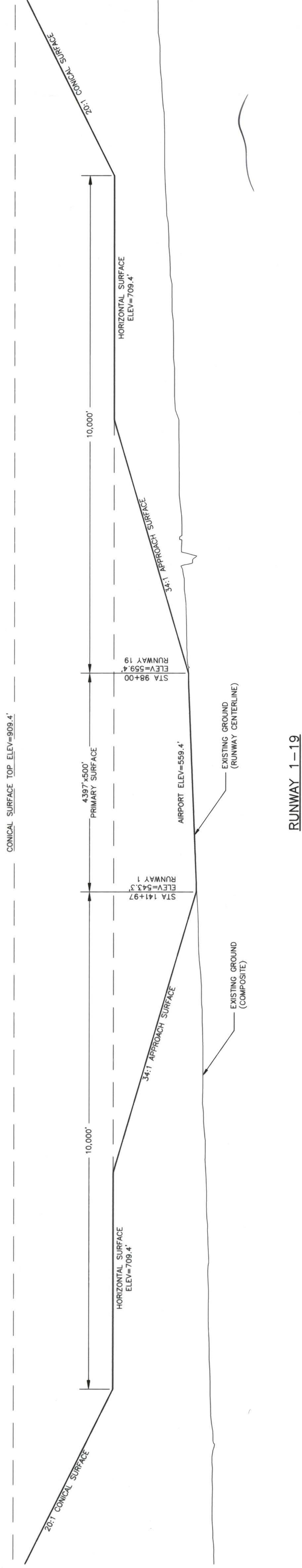
AIRPORT LAYOUT PLAN 12/19/10
Approved By Letter Dated: [Signature]
AIRPORT'S DIVISION, ALASKAN REGION,
AAL-601
AIRSPACE: #2010-AAL-100-NRA

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION
APPROVE: [Signature] DATE 11/26/12
RYAN F. ANDERSON, P.E. DESIGN GROUP CHIEF

BY	DATE	REVISIONS

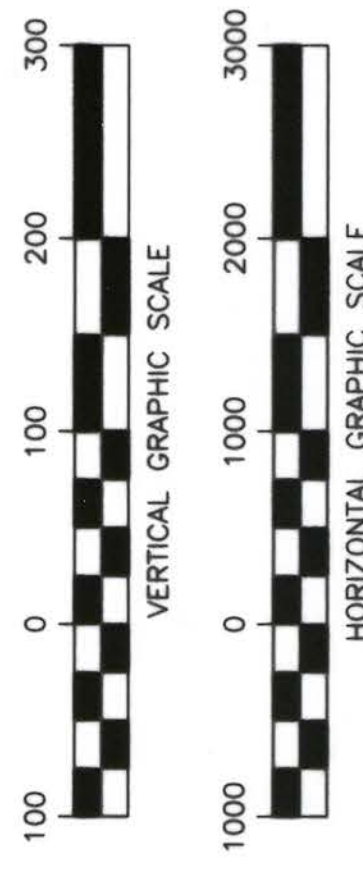
DESIGN: NBS
DRAWN: MIM
CHECKED: JAK





RUNWAY 1-19

NOTES:
 1. REFER TO THE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN OBSTRUCTIONS.
 2. THERE ARE NO KNOWN HEIGHT RESTRICTIONS.



DESIGN	BY	DATE	REVISIONS
MBS			
MIM			
SMK			

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION
 APPROVED: *R. F. Anderson* DATE: 11/28/2012
 RYAN F. ANDERSON, P.E. DESIGN GROUP CHIEF

AIRPORT LAYOUT PLAN 12/19/12
 Approved By Letter Dated: *[Signature]*
 AIRPORTS DIVISION, ALASKAN REGION,
 AAL-601
 AIRSPACE: #2010-AAL-100-NRA

CLEAR AIRPORT
 CLEAR, ALASKA
 AIRPORT AIRSPACE PROFILE