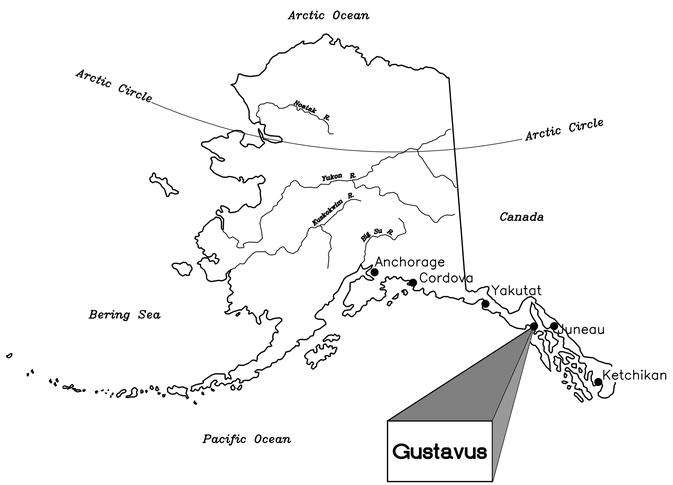
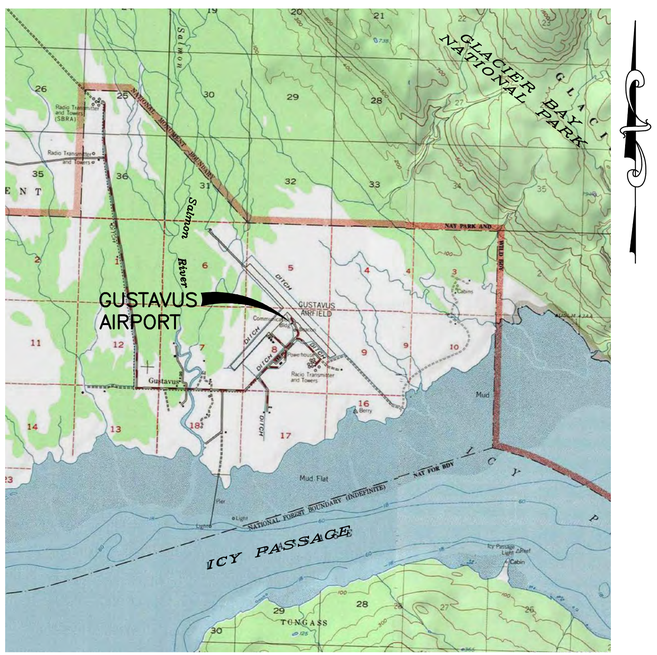


LOCATION MAP
NOT TO SCALE



VICINITY MAP
1" = 1 MILE
T40S R59E SEC. 5,6,7,8,9
COPPER RIVER MERIDIAN
USGS JUNEAU (B-6), ALASKA

AIRPORT DATA

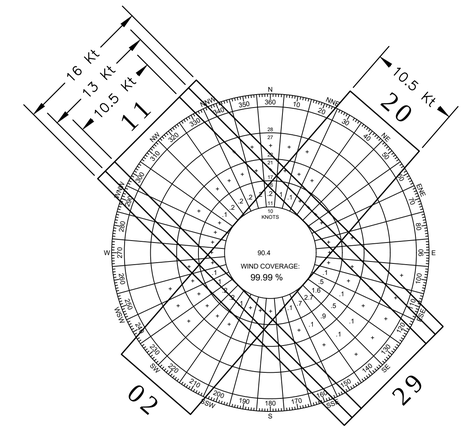
ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	PAGS	SAME
NATIONAL AIRPORT IDENTIFIER	GST	SAME
FAA SITE NUMBER	50284.*A	SAME
AIRPORT REFERENCE CODE (ARC)	B-II	SAME
AIRPORT ELEVATION (NAVD88)	36.3'	SAME
MEAN TEMPERATURE, HOTTEST MONTH	62.9°F, JULY	SAME
AIRPORT AND TERMINAL NAVIGATION AIDS	BEACON, GPS, VOR	SAME
MISC FACILITIES	AWOS, WINDCONE	SAME
MAGNETIC DECLINATION (YEAR) RATE OF CHANGE, SOURCE	19°46'E (2015) –0°18'W/YEAR, NOAA	
NPIAS SERVICE LEVEL	CS	SAME
STATE EQUIVALENT SERVICE ROLE	CS	SAME
OBSTRUCTION SURVEY SOURCE & TYPE	R&M CONSULTANTS, INC. 2016/VERTICALLY GUIDED AIRPORT AIRSPACE ANALYSIS SURVEY (AAAS)	

GEOGRAPHIC COORDINATES

ITEM	EXISTING LATITUDE	EXISTING LONGITUDE	EXISTING ELEVATION	ULTIMATE LATITUDE	ULTIMATE LONGITUDE	ULTIMATE ELEVATION
ARP (NAD 83 DATUM)	N58°25'30.97"	W135°42'26.68"		SAME	SAME	
THRESHOLD RW 11	N58°25'57.77"	W135°43'02.21"	36.2'	SAME	SAME	SAME
THRESHOLD RW 29	N58°25'10.94"	W135°41'33.01"	29.2'	SAME	SAME	SAME
THRESHOLD RW 2	N58°25'12.23"	W135°43'05.49"	30.5'	SAME	SAME	SAME
THRESHOLD RW 20	N58°25'34.61"	W135°42'28.40"	32.4'	SAME	SAME	SAME

WIND DATA

RUNWAY	10.5 Kt	13 Kt	16 Kt
11/29	98.92%	99.43%	99.90%
02/20	91.93%	–	–
COMBINED	99.90%	–	–



WINDROSE
SOURCE: % FREQUENCY OF WIND DIRECTION AND SPEED IS FROM HOURLY OBSERVATIONS GUSTAVUS STATION #25322, PERIOD: YEARS 2008–2012, 2014–2017. 189,380 OBSERVATIONS.

RUNWAY DATA

ITEM	RUNWAY 11/29 EXISTING	RUNWAY 11/29 ULTIMATE	RUNWAY 02/20 EXISTING	RUNWAY 02/20 ULTIMATE
RUNWAY IDENTIFIER[4]	11/29	12/30	2/20	SAME
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY	OTHER THAN UTILITY	SAME	OTHER THAN UTILITY	SAME
RUNWAY DESIGN CODE (RDC)	B-II-5000	B-II-5000/B-II-4000	B-I-VIS	SAME
APPROACH RUNWAY REFERENCE CODE (APRC)	D/IV/5000 D/V/5000	D/IV/5000 / D/IV/4000 D/V/5000 / D/V/4000	B/I(S)/VIS	SAME
DEPARTURE RUNWAY REFERENCE CODE (DPRC)	D/IV D/V	D/IV D/V	B/I(S)	SAME
CRITICAL AIRCRAFT	CESSNA 208/PIPER CHIEFTAIN	SAME	PIPER CHIEFTAIN	SAME
RUNWAY SURFACE	ASPHALT	SAME	ASPHALT	SAME
SURFACE TREATMENT	GROOVED	SAME	NONE	SAME
PAVEMENT STRENGTH	28/F/B/X/T	TBD	18/F/B/X/T	TBD
EFFECTIVE GRADE	0.10%	SAME	0.06%	SAME
PERCENT WIND COVERAGE	99.20%	SAME	96.22%	SAME
RUNWAY DIMENSIONS	6,720'x150'	SAME	3,010'x60'	SAME
RUNWAY SAFETY AREA (RSA)	8,720'x500'	SAME	3,490'x120'	SAME
RSA LENGTH BEYOND DEPARTURE END	1,000'	SAME	240'	SAME
RSA LENGTH PRIOR TO THRESHOLD	1,000'	SAME	240'	SAME
RUNWAY OBJECT FREE AREA (OFA)	8,720'x800'	SAME	3,490'x250'	SAME
OFA LENGTH BEYOND DEPARTURE END	1,000'	SAME	240'	SAME
OFA LENGTH PRIOR TO THRESHOLD	1,000'	SAME	240'	SAME
RUNWAY OBSTACLE FREE ZONE (OFZ)	7,120'x400'	SAME	3,410'x250'	SAME
RUNWAY PROTECTION ZONE (RPZ)	500'x1,700'x1,010'/ 500'x1,700'x1,010'	SAME/ 1,000'x1,700'x1,510'	250'x1,000'x450'/ 250'x1,000'x450'	SAME/ SAME
RUNWAY LIGHTING	MIRL	SAME	NONE	SAME
RUNWAY MARKING TYPE	NON-PRECISION	SAME	NON-PRECISION	SAME
FAR PART 77 APPROACH SURFACE SLOPE	34:1/34:1	SAME/SAME	20:1/20:1	SAME/SAME
FAR PART 77 APPROACH TYPE (V, NPI, P)	NPI	SAME	V	SAME
VISIBILITY MINIMUMS	≥ 1-MILE	≥ 1-MILE/¾ MILE	VIS	SAME
AERONAUTICAL SURVEY TYPE REQUIRED	NVG	SAME	NVG	SAME
RUNWAY DEPARTURE SURFACE	YES	SAME	N/A	SAME
THRESHOLD SITING SURFACE (TSS) SLOPE	20:1/20:1	20:1/20:1	20:1/20:1	20:1/20:1
RUNWAY VISUAL AND INSTRUMENT NAVAIDS	VASI, REILS	PAPI, REILS	NONE	SAME
TOUCHDOWN ZONE ELEVATIONS	36.3'/32.6'	SAME	32.5'/32.5'	SAME
MEAN GEODETIC BEARING	N44°58'25.41"W	SAME	S41°00'32.09"W	SAME

DRAWING INDEX

SHEET #	TITLE	REVISION DATE
1	DATA SHEET	
2	EXISTING AIRPORT LAYOUT PLAN DRAWING	
3	ULTIMATE AIRPORT LAYOUT PLAN DRAWING	
4	TERMINAL AREA DRAWING	
5	RUNWAY PROFILES	
6	RUNWAY 11 INNER PORTION OF THE APPROACH SURFACE DRAWING	
7	RUNWAY 29 INNER PORTION OF THE APPROACH SURFACE DRAWING	
8	RUNWAY 2-20 INNER PORTION OF THE APPROACH SURFACE DRAWING	
9	AIRPORT AIRSPACE DRAWING	
10	AIRPORT AIRSPACE PROFILES	
11	AIRPORT PROPERTY MAP	
12	AIRPORT LAND USE DRAWING	

NOTES:
1. NAD 83 WAS USED AS THE HORIZONTAL DATUM FOR ALL COORDINATES.
2. NAVD88 WAS USED AS THE VERTICAL DATUM FOR ALL ELEVATIONS.
3. SEE TERMINAL AREA DRAWING FOR TAXIWAY DATA
4. RUNWAY 11/29 IS DUE TO BE RENUMBERED IMMEDIATELY TO RUNWAY 12/30 BASED ON 2015 MAGNETIC DECLINATION.

MODIFICATIONS TO STANDARDS/NON-STANDARD CONDITIONS

DESCRIPTION	STANDARD	EXISTING	ULTIMATE	DISPOSITION
ALIGNED TAXIWAY	NO ALIGNED TAXIWAY	ALIGNED TAXIWAY	NO ALIGNED TAXIWAY	REMOVE NLT 2019

LEGEND

ITEM	EXISTING	ULTIMATE
AIRPORT BOUNDARY		
AIRPORT REFERENCE POINT		
ANTENNA		
AUTOMATED WEATHER OBSERVING SYSTEM		
BUILDINGS		
BUILDING NUMBER		
BUILDING RESTRICTION LINE	BRL	UBRL
CONTOURS	25	
DRAINAGE DITCH		
FENCE	X X	X X
LEASE LOT LINE		
MARKINGS		
NON-DIRECTIONAL BEACON/ DIFFERENTIAL GPS		
OVERHEAD ELECTRICAL LINE	OHE	OHE
REIL		
ROADS (PAVED)		
ROADS (UNPAVED)		
ROTATING BEACON		
RUNWAY OBJECT FREE AREA	OFA	UOFA
RUNWAY OBSTACLE FREE ZONE	OFZ	UOFZ
RUNWAY PROTECTION ZONE	RPZ	URPZ
RUNWAY SAFETY AREA	RSA	URSA
RUNWAY THRESHOLD LIGHTS		
RUNWAY VISUAL ZONE	RVZ	URVZ
SEGMENTED CIRCLE		
SHORELINE		
STREAM/RIVER		
SURVEY MONUMENT		
VASI OR PAPI		
WINDCONE		

PLANNED: MIM
DRAWN: RLC
CHECKED: EJG
DATE: 06/05/2019

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHCOAST REGION PLANNING

BY	DATE	REVISION

GUSTAVUS AIRPORT
AIRPORT LAYOUT PLAN
DATA SHEET

SHEET 1 OF 12

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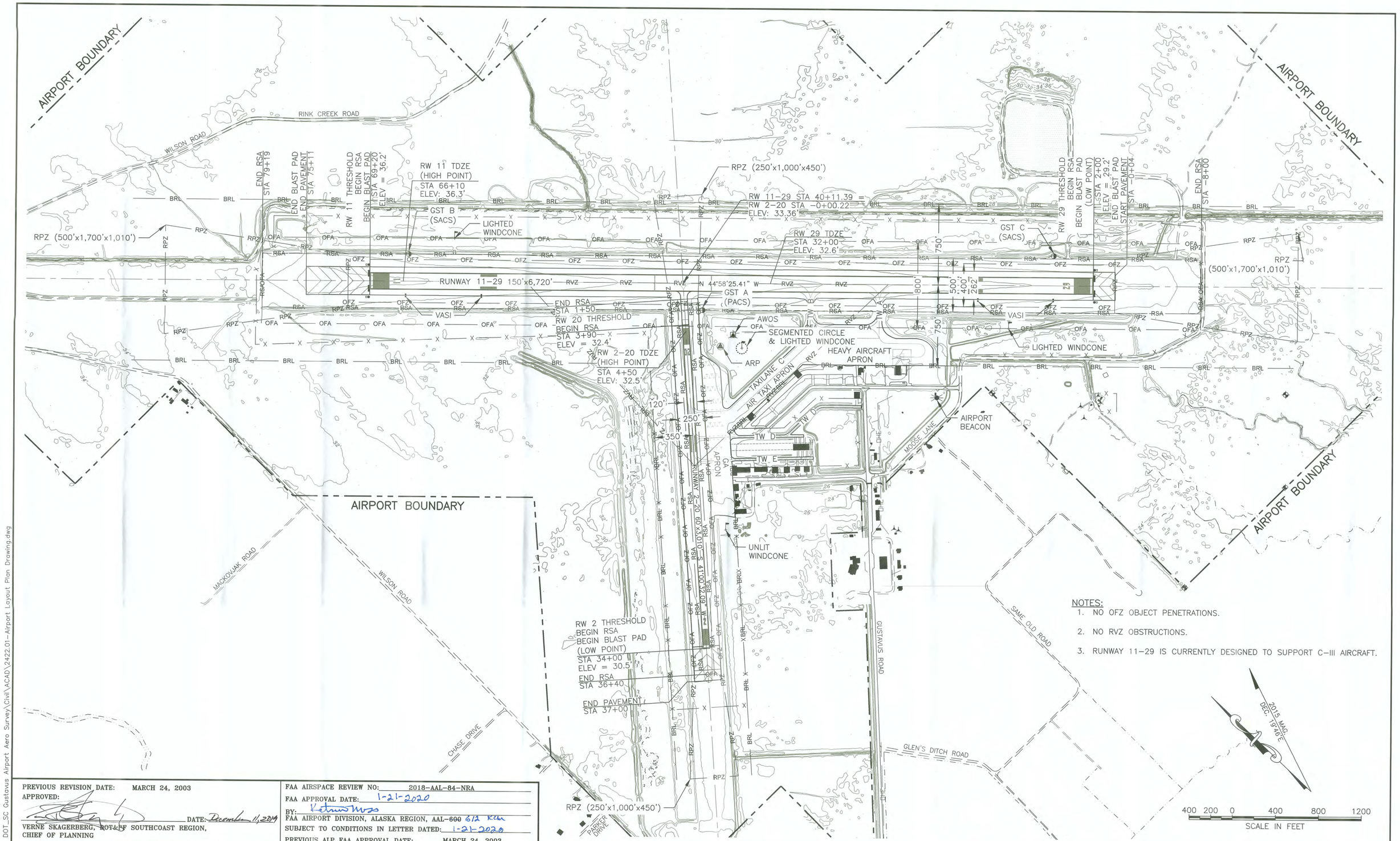

NOTES:
1. NO OFZ OBJECT PENETRATIONS.
2. NO RVZ OBSTRUCTIONS.
3. RUNWAY 11-29 IS CURRENTLY DESIGNED TO SUPPORT C-III AIRCRAFT.

PREVIOUS REVISION DATE: MARCH 24, 2003
APPROVED:
DATE: December 11, 2019
VERNE SKAGERBERG, DOT&PF SOUTHCOAST REGION, CHIEF OF PLANNING

FAA AIRSPACE REVIEW NO: 2018-AAL-84-NRA
FAA APPROVAL DATE: 1-21-2020
BY: Katrina Moss
FAA AIRPORT DIVISION, ALASKA REGION, AAL-~~600~~ 612 RCM
SUBJECT TO CONDITIONS IN LETTER DATED: 1-21-2020
PREVIOUS ALP FAA APPROVAL DATE: MARCH 24, 2003

PLANNED: MIM
DRAWN: RLC
CHECKED: EJG
DATE: 06/05/2019

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHCOAST REGION PLANNING

BY	DATE	REVISION

GUSTAVUS AIRPORT
AIRPORT LAYOUT PLAN
EXISTING AIRPORT LAYOUT PLAN DRAWING

SHEET 2 OF 12

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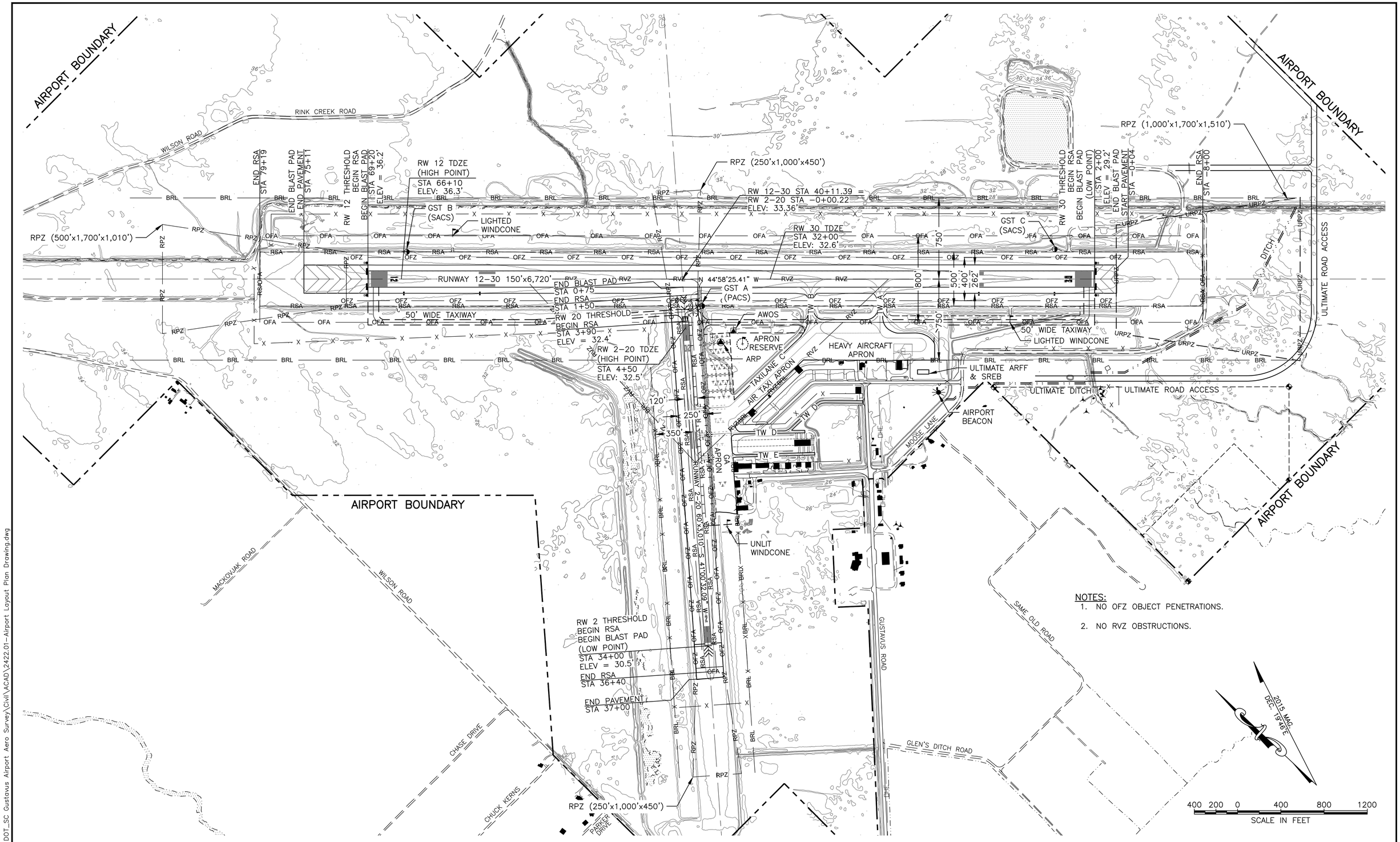

NOTES:
1. NO OFZ OBJECT PENETRATIONS.
2. NO RVZ OBSTRUCTIONS.

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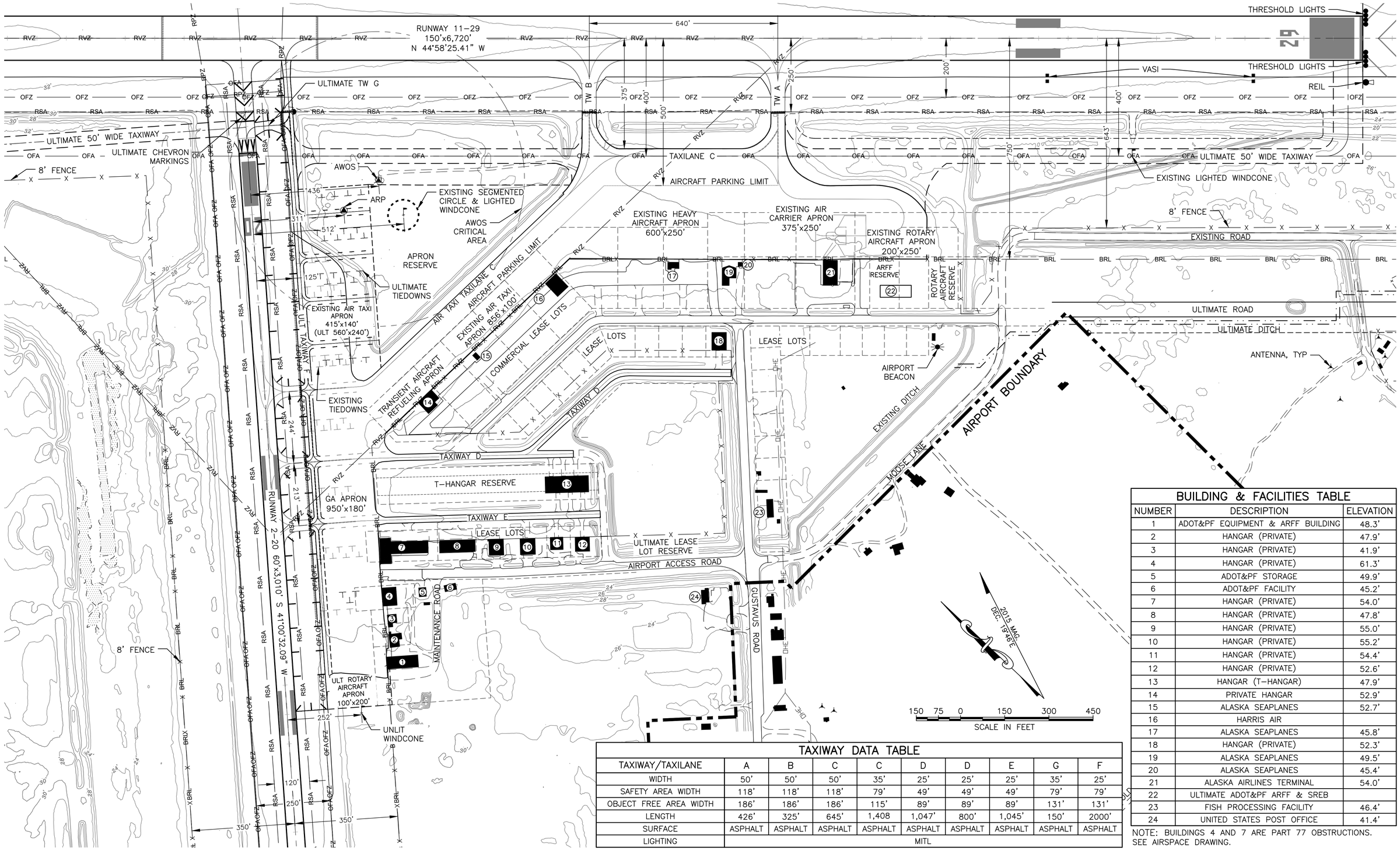
PLANNED: MIM DRAWN: RLC CHECKED: EJG DATE: 06/05/2019	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHCOAST REGION PLANNING	BY / DATE / REVISION	GUSTAVUS AIRPORT AIRPORT LAYOUT PLAN ULTIMATE AIRPORT LAYOUT PLAN DRAWING	SHEET 3 OF 12



TAXIWAY DATA TABLE

TAXIWAY/TAXILANE	A	B	C	C	D	D	E	G	F
WIDTH	50'	50'	50'	35'	25'	25'	25'	35'	25'
SAFETY AREA WIDTH	118'	118'	118'	79'	49'	49'	49'	79'	79'
OBJECT FREE AREA WIDTH	186'	186'	186'	115'	89'	89'	89'	131'	131'
LENGTH	426'	325'	645'	1,408	1,047'	800'	1,045'	150'	2000'
SURFACE	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT
LIGHTING	MITL								

BUILDING & FACILITIES TABLE

NUMBER	DESCRIPTION	ELEVATION
1	ADOT&PF EQUIPMENT & ARFF BUILDING	48.3'
2	HANGAR (PRIVATE)	47.9'
3	HANGAR (PRIVATE)	41.9'
4	HANGAR (PRIVATE)	61.3'
5	ADOT&PF STORAGE	49.9'
6	ADOT&PF FACILITY	45.2'
7	HANGAR (PRIVATE)	54.0'
8	HANGAR (PRIVATE)	47.8'
9	HANGAR (PRIVATE)	55.0'
10	HANGAR (PRIVATE)	55.2'
11	HANGAR (PRIVATE)	54.4'
12	HANGAR (PRIVATE)	52.6'
13	HANGAR (T–HANGAR)	47.9'
14	PRIVATE HANGAR	52.9'
15	ALASKA SEAPLANES	52.7'
16	HARRIS AIR	
17	ALASKA SEAPLANES	45.8'
18	HANGAR (PRIVATE)	52.3'
19	ALASKA SEAPLANES	49.5'
20	ALASKA SEAPLANES	45.4'
21	ALASKA AIRLINES TERMINAL	54.0'
22	ULTIMATE ADOT&PF ARFF & SREB	
23	FISH PROCESSING FACILITY	46.4'
24	UNITED STATES POST OFFICE	41.4'

NOTE: BUILDINGS 4 AND 7 ARE PART 77 OBSTRUCTIONS. SEE AIRSPACE DRAWING.

PLANNED: MIM
DRAWN: RLC
CHECKED: EJG
DATE: 06/05/2019

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHCOAST REGION PLANNING

BY	DATE	REVISION

GUSTAVUS AIRPORT
AIRPORT LAYOUT PLAN
TERMINAL AREA DRAWING

SHEET 4 OF 12

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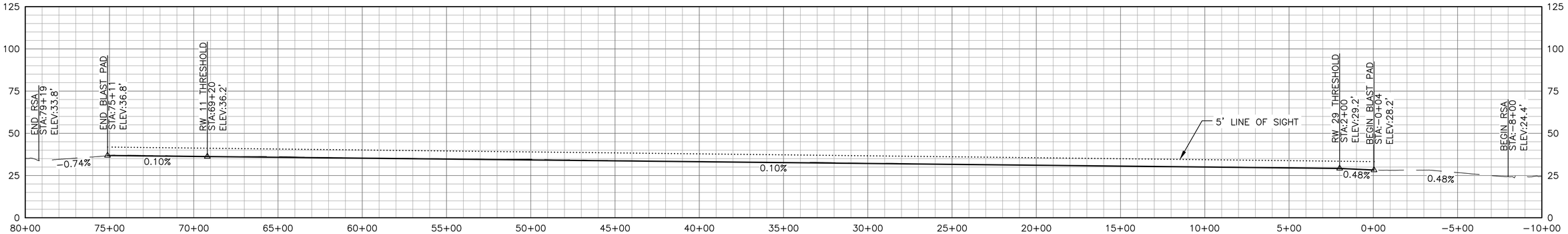
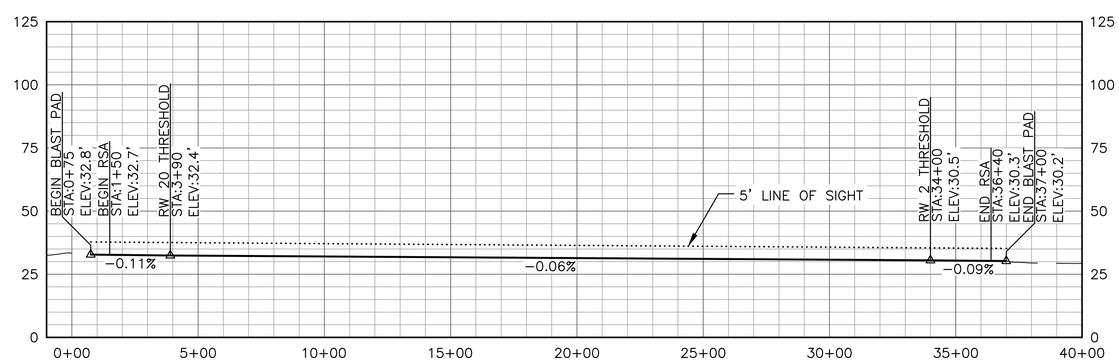


RUNWAY 11-29 PROFILE



RUNWAY 2-20 PROFILE

0 30 60
VERTICAL SCALE IN FEET

0 300 600
HORIZONTAL SCALE IN FEET

NOTES:
1. RUNWAY 11-29 AND RUNWAY 2-20 MEET LINE OF SITE REQUIREMENTS.

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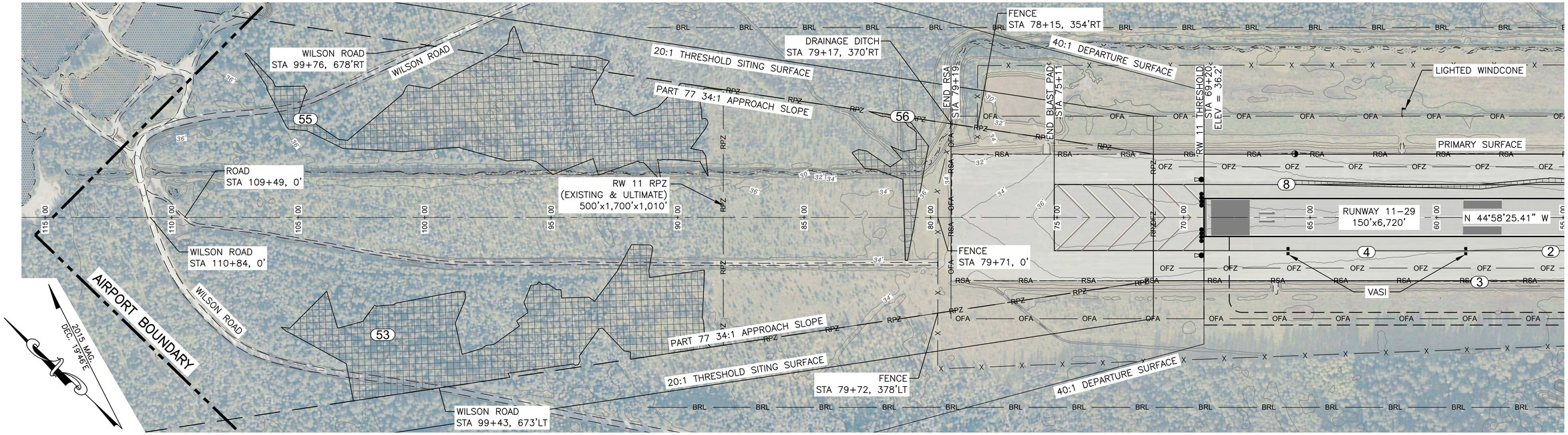
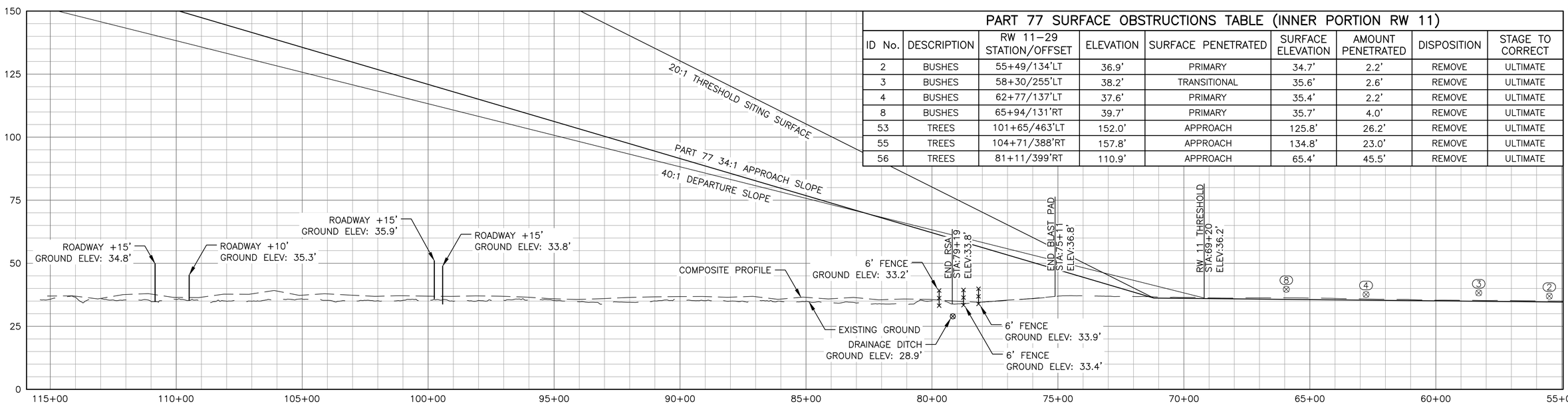
PLANNED: MIM DRAWN: RLC CHECKED: EJG DATE: 06/05/2019	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHCOAST REGION PLANNING	BY / DATE / REVISION	GUSTAVUS AIRPORT AIRPORT LAYOUT PLAN RUNWAY PROFILES	SHEET 5 OF 12





PART 77 SURFACE OBSTRUCTIONS TABLE (INNER PORTION RW 11)

ID No.	DESCRIPTION	RW 11–29 STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
2	BUSHES	55+49/134'LT	36.9'	PRIMARY	34.7'	2.2'	REMOVE	ULTIMATE
3	BUSHES	58+30/255'LT	38.2'	TRANSITIONAL	35.6'	2.6'	REMOVE	ULTIMATE
4	BUSHES	62+77/137'LT	37.6'	PRIMARY	35.4'	2.2'	REMOVE	ULTIMATE
8	BUSHES	65+94/131'RT	39.7'	PRIMARY	35.7'	4.0'	REMOVE	ULTIMATE
53	TREES	101+65/463'LT	152.0'	APPROACH	125.8'	26.2'	REMOVE	ULTIMATE
55	TREES	104+71/388'RT	157.8'	APPROACH	134.8'	23.0'	REMOVE	ULTIMATE
56	TREES	81+11/399'RT	110.9'	APPROACH	65.4'	45.5'	REMOVE	ULTIMATE

0 20 40
VERTICAL SCALE IN FEET
0 200 400
HORIZONTAL SCALE IN FEET

LEGEND:

PART 77 SURFACE OBSTRUCTIONS

(##) OBSTRUCTION IDENTIFIER

NOTES:

1. THE OBSTRUCTION CLEARANCE SLOPE IS DEFINED PER AC 150/5200–35A, CHAPTER 4, DATA ELEMENT 57.
2. THRESHOLD SITING CRITERIA FOR RUNWAY 11 IS BASED ON INSTRUMENT NIGHT OPERATIONS FOR GREATER THAN APPROACH CATEGORY B AIRCRAFT, AS DEFINED BY AC 150/5300–13A, TABLE 3–2, LINE 5.
3. REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS TO THE OUTER APPROACH SURFACES. ALSO REFER TO THE AIRSPACE DRAWING FOR ANY OBSTRUCTIONS OUTSIDE THIS VIEW.
4. DEPARTURE SURFACE SLOPE IS 40:1 AS DEFINED BY AC 150/5300–13A, TABLE 3–2, LINE 9 FOR INSTRUMENT RUNWAYS.

PLANNED: MIM
DRAWN: RLC
CHECKED: EJG
DATE: 06/05/2019

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHCOAST REGION PLANNING

BY	DATE	REVISION

GUSTAVUS AIRPORT
AIRPORT LAYOUT PLAN
RUNWAY 11 INNER PORTION OF THE APPROACH SURFACE DRAWING

SHEET 6 OF 12

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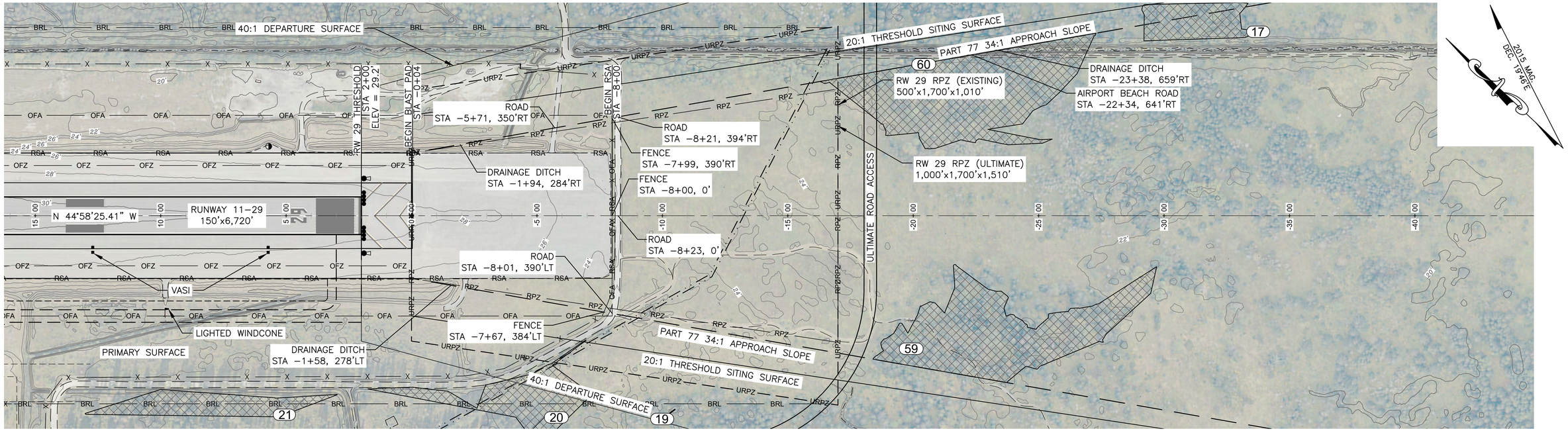
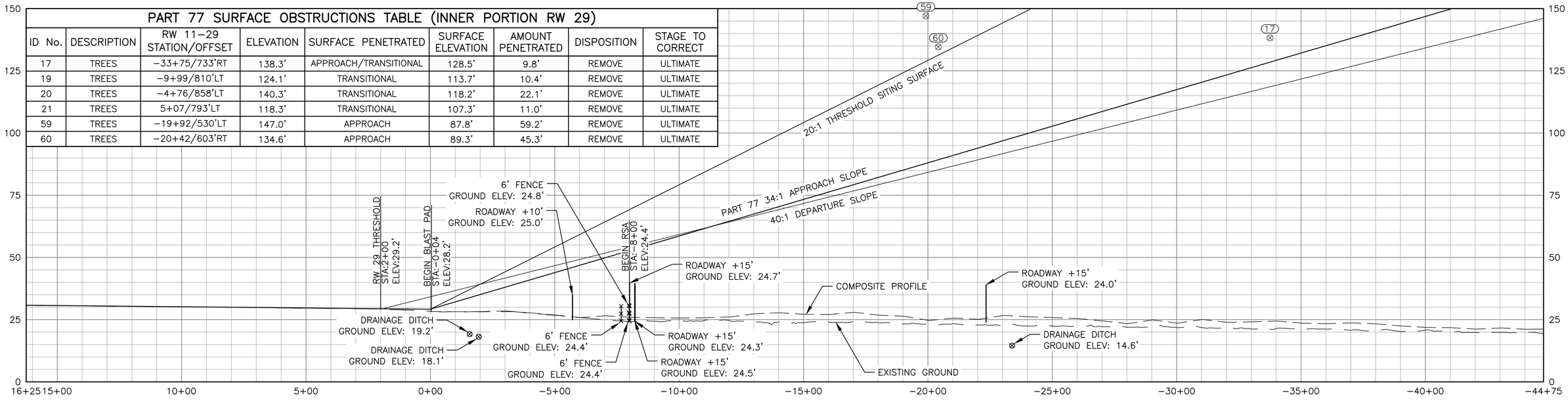


PART 77 SURFACE OBSTRUCTIONS TABLE (INNER PORTION RW 29)

ID No.	DESCRIPTION	RW 11-29 STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
17	TREES	-33+75/733'RT	138.3'	APPROACH/TRANSITIONAL	128.5'	9.8'	REMOVE	ULTIMATE
19	TREES	-9+99/810'LT	124.1'	TRANSITIONAL	113.7'	10.4'	REMOVE	ULTIMATE
20	TREES	-4+76/858'LT	140.3'	TRANSITIONAL	118.2'	22.1'	REMOVE	ULTIMATE
21	TREES	5+07/793'LT	118.3'	TRANSITIONAL	107.3'	11.0'	REMOVE	ULTIMATE
59	TREES	-19+92/530'LT	147.0'	APPROACH	87.8'	59.2'	REMOVE	ULTIMATE
60	TREES	-20+42/603'RT	134.6'	APPROACH	89.3'	45.3'	REMOVE	ULTIMATE



0 20 40
VERTICAL SCALE IN FEET
0 200 400
HORIZONTAL SCALE IN FEET

LEGEND:

PART 77 SURFACE OBSTRUCTIONS

(##) OBSTRUCTION IDENTIFIER

NOTES:

1. THE OBSTRUCTION CLEARANCE SLOPE IS DEFINED PER AC 150/5200-35A, CHAPTER 4, DATA ELEMENT 57.
2. THRESHOLD SITING CRITERIA FOR EXISTING RUNWAY 29 IS BASED ON INSTRUMENT NIGHT OPERATIONS FOR GREATER THAN APPROACH CATEGORY B AIRCRAFT, AS DEFINED BY AC 150/5300-13A, TABLE 3-2, LINE 5. THRESHOLD SITING CRITERIA FOR ULTIMATE RUNWAY 29 IS BASED ON INSTRUMENT APPROACHES WITH VISIBILITY MINIMUMS ≥ ¾ BUT < 1 STATUE MILE, DAY OR NIGHT, AS DEFINED BY AC 150/5300-13A, TABLE 3-2, LINE 6.
3. REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS TO THE OUTER APPROACH SURFACES. ALSO REFER TO THE AIRSPACE DRAWING FOR ANY OBSTRUCTIONS OUTSIDE THIS VIEW.
4. DEPARTURE SURFACE SLOPE IS 40:1 AS DEFINED BY AC 150/5300-13A, TABLE 3-2, LINE 9 FOR INSTRUMENT RUNWAYS.

PLANNED: MIM
DRAWN: RLC
CHECKED: EJG
DATE: 06/05/2019

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHCOAST REGION PLANNING

BY	DATE	REVISION

GUSTAVUS AIRPORT
AIRPORT LAYOUT PLAN
RUNWAY 29 INNER PORTION OF THE APPROACH SURFACE DRAWING

SHEET 7 OF 12

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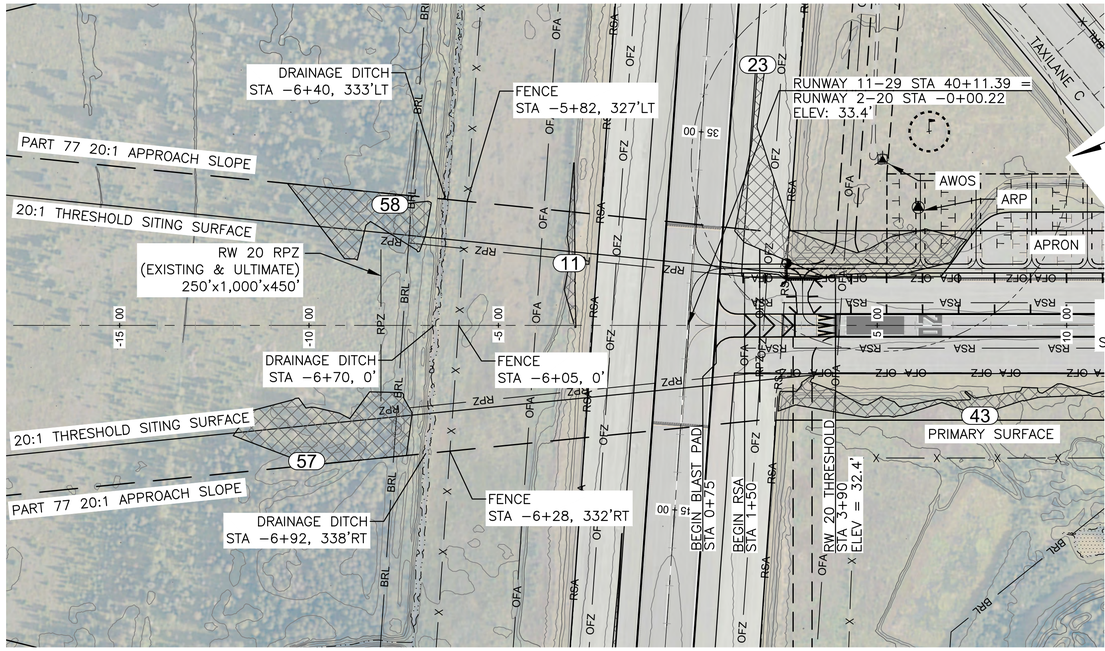
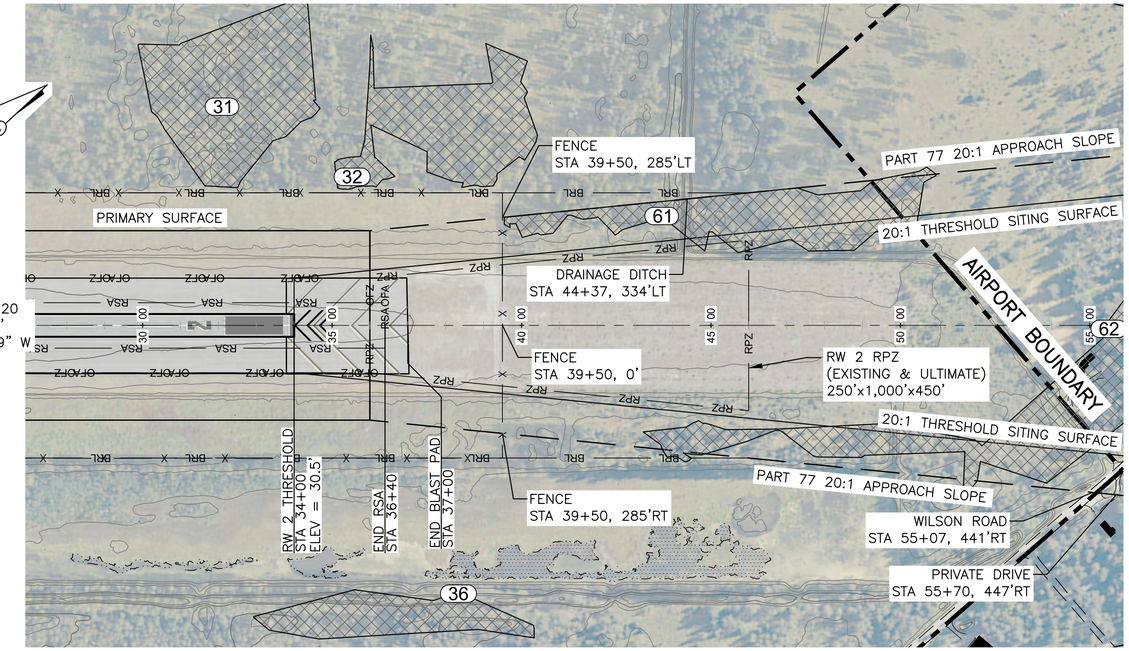


RUNWAY 20 APPROACH PLAN



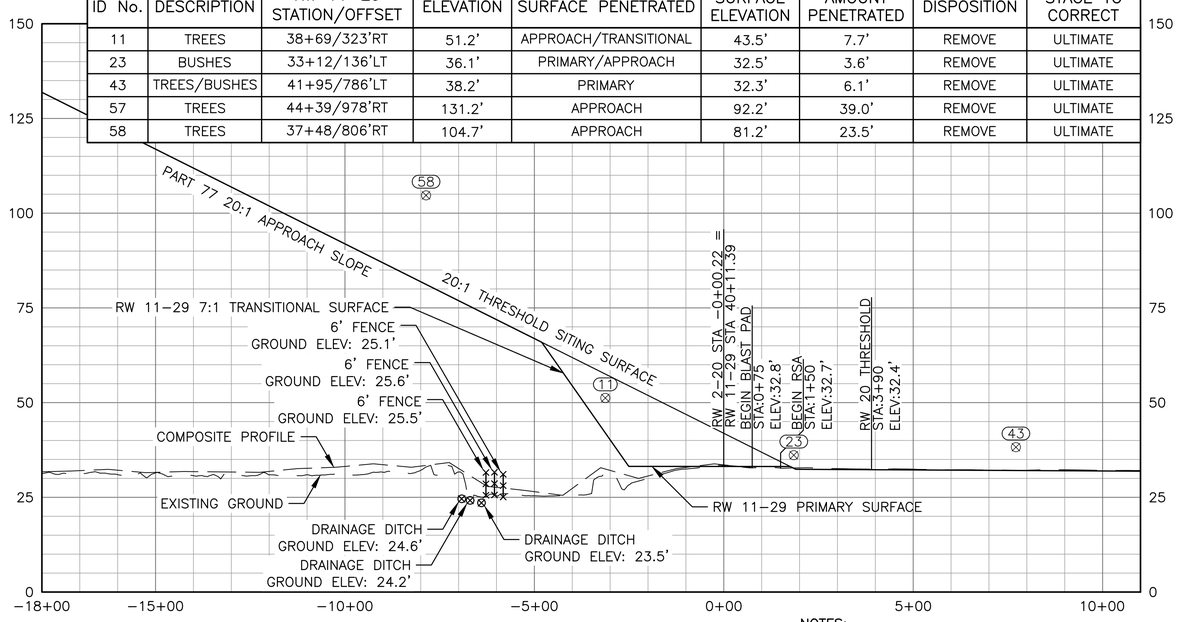
RUNWAY 2 APPROACH PLAN

PART 77 SURFACE OBSTRUCTIONS TABLE (INNER PORTION RW 20)

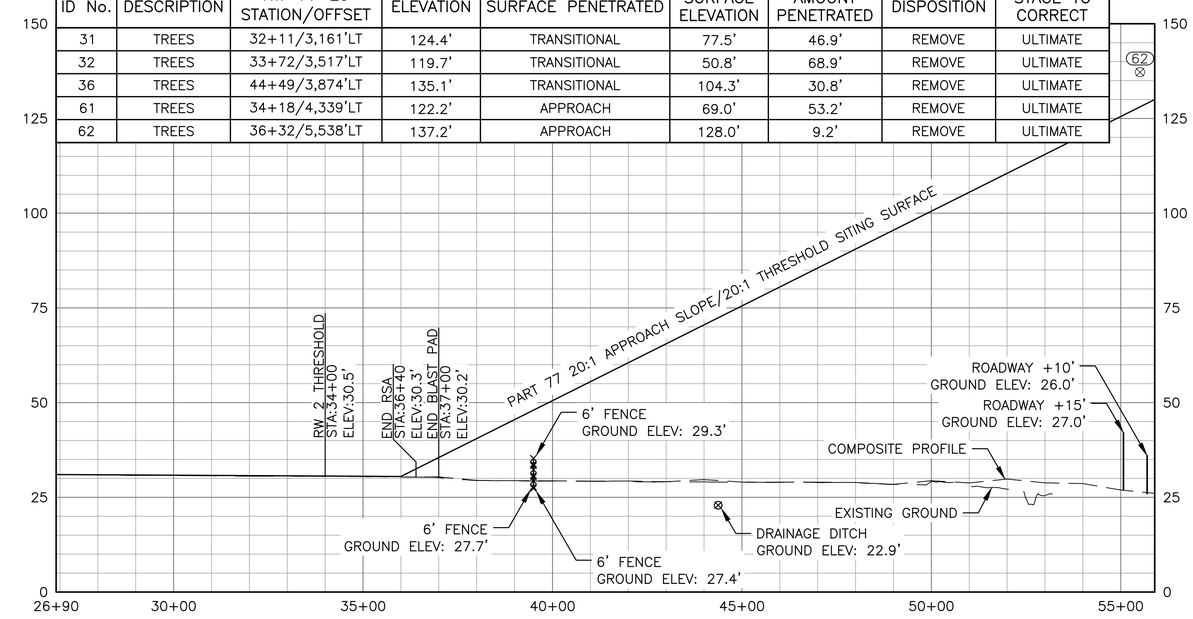
ID No.	DESCRIPTION	RW 11−29 STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
11	TREES	38+69/323'RT	51.2'	APPROACH/TRANSITIONAL	43.5'	7.7'	REMOVE	ULTIMATE
23	BUSHES	33+12/136'LT	36.1'	PRIMARY/APPROACH	32.5'	3.6'	REMOVE	ULTIMATE
43	TREES/BUSHES	41+95/786'LT	38.2'	PRIMARY	32.3'	6.1'	REMOVE	ULTIMATE
57	TREES	44+39/978'RT	131.2'	APPROACH	92.2'	39.0'	REMOVE	ULTIMATE
58	TREES	37+48/806'RT	104.7'	APPROACH	81.2'	23.5'	REMOVE	ULTIMATE

PART 77 SURFACE OBSTRUCTIONS TABLE (INNER PORTION RW 2)

ID No.	DESCRIPTION	RW 11−29 STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
31	TREES	32+11/3,161'LT	124.4'	TRANSITIONAL	77.5'	46.9'	REMOVE	ULTIMATE
32	TREES	33+72/3,517'LT	119.7'	TRANSITIONAL	50.8'	68.9'	REMOVE	ULTIMATE
36	TREES	44+49/3,874'LT	135.1'	TRANSITIONAL	104.3'	30.8'	REMOVE	ULTIMATE
61	TREES	34+18/4,339'LT	122.2'	APPROACH	69.0'	53.2'	REMOVE	ULTIMATE
62	TREES	36+32/5,538'LT	137.2'	APPROACH	128.0'	9.2'	REMOVE	ULTIMATE



RUNWAY 20 APPROACH PROFILE



RUNWAY 2 APPROACH PROFILE

0 20 40
VERTICAL SCALE IN FEET
0 200 400
HORIZONTAL SCALE IN FEET

LEGEND:

PART 77 SURFACE OBSTRUCTIONS

(##) OBSTRUCTION IDENTIFIER

NOTES:

1. THE OBSTRUCTION CLEARANCE SLOPE IS DEFINED PER AC 150/5200−35A, CHAPTER 4, DATA ELEMENT 57.
2. THRESHOLD SITING CRITERIA FOR RUNWAY 2−20 IS BASED ON SMALL AIRPLANES WITH APPROACH SPEEDS ≥ 50 KNOTS, AS DEFINED BY AC 150/5300−13A, TABLE 3−2, LINE 2.
3. REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS TO THE OUTER APPROACH SURFACES. ALSO REFER TO THE AIRSPACE DRAWING FOR ANY OBSTRUCTIONS OUTSIDE THIS VIEW.

PLANNED: MIM
DRAWN: RLC
CHECKED: EJG
DATE: 06/05/2019

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHCOAST REGION PLANNING

BY	DATE	REVISION

GUSTAVUS AIRPORT
AIRPORT LAYOUT PLAN
RUNWAY 2−20 INNER PORTION OF THE APPROACH SURFACE DRAWING

SHEET 8 OF 12

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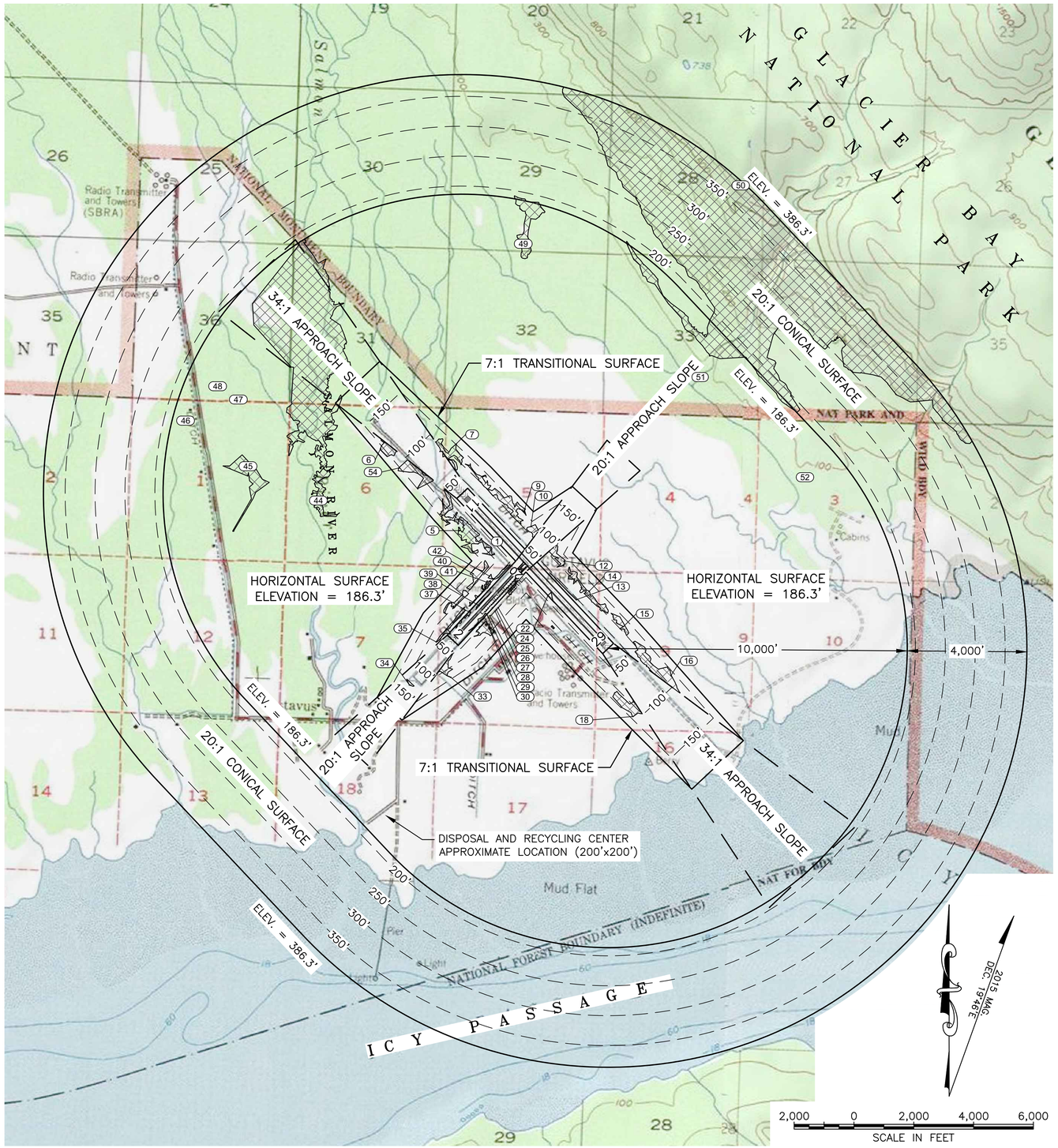

PART 77 SURFACE OBSTRUCTIONS TABLE (OUTER PORTION)

ID No.	DESCRIPTION	RW 11–29 STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
1	BUSHES	51+54/254'LT	37.1'	TRANSITIONAL	34.8'	2.3'	REMOVE	ULTIMATE
5	TREES	62+78/920'LT	204.5'	TRANSITIONAL	131.1'	73.4'	REMOVE	ULTIMATE
6	TREES	100+77/970'LT	169.1'	TRANSITIONAL	162.6'	6.5'	REMOVE	ULTIMATE
7	TREES	84+61/983'RT	162.9'	APPROACH/TRANSITIONAL	151.6'	11.3'	REMOVE	ULTIMATE
9	TREES	52+77/1,108'RT	179.2'	TRANSITIONAL	156.9'	22.3'	REMOVE	ULTIMATE
10	TREES	47+34/912'RT	146.7'	TRANSITIONAL	128.5'	18.2'	REMOVE	ULTIMATE
12	TREES	31+43/930'RT	149.7'	TRANSITIONAL	129.4'	20.3'	REMOVE	ULTIMATE
13	TREES	19+19/338'RT	48.0'	TRANSITIONAL	43.7'	4.3'	REMOVE	ULTIMATE
14	TREES	18+30/844'RT	160.4'	TRANSITIONAL	115.9'	44.5'	REMOVE	ULTIMATE
15	TREES	1+84/876'RT	164.4'	TRANSITIONAL	118.9'	45.5'	REMOVE	ULTIMATE
16	TREES	–20+99/910'RT	165.7'	TRANSITIONAL	132.8'	32.9'	REMOVE	ULTIMATE
18	TREES	–22+19/958'LT	154.2'	TRANSITIONAL	140.0'	14.2'	REMOVE	ULTIMATE
22	TREES	26+65/257'LT	39.0'	PRIMARY/TRANSITIONAL	32.8'	6.2'	REMOVE	ULTIMATE
24	BUILDING	35+17/1,739'LT	54.0'	TRANSITIONAL	48.9'	5.1'	TO REMAIN	N/A
25	LIGHT POLE	35+13/1,829'LT	52.4'	TRANSITIONAL	48.6'	3.8'	TO REMAIN	N/A
26	BUILDING	35+04/1,894'LT	61.3'	TRANSITIONAL	49.1'	12.2'	TO REMAIN	N/A
27	ANTENNA	35+09/2,126'LT	53.5'	TRANSITIONAL	45.9'	7.6'	TO REMAIN	N/A
28	TREES	36+16/2,167'LT	36.1'	PRIMARY/TRANSITIONAL	31.3'	4.8'	REMOVE	ULTIMATE
29	WINDCONE	35+98/2,290'LT	47.9'	TRANSITIONAL	31.5'	16.4'	TO REMAIN	N/A
30	TREES	32+39/2,423'LT	129.0'	TRANSITIONAL	81.3'	47.7'	REMOVE	ULTIMATE
33	TREES	29+04/4,493'LT	148.4'	TRANSITIONAL	141.9'	6.5'	REMOVE	ULTIMATE
34	TREES	36+62/5,672'LT	138.8'	TRANSITIONAL	134.6'	4.2'	REMOVE	ULTIMATE
35	TREES	41+01/4,038'LT	120.8'	PRIMARY/TRANSITIONAL	62.9'	57.9'	REMOVE	ULTIMATE
37	TREES	40+27/2,537'LT	36.8'	PRIMARY/TRANSITIONAL	31.1'	5.7'	REMOVE	ULTIMATE
38	BUSHES	40+00/2,159'LT	35.1'	PRIMARY	31.3'	3.8'	REMOVE	ULTIMATE
39	TREES	46+48/2,316'LT	144.9'	TRANSITIONAL	109.4'	35.5'	REMOVE	ULTIMATE
40	TREES	49+13/1,578'LT	166.6'	TRANSITIONAL	140.3'	26.3'	REMOVE	ULTIMATE
41	TREES	43+37/1,409'LT	115.1'	TRANSITIONAL	56.6'	58.5'	REMOVE	ULTIMATE
42	TREES	44+78/1,228'LT	91.3'	TRANSITIONAL	74.9'	16.4'	REMOVE	ULTIMATE
44	TREES/BUSHES	102+41/3,667'LT	216.8'	APPROACH/TRANSITIONAL/ HORIZONTAL/CONICAL	186.3'	30.5'	REMOVE	ULTIMATE
45	TREES	126+88/4,594'LT	192.8'	HORIZONTAL	186.3'	6.5'	REMOVE	ULTIMATE
46	TREES	152+29/5,071'LT	193.4'	HORIZONTAL	186.3'	7.1'	REMOVE	ULTIMATE
47	TREES	145+34/3,301'LT	189.0'	HORIZONTAL	186.3'	2.7'	REMOVE	ULTIMATE
48	TREES	153+32/3,502'LT	193.1'	HORIZONTAL	186.3'	6.8'	REMOVE	ULTIMATE
49	TREES	118+00/7,204'RT	278.1'	HORIZONTAL/CONICAL	186.3'	91.8'	REMOVE	ULTIMATE
50	TREES/TERRAIN	82+41/13,837'RT	800.2'	HORIZONTAL/CONICAL	380.5'	419.7'	TO REMAIN	N/A
51	TREES	45+02/8,459'RT	196.0'	HORIZONTAL	186.3'	9.7'	REMOVE	ULTIMATE
52	TREES	–3+38/8,717'RT	191.8'	HORIZONTAL	186.3'	5.5'	REMOVE	ULTIMATE
54	TREES	91+93/969'LT	168.6'	TRANSITIONAL	155.4'	13.2'	REMOVE	ULTIMATE

NOTES:

1. AIRPORT ELEVATION IS 36.3'.
2. RUNWAY 11–29 AND RUNWAY 2–20 PRIMARY SURFACE WIDTHS ARE 500'.
3. BACKGROUND IS USGS QUAD JUNEAU (B–6). TOPO CONTOURS SHOWN IN FEET.
4. REFER TO THE INNER PORTION OF THE APPROACH DRAWINGS FOR CLOSE IN OBSTRUCTIONS.
5. THERE ARE NO KNOWN HEIGHT RESTRICTIONS.
6. PART 77 SURFACES BASED ON ULTIMATE AIRPORT LAYOUT.
7. APPROACH SLOPES ARE 20:1 AND 34:1 BEGINNING 200' FROM THE THRESHOLDS.
8. OBSTRUCTION IDENTIFIERS FOR HATCHED AREAS IS HIGHEST FEATURE WITHIN AREA OF PENETRATIONS.
9. OBSTRUCTION DATA FROM VERTICALLY GUIDED AIRPORT AIRSPACE ANALYSIS SURVEY (AAAS) PERFORMED BY R&M CONSULTANTS IN 2016.
10. THE DISPOSAL AND RECYCLING CENTER IS LOCATED 6,447' FROM THE AIRPORT.

LEGEND:

FAR PART 77 SURFACE PENETRATIONS

(##) OBSTRUCTION IDENTIFIER

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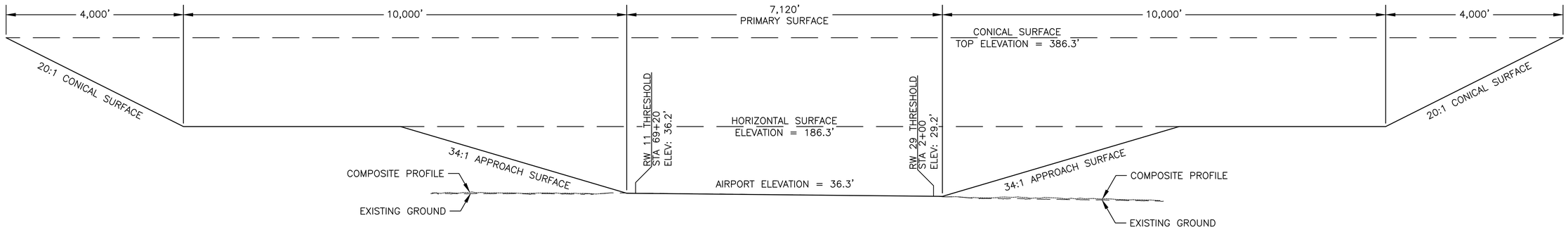
PLANNED: MIM
DRAWN: RLC
CHECKED: EJG
DATE: 06/05/2019

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHCOAST REGION PLANNING

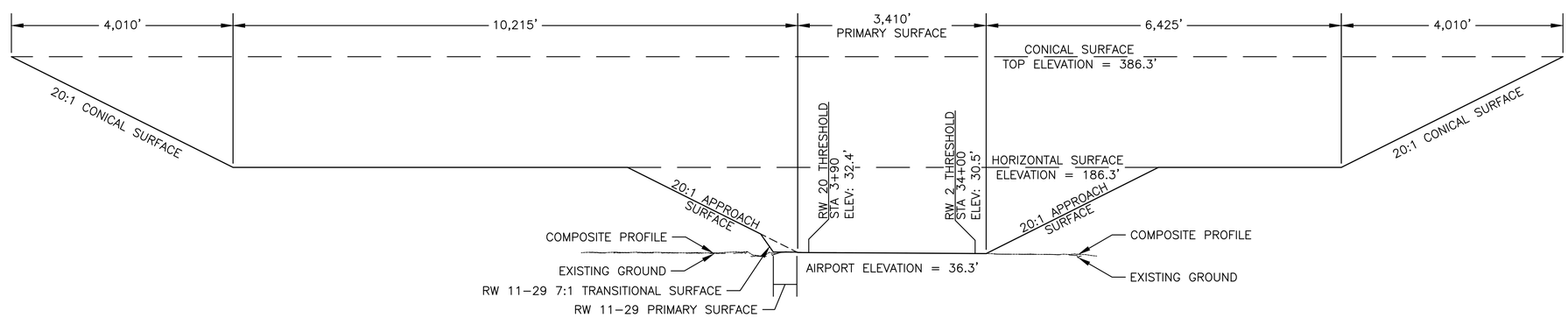
BY	DATE	REVISION

GUSTAVUS AIRPORT
AIRPORT LAYOUT PLAN
AIRPORT AIRSPACE DRAWING

SHEET 9 OF 12



RUNWAY 11–29



RUNWAY 2–20

0 120 240
VERTICAL SCALE IN FEET
0 1,200 2,400
HORIZONTAL SCALE IN FEET

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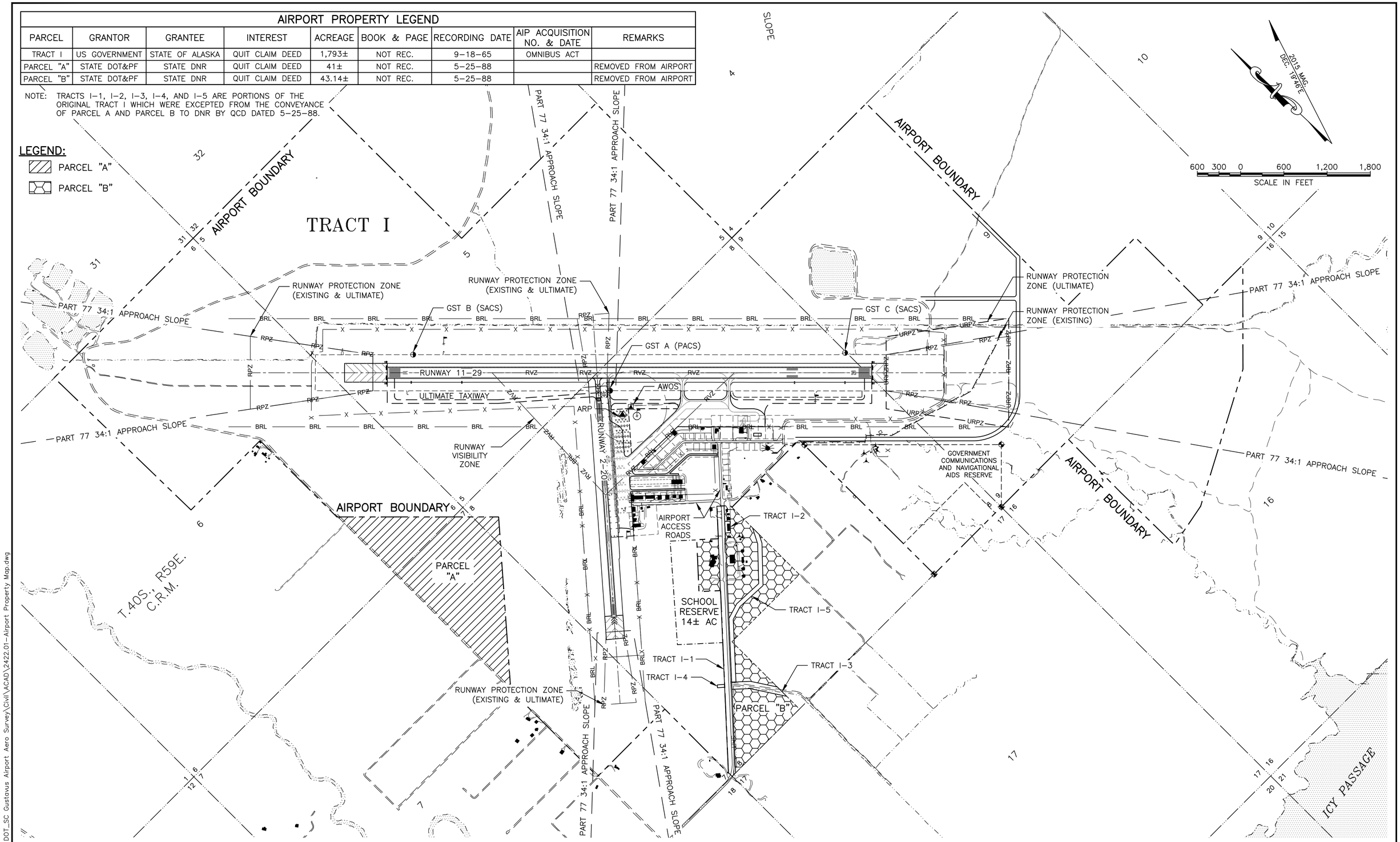
AIRPORT PROPERTY LEGEND

PARCEL	GRANTOR	GRANTEE	INTEREST	ACREAGE	BOOK & PAGE	RECORDING DATE	AIP ACQUISITION NO. & DATE	REMARKS
TRACT I	US GOVERNMENT	STATE OF ALASKA	QUIT CLAIM DEED	1,793±	NOT REC.	9–18–65	OMNIBUS ACT	
PARCEL "A"	STATE DOT&PF	STATE DNR	QUIT CLAIM DEED	41±	NOT REC.	5–25–88		REMOVED FROM AIRPORT
PARCEL "B"	STATE DOT&PF	STATE DNR	QUIT CLAIM DEED	43.14±	NOT REC.	5–25–88		REMOVED FROM AIRPORT

NOTE: TRACTS I–1, I–2, I–3, I–4, AND I–5 ARE PORTIONS OF THE ORIGINAL TRACT I WHICH WERE EXCEPTED FROM THE CONVEYANCE OF PARCEL A AND PARCEL B TO DNR BY QCD DATED 5–25–88.



PLANNED: MIM DRAWN: RLC CHECKED: EJG DATE: 06/05/2019	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHCOAST REGION PLANNING	BY	DATE	REVISION	GUSTAVUS AIRPORT AIRPORT LAYOUT PLAN AIRPORT PROPERTY MAP	SHEET 11 OF 12

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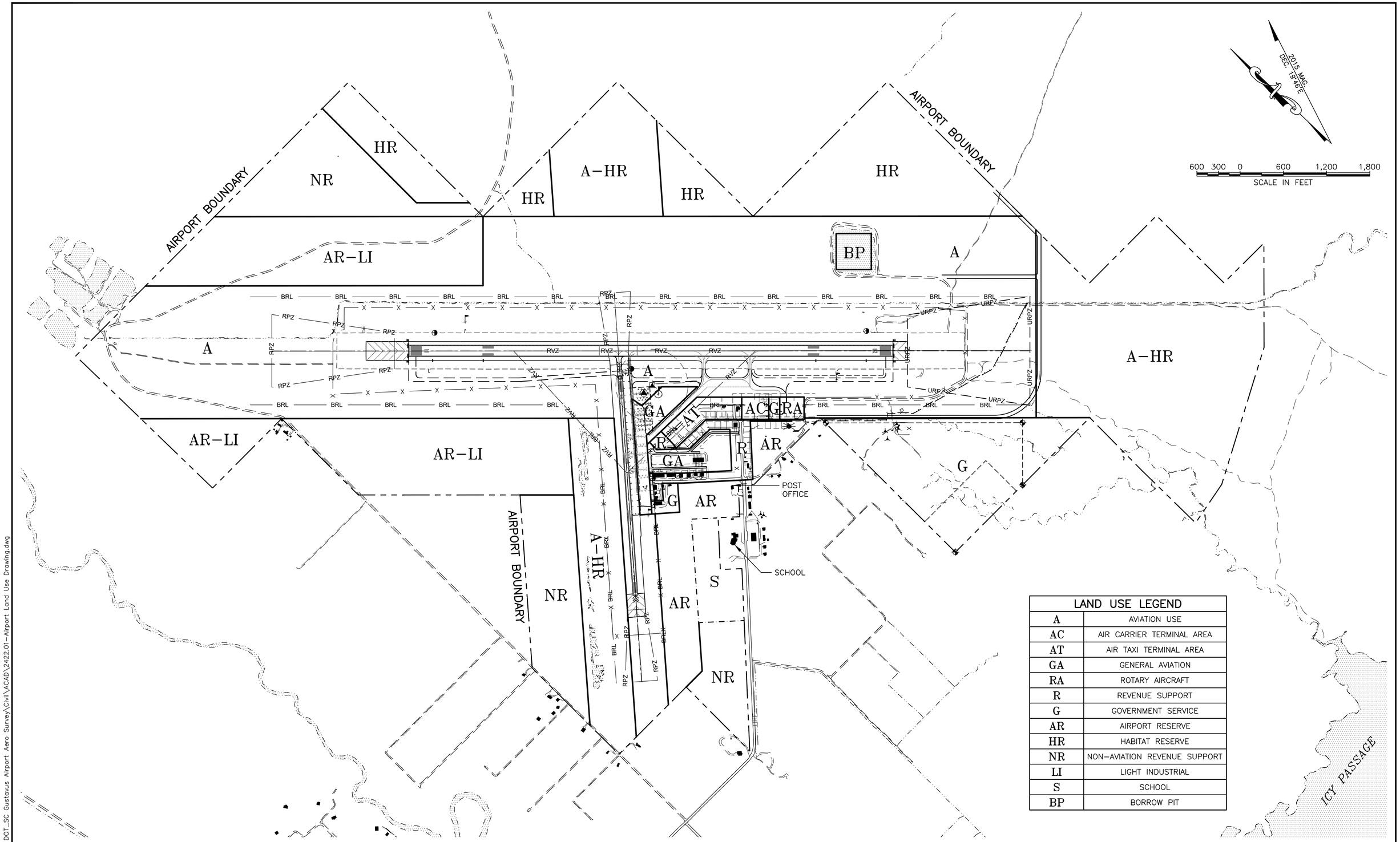

LAND USE LEGEND	
A	AVIATION USE
AC	AIR CARRIER TERMINAL AREA
AT	AIR TAXI TERMINAL AREA
GA	GENERAL AVIATION
RA	ROTARY AIRCRAFT
R	REVENUE SUPPORT
G	GOVERNMENT SERVICE
AR	AIRPORT RESERVE
HR	HABITAT RESERVE
NR	NON-AVIATION REVENUE SUPPORT
LI	LIGHT INDUSTRIAL
S	SCHOOL
BP	BORROW PIT

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHCOAST REGION PLANNING

BY	DATE	REVISION

GUSTAVUS AIRPORT
AIRPORT LAYOUT PLAN
AIRPORT LAND USE DRAWING

SHEET 12 OF 12