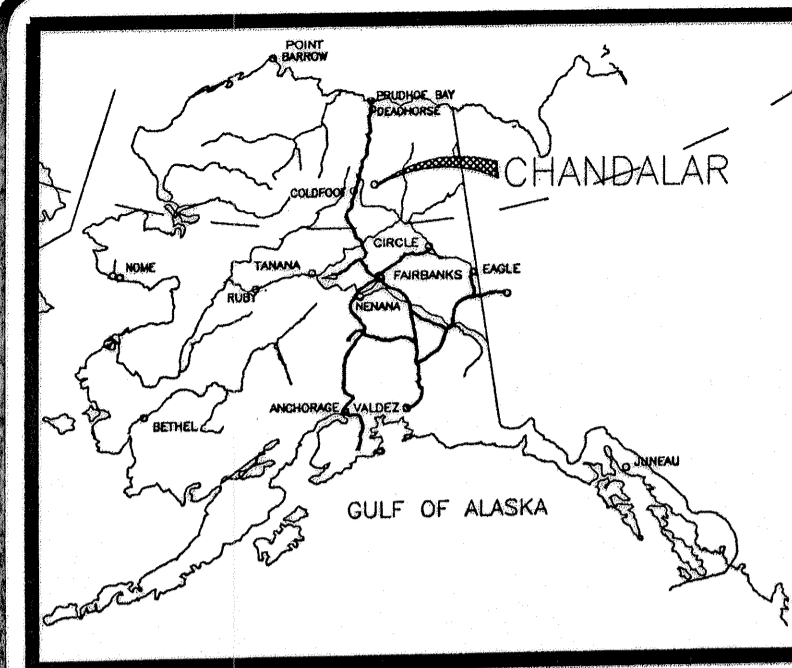
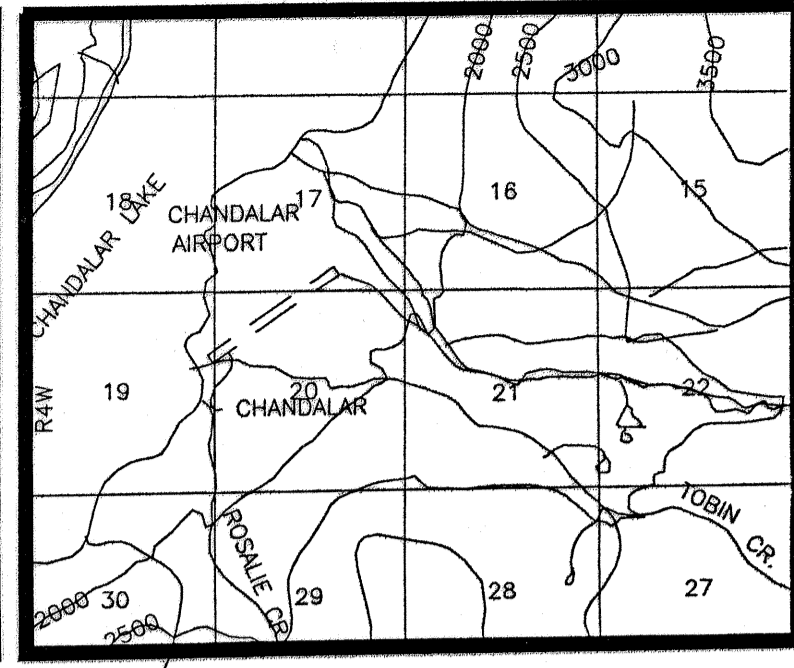


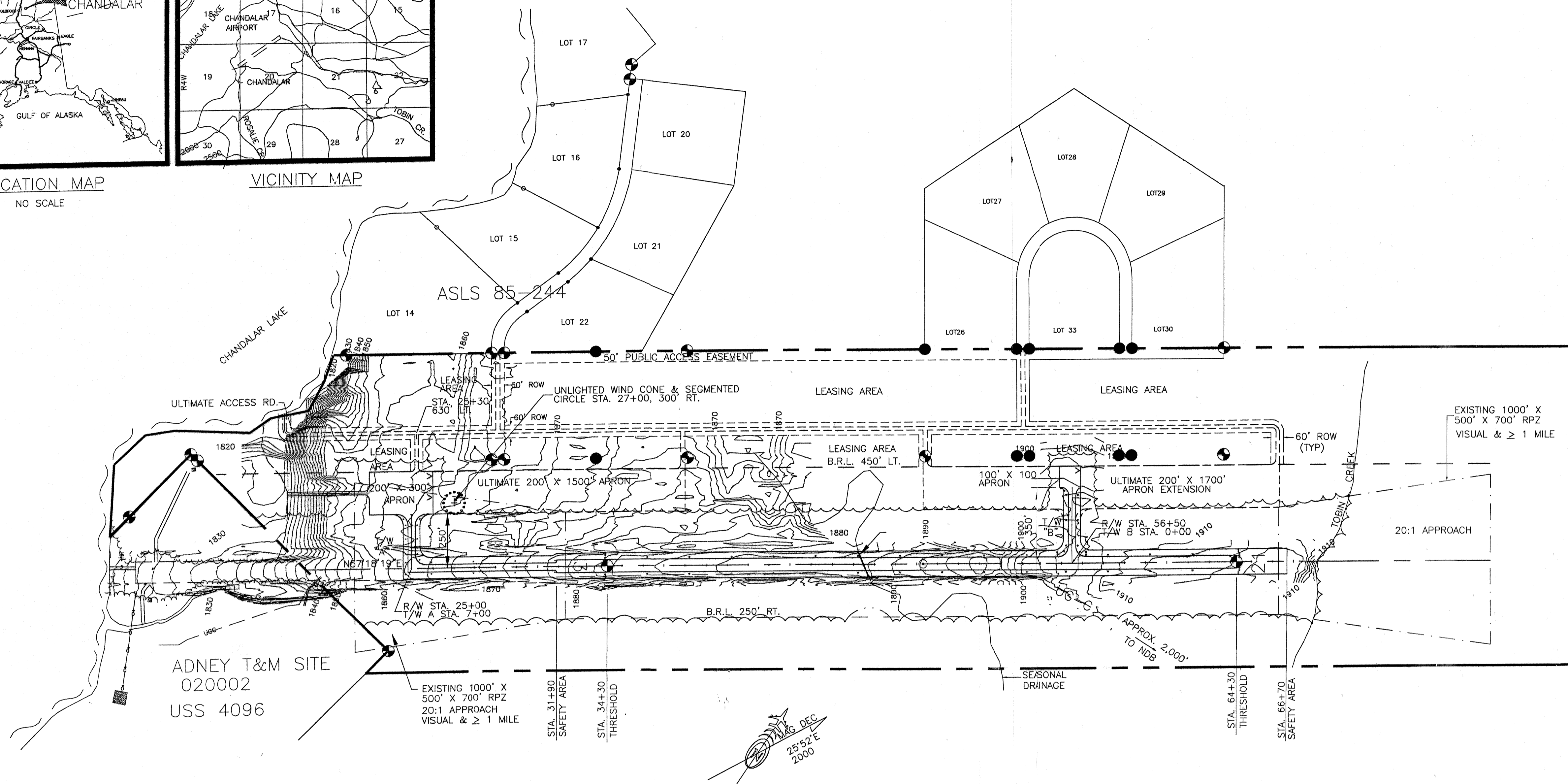
NO WIND DATA AVAILABLE



LOCATION MAP  
NO SCALE



VICINITY MAP



\* AIRPORT ELEVATION IS AN APPROXIMATION USING CONTOURS FROM USGS CHANDALAR (B3 & 4 AND C3 & 4). NO BENCH MARK RELATING TO M.S.L. IS AVAILABLE IN THIS AREA.

**AIRPORT DATA**

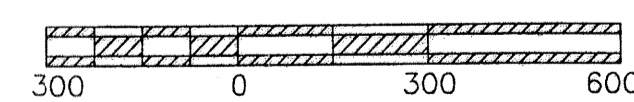
	EXISTING	ULTIMATE
AIRPORT ELEVATION *	1920	SAME
AIRPORT REFERENCE CODE	A1	SAME
MEAN DAILY MAX. TEMP. HOTTEST MONTH (JULY)	67.9°F	SAME
TAXIWAY LIGHTING	NONE	SAME
RAMP LIGHTING	NONE	SAME
NAVIGATION AIDS	NDB	SAME
COMMUNICATION AIDS	CTAF	SAME
AIRPORT REFERENCE POINT (ARP)	LAT. 67°30'16.26"N LONG. 148°28'59.60"W	
(STA. 49+30)	LAT. 67°30'08.29"N LONG. 148°29'32.02"W	
THRESHOLD 3 34+30	LAT. 67°30'24.23"N LONG. 148°28'27.17"W	
THRESHOLD 21 64+30		

**RUNWAY DATA**

	RUNWAY 3-21	
	EXISTING	ULTIMATE
% WIND COVERAGE	NO DATA	SAME
INSTRUMENT RUNWAY	NONE	SAME
RUNWAY SURFACE TYPE	GRAVEL	SAME
PAVEMENT STRENGTH	N/A	SAME
APPROACH VISIBILITY MINIMUMS	≥ 1 MILE	SAME
RUNWAY LIGHTING	NONE	SAME
RUNWAY MARKING	NONE	SAME
VISUAL APPROACH AIDS *	NONE	SAME
R/W DIMENSIONS	3000' X 60'	SAME
R/W SAFETY AREA	3480' X 120'	SAME
R/W OBJECT FREE AREA (ROFA)	3480' X 250'	SAME
R/W OBJECT FREE ZONE (ROFZ)	3400' X 250'	SAME
T/W WIDTH	35'	SAME
T/W SAFETY AREA WIDTH	80'	SAME
T/W OFA	131'	SAME

**LEGEND**

	EXISTING	ULTIMATE
PROPERTY LINE	---	SAME
BUILDING RESTRICTION LINE (B.R.L.)	---	SAME
DEVELOPMENT	[ ]	[ ]
UNLIGHTED WIND CONE & SEGEMENTED CIRCLE	[ ]	SAME
BUILDINGS	[ ]	SAME
ROADWAYS	==	==
AIRPORT REFERENCE POINT	⊙	SHORELINE/WATERLINE
OVERHEAD POWER	⊕	TREELINE
	---	THRESHOLD



**NOTES**

- NO OFZ OBJECT PENETRATIONS.
- NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
- THE GEODETIC COORDINATES ON THIS ALP ARE BASED ON A CONTROL TIE TO A WCMC WITH BLM PUBLISHED LATITUDE & LONGITUDE (SEE ASLS 85-224.)
- DATA BASE CONTROL YEAR IS NAD 83.
- THE NAD 83 ALASKA STATE PLANE GRID BEARING FOR RUNWAY 3-21 IS N 55°54'14" E.

DESIGN_PKS	
DRAWN_CAT	
CHECKED_CML	
CAT	7/25/00 AS-BUILT
BY	DATE REVISIONS

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

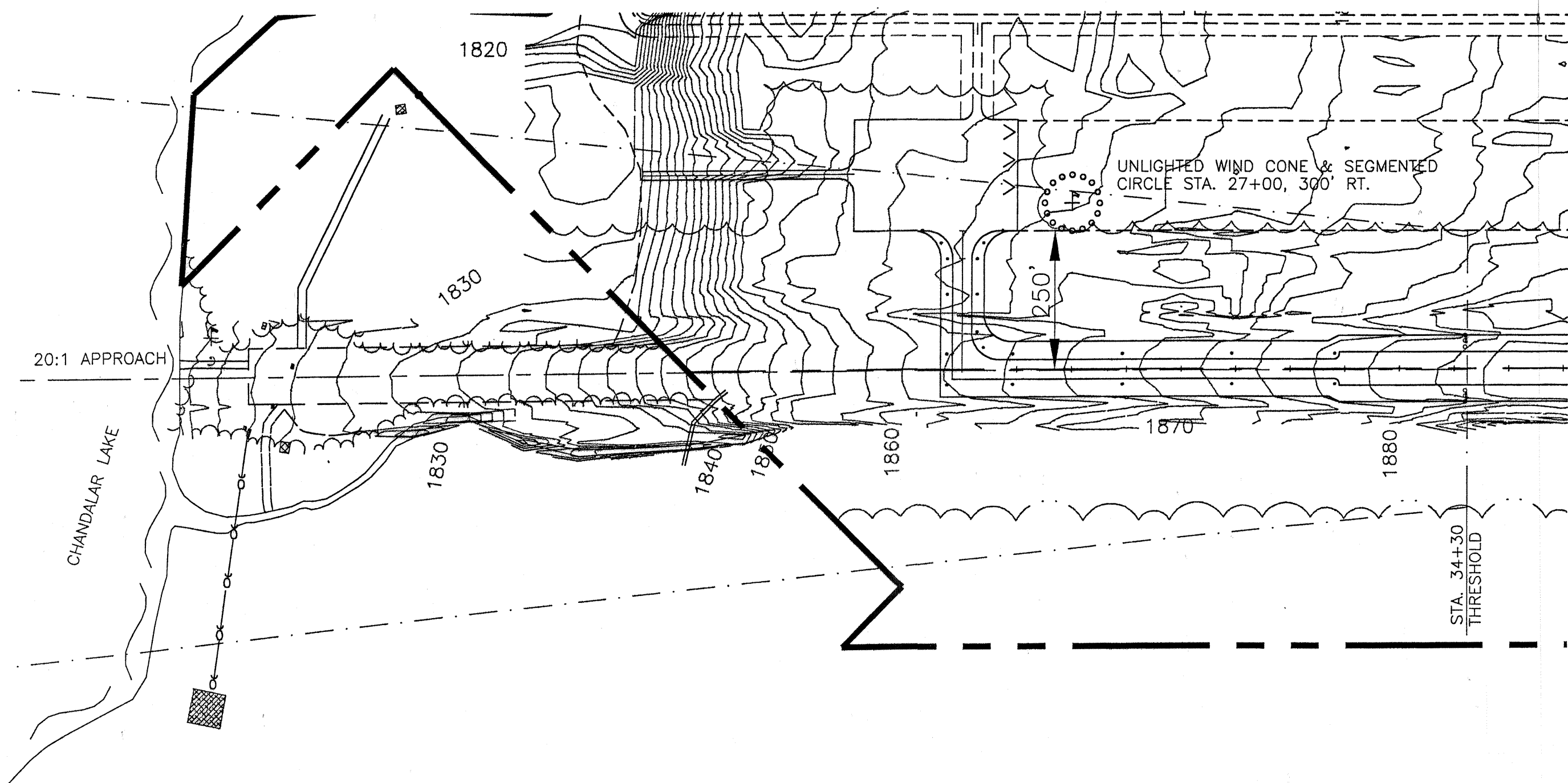
APPROVED Patricia D. Miller DATE 7/25/00  
PATRICIA D. MILLER, P.E. DESIGN GROUP CHIEF

AIRPORT LAYOUT PLAN APPROVED  
BY LETTER DATED: Dec 13, 2000  
David Stelling  
AIRPORTS DIVISION,  
ALASKAN REGION, AAL-620  
AIRSPACE REVIEW #94AAL-052NRA

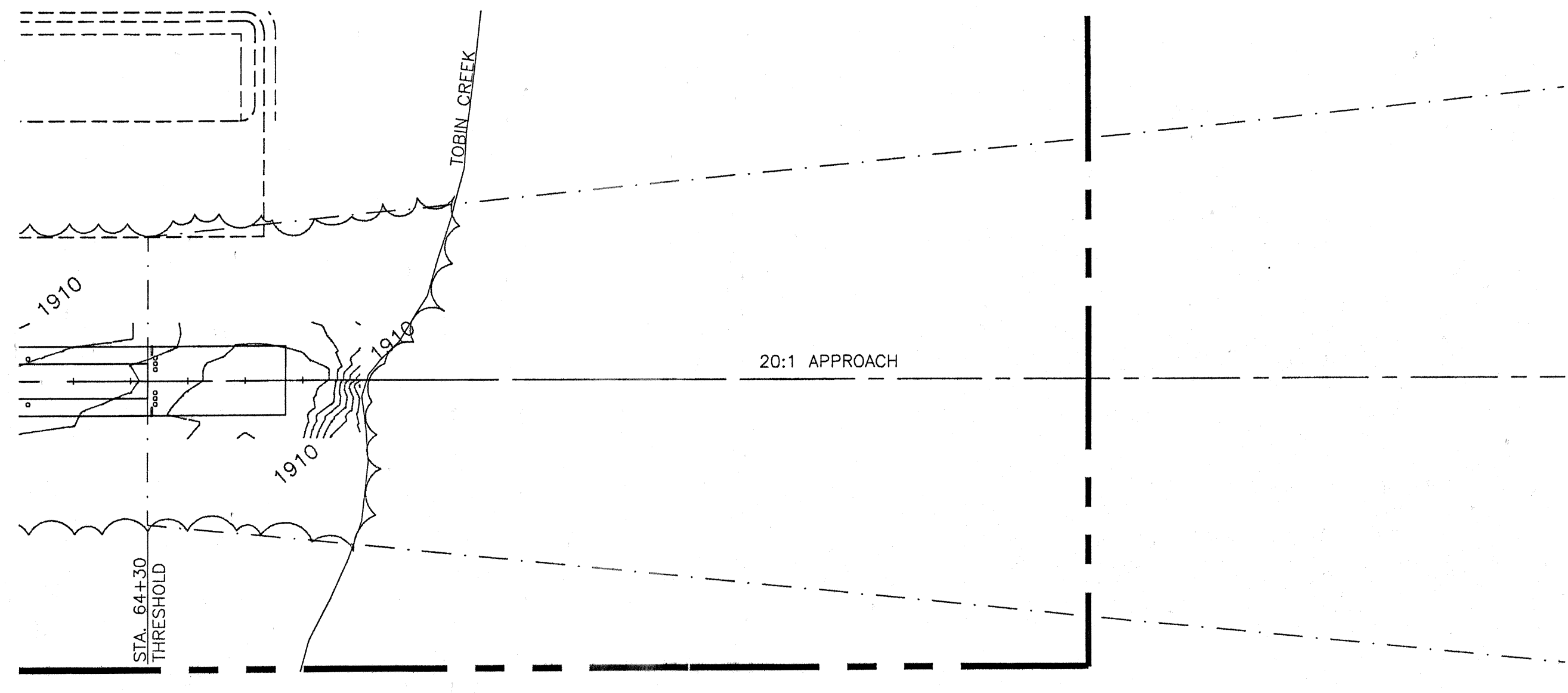
THIS A.L.P. SUPERCEDES THE A.L.P. SIGNED BY RICHARD A. LEVINE ON 3-18-94.

CHANDALAR LAKE AIRPORT  
AIRPORT LAYOUT PLAN

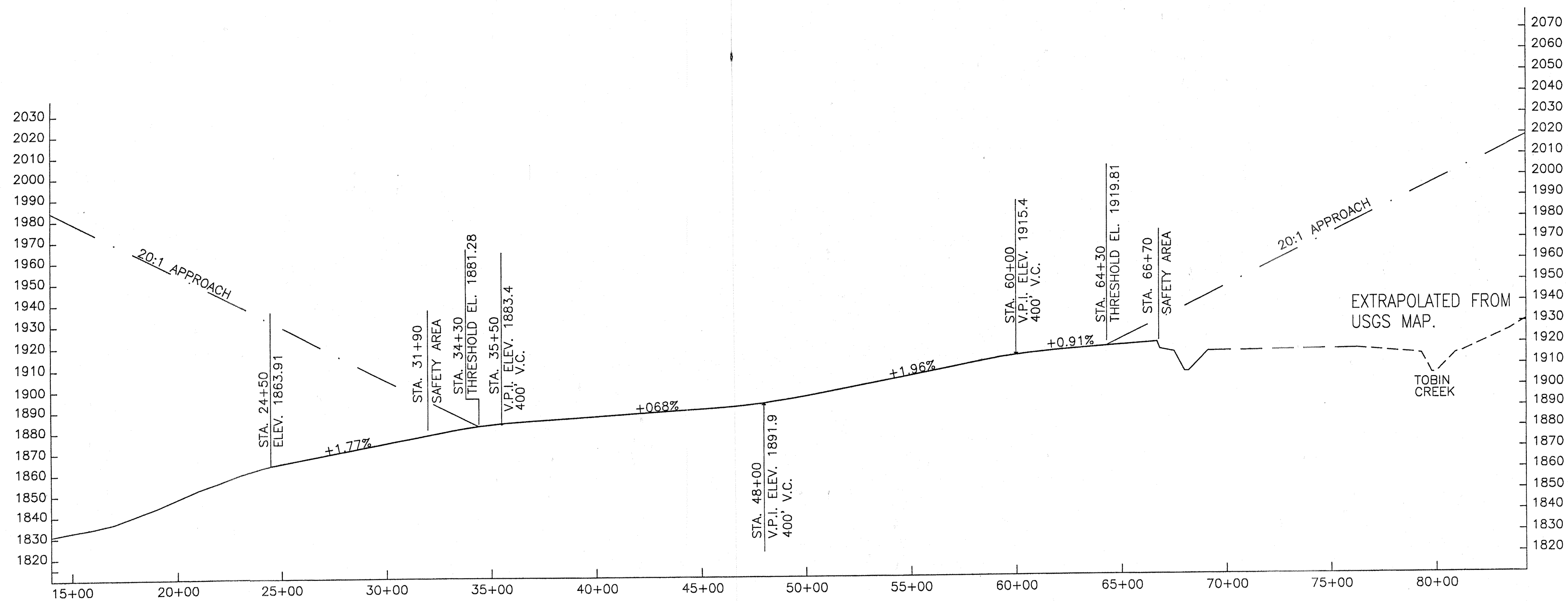
SHEET  
1 OF  
3



R/W 03 APPROACH PLAN



R/W 21 APPROACH PLAN



R/W 03-21 PROFILE

DESIGN\_PKS

DRAWN\_CAT

CHECKED\_CML

CAT 7/25/00 AS-BUILT  
BY DATE REVISIONS

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

APPROVED *Patricia D. Miller* DATE 5/25/00  
PATRICIA D. MILLER, P.E. DESIGN GROUP CHIEF

REVISED AIRPORT LAYOUT PLAN APPROVED  
BY LETTER DATED: 12/18/00  
*David S. Stelling*  
AIRPORTS DIVISION,  
ALASKAN REGION, AAL-620  
AIRSPACE REVIEW #94AAL-052NRA

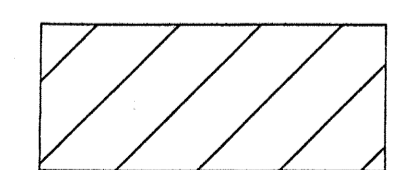
THIS A.L.P. SUPERCEDES A.L.P. SIGNED BY RICHARD A. LEVINE  
ON 3/18/94.

CHANDALAR LAKE AIRPORT  
INNER PORTION OF APPROACH  
SURFACES PLANS & PROFILE

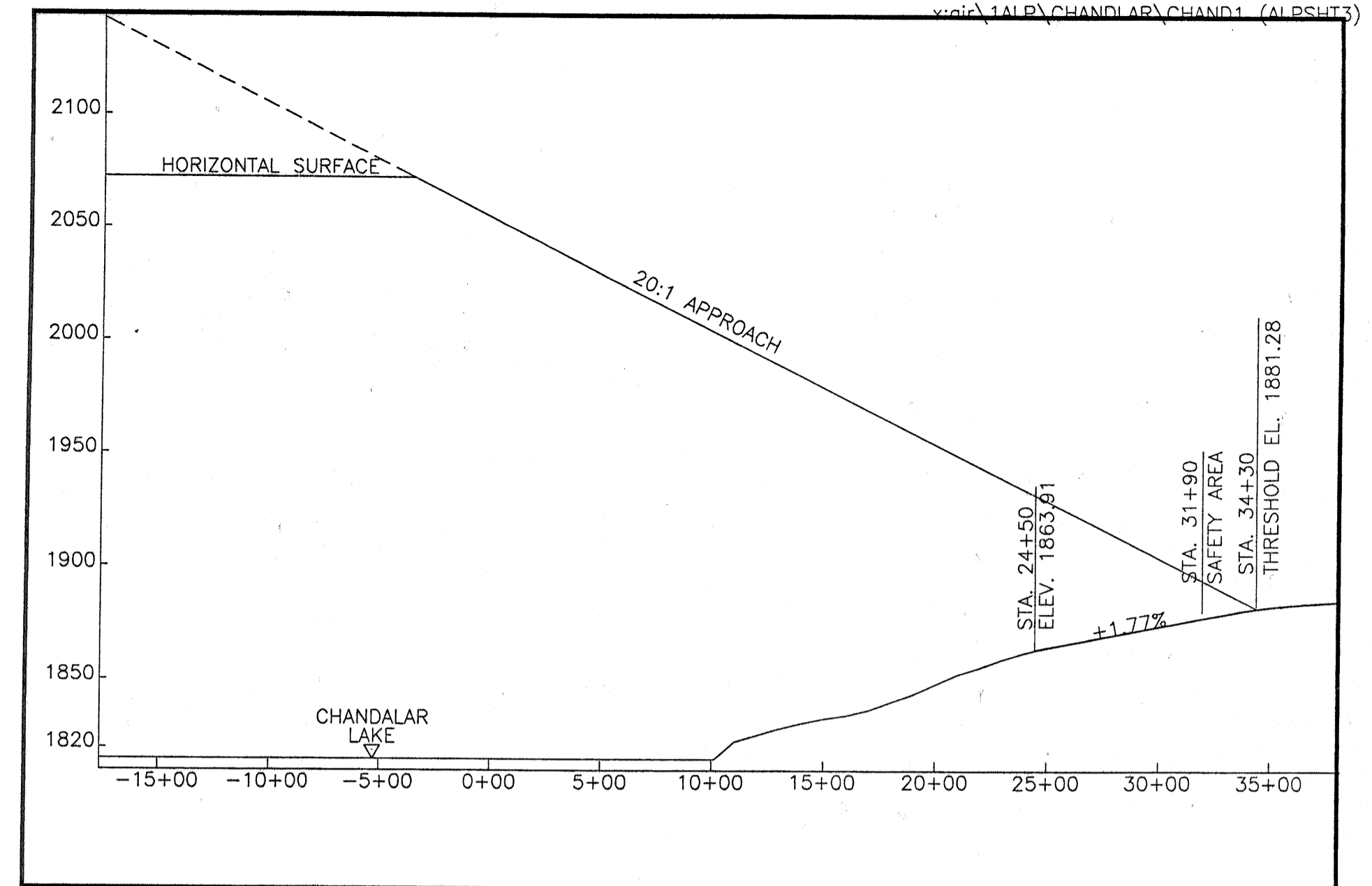
SHEET 2 OF 3



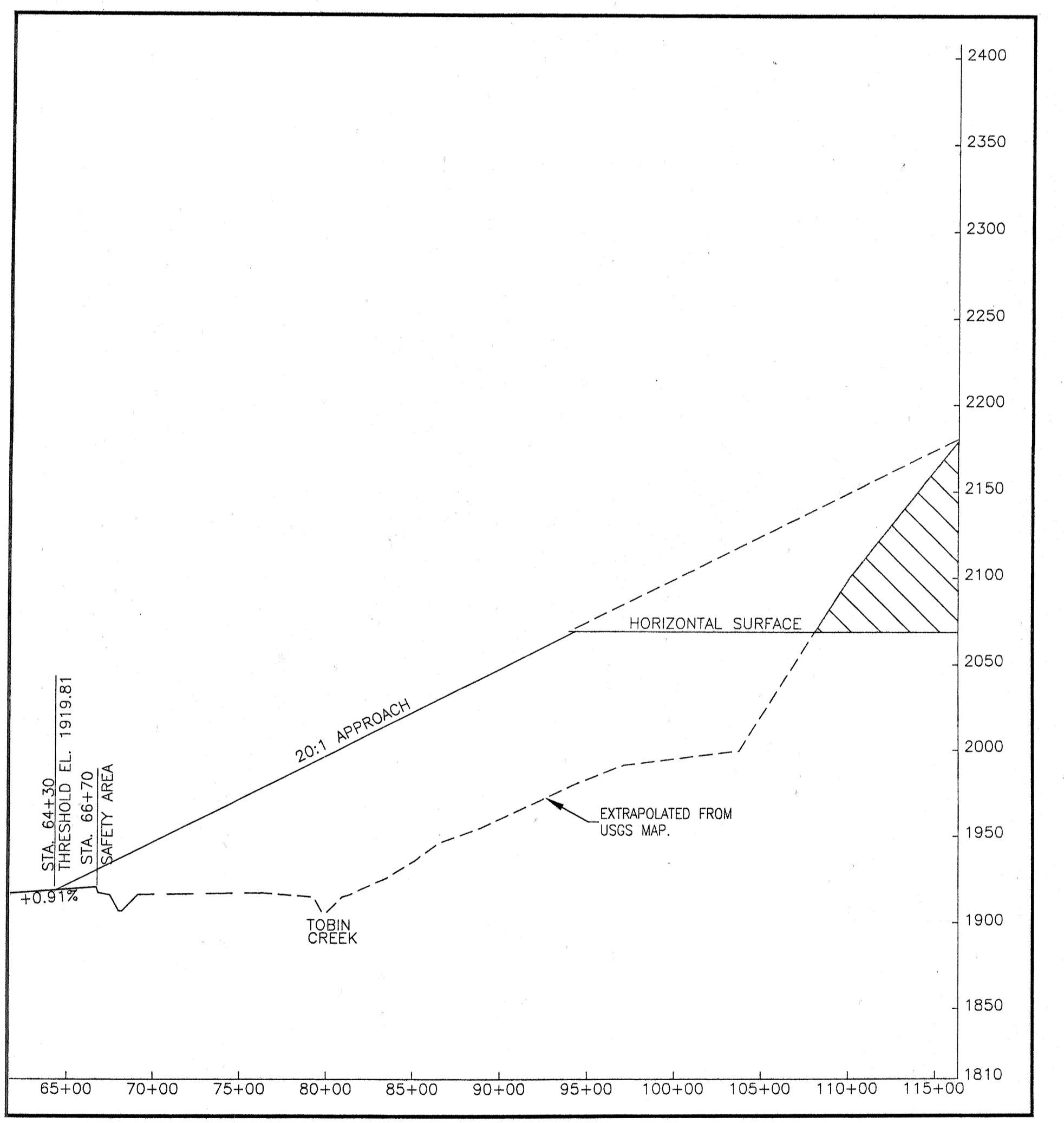
VICINITY MAP  
 SCALE: 1" = 1 MILE  
 SEC. 17, 19, 20; T31N; R4W; FM  
 USGS CHANDALAR, ALASKA (B-3, B-4, C-3, C-4)



FAR PART 77 PENETRATIONS



R/W 03 COMPOSITE APPROACH PROFILE



R/W 21 COMPOSITE APPROACH PROFILE

DESIGN	PKS		
DRAWN	CAT		
CHECKED	CML		
CAT	7/25/00	AS-BUILT	
BY	DATE	REVISIONS	

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
 NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION  
 APPROVED Patricia D. Miller DATE 5/25/00  
 PATRICIA D. MILLER, P.E. DESIGN GROUP CHIEF

Revised AIRPORT LAYOUT PLAN APPROVED  
 BY LETTER DATED: 12/18/00  
David Stelling  
 AIRPORTS DIVISION,  
 ALASKAN REGION, AAL-620  
 AIRSPACE REVIEW #94AAL-052NRA

THIS A.L.P. SUPERCEDES A.L.P. SIGNED BY RICHARD A. LEVINE ON 3/18/94.  
 THIS A.L.P. IS BASED ON STANDARDS IN EFFECT AT THE TIME OF ORIGINAL FAA APPROVAL.

CHANDALAR LAKE AIRPORT  
 AIRSPACE AND  
 COMPOSITE APPROACH PROFILES

SHEET  
 3 OF 3