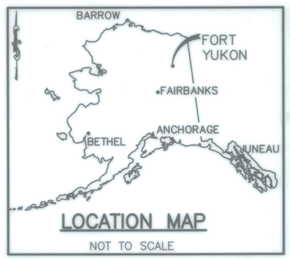
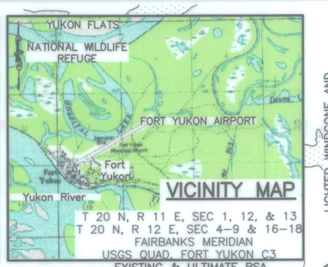


LOCATION MAP

NOT TO SCALE



VICINITY MAP

T 20 N, R 11 E, SEC 1, 12, & 13
T 20 N, R 12 E, SEC 4–9 & 16–18
FAIRBANKS MERIDIAN
USGS QUAD, FORT YUKON C3

NONSTANDARD CONDITIONS

ITEM	STANDARD	EXISTING	ULTIMATE
LANDFILL SEPARATION	10,000'	7,500'	TO REMAIN
SEWAGE LAGOON SEPARATION	10,000'	8,000'	TO REMAIN
STRUCTURES WITHIN RPZ	NONE	10	TO BE REMOVED
TERRAIN WITHIN PRECISION OBSTACLE FREE ZONE	NONE	2.2' PENETRATION	TO BE REMOVED
FAR PART 77 ROAD CLEARANCE	SEE TABLE SHEET 4		

GEOGRAPHIC COORDINATES

ITEM	EXISTING LATITUDE*	EXISTING LONGITUDE*	EXISTING ELEVATION	ULTIMATE LATITUDE/LONGITUDE/ELEVATION
AIRPORT REFERENCE POINT	66° 34' 20.67" N	145° 14' 46.80" W	447.2'	SAME
RW 4 THRESHOLD	66° 34' 08.49" N	145° 15' 40.49" W	447.2'	SAME
RW 22 THRESHOLD	66° 34' 32.84" N	145° 13' 53.09" W	447.1'	SAME

*NAD83

AIRPORT SURVEY CONTROL

MONUMENT	LATITUDE	LONGITUDE	ELEVATION
PACS "FYU A"	N66° 34' 12.13"	W145° 15' 07.44"	443.6'
SACS "FYU B"	N66° 34' 05.10"	W145° 15' 40.63"	443.6'
SACS "FYU C"	N66° 34' 40.32"	W145° 13' 34.12"	455.8'

NOTES:

1. BUILDING HEIGHT RESTRICTIONS AT BRL: 31 FOOT MAXIMUM HEIGHT

AIRPORT DATA

ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	PFYU	
NATIONAL AIRPORT IDENTIFIER	FYU	
FAA SITE NUMBER	50235.*A	
NPIAS ROLE	CS	SAME
AIRPORT REFERENCE CODE (ARC)	B–III	SAME
DESIGN AIRCRAFT	DC–6	SAME
AIRPORT ELEVATION (NAVD 88)	447.2'	SAME
AIRPORT AND TERMINAL NAVIGATION AIDS	AIRPORT BEACON, AWOS, MALSF, NDB, VORTAC	SAME
TAXIWAY LIGHTING	MITL	SAME
TAXIWAY MARKING	NO	SAME
RAMP LIGHTING	NONE	NONE
MEAN DAILY MAX. TEMPERATURE, HOTTEST MONTH	72° F, JULY	
MAGNETIC DECLINATION, RATE OF CHANGE, YEAR	22° 29' 40" E, –25.3'W PER YEAR, JAN 2010	
OBSTRUCTION SURVEY SOURCE & TYPE	VERTICALLY GUIDED AIRPORT AIRSPACE ANALYSIS SURVEY BY R&M CONSULTANTS, INC. JULY 2011. IMAGERY ACQUIRED AUGUST 2011.	

LEGEND

ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT		
ANTENNA/TOWER		
BUILDING		
BUILDING RESTRICTION LINE	BRL	BRL
FENCE	X	X
MALSR/RAIL		
PROPERTY LINE		
REIL		
ROADWAYS		
ROTATING BEACON		
SURVEY MONUMENT		
THRESHOLD LIGHTS		
TOPOGRAPHIC CONTOURS	2660'	
TREELINE		
VASI		
WINDCONE		
WINDCONE WITH SEGMENTED CIRCLE		
OPEN WATER		
RUNWAY/TAXIWAY CENTERLINE		
TREE (LARGE SINGLE)		
OVERHEAD POWERLINE	OHE	OHE

RUNWAY DATA

ITEM	RW 4–22 EXISTING	RW 4–22 ULTIMATE
FAR PART 77 APPROACH CATEGORY	NPI	NPI/P
FAR PART 77 APPROACH SURFACE	34:1	34:1/50:1
APPROACH SLOPE/OCS*	20:1/20:1	SAME/34:1
VISIBILITY MINIMUMS	≥1SM/≥1SM	SAME / < 3/4 SM
RUNWAY SURFACE	GRAVEL	PAVED
DESIGN AIRCRAFT	DC–6	SAME
RUNWAY DESIGN CODE (RDC)	B–III–4000	B–III–2400
RUNWAY REFERENCE CODE (RRC)	B/III/4000	B/III/2400
RUNWAY DIMENSIONS	100' X 5,000'	SAME
RUNWAY BEARING (TRUE)	N 60° 19' 30.39" E	SAME
PERCENT EFFECTIVE GRADIENT	0.00	0.0
RUNWAY SAFETY AREA (RSA) DIMENSIONS	300' X 6,200'	400' x 6,400'
RSA LENGTH BEYOND RUNWAY ENDS	600'	RW 4= 600' RW 22= 800'
RUNWAY OBJECT FREE AREA (ROFA) DIMENSIONS	800' X 6,200'	800' x 6,400'
ROFA LENGTH BEYOND RUNWAY ENDS	600'	RW 4= 600' RW 22= 800'
RUNWAY OBSTACLE FREE ZONE (ROFZ) DIMENSIONS	400' X 5,400'	SAME
INNER–APPROACH OFZ	RW 4= N/A RW 22= 400'X1,400'	RW 4 = SAME RW 22 = 400' X 2,400'
PRECISION OBSTACLE FREE ZONE	N/A	RW 4 = N/A RW 22 = 200' x 800'
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	RW4= 1,000' X 500' X 700' RW22= 1,000' X 500' X 700'	RW 4 = SAME RW 22 = 2,500' x 1,000' x 1,750'
RUNWAY LIGHTING	MIRL	MIRL
RUNWAY MARKINGS	NONE	NPI / P
RUNWAY NAVIGATIONAL AND VISUAL APPROACH AIDS	MASLF, VASI	MALSR, PAPI
TOUCHDOWN ZONE ELEVATIONS	447.2	SAME
*FROM FAA AC 150/5300–13A		

WIND DATA

WIND COVERAGE
RUNWAY 4–22=
100% 15 MPH
(13 KNOTS)

WIND DATA PERIOD
7/1/48–9/30/63

SOURCE
US WEATHER BUREAU
ANCHORAGE, AK

DESIGN PRB
DRAWN PMH
CHECKED EJG

BY	DATE	REVISIONS
PRB	4/30/13	CONFORMED FROM AIP NUMBER 3–02–0100–003–2009–62650 CONSTRUCTION

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

APPROVED
RICHARD J. STUMPF, P.E. — ACTING DESIGN GROUP CHIEF
DATE 7/7/13

AIRPORT LAYOUT PLAN APPROVED
BY LETTER DATED: 8/14/13
AIRPORTS DIVISION
ALASKAN REGION AAL–601
AIRSPACE REVIEW #2007–AAL–14–NRA

PLANS DEVELOPED BY: R&M CONSULTANTS, INC.
THIS ALP SUPERSEDES ALP SIGNED: 1/22/2009
400' 200' 0 400' 800' 1200'

FORT YUKON AIRPORT
AIRPORT LAYOUT PLAN
AIRPORT LAYOUT (EXISTING & ULTIMATE)

SHEET 1 OF 4

Plotted 7/24/2013 4:07 PM by Matt Majoros
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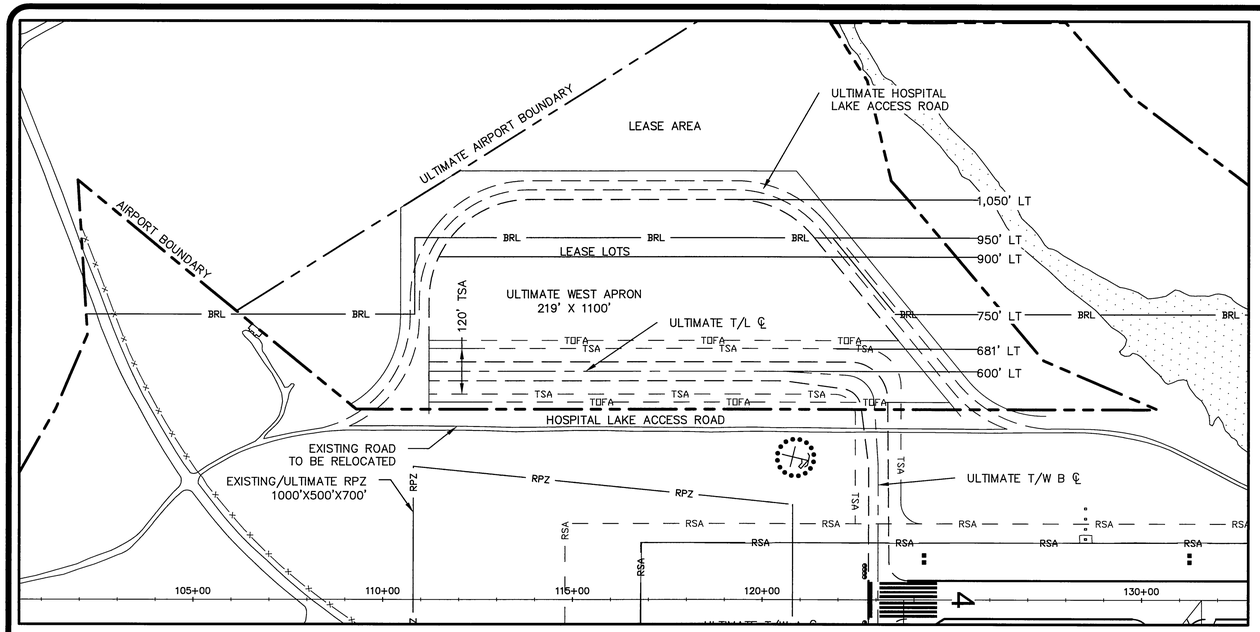


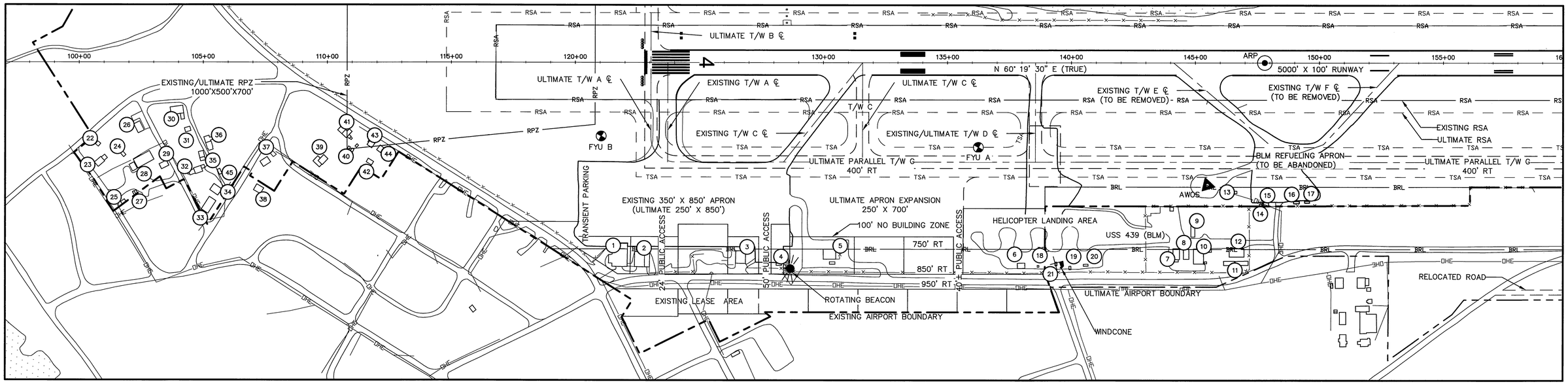
WEST TERMINAL PLAN

TAXIWAY DATA

TAXIWAY DESIGNATION	TAXIWAY DIMENSIONS		TSA WIDTH		AIRPLANE DESIGN GROUP	INTERSECTION WITH RUNWAY CENTERLINE
	EXISTING	ULTIMATE	EXISTING	ULTIMATE		
A	50'	TO BE REMOVED	85'	TO BE REMOVED	III	123+73
A	N/A	50'	N/A	120'	III	123+05
B	N/A	50'	N/A	120'	III	123+05
C	50'	50'	50'	120'	III	131+58
D	50'	TO BE REMOVED	65'	TO BE REMOVED	III	138+55
E	50'	TO BE REMOVED	50'	TO BE REMOVED	III	144+12.25
F	50'	50'	50'	120'	III	153+22
G	N/A	50'	N/A	120'	III	171+40

BUILDING DATA

ID#	DESCRIPTION	STATION/ OFFSET	TOP ELEVATION	OBSTRUCTION MARKING	
				EXISTING	ULTIMATE
1	TERMINAL, ANTENNA	STA 122+11, 771' RT	467.6'	N	N
2	HANGAR	STA 122+70, 791' RT	470.4'	N	N
3	HANGAR	STA 126+67, 782' RT	458.0'	N	N
4	OFFICE, FUEL TANK, & BEACON	STA 128+52, 790' RT	442.1'	N	N
5	SREB	STA 130+49, 764.6' RT	477.2'	N	N
6	BUILDING	STA 137+98, 806' RT	461.5'	N	N
7	BLM SHOP	STA 144+24, 747' RT	463.2'	N	N
8	BLM ELEC. BLDG	STA 144+64, 749' RT	460.9'	N	N
9	BUILDING	STA 144+91, 648' RT	462.9'	N	N
10	BLM MESS HALL	STA 145+14, 746' RT	468.3'	N	N
11	BLM BUNKHOUSE	STA 146+59, 797' RT	463.5'	N	N
12	BLM GARAGE	STA 146+67, 747' RT	464.8'	N	N
13	BUILDING	STA 146+59, 516' RT	457.3'	N	N
14	BUILDING	STA 147+59, 568' RT	456.1'	N	N
15	BUILDING	STA 147+75, 562' RT	455.4'	N	N
16	BUILDING	STA 149+20, 556' RT	464.8'	N	N
17	BUILDING	STA 149+42, 556' RT	457.8'	N	N
18	BUILDING	STA 138+70, 815' RT	451.4'	N	N
19	BUILDING	STA 139+95, 818' RT	452.4'	N	N
20	BUILDING	STA 140+59, 810' RT	451.7'	N	N
21	WINDCONE ON TANK	STA 139+39, 802' RT	459.3'	N	N
22	BUILDING	STA 100+76, 318' RT	451.9'	N	N
23	BUILDING	STA 101+03, 371' RT	456.6'	N	N
24	BUILDING	STA 101+76, 358' RT	456.7'	N	N
25	BUILDING	STA 101+83, 551' RT	452.3'	N	N
26	BUILDING	STA 102+44, 237' RT	461.8'	N	N
27	BUILDING	STA 102+29, 514' RT	452.4'	N	N
28	BUILDING	STA 102+83, 356' RT	461.3'	N	N
29	BUILDING	STA 103+52, 395' RT	457.1'	N	N
30	BUILDING	STA 104+17, 175' RT	462.1'	N	N
31	BUILDING	STA 104+46, 259' RT	452.5'	N	N
32	BUILDING	STA 105+03, 412' RT	464.1'	N	N
33	BUILDING	STA 105+25, 541' RT	460.4'	N	N
34	BUILDING	STA 105+44, 489' RT	461.1'	N	N
35	BUILDING	STA 105+00, 356' RT	453.5'	N	N
36	BUILDING	STA 105+23, 295' RT	454.1'	N	N
37	BUILDING	STA 107+58 380' RT	460.1'	N	N
38	BUILDING	STA 107+17, 490' RT	453.8'	N	N
39	BUILDING	STA 109+86, 372' RT	466.8'	N	N
40	BUILDINGS	STA 111+20, 329' RT	457.6'	N	N
41	BUILDING	STA 110+57, 257' RT	456.7'	N	N
42	BUILDING	STA 111+66, 387' RT	457.1'	N	N
43	BUILDING	STA 111+72, 313' RT	455.3'	N	N
44	BUILDING	STA 112+14, 334' RT	453.5'	N	N
45	BUILDING	STA 105+67, 428' RT	453.2'	N	N



EAST TERMINAL PLAN

DESIGN PRB
DRAWN PMH
CHECKED EJG

BY	DATE	REVISIONS
PRB	4/30/13	CONFORMED FROM AIP NUMBER 3-02-0100-003-2009-62650 CONSTRUCTION

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

APPROVED
RICHARD J. STUMPF, P.E. — ACTING DESIGN GROUP CHIEF
DATE 5/7/13

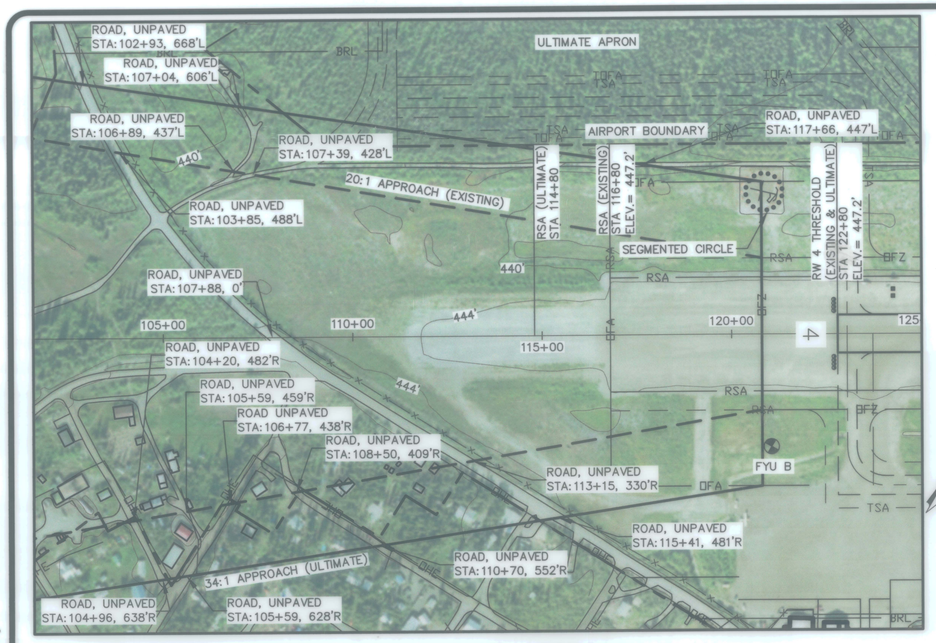
AIRPORT LAYOUT PLAN APPROVED
BY LETTER DATED: 8/14/13
AIRPORTS DIVISION
ALASKAN REGION AAL-601
AIRSPACE REVIEW #2007-AAL-14-NRA

PLANS DEVELOPED BY: R&M CONSULTANTS, INC.
THIS ALP SUPERSEDES ALP SIGNED: 1/22/2009

200' 100' 0 200' 400' 600'

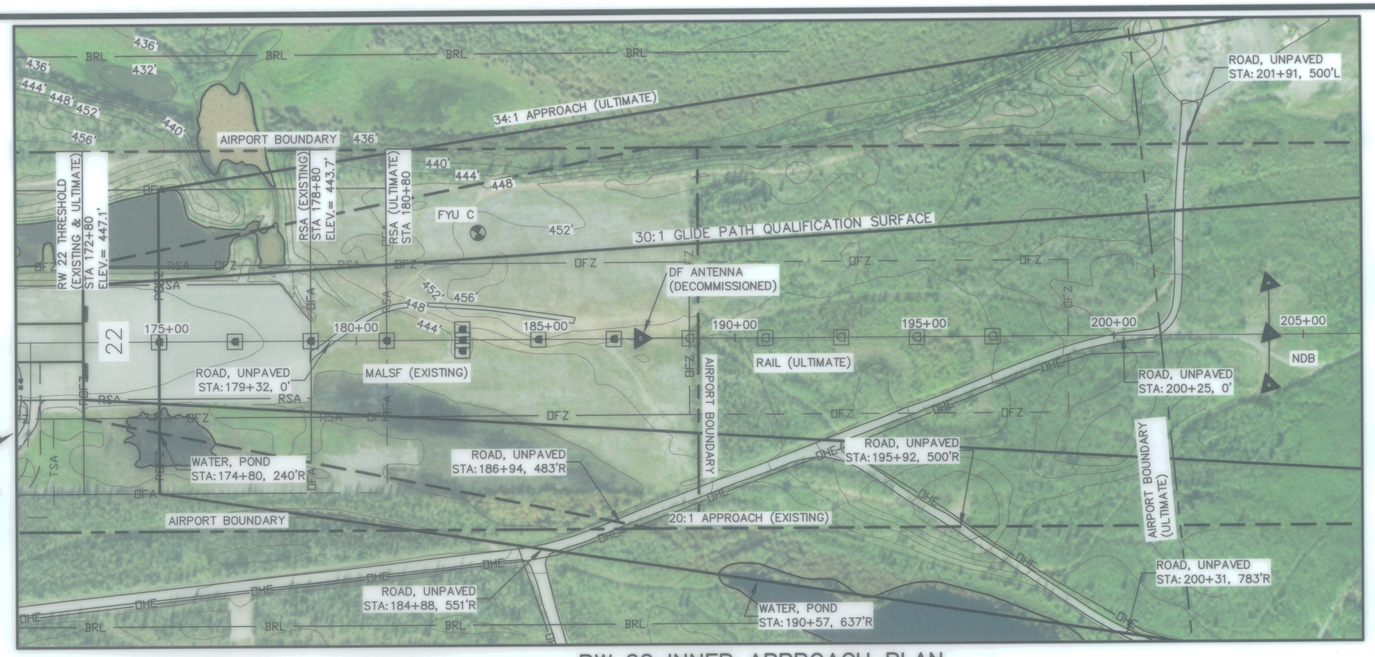
FORT YUKON AIRPORT
AIRPORT LAYOUT PLAN
TERMINAL PLAN (EXISTING AND ULTIMATE)

SHEET 2 OF 4



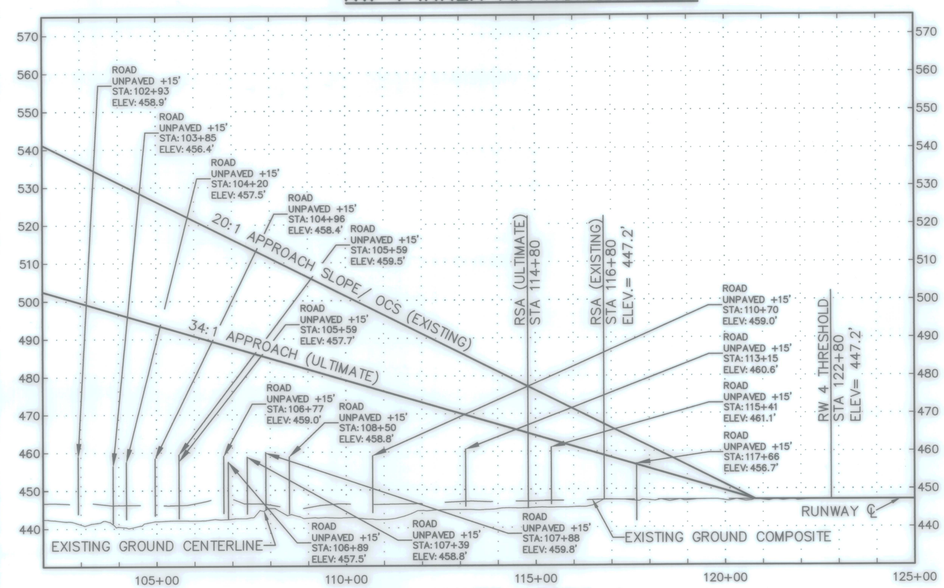
RW 4–22
N60°19'30"E
(TRUE)
100'X5000'

MAG DEC
22°29'40"E
JAN 2010

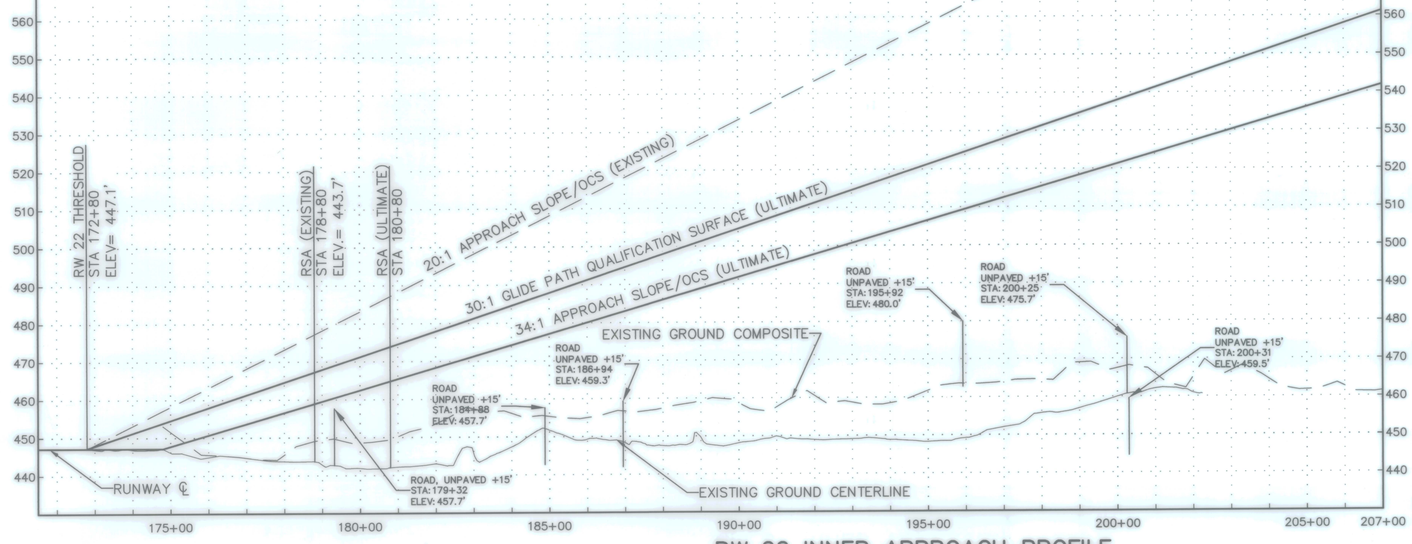


RW 4 INNER APPROACH PLAN

RW 22 INNER APPROACH PLAN



RW 4 INNER APPROACH PROFILE



RW 22 INNER APPROACH PROFILE

NOTES:
1. NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
2. EXISTING GROUND COMPOSITE PROFILE IS BASED ON THE HIGHTEST TERRAIN ACROSS THE WIDTH AND ALONG THE LENGTH OF THE APPROACH SURFACE.
3. OBSTACLE CLEARANCE ADJUSTMENTS FOR MOBILE OBJECTS PER FAA ORDER 8260.3 UNITED STATES STANDARD FOR TERMINAL INSTRUMENT PROCEDURES (TERPS): INTERSTATE ROADWAY +17 FEET; OTHER HIGHWAYS +15 FEET; AND RAILROAD +23 FEET. COMPUTED CLEARANCE OR AMOUNT PENETRATED INCLUDED ADJUSTMENTS.
4. THE HIGHEST THRESHOLD SITING CRITERIA FOR RW 4 (EXISTING) IS ≥1SM WITH A 20:1 OBSTRUCTION CLEARANCE SLOPE (OCS); AND FOR RW 22 (ULTIMATE) IS <3/4 SM WITH A 34:1 OCS AND 30:1 GQS.

DESIGN PRB
DRAWN PMH
CHECKED EJG

BY	DATE	REVISIONS
PRB	4/30/13	CONFORMED FROM AIP NUMBER 3-02-0100-003-2009-62650 CONSTRUCTION

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

APPROVED
RICHARD J. STUMPF, P.E. — ACTING DESIGN GROUP CHIEF
DATE 7/7/13

AIRPORT LAYOUT PLAN APPROVED
BY LETTER DATED: 8/14/13
AIRPORTS DIVISION
ALASKAN REGION AAL-601
AIRSPACE REVIEW #2007-AAL-14-NRA

PLANS DEVELOPED BY: R&M CONSULTANTS, INC.
THIS ALP SUPERSEDES ALP SIGNED: 1/22/2009
200' 100' 0 200' 400' 600'
HORIZONTAL TO VERTICAL RATIO = 10:1

FORT YUKON AIRPORT
AIRPORT LAYOUT PLAN
INNER PORTION OF THE APPROACH SURFACE
(RW 4-22)

SHEET 3 OF 4

Plotted 7/24/2013 4:07 PM by Matt Majoros
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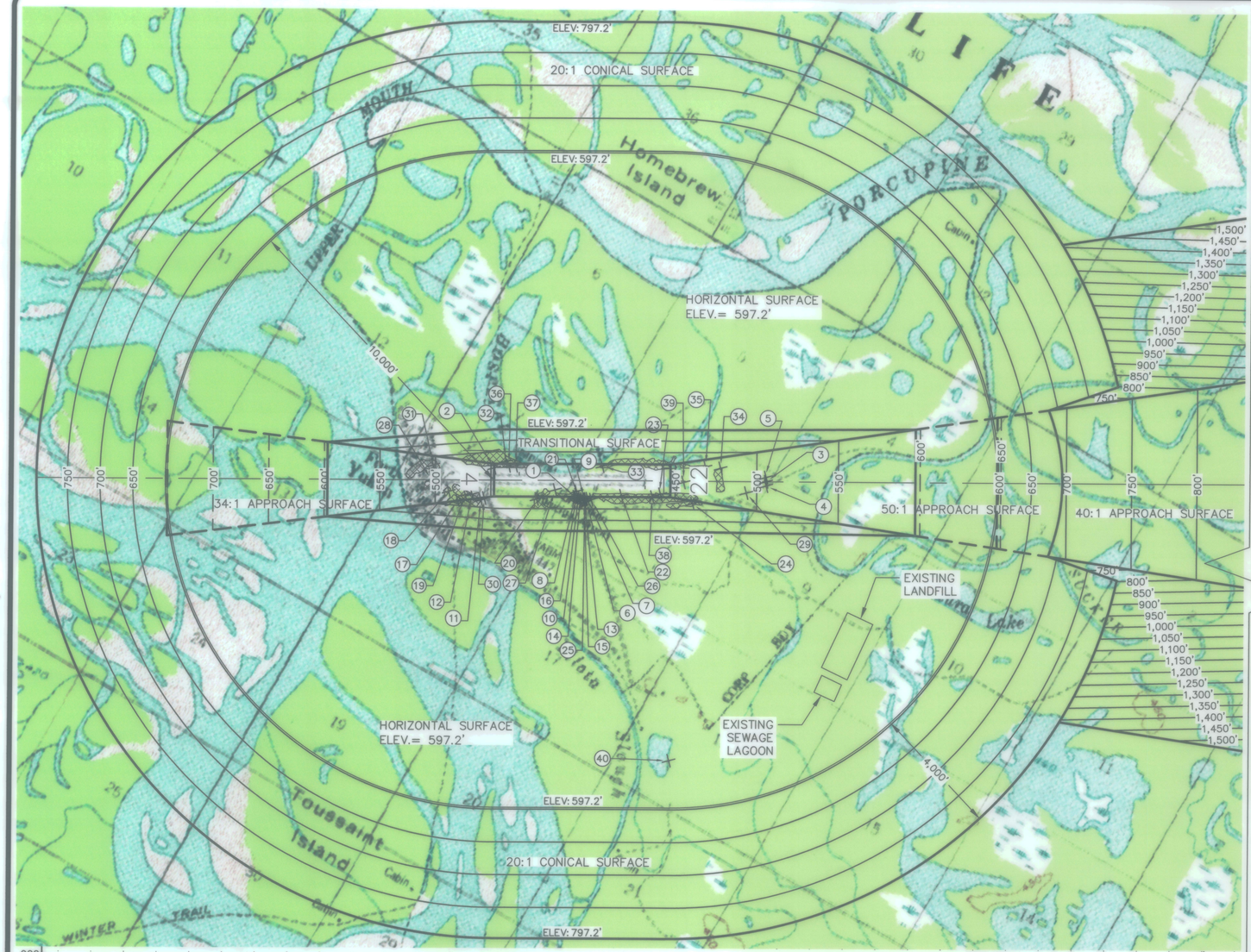

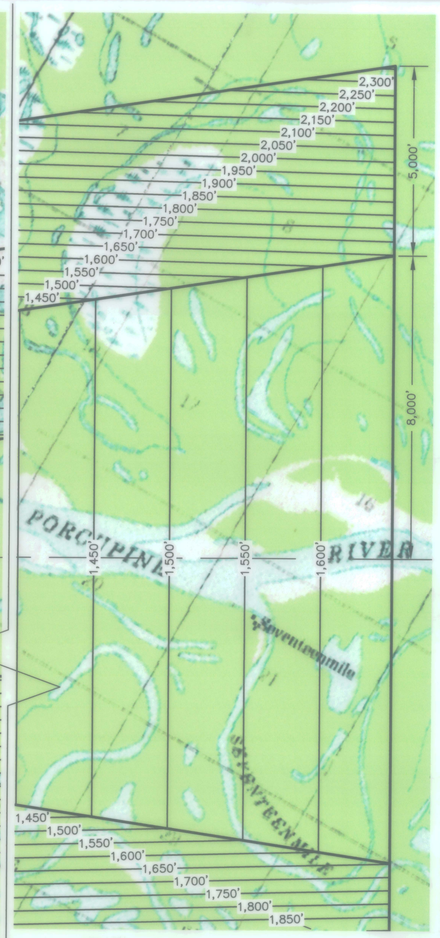

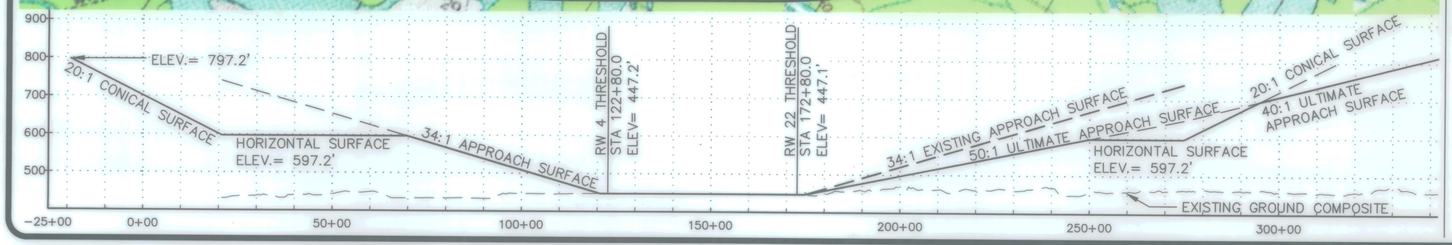

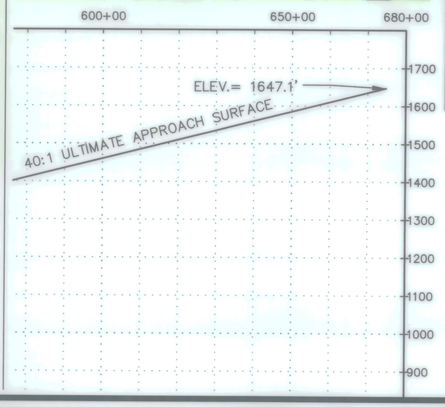

OBSTRUCTION TABLE

#	DESCRIPTION	STATION & OFFSET	TOP ELEV.	SURFACES PENETRATED	SURFACE ELEVATION	PENETRATION	ULTIMATE DISPOSITION
1	AWOS	STA 145+52, 495' RT	466.7'	PRIMARY	447.1'	19.6	TO REMAIN
2	SEGMENTED CIRCLE	STA 120+80, 375' LT	462.6'	PRIMARY	447.2'	15.4	TO REMAIN
3	NDB OH WIRE	STA 204+10, 1' LT	515.9'	APPROACH	505.7'	10.1	TO REMAIN
4	NDB TOWER	STA 204+10, 130' RT	509.3'	APPROACH	505.7'	3.6	TO REMAIN
5	NDB TOWER	STA 204+10, 132' LT	512.7'	APPROACH	505.7'	7.0	TO REMAIN
6	WINDSOCK ON TANK	STA 148+97, 566' RT	464.8'	TRANSITIONAL	456.6'	8.2	TO REMAIN
7	TANK	STA 149+52, 560' RT	457.8'	TRANSITIONAL	455.7'	2.1	REMOVE
8	VERTICAL STRUCTURE, UNKNOWN	STA 146+11, 334' RT	456.0'	PRIMARY	447.1'	8.9	REMOVE
9	CATERNARY (UTILITY LINE)	STA 147+86, 572' RT	472.8'	TRANSITIONAL	457.4'	15.5	REMOVE
10	CATENARY (UTILITY LINE)	STA 146+61, 529' RT	468.2'	TRANSITIONAL	451.3'	16.9	REMOVE
11	CATENARY (UTILITY LINE)	STA 116+82, 607' RT	476.3'	TRANSITIONAL	467.2'	9.1	REMOVE
12	CATENARY (UTILITY LINE)	STA 114+11, 437' RT	476.5'	APPROACH	466.9'	9.6	REMOVE
13	UTILITY POLE	STA 148+48, 595' RT	472.8'	TRANSITIONAL	460.8'	12.1	REMOVE
14	UTILITY POLE	STA 147+24, 548' RT	467.7'	TRANSITIONAL	454.0'	13.7	REMOVE
15	UTILITY POLE	STA 148+46, 672' RT	474.1'	TRANSITIONAL	471.7'	2.4	REMOVE
16	UTILITY POLE	STA 145+98, 510' RT	468.2'	TRANSITIONAL	448.6'	19.6	REMOVE
17	TERRAIN OBSTRUCTION	STA 109+69, 621' RT	500.8'	TRANSITIONAL	479.9'	20.9	REMOVE
18	TERRAIN OBSTRUCTION	STA 106+94, 350' RT	492.9'	APPROACH	488.0'	5.0	REMOVE
19	TERRAIN OBSTRUCTION	STA 112+01, 450' RT	503.1'	APPROACH	473.1'	30.0	REMOVE
20	TERRAIN OBSTRUCTION	STA 133+89, 572' RT	461.4'	TRANSITIONAL	457.5'	4.0	REMOVE
21	TERRAIN OBSTRUCTION	STA 146+98, 593' RT	483.2'	TRANSITIONAL	460.4'	22.8	REMOVE
22	TERRAIN OBSTRUCTION	STA 159+82, 463' RT	490.7'	PRIMARY	447.0'	43.7	REMOVE
23	TERRAIN OBSTRUCTION	STA 171+76, 410' RT	482.4'	PRIMARY	447.1'	35.3	REMOVE
24	TERRAIN OBSTRUCTION	STA 181+58, 685' RT	495.7'	TRANSITIONAL	472.8'	22.9	REMOVE
25	TERRAIN OBSTRUCTION	STA 148+61, 580' RT	471.3'	TRANSITIONAL	458.6'	12.7	REMOVE
26	TREE	STA 150+61, 584' RT	469.7'	TRANSITIONAL	459.2'	10.5	REMOVE
27	TREE	STA 139+49, 291' RT	449.6'	PRIMARY	447.2'	2.4	REMOVE
28	TERRAIN OBSTRUCTION	STA 101+68, 11' RT	505.9'	APPROACH	503.4'	2.4	REMOVE
29	TREE	STA 198+04, 350' RT	497.9'	APPROACH	493.6'	4.3	REMOVE
30	TREE	STA 117+84, 550' RT	460.9'	TRANSITIONAL	457.8'	3.2	REMOVE
31	TERRAIN OBSTRUCTION	STA 102+16, 453' LT	505.6'	APPROACH	502.0'	3.6	REMOVE
32	TERRAIN OBSTRUCTION	STA 124+43, 576' LT	511.8'	TRANSITIONAL	458.0'	53.8	REMOVE
33	TERRAIN OBSTRUCTION	STA 153+91, 440' LT	487.3'	PRIMARY	447.1'	40.2	REMOVE
34	TERRAIN OBSTRUCTION	STA 190+14, 401' LT	494.3'	APPROACH	447.9'	46.5	REMOVE
35	TERRAIN OBSTRUCTION	STA 185+50, 439' LT	489.6'	APPROACH	468.5'	21.1	REMOVE
36	15' ROAD CLEARANCE	STA 125+25, 440.8' LT	454.9'	TRANSITIONAL	447.2'	7.7	REMOVE
37	15' ROAD CLEARANCE	STA 127+40, 444.4' LT	454.1'	TRANSITIONAL	447.1'	7.0	TO REMAIN
38	15' ROAD CLEARANCE	STA 169+28, 495.6' RT	459.1'	PRIMARY	447.1'	12.0	REMOVE
39	15' ROAD CLEARANCE	STA 178+84, 39.5' RT	457.9'	APPROACH	455.2'	2.7	TO REMAIN
40	TOWER	STA 174+86, 8553.6' RT	619.8'	HORIZONTAL	597.2'	22.6	TO REMAIN

NOTES:
1. AIRPORT ELEVATION= 447.2'.
2. THE COMPOSITE PROFILE REPRESENTS THE HIGHEST TERRAIN ACROSS THE WIDTH AND ALONG THE LENGTH OF THE APPROACH SURFACE.
3. THE PRIMARY SURFACE WIDTH IS 1000'
4. MAP SOURCE: USGS QUAD FORT YUKON C3

LEGEND:
(#) OBSTRUCTION ID
TERRAIN OBSTRUCTION

DESIGN PRB
DRAWN PMH
CHECKED EJG

BY	DATE	REVISIONS
PRB	4/30/13	CONFORMED FROM AIP NUMBER 3-02-0100-003-2009-62650 CONSTRUCTION

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

APPROVED
RICHARD J. STUMPF, P.E. — ACTING DESIGN GROUP CHIEF
DATE 8/7/13

AIRPORT LAYOUT PLAN APPROVED
BY LETTER DATED: 8/14/13
AIRPORTS DIVISION
ALASKAN REGION AAL-601
AIRSPACE REVIEW #2007-AAL-14-NRA

PLANS DEVELOPED BY: R&M CONSULTANTS, INC.
THIS ALP SUPERSEDES ALP SIGNED: 1/22/2009

2000' 1000' 0 2000' 4000' 6000'

FORT YUKON AIRPORT
AIRPORT LAYOUT PLAN
AIRPORT AIRSPACE PLAN AND PROFILE

SHEET 4 OF 4

Plotted 7/24/2013 4:08 PM by Matt Majoros
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