



U.S. Department
of Transportation

**Federal Aviation
Administration**

Alaskan Region Airports Division

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Anchorage, Alaska 99513-7587
Tel. (907) 271-5438
Fax (907) 271-2851

October 1, 2020

Luke Bowland, P.E.
Central Region Aviation Design Section Chief
Department of Transportation and Public
Facilities, State of Alaska
4111 Aviation Avenue
PO Box 196900
Anchorage, AK 99519

Dear Mr. Bowland,

Kalskag Airport, Kalskag, Alaska
Airport Layout Plan Conditional Approval
Airspace Case No. 2019-AAL-179-NRA

The Kalskag Airport Layout Plan (ALP), prepared by State of Alaska DOT&PF, and bearing your signature, is conditionally approved. A signed copy of the approved ALP is enclosed.

An aeronautical study (no. 2019-AAL-179-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

The FAA Reauthorization Act of 2018, Section 163(d), has limited the FAA's review and approval authority for ALPs. This approval is based on and limited to those portions of the ALP that:

- a. Materially impact the safe and efficient operation of aircraft at, to, or from the airport;
- b. Adversely affect the safety of people or property on the ground adjacent to the airport as a result of aircraft operations; or
- c. Adversely affect the value of prior Federal investments to a significant extent.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, aviation easements, letters of agreement or other means.

This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration.

When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

Please attach this letter to the Airport Layout Plan and retain it in your files. We look forward to working with you in the continued development of the Kalskag airport. If you have any questions, please contact Jonathan Linquist, Community Planner, at our office at 907-271-5040.

Sincerely,

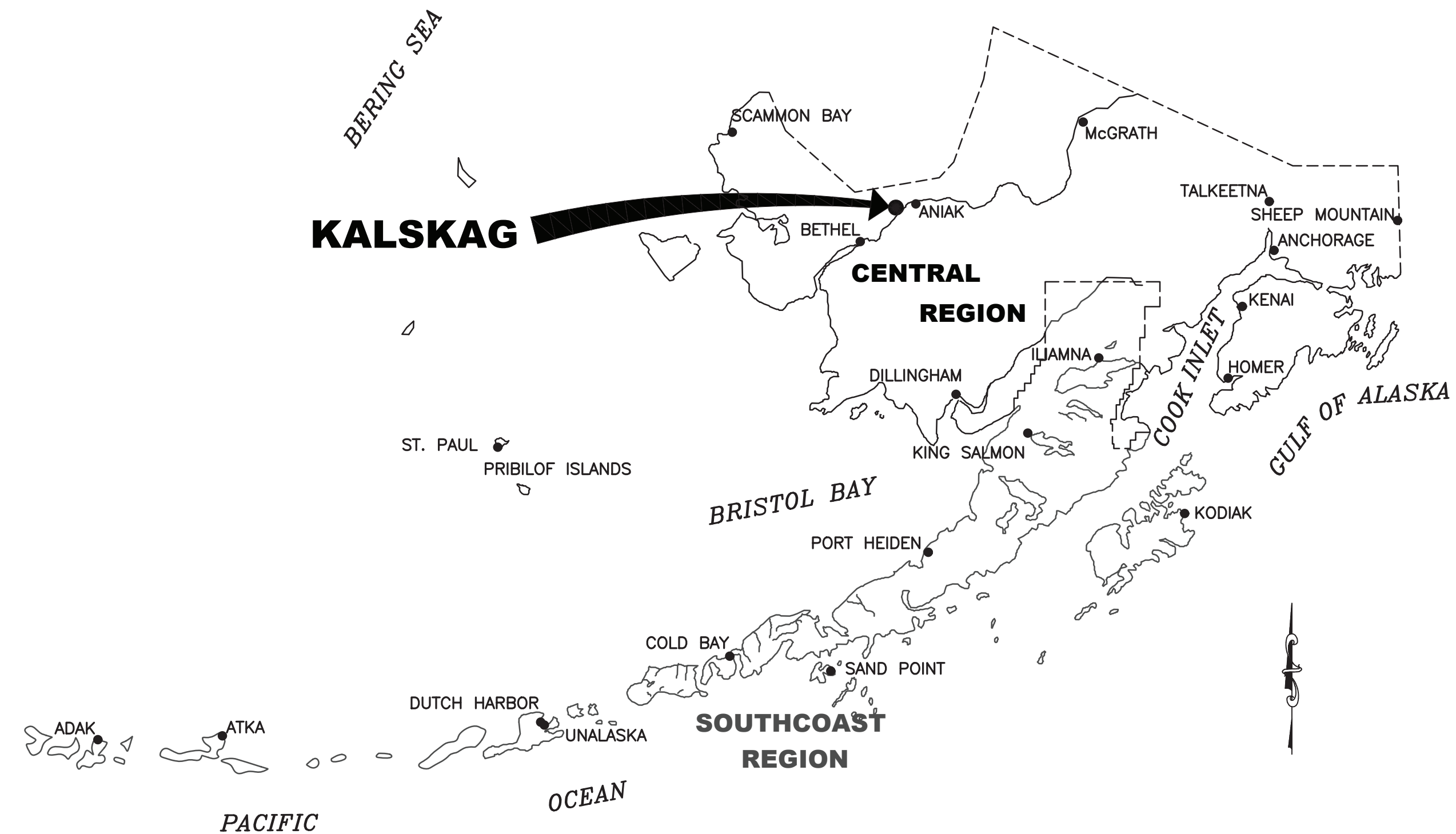
KATRINA C.
MOSS

 Digitally signed by KATRINA C.
MOSS
Date: 2020.10.01 10:40:22 -08'00'

Katrina C. Moss
Lead Community Planner

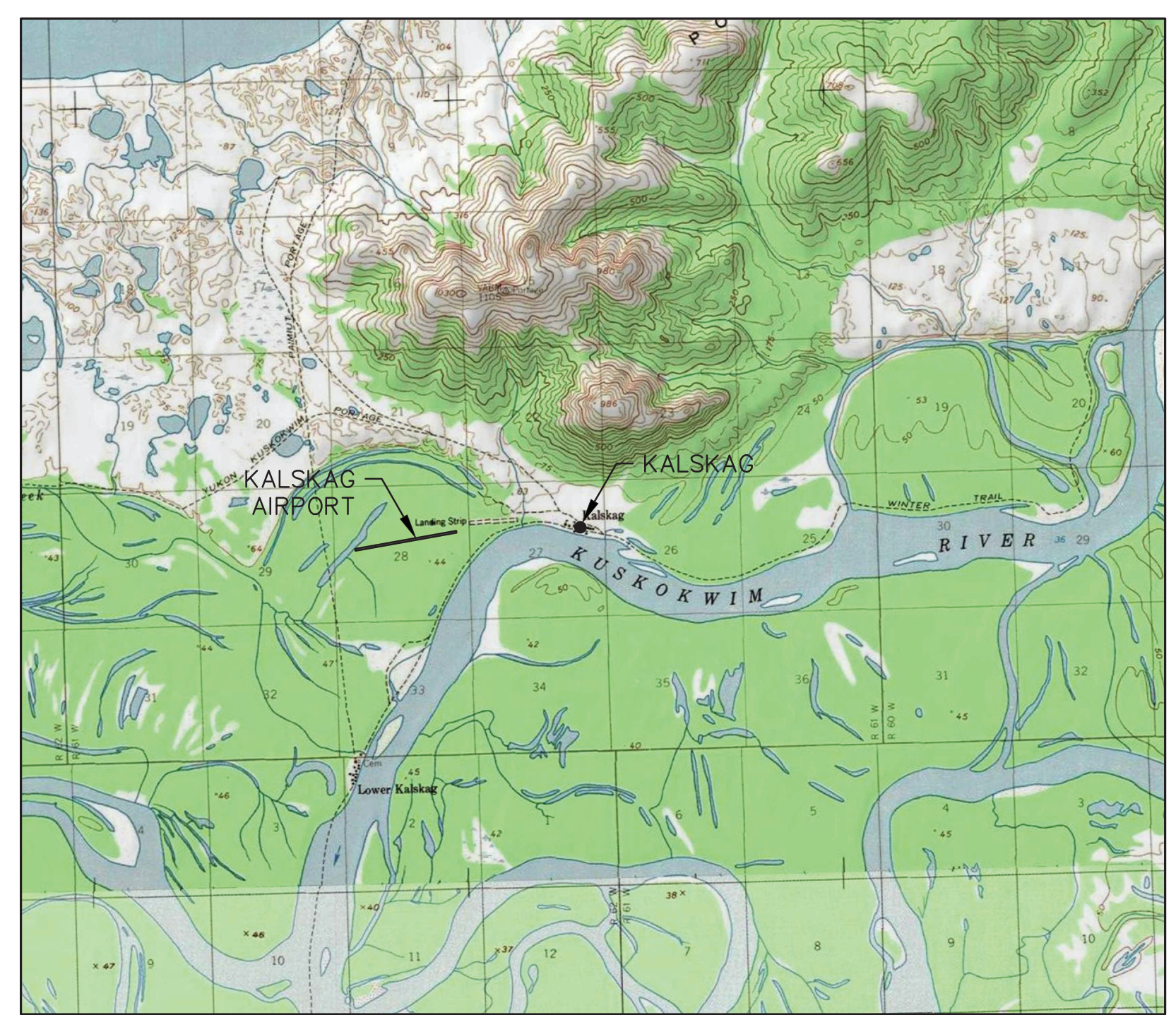
Enclosure

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 Designed By: MM
 Drawn By: RUC
 Checked By: EUG



ALASKA CENTRAL REGION LOCATION MAP

NOT TO SCALE



VICINITY MAP
 1 SM .5 SM 0 1 SM 2 SM
 T 17 N, R 61 W, SEC. 27 & 28
 SEWARD MERIDIAN
 U.S.G.S. RUSSIAN MISSION (C-4) 1954, ALASKA



KALSKAG AIRPORT AIRPORT LAYOUT PLAN

KALSKAG, ALASKA

LEGEND		
ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (A.R.P.)	⊙	⊙
ANTENNA	⊙	⊙
APPROACH	---AP---	---AP---
APPROACH SITING	---AS---	---AS---
BUILDINGS	□	■
BUILDING RESTRICTION LINE	---BRL---	---BRL---
FAA WEATHER STATION	⊙	⊙
FENCE	-X-X-X-	-X-X-X-
PAPI	□□□□	■ ■ ■ ■
PROPERTY LINE	--- ---	--- ---
REIL	⊙	⊙
ROADWAYS	--- ---	--- ---
ROTATING BEACON	⊙	⊙
RUNWAY OBSTACLE FREE AREA	---OFA---	---OFA---
RUNWAY OBSTACLE FREE ZONE	---OFZ---	---OFZ---
RUNWAY PROTECTION ZONE	---RPZ---	---RPZ---
RUNWAY SAFETY AREA	---RSA---	---RSA---
RUNWAY VISUAL ZONE	---RVZ---	---RVZ---
SEGMENTED CIRCLE	⊙	⊙
SHORELINE	--- ---	--- ---
SURVEY MONUMENT	⊙	⊙
THRESHOLD MARKERS/LIGHTS	○○○○ ○○○○	●●●● ●●●●
TOPOGRAPHIC CONTOURS	---100---	---100---
UTILITY POLE	⊙	⊙
WATER BODY	--- ---	--- ---
WIND CONE	⊙	⊙

DRAWING INDEX	
SHT#	TITLE
1	COVER SHEET
2	DATA SHEET
3	EXISTING AIRPORT LAYOUT DRAWING
4	ULTIMATE AIRPORT LAYOUT DRAWING
5	RUNWAY PROFILE
6	INNER PORTION OF THE APPROACH SURFACE DRAWING - RUNWAY 7
7	INNER PORTION OF THE APPROACH SURFACE DRAWING - RUNWAY 25
8	RUNWAY DEPARTURE SURFACE DRAWING
9	AIRPORT AIRSPACE PLAN
10	AIRPORT AIRSPACE PROFILE
11	AIRPORT PROPERTY MAP

BY	DATE	REVISION

APPROVED: Digitally signed by John Linnell
 Date: 2020.09.21 15:58:23 -0500
JOHN LINNELL, P.E. PRECONSTRUCTION ENGINEER
RECOMMENDED: Digitally signed by Luke Bowland
 Date: 2020.08.19 10:25:05 -0500
LUKE BOWLAND, P.E. DESIGN SECTION CHIEF

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 10/1/2020
 FAA AIRSPACE REVIEW NUMBER: 2019-AAL-179-NRA

Digitally signed by KATRINA C. MOSS
 Date: 2020.10.01 10:44:02 -0500
KATRINA C. MOSS DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-612

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

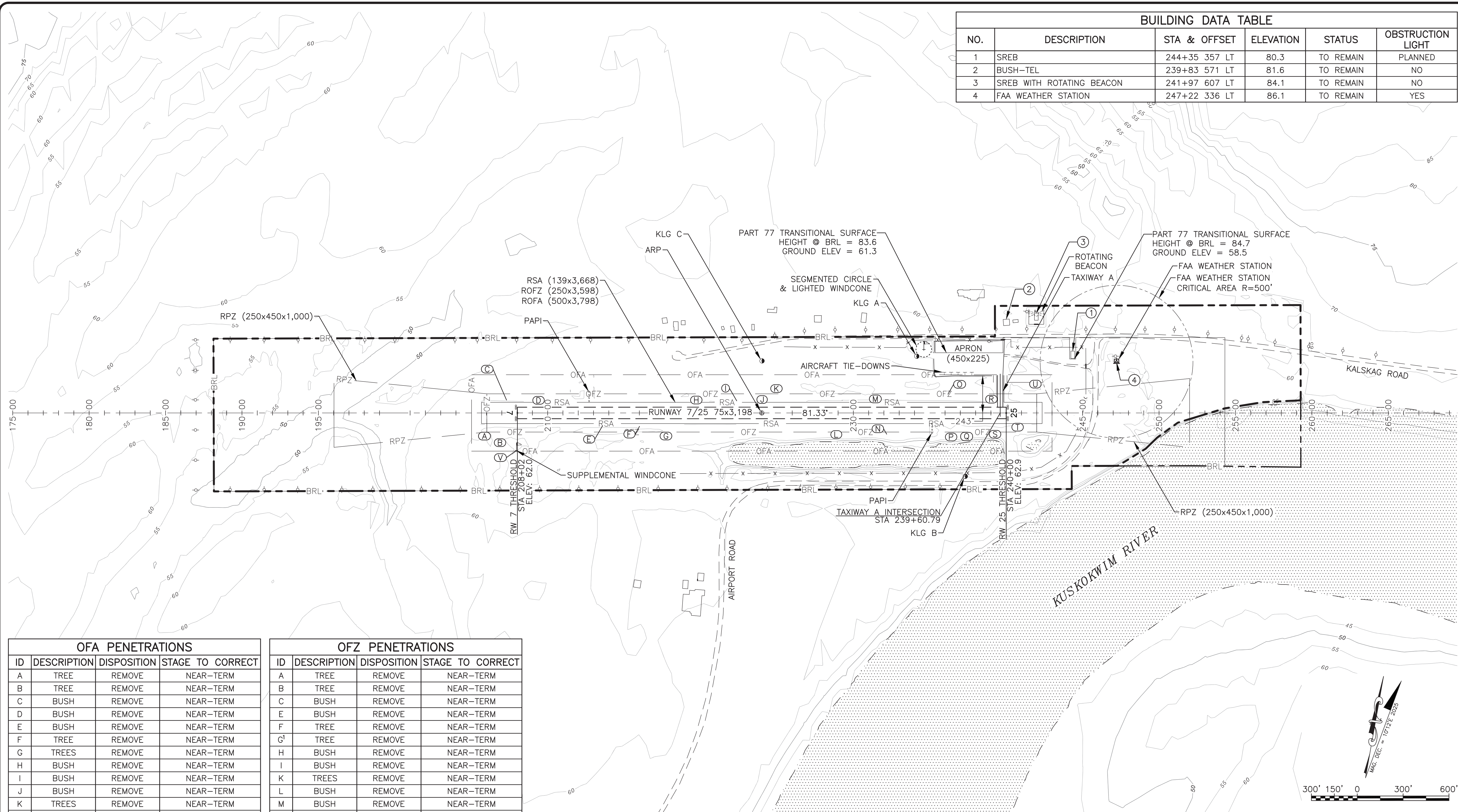
KALSKAG AIRPORT
 KALSKAG, ALASKA
AIRPORT LAYOUT PLAN

COVER SHEET

DATE: 6/30/2020
 SHEET: 1 OF 11

Date Plotted: 6/30/2020 5:28 PM
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 Designed By: MM
 Drawn By: RJC
 Checked By: CJB

BUILDING DATA TABLE					
NO.	DESCRIPTION	STA & OFFSET	ELEVATION	STATUS	OBSTRUCTION LIGHT
1	SREB	244+35 357 LT	80.3	TO REMAIN	PLANNED
2	BUSH-TEL	239+83 571 LT	81.6	TO REMAIN	NO
3	SREB WITH ROTATING BEACON	241+97 607 LT	84.1	TO REMAIN	NO
4	FAA WEATHER STATION	247+22 336 LT	86.1	TO REMAIN	YES



OFA PENETRATIONS			
ID	DESCRIPTION	DISPOSITION	STAGE TO CORRECT
A	TREE	REMOVE	NEAR-TERM
B	TREE	REMOVE	NEAR-TERM
C	BUSH	REMOVE	NEAR-TERM
D	BUSH	REMOVE	NEAR-TERM
E	BUSH	REMOVE	NEAR-TERM
F	TREE	REMOVE	NEAR-TERM
G	TREES	REMOVE	NEAR-TERM
H	BUSH	REMOVE	NEAR-TERM
I	BUSH	REMOVE	NEAR-TERM
J	BUSH	REMOVE	NEAR-TERM
K	TREES	REMOVE	NEAR-TERM
L	BUSH	REMOVE	NEAR-TERM
M	BUSH	REMOVE	NEAR-TERM
N	BUSH	REMOVE	NEAR-TERM
O	BUSH	REMOVE	NEAR-TERM
P	TREE	REMOVE	NEAR-TERM
Q	BUSH	REMOVE	NEAR-TERM
R	BUSH	REMOVE	NEAR-TERM
S	TREE	REMOVE	NEAR-TERM
T	TREES	REMOVE	NEAR-TERM
U	TREES	REMOVE	NEAR-TERM
V	WIND CONE	RELOCATE	NEAR-TERM

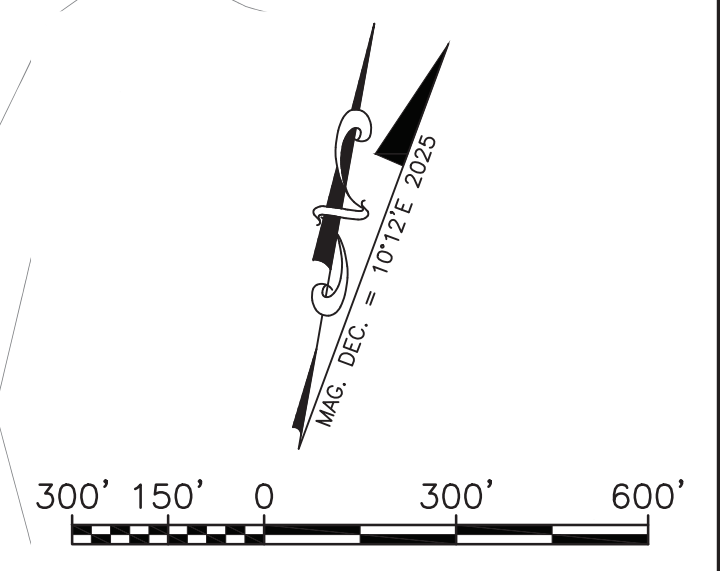
OFZ PENETRATIONS			
ID	DESCRIPTION	DISPOSITION	STAGE TO CORRECT
A	TREE	REMOVE	NEAR-TERM
B	TREE	REMOVE	NEAR-TERM
C	BUSH	REMOVE	NEAR-TERM
E	BUSH	REMOVE	NEAR-TERM
F	TREE	REMOVE	NEAR-TERM
G	TREE	REMOVE	NEAR-TERM
H	BUSH	REMOVE	NEAR-TERM
I	BUSH	REMOVE	NEAR-TERM
K	TREES	REMOVE	NEAR-TERM
L	BUSH	REMOVE	NEAR-TERM
M	BUSH	REMOVE	NEAR-TERM
N	BUSH	REMOVE	NEAR-TERM
O	BUSH	REMOVE	NEAR-TERM
P	TREE	REMOVE	NEAR-TERM
Q	BUSH	REMOVE	NEAR-TERM
S	TREE	REMOVE	NEAR-TERM
T	TREES	REMOVE	NEAR-TERM
U	TREES	REMOVE	NEAR-TERM

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

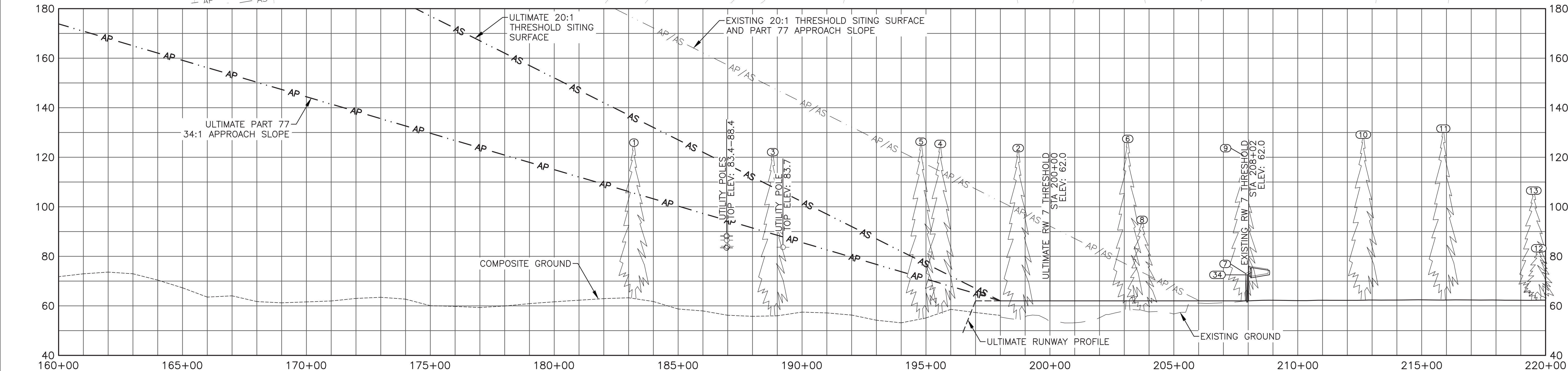
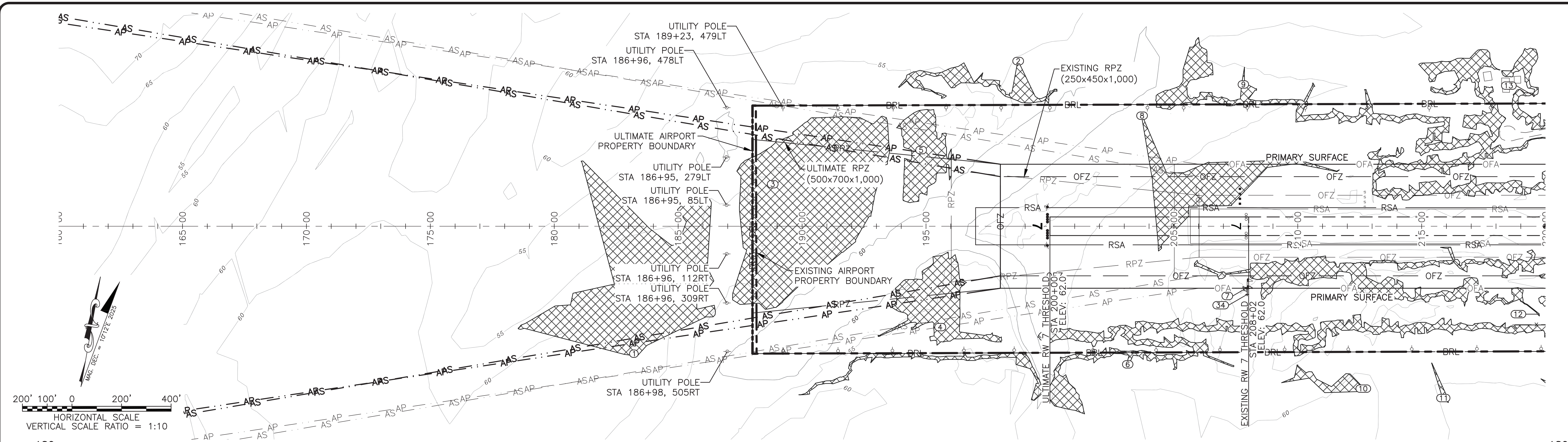
KALSKAG AIRPORT
 KALSKAG, ALASKA
 AIRPORT LAYOUT PLAN
 EXISTING AIRPORT LAYOUT
 DRAWING

DATE: 6/30/2020
 SHEET: 3 OF 11



Date Plotted: 16/30/2020, 5:28 PM
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 File Name:

Designed By: MM
 Drawn By: RJC
 Checked By: CJB



NOTES:

- THE CONTROLLING OBSTRUCTION FOR RUNWAY 7 IS A TREE. THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 4:1 PER AC 150/5200-35A, CHAPTER 4, DATA ELEMENT 57.
- THRESHOLD SITING FOR RUNWAY 7 IS BASED ON INSTRUMENT APPROACHES HAVING VISIBILITY GREATER THAN OR EQUAL TO 3/4 STATUTE MILE, AS DEFINED BY ENGINEERING BRIEF 99, TABLE 3-2, LINE 4.
- REFER TO THE AIRPORT AIRSPACE PLAN FOR PENETRATIONS TO THE OUTER APPROACH SURFACES.
- OBSTRUCTION IDENTIFIER FOR HATCHED AREAS IS HIGHEST FEATURE WITHIN AREA OF PENETRATIONS.

PART 77 SURFACE OBSTRUCTIONS (INNER PORTION RUNWAY 7)										
ID #	DESCRIPTION	STATION/OFFSET	GRD ELEV	AGL	TOP ELEV	SURFACE PENETRATED	SURFACE ELEV	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
1	TREE	183+21/514 RT	62.8	63.1	125.9	APPROACH & TRANSITIONAL	111.6	14.3	REMOVE	ULTIMATE
2	TREE	198+72/666 LT	54.9	68.8	123.7	TRANSITIONAL	121.5	2.2	REMOVE	ULTIMATE
3	TREE	188+81/169 LT	55.5	66.6	122.1	APPROACH & TRANSITIONAL	89.1	33.0	REMOVE	ULTIMATE
4	TREE	195+57/407 RT	57.6	67.8	125.4	APPROACH & TRANSITIONAL	86.4	39.0	REMOVE	NEAR-TERM
5	TREE	194+80/307 LT	55.0	71.3	126.3	APPROACH & TRANSITIONAL	72.7	53.6	REMOVE	NEAR-TERM
6	TREE	203+14/557 RT	57.2	70.2	127.4	TRANSITIONAL	105.9	21.5	REMOVE	ULTIMATE
7	EXISTING WINDCONE	207+90/251 RT	55.0	18.0	73.0	PRIMARY & TRANSITIONAL	62.2	10.9	RELOCATE	NEAR-TERM
8	TREE	203+72/446 LT	53.3	41.4	94.7	PRIMARY & TRANSITIONAL	90.0	4.7	REMOVE	NEAR-TERM
9	TREE	207+80/572 LT	53.0	67.8	120.8	PRIMARY & TRANSITIONAL	108.0	12.8	REMOVE	ULTIMATE
10	TREE	212+65/655 RT	60.3	68.8	129.1	TRANSITIONAL	120.1	9.0	REMOVE	ULTIMATE
11	TREE	215+87/693 RT	60.3	71.3	131.6	TRANSITIONAL	125.6	6.0	REMOVE	ULTIMATE
12	TREE	219+73/354 RT	57.1	26.2	83.3	PRIMARY & TRANSITIONAL	77.2	6.0	REMOVE	NEAR-TERM
13	TREE	219+52/526 LT	58.2	48.3	106.5	TRANSITIONAL	101.7	4.8	REMOVE	ULTIMATE
34	ULTIMATE WINDCONE	270+96/275 RT	54.5	18.0	72.5	TRANSITIONAL	65.6	6.9	LIGHT	NEAR-TERM

LEGEND:

- PART 77 SURFACE OBSTRUCTIONS
- OBSTRUCTION IDENTIFIER

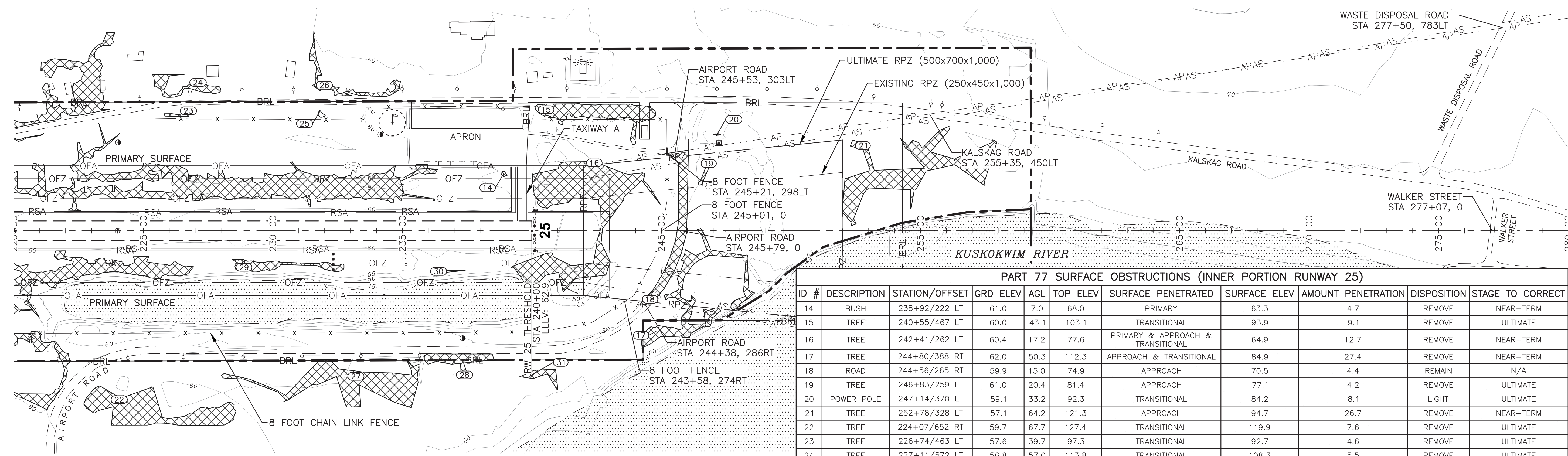
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KALSKAG AIRPORT
 KALSKAG, ALASKA
 AIRPORT LAYOUT PLAN
 INNER PORTION OF THE APPROACH SURFACE
 DRAWING - RUNWAY 7

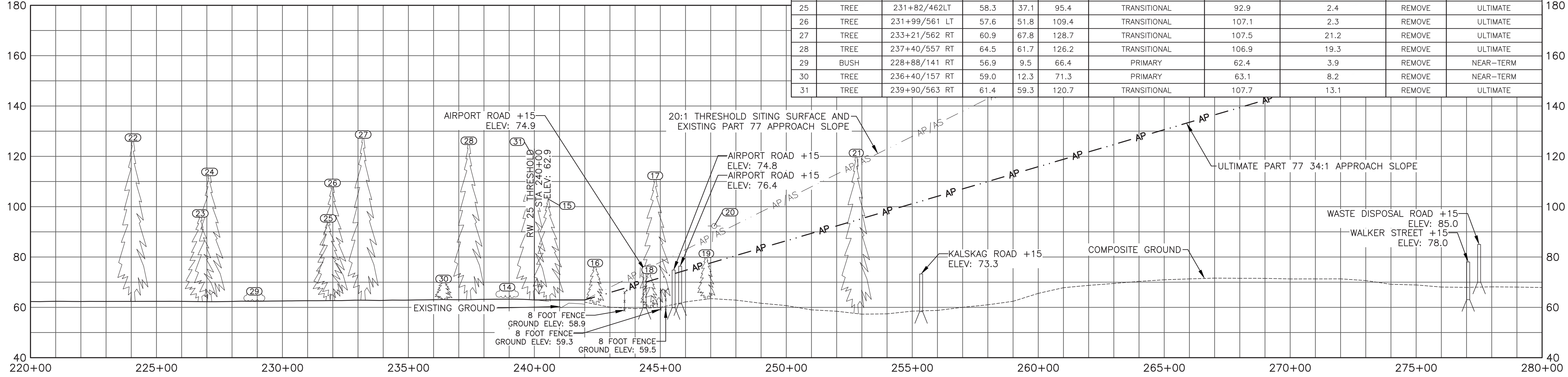
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 Checked By: CJB



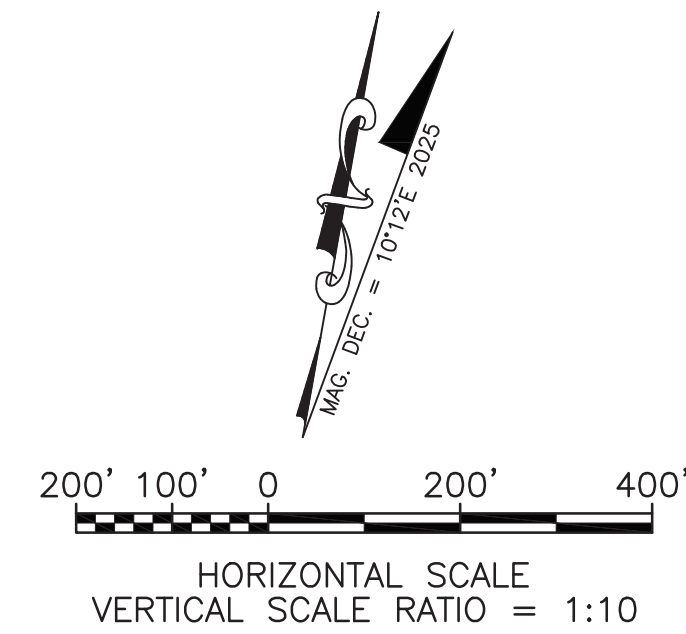
PART 77 SURFACE OBSTRUCTIONS (INNER PORTION RUNWAY 25)

ID #	DESCRIPTION	STATION/OFFSET	GRD ELEV	AGL	TOP ELEV	SURFACE PENETRATED	SURFACE ELEV	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
14	BUSH	238+92/222 LT	61.0	7.0	68.0	PRIMARY	63.3	4.7	REMOVE	NEAR-TERM
15	TREE	240+55/467 LT	60.0	43.1	103.1	TRANSITIONAL	93.9	9.1	REMOVE	ULTIMATE
16	TREE	242+41/262 LT	60.4	17.2	77.6	PRIMARY & APPROACH & TRANSITIONAL	64.9	12.7	REMOVE	NEAR-TERM
17	TREE	244+80/388 RT	62.0	50.3	112.3	APPROACH & TRANSITIONAL	84.9	27.4	REMOVE	NEAR-TERM
18	ROAD	244+56/265 RT	59.9	15.0	74.9	APPROACH	70.5	4.4	REMAIN	N/A
19	TREE	246+83/259 LT	61.0	20.4	81.4	APPROACH	77.1	4.2	REMOVE	ULTIMATE
20	POWER POLE	247+14/370 LT	59.1	33.2	92.3	TRANSITIONAL	84.2	8.1	LIGHT	ULTIMATE
21	TREE	252+78/328 LT	57.1	64.2	121.3	APPROACH	94.7	26.7	REMOVE	NEAR-TERM
22	TREE	224+07/652 RT	59.7	67.7	127.4	TRANSITIONAL	119.9	7.6	REMOVE	ULTIMATE
23	TREE	226+74/463 LT	57.6	39.7	97.3	TRANSITIONAL	92.7	4.6	REMOVE	ULTIMATE
24	TREE	227+11/572 LT	56.8	57.0	113.8	TRANSITIONAL	108.3	5.5	REMOVE	ULTIMATE
25	TREE	231+82/462LT	58.3	37.1	95.4	TRANSITIONAL	92.9	2.4	REMOVE	ULTIMATE
26	TREE	231+99/561 LT	57.6	51.8	109.4	TRANSITIONAL	107.1	2.3	REMOVE	ULTIMATE
27	TREE	233+21/562 RT	60.9	67.8	128.7	TRANSITIONAL	107.5	21.2	REMOVE	ULTIMATE
28	TREE	237+40/557 RT	64.5	61.7	126.2	TRANSITIONAL	106.9	19.3	REMOVE	ULTIMATE
29	BUSH	228+88/141 RT	56.9	9.5	66.4	PRIMARY	62.4	3.9	REMOVE	NEAR-TERM
30	TREE	236+40/157 RT	59.0	12.3	71.3	PRIMARY	63.1	8.2	REMOVE	NEAR-TERM
31	TREE	239+90/563 RT	61.4	59.3	120.7	TRANSITIONAL	107.7	13.1	REMOVE	ULTIMATE



- NOTES:**
1. THE CONTROLLING OBSTRUCTION FOR RUNWAY 25 IS A TREE. THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 5:1 PER AC 150/5200-35A, CHAPTER 4, DATA ELEMENT 57.
 2. THRESHOLD SITING CRITERIA FOR RUNWAY 25 IS BASED ON INSTRUMENT APPROACHES HAVING VISIBILITY GREATER THAN OR EQUAL TO 3/4 STATUTE MILE, AS DEFINED BY ENGINEERING BRIEF 99, TABLE 3-2, LINE 4.
 3. REFER TO THE AIRPORT AIRSPACE PLAN FOR PENETRATIONS TO THE OUTER APPROACH SURFACES.
 4. OBSTRUCTION IDENTIFIER FOR HATCHED AREAS IS HIGHEST FEATURE WITHIN AREA OF PENETRATIONS.

- LEGEND:**
- PART 77 SURFACE OBSTRUCTIONS
 - OBSTRUCTION IDENTIFIER



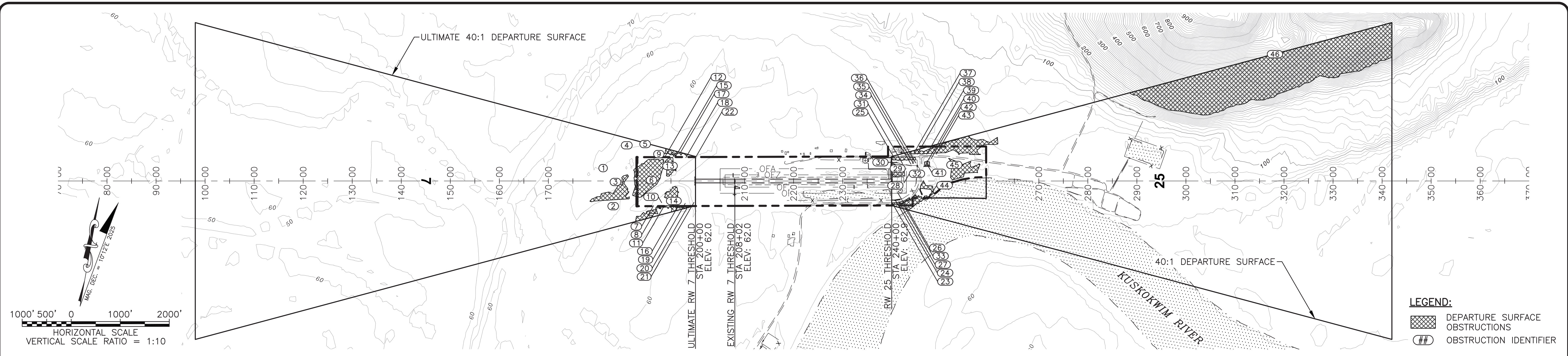
BY	DATE	REVISION

**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION**

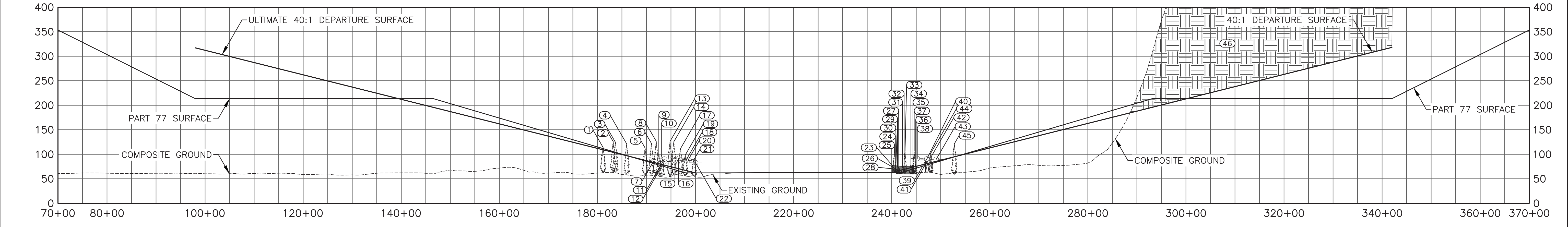
KALSKAG AIRPORT
KALSKAG, ALASKA
AIRPORT LAYOUT PLAN
INNER PORTION OF THE APPROACH SURFACE
DRAWING - RUNWAY 25

DATE:
6/30/2020
SHEET:
7
OF
11

Date Plotted: 16/03/2020 5:29 AM
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 Designed By: MM
 Drawn By: RLC
 Checked By: CUB



LEGEND:
 DEPARTURE SURFACE OBSTRUCTIONS
 OBSTRUCTION IDENTIFIER



RUNWAY 7 DEPARTURE SURFACE OBSTRUCTIONS										
ID #	DESCRIPTION	STATION/OFFSET	GRD ELEV	AGL	TOP ELEV	SURFACE ELEV	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT	
1	TREE	181+15/263 LT	59.4	54.5	113.9	109.1	4.8	REMOVE	ULTIMATE	
2	TREE	183+21/514 RT	62.8	63.2	125.9	104.0	21.9	REMOVE	ULTIMATE	
3	TREE	183+67/19 RT	54.8	69.6	124.4	102.8	21.6	REMOVE	ULTIMATE	
4	TREE	185+97/728 LT	60.5	60.6	121.1	97.1	24.0	REMOVE	ULTIMATE	
5	TREE	189+72/754 LT	60.1	52.8	112.9	87.7	25.2	REMOVE	ULTIMATE	
6	TREE	191+02/17 LT	56.2	65.9	122.0	84.5	37.6	REMOVE	ULTIMATE	
7	POWER POLE	191+45/503 RT	53.2	32.7	85.9	83.4	2.5	REMAIN	N/A	
8	TREE	191+99/582 RT	56.7	69.8	126.5	82.0	44.4	REMOVE	ULTIMATE	
9	TREE	192+52/550 LT	51.9	49.7	101.5	80.7	20.8	REMOVE	ULTIMATE	
10	TREE	193+10/443 RT	55.1	44.8	100.0	79.2	20.7	REMOVE	ULTIMATE	
11	POWER POLE	193+64/502 RT	57.2	33.0	90.2	77.9	12.3	REMAIN	N/A	
12	POWER POLE	193+67/478 LT	53.3	32.0	85.3	77.8	7.5	REMAIN	N/A	
13	TREE	194+80/307 LT	55.0	71.3	126.3	75.0	51.3	REMOVE	ULTIMATE	
14	TREE	195+57/407 RT	57.6	67.8	125.4	73.1	52.3	REMOVE	ULTIMATE	
15	POWER POLE	195+81/479 LT	54.3	32.7	86.9	72.5	14.5	REMAIN	N/A	
16	POWER POLE	196+53/500 RT	60.0	31.1	91.1	70.7	20.5	REMAIN	N/A	
17	TREE	196+94/582 LT	55.7	55.9	111.6	69.6	42.0	REMOVE	ULTIMATE	
18	POWER POLE	198+03/478 LT	55.7	31.7	87.4	66.9	20.5	REMAIN	N/A	
19	TREE	197+90/456 RT	58.8	39.6	98.4	67.2	31.1	REMOVE	ULTIMATE	
20	POWER POLE	198+56/500 RT	58.8	30.7	89.5	65.6	23.9	REMAIN	N/A	
21	TREE	199+68/437 RT	51.8	37.2	89.0	62.8	26.2	REMOVE	ULTIMATE	
22	POWER POLE	200+00/478 LT	50.1	32.6	82.7	62.0	20.7	REMAIN	N/A	

RUNWAY 25 DEPARTURE SURFACE OBSTRUCTIONS (2 OF 2)										
ID #	DESCRIPTION	STATION/OFFSET	GRD ELEV	AGL	TOP ELEV	SURFACE ELEV	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT	
28	TREE	240+75/93 RT	58.8	10.9	69.8	64.8	5.0	REMOVE	ULTIMATE	
29	TREE	241+21/254 LT	60.5	16.7	77.2	65.9	11.3	REMOVE	ULTIMATE	
30	TREE	241+13/381 LT	60.2	11.1	71.2	65.7	5.5	REMOVE	ULTIMATE	
31	TREE	242+23/354 LT	58.5	16.2	74.7	68.5	6.3	REMOVE	ULTIMATE	
32	TREE	242+55/35 RT	59.8	12.9	72.7	69.3	3.5	REMOVE	ULTIMATE	
33	TREE	242+73/544 RT	61.9	44.7	106.6	69.7	36.9	REMOVE	ULTIMATE	
34	TREE	243+93/346 LT	59.2	21.1	80.3	72.7	7.6	REMOVE	ULTIMATE	
35	BUILDING	244+35/370 LT	58.6	23.8	82.4	73.8	8.6	REMAIN	N/A	
36	TREE	244+91/369 LT	58.9	22.9	81.8	75.2	6.6	REMOVE	ULTIMATE	
37	TREE	244+59/579 LT	60.2	46.3	106.5	74.4	32.1	REMOVE	ULTIMATE	
38	POWER POLE	245+21/547 LT	59.8	31.7	91.4	75.9	15.5	REMAIN	N/A	
39	POWER POLE	247+14/547 LT	59.9	30.4	90.3	80.8	9.6	REMAIN	N/A	
40	POWER POLE	247+15/371 LT	59.1	33.2	92.3	80.8	11.6	REMAIN	N/A	
41	FAA WEATHER STATION	247+27/332 LT	60.2	25.9	86.1	81.1	5.0	REMAIN	N/A	
42	TREE	248+07/460 LT	58.6	36.7	95.3	83.1	12.2	REMOVE	ULTIMATE	
43	POWER POLE	249+08/547 LT	57.3	32.4	89.7	85.6	4.1	REMAIN	N/A	
44	TREE	247+86/290 RT	61.4	39.0	100.3	82.6	17.8	REMOVE	ULTIMATE	
45	TREE	252+78/328 LT	57.1	64.3	121.3	94.8	26.5	REMOVE	ULTIMATE	
46	TERRAIN	318+14/2,588 LT	626.0	0.0	626.0	258.3	367.7	REMAIN	N/A	

NOTES:

- DEPARTURE SURFACE SLOPE IS 40:1 AS DEFINED BY ENGINEERING BRIEF No. 99, TABLE 3-2, LINE 7 FOR INSTRUMENT RUNWAYS.
- OBSTRUCTION IDENTIFIER FOR HATCHED AREAS IS HIGHEST PENETRATION WITHIN AREA OF OBSTRUCTIONS.
- DEPARTURE SURFACES BASED ON ULTIMATE AIRPORT LAYOUT.

RUNWAY 25 DEPARTURE SURFACE OBSTRUCTIONS (1 OF 2)										
ID #	DESCRIPTION	STATION/OFFSET	GRD ELEV	AGL	TOP ELEV	SURFACE ELEV	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT	
23	ROAD	240+18/461 RT	62.1	14.9	77.0	63.4	13.7	REMAIN	N/A	
24	TREE	240+74/390 RT	59.3	14.1	73.5	64.8	8.7	REMOVE	ULTIMATE	
25	TREE	240+55/467 LT	60.0	43.1	103.1	64.3	38.8	REMOVE	ULTIMATE	
26	TREE	241+21/234 RT	47.3	20.7	68.0	65.9	2.1	REMOVE	ULTIMATE	
27	TREE	241+45/422 RT	59.7	15.9	75.6	66.5	9.0	REMOVE	ULTIMATE	

BY	DATE	REVISION

**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION**

KALSKAG AIRPORT
KALSKAG, ALASKA
AIRPORT LAYOUT PLAN

RUNWAY DEPARTURE SURFACE DRAWING

DATE: 6/30/2020
SHEET: 8 OF 11

