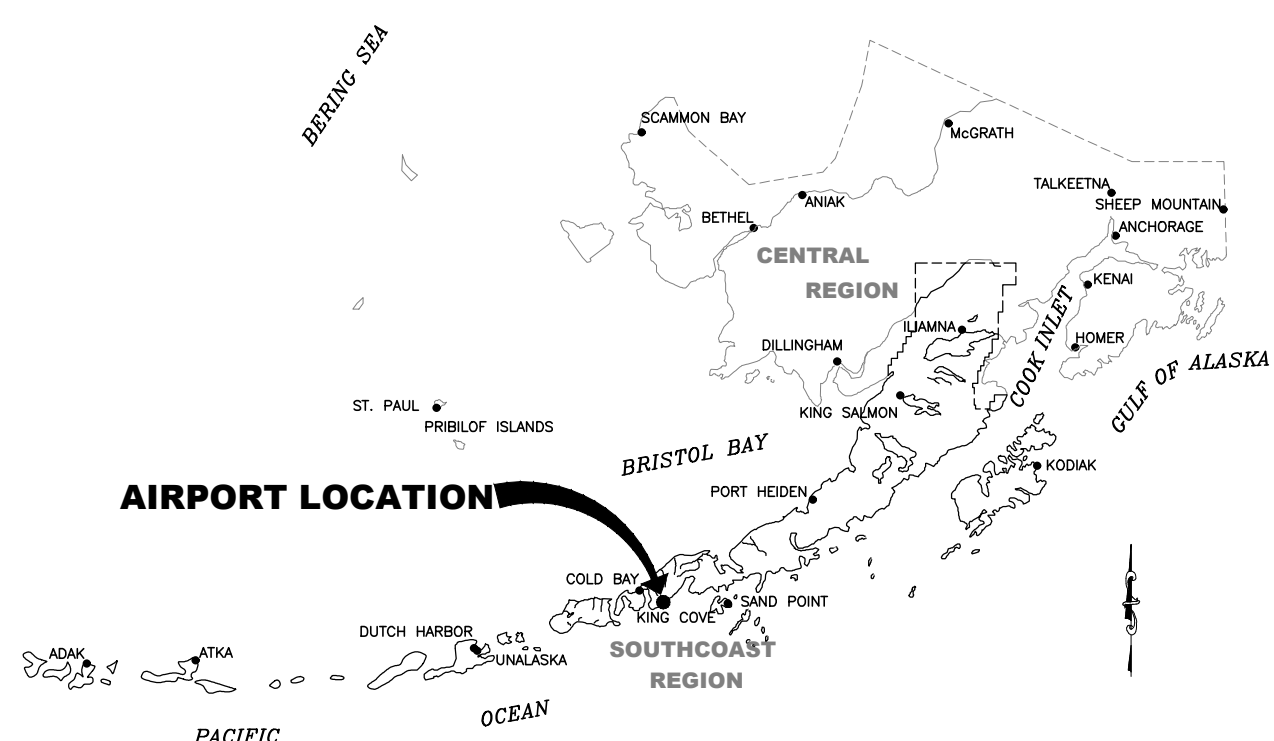
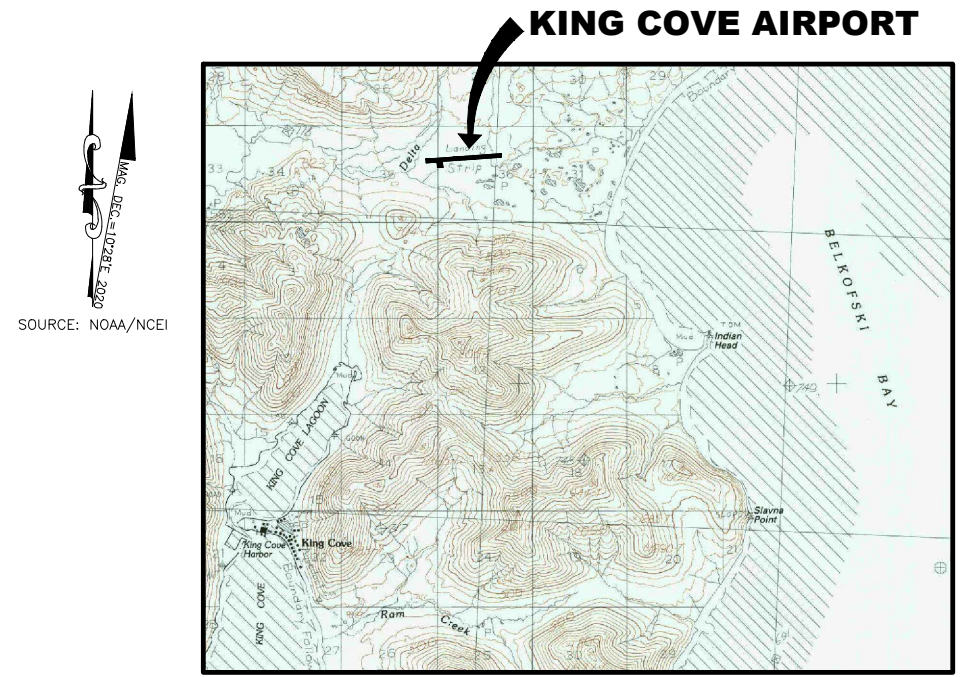


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 Designed By: JLMB
 Drawn By: JLMB
 Checked By: JLMB

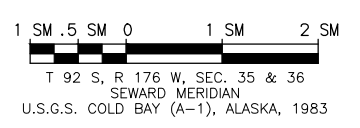


ALASKA SOUTHCOAST REGION LOCATION MAP

NOT TO SCALE



VICINITY MAP



SOURCE: NOAA/NCEI

KING COVE AIRPORT AIRPORT LAYOUT PLAN

KING COVE, ALASKA

ITEM	EXISTING
AIRPORT PAVEMENT	
AIRPORT REFERENCE POINT (A.R.P.)	
ANTENNA	
APPROACH SURFACE (PART 77)	
BUILDINGS	
BUILDING RESTRICTION LINE	
BUSH	
CULVERT	
DEPARTURE SURFACE	
FENCE	
JUNCTION BOX	
LIGHT POLE	
OBSTACLE CLEARING SURFACE (OCS DEPICTED IS FOR THE PAPI)	
PAPI	
POST	
PARCEL LINE	
PROPERTY LINE	
REIL	
ROADWAYS	
ROTATING BEACON	
RUNWAY OBJECT FREE AREA	
RUNWAY OBSTACLE FREE ZONE	
RUNWAY PROTECTION ZONE	
RUNWAY SAFETY AREA	
SATELLITE DISH	
SEGMENTED CIRCLE	
SHORELINE	
SIGN	
STREAM	
SURVEY MONUMENT	
TAXIWAY EDGE LIGHT	
THRESHOLD MARKERS/LIGHTS	
THRESHOLD SITING SURFACE	
TOPOGRAPHIC CONTOURS	
UTILITY POLE	
WEATHER STATION	
WIND CONE	

DRAWING INDEX	
SHT #	TITLE
1	COVER & SHEET INDEX
2	AIRPORT DATA
3	EXISTING LAYOUT PLAN
4	TERMINAL PLAN
5	EXISTING RW 8 INNER APPROACH SURFACE
6	EXISTING RW 26 INNER APPROACH SURFACE
7	EXISTING DEPARTURE SURFACES
8	AIRPORT AIRSPACE (FAR PART 77)
9	LAND USE MAP
10	AIRPORT PROPERTY MAP

BY	DATE	REVISION

APPROVED:
Kirk Miller DATE: 12-9-2021
 KIRK MILLER, P.E. PRECONSTRUCTION ENGINEER
RECOMMENDED:
Chris Goins DATE: 12-9-2021
 CHRIS GOINS, P.E. DESIGN SECTION CHIEF

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO
 ALP APPROVAL LETTER DATED 12/9/2021
 FAA AIRSPACE REVIEW NUMBER: 2021-AAL-323-NRA

DATE: _____
 FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-615

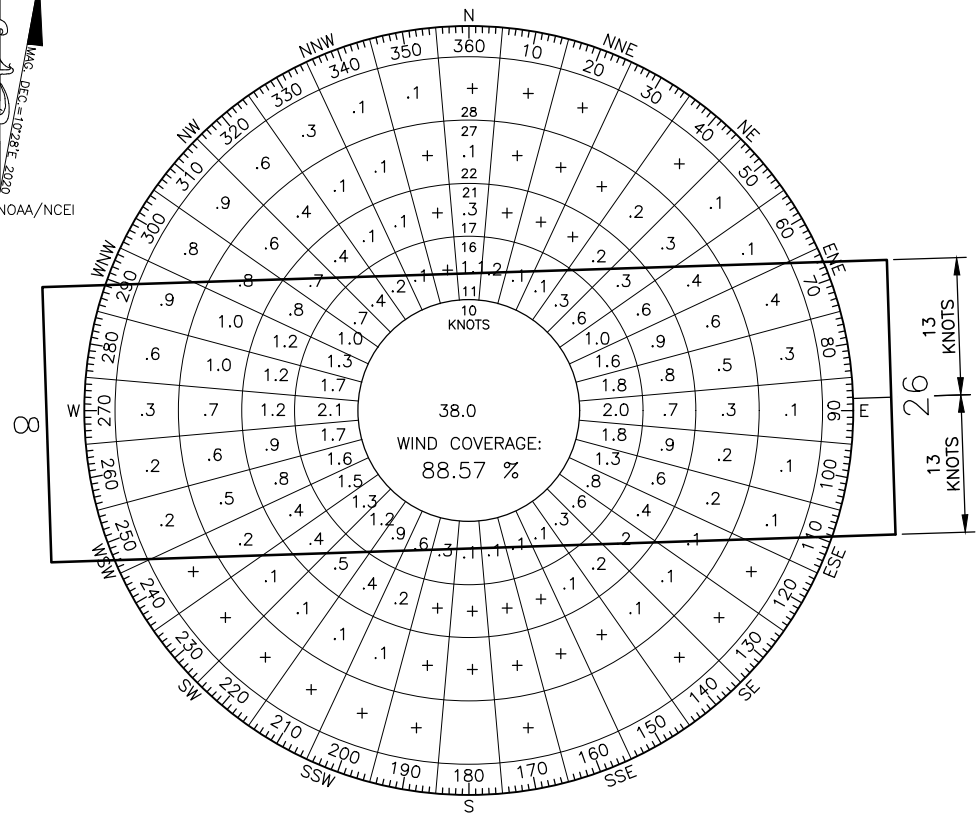
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHCOAST REGION

KING COVE AIRPORT
 KING COVE, ALASKA
 AIRPORT LAYOUT PLAN

COVER & SHEET INDEX

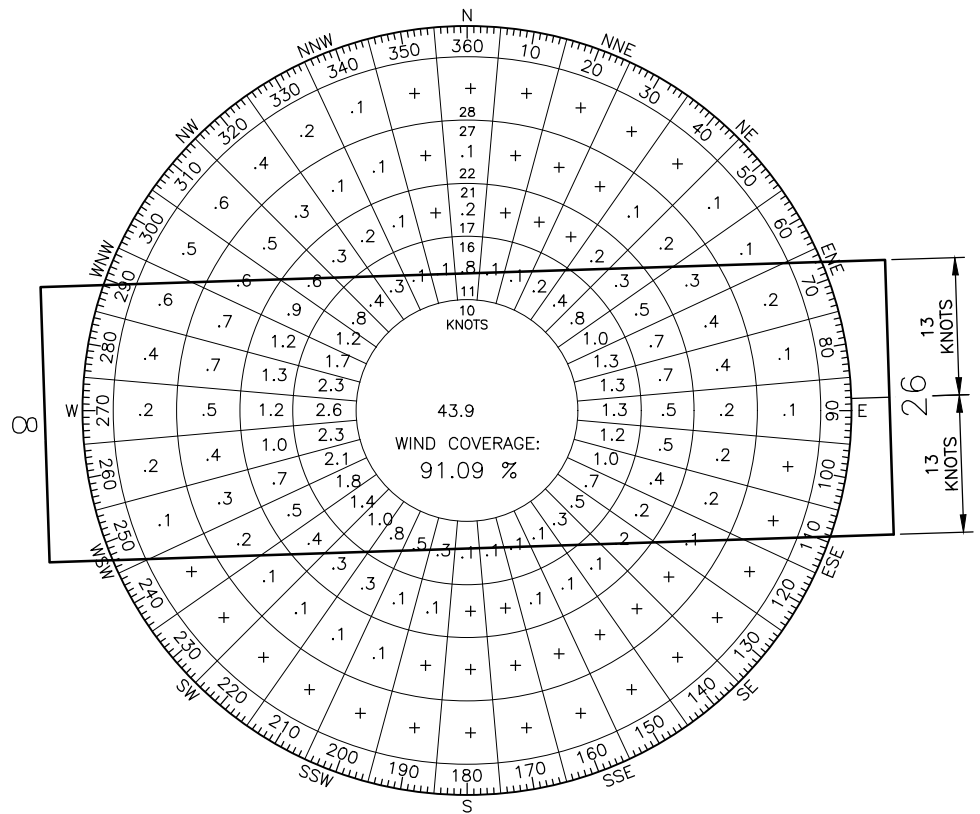
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 SHEET: 1 OF 10

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 Designed By: JUMB
 Drawn By: ACOURTIGHT
 Checked By: JUMB



RUNWAY	10.5 kt	13 kt	16 kt	20 kt
8/26	82.26%	88.57%	93.64%	-

SOURCE: NCDC ISH/ISD INVENTORY
 STATION: KING COVE AIRPORT, AK
 PERIOD: 2008-2017



RUNWAY	10.5 kt	13 kt	16 kt	20 kt
8/26	85.57%	91.09%	95.26%	-

SOURCE: NCDC ISH/ISD INVENTORY
 STATION: KING COVE AIRPORT, AK
 PERIOD: 2008-2017

ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	PAVC	SAME
NATIONAL AIRPORT IDENTIFIER	KVC	SAME
FAA SITE NUMBER	50414.1* A	SAME
AIRPORT ELEVATION NAVD88	148.9	SAME
AIRPORT REFERENCE CODE	B-II	SAME
CRITICAL AIRCRAFT	PA-31-350	SAME
MEAN MAX. TEMPERATURE, HOTTEST MONTH	55.9°F, AUGUST (COLD BAY, AK)	SAME
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	10°28' E, 0°14' W/YEAR, 1/1/2020	
AIRPORT AND TERMINAL NAVIGATION AIDS	AIRPORT BEACON, LIGHTED WIND CONE, SEGMENTED CIRCLE, AWOS, PAPI, REIL, GPS	SAME
NPIAS SERVICE LEVEL	GENERAL AVIATION	SAME
AASP CLASSIFICATION	COMMUNITY OFF-ROAD	SAME

ITEM	EXISTING	ULTIMATE
RUNWAY TYPE (U OR OTU)	OTU	SAME
FAR PART 77 APPROACH CATEGORY (V, NPA, PA)	V / NPA	SAME
FAR PART 77 APPROACH SURFACE SLOPE	20:1 / 34:1	SAME
THRESHOLD SITING SURFACE (TYPE 3)	20:1 / 20:1	SAME
DEPARTURE SURFACE	Y / N/A	SAME
VISIBILITY MINIMUM	NLT 1 SM	SAME
RUNWAY DESIGN CODE	B-II-5000	SAME
APPROACH REFERENCE CODE (APRC)	B/III/5000	SAME
DEPARTURE REFERENCE CODE (DPRC)	B/III & D/II	SAME
RUNWAY SURFACE	GRAVEL	SAME
PAVEMENT STRENGTH (SW, DW, DTW x1000lbs)	N/A	SAME
PAVEMENT STRENGTH (PCN)	N/A	SAME
SURFACE TREATMENT	N/A	SAME
DESIGN GROUP OR AIRCRAFT IF > 60,000 lbs	N/A	SAME
MAXIMUM ELEVATION (NAVD88)	148.9	SAME
TOUCHDOWN ZONE ELEVATION NAVD88	148.9 / 148.9	SAME
EFFECTIVE GRADE	0.14%	SAME
MEAN GEODETIC BEARING	N 88.16° E	SAME
RUNWAY DIMENSIONS	100 x 3500	SAME
RUNWAY SAFETY AREA (RSA)	150 x 4100	SAME
RSA LENGTH BEYOND RUNWAY ENDS	300 / 300	SAME
RUNWAY PROTECTION ZONE (RPZ)	1000x500x700	SAME
RUNWAY OBJECT FREE AREA (ROFA)	500 x 4100	SAME
OFA LENGTH BEYOND RUNWAY ENDS	300 / 300	SAME
RUNWAY OBSTACLE FREE ZONE (ROFZ)	400 x 3900	SAME
PRECISION OBSTACLE FREE ZONE (POFZ)	N/A	SAME
RUNWAY LIGHTING	MIRL	SAME
RUNWAY MARKING TYPE	NONE	SAME
RUNWAY NAVIGATIONAL AIDS	PAPI, REIL, GPS	SAME
AERONAUTICAL SURVEY TYPE REQUIRED	NON-VERTICALLY GUIDED	SAME

ITEM	EXISTING LATITUDE	EXISTING LONGITUDE	EXISTING ELEVATION	ULTIMATE LATITUDE	ULTIMATE LONGITUDE	ULTIMATE ELEVATION
ARP	55° 06' 58.98" N	162° 15' 59.53" W	148.87	55° 06' 58.98" N	162° 15' 59.53" W	148.87
RW 08 END	55° 06' 58.43" N	162° 16' 29.61" W	145.98	55° 06' 58.43" N	162° 16' 29.61" W	145.98
RW 26 END	55° 06' 59.55" N	162° 15' 29.45" W	144.14	55° 06' 59.55" N	162° 15' 29.45" W	144.14

PID	DESIGNATION	LATITUDE	LONGITUDE	ELLIPSOID HEIGHT	NORTHING	EASTING	ELEVATION	DESCRIPTION
TBD	KVC A	55°07'01.82" N	162°16'15.63" W	208.42	408068.49	1583688.94	153.27	PACS
TBD	KVC B	55°06'55.22" N	162°16'38.95" W	186.96	407404.44	1582330.59	131.84	SACS
TBD	KVC C	55°07'02.16" N	162°15'49.25" W	208.82	408096.73	1585222.81	153.66	SACS

ITEM	EXISTING	STANDARD	ULTIMATE	AIRSPACE #	APPROVAL DATE
NONE					

ITEM	EXISTING	STANDARD
RUNWAY WIDTH	100'	75' (B-II)
WIND COVERAGE (16 KNOTS)	95.26%	95%
TAXIWAY WIDTH	50	35 (TDG 2)

TW	EXISTING									ULTIMATE								
	TDG	ADG	LENGTH	WIDTH	SHLDR	TSA	TOFA	TESM	LIGHTS	TDG	ADG	LENGTH	WIDTH	SHLDR	TSA	TOFA	TESM	LIGHTS
A	3/4	III	310	50	25	118	186	10	MITL	3/4	III	310	50	25	118	186	10	MITL

- NOTES**
- THIS DRAWING IS A COMPILATION OF GROUND SURVEY AND AERIAL MAPPING DATA IN SUPPORT OF FAA AERONAUTICAL SURVEY #195180.
 - THE HORIZONTAL COORDINATE SYSTEM FOR THIS PROJECT IS NAD 83 (2011) (EPOCH 2010) ALASKA STATE PLANE ZONE 7, U.S. FEET. THE VERTICAL DATUM FOR THIS PROJECT IS NAVD 88 (GEOID 12B).
 - GROUND SURVEY WAS PERFORMED BY STANTEC DURING JUNE 13 THROUGH JUNE 24, 2017. AERIAL MAPPING WAS PERFORMED BY KODIAK MAPPING USING IMAGERY ACQUIRED ON SEPTEMBER 30, 2017.
 - PACS AND SACS POSITIONS SHOWN HEREIN ARE BASED ON NATIONAL GEODETIC SURVEY (NGS) ONLINE POSITIONAL USER SERVICE (OPUS) POSITIONING COMBINED WITH DIFFERENTIAL LEVELING. NGS PUBLISHED POSITIONS OF PACS AND SACS ARE NOT YET AVAILABLE AS OF (09/13/2018).
 - EXISTING RUNWAY NUMBERS ARE CURRENTLY 07 AND 25. MAGNETIC DECLINATION HAS CHANGED ENOUGH TO REQUIRE REDESIGNATION TO 08 AND 26.
 - B-II ALLOWABLE CROSSWIND COMPONENT DOES NOT PROVIDE REQUIRED 95% WIND COVERAGE. EXISTING RW WIDTH IS 100', WHICH EXCEEDS B-II STANDARDS AND MEETS THE REQUIRED WIND COVERAGE. ARC WILL REMAIN B-II DUE TO IMPRACTICABILITY OF CROSSWIND RUNWAY DEVELOPMENT.

BY	DATE	REVISION

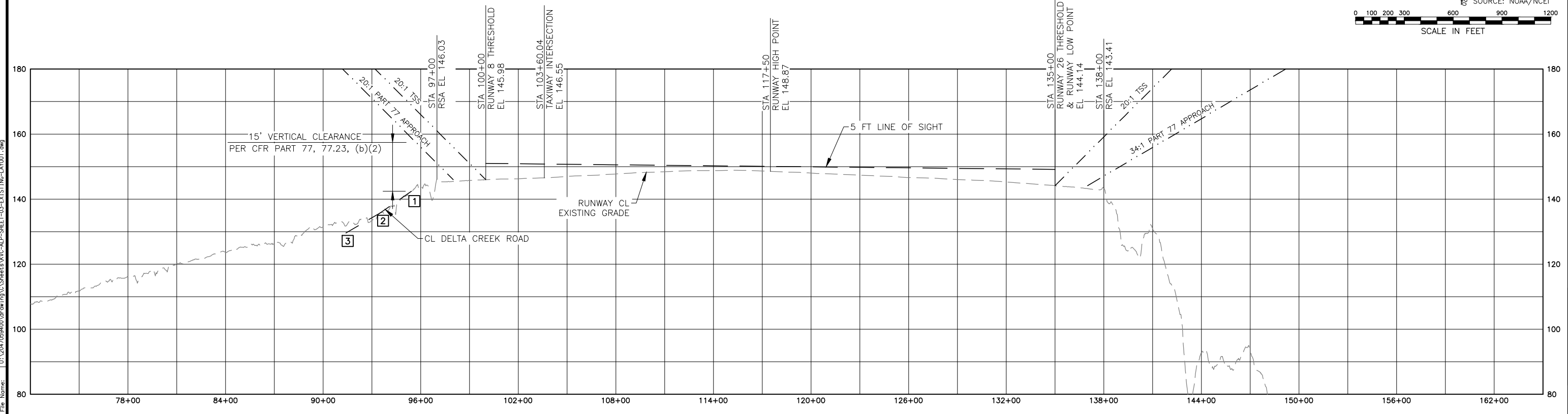
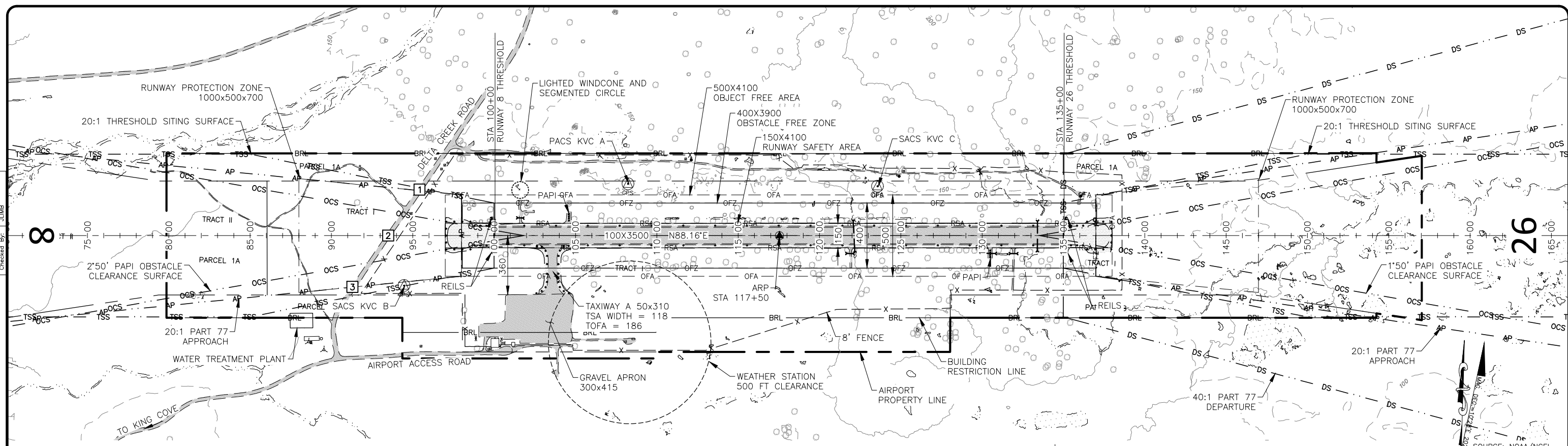
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHCOST REGION

KING COVE AIRPORT
 KING COVE, ALASKA
 AIRPORT LAYOUT PLAN

AIRPORT DATA

DATE: 07/22/2020
 SHEET: 2 OF 10

Date Plotted: 7/22/2020, 2:21 PM
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 Designed By: JUMB
 Drawn By: ACOURTRIGHT
 Checked By: JUMB



NOTE:
 OFA AND OFZ PENETRATIONS INCLUDE TREES/SHRUBS, BRUSH, AND ROCKS. THESE OBSTRUCTIONS WILL BE REMOVED AS PART OF A FUTURE PROJECT.

- NOTES:
 1. ALL LATITUDE/LONGITUDE COORDINATES ARE NAD83.
 2. ALL ELEVATIONS ARE NAVD88.
 3. MAPPING BASED ON AERONAUTICAL SURVEY 2014.

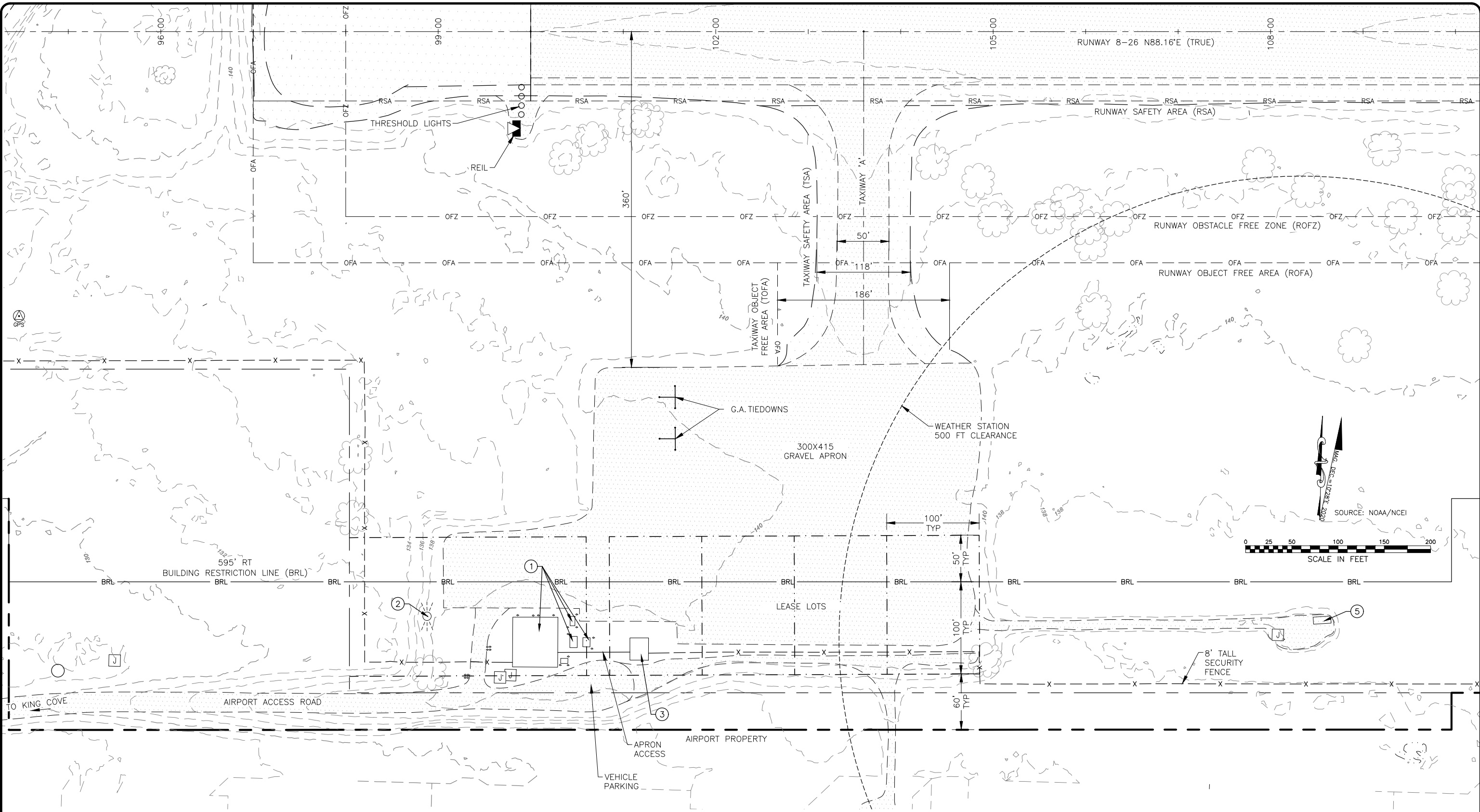
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHCOST REGION

KING COVE AIRPORT
 KING COVE, ALASKA
 AIRPORT LAYOUT PLAN
 EXISTING LAYOUT PLAN

DATE: 07/22/2020
 SHEET: 3 OF 10

Date Plotted: 7/22/2020, 2:23 PM
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 Designed By: JUMB
 Drawn By: ACOURTIGHT
 Checked By: JUMB



FACILITY DATA TABLE				
ID#	DESCRIPTION	STATION/OFFSET	TOP ELEV. (MSL)	OBSTRUCTION MARKING
1	SRE BUILDING AND FUEL TANKS	100+05/658R	173.0	N
2	ROTATING BEACON	98+88/632R	183.1	Y
3	PASSENGER WAITING BUILDING	101+18/668R	152.4	N
4	LIGHTED WIND CONE AND SEG. CIRCLE*	101+57/280L	166.7	Y
5	AWOS	108+56/636R	176.2	Y
6	WATER WELL AND PUMP HOUSE*	136+25/261L	151.3	Y

* FACILITY NOT SHOWN ON PLAN

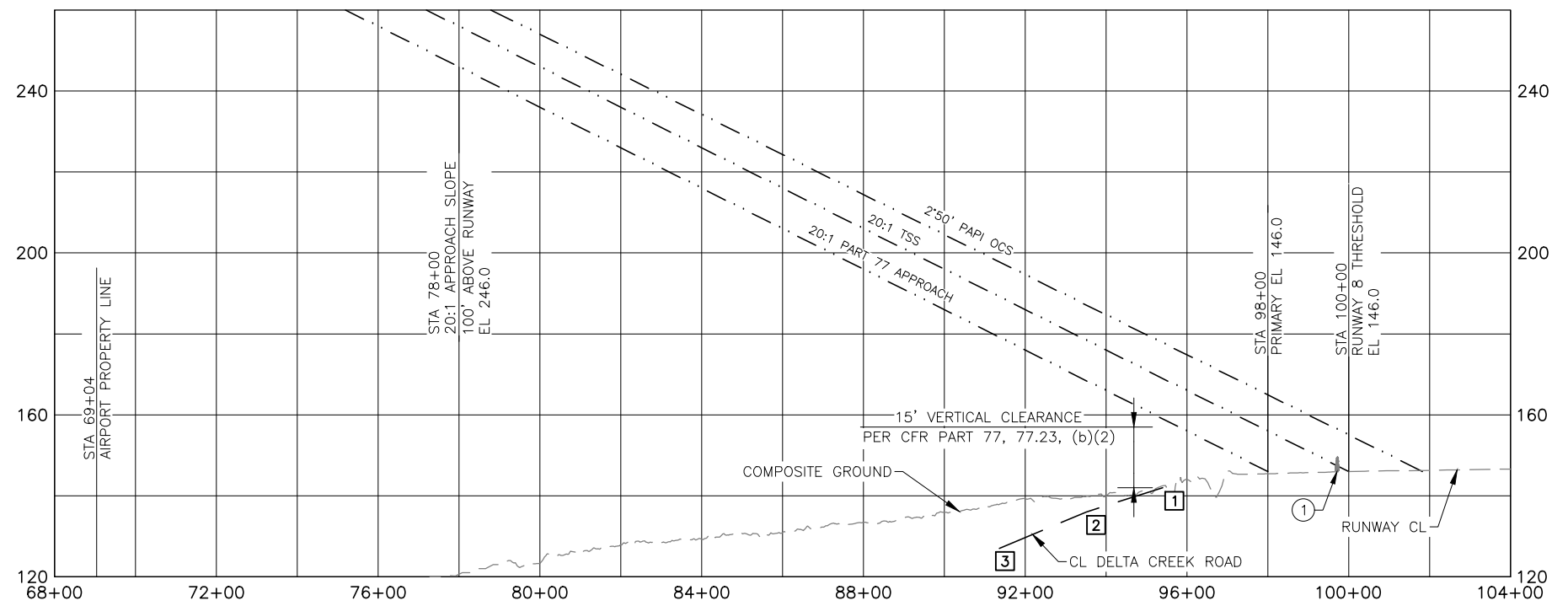
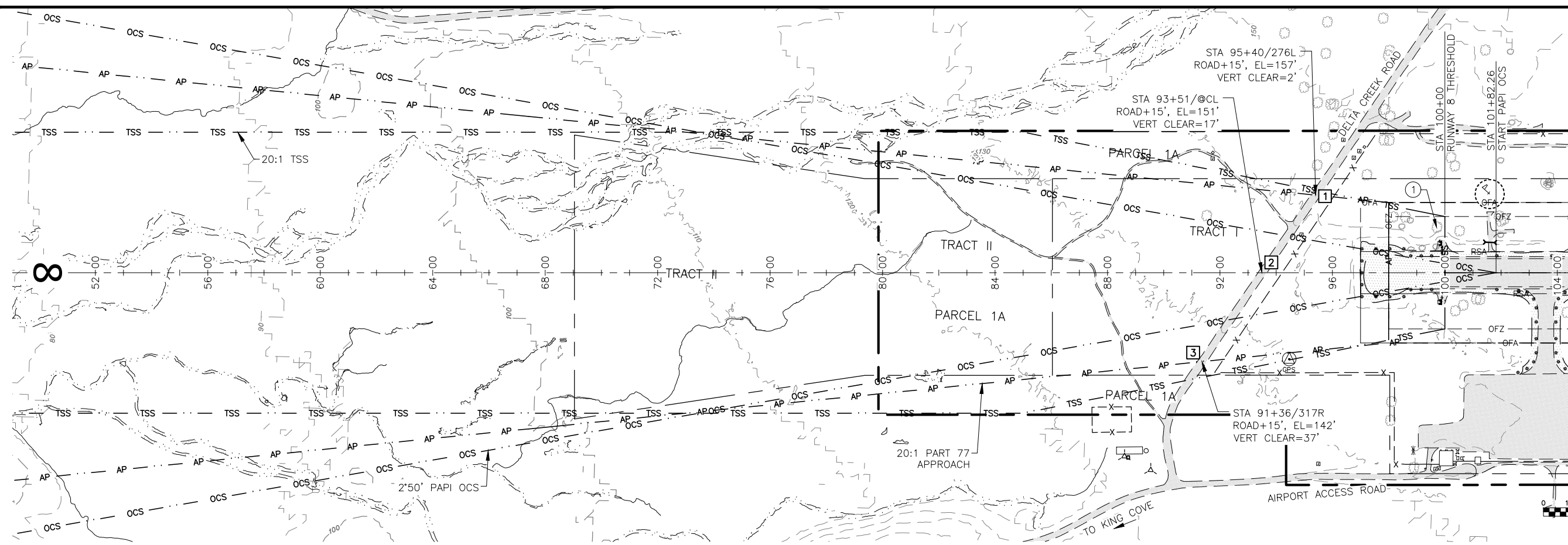
BY	DATE	REVISION

STATE OF ALASKA
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AND PUBLIC FACILITIES
SOUTHCOST REGION

KING COVE AIRPORT
 KING COVE, ALASKA
 AIRPORT LAYOUT PLAN
 TERMINAL PLAN

DATE: 07/22/2020
 SHEET: 4 OF 10

Date Plotted: 7/22/2020, 2:24 PM
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 File Name: U:\2017\2059400\Drawings\Sheet\WVC-Sheet-05-AP-RW8-E.dwg
 Designed By: JUMB
 Drawn By: ACOURT
 Checked By: JUMB



- NOTES:**
1. REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES.
 2. MAPPING SHOWN ON THIS SHEET IS THE COMBINED TOPOGRAPHIC SURVEY AND CONTROLLED AERIAL MAPPING.
 3. THRESHOLD SITING IS DEFINED PER AC 150/5300-13A CHANGE 1, ENGINEERING BRIEF #99, TABLE 3-2, RUNWAY TYPE 3.
 5. THERE ARE NO CONTROLLING OBSTRUCTIONS FOR THE APPROACH TO RUNWAY 8. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1 PER FAA AC 150/5200-35, CHAP 4.
 6. TREE OBSTRUCTIONS WILL BE REMOVED AS PART OF A FUTURE PROJECT.

ID#	DESCRIPTION	STATION/OFFSET	BASE ELEV	TOP ELEV	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
	NONE								

ID#	DESCRIPTION	STATION/OFFSET	BASE ELEV	TOP ELEV	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
1	TREE	99+71/161L	143.9	147.4	TSS	149.5	2.1	REMOVE	ULTIMATE

ID#	DESCRIPTION	STATION/OFFSET	BASE ELEV	TOP ELEV	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
2	GROUND (HP)*	-70+44/2999L	1381.9	1381.9	OCS	998.7	383.2	TO REMAIN	ULTIMATE
3	GROUND (HP)*	-88+14/2999L	1266.3	1266.3	OCS	1086.3	180.0	TO REMAIN	ULTIMATE
4	GROUND*	-100+00/3500L	1208.7	1208.7	OCS	1145.0	63.7	TO REMAIN	ULTIMATE

(HP) = HIGH POINT OF OBSTRUCTION AREA
 *OBSTRUCTION NOT SHOWN ON PLAN

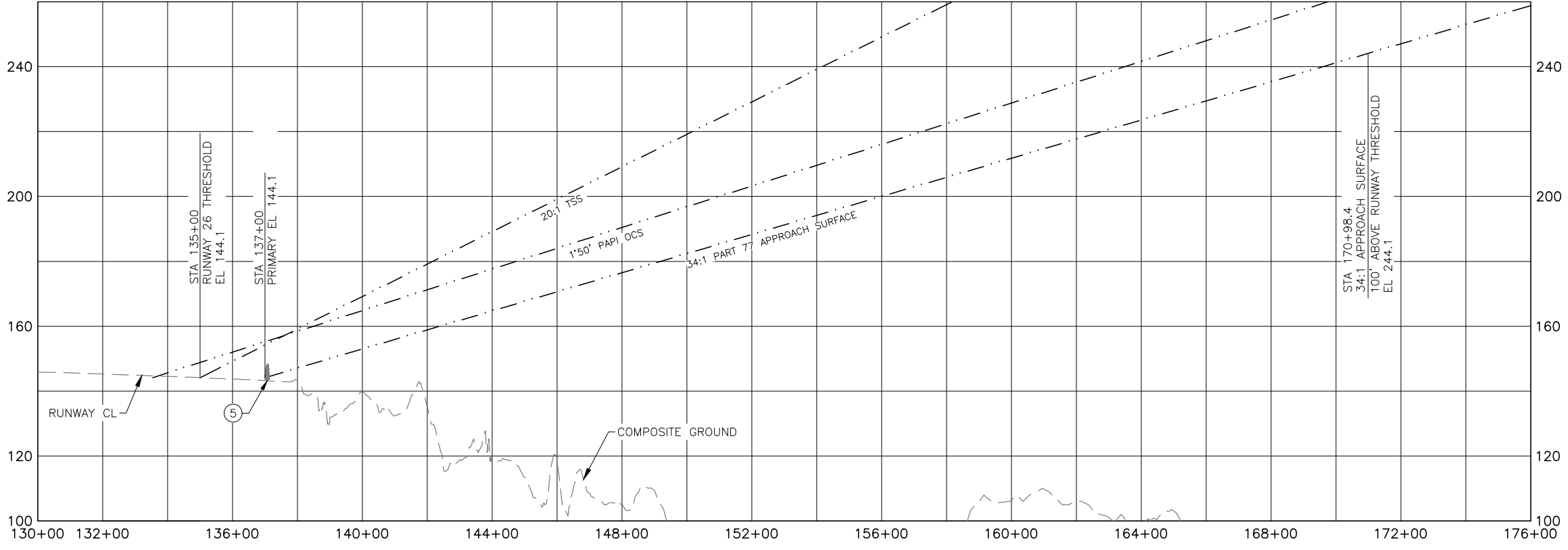
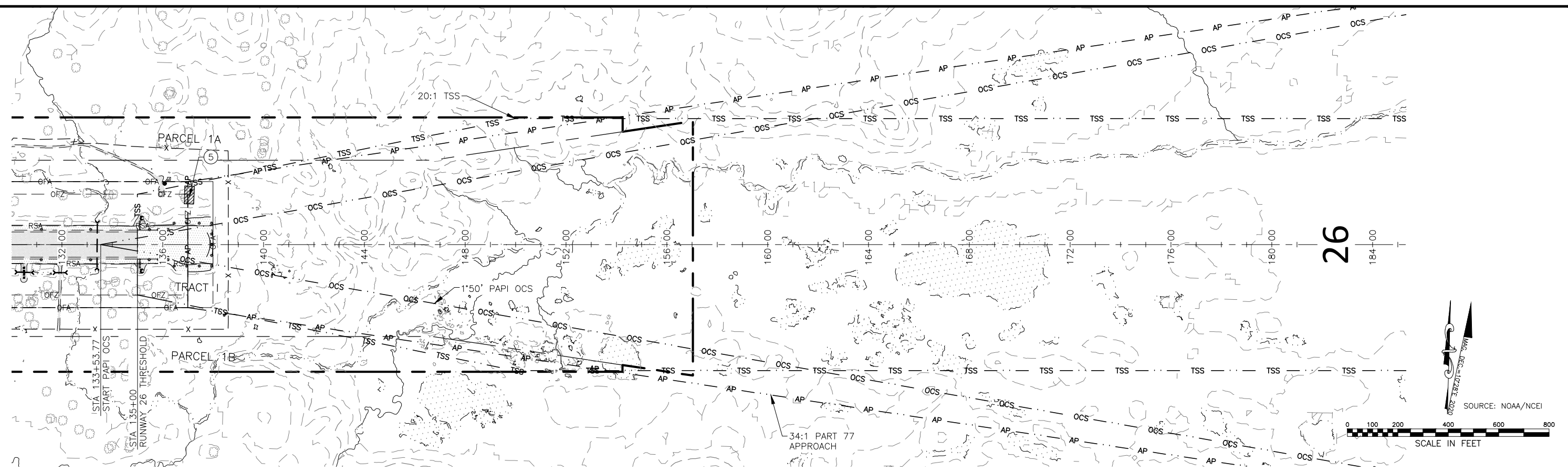
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHCOST REGION

KING COVE AIRPORT
 KING COVE, ALASKA
 AIRPORT LAYOUT PLAN
 EXISTING RW 8 INNER APPROACH SURFACE

DATE: 07/22/2020
 SHEET: 5 OF 10

Date Plotted: 7/22/2020, 2:25 PM
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 Designed By: JUMB
 Drawn By: ACOURTRIGHT
 Checked By: JUMB



LEGEND

APPROACH SURFACE PENETRATIONS

- NOTES:**
- REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES.
 - MAPPING SHOWN ON THIS SHEET IS THE COMBINED TOPOGRAPHIC SURVEY AND CONTROLLED AERIAL MAPPING.
 - THRESHOLD SITING IS DEFINED PER AC 150/5300-13A CHANGE 1, ENGINEERING BRIEF #99, TABLE 3-2, RUNWAY TYPE 3.
 - THE CONTROLLING OBSTRUCTION FOR THE APPROACH TO RUNWAY 26 IS A TREE (+4.6) AT STATION 137+06 180 LT, ELEVATION 148.9. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 34:1 PER FAA AC 150/5200-35, CHAP 4.
 - THE TREE OBSTRUCTIONS WILL BE REMOVED AS PART OF A FUTURE PROJECT.

ID#	DESCRIPTION	STATION/OFFSET	BASE ELEV	TOP ELEV	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
5	TREES (HP)	137+06/180L	141.6	148.9	APPROACH	144.3	4.6	REMOVE	ULTIMATE

NONE									
------	--	--	--	--	--	--	--	--	--

NONE									
------	--	--	--	--	--	--	--	--	--

(HP) = HIGH POINT OF OBSTRUCTION AREA.

BY	DATE	REVISION

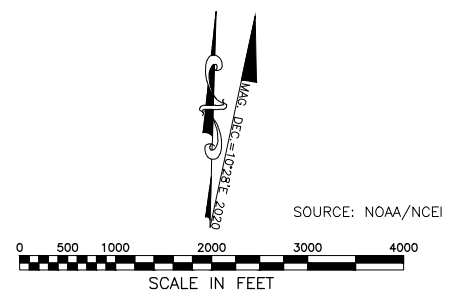
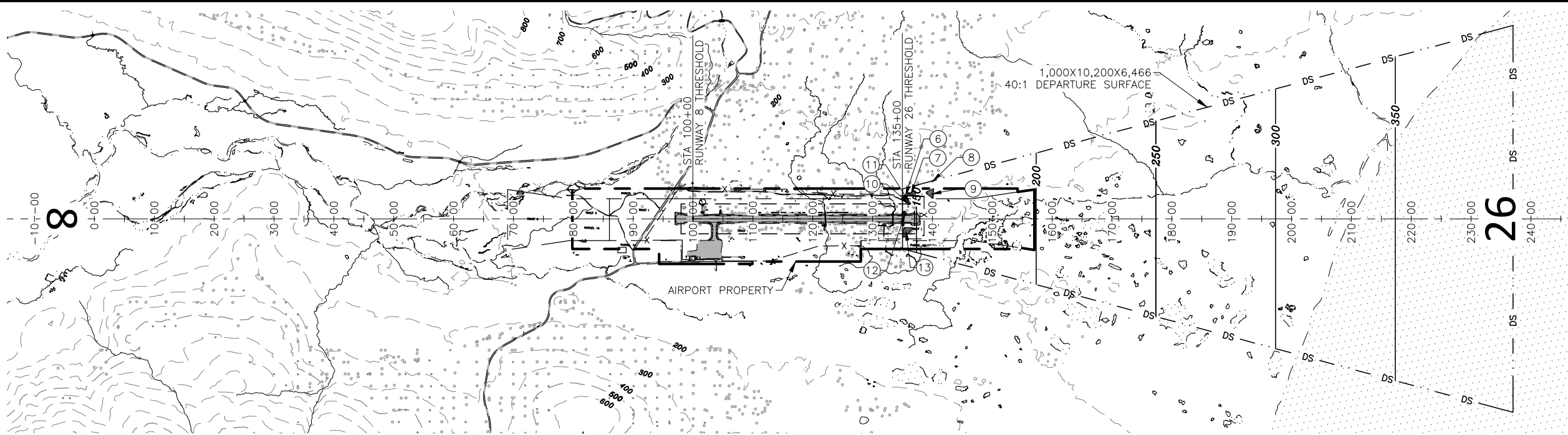
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KING COVE AIRPORT
 KING COVE, ALASKA
 AIRPORT LAYOUT PLAN

DATE: 07/22/2020
 SHEET: 6 OF 10

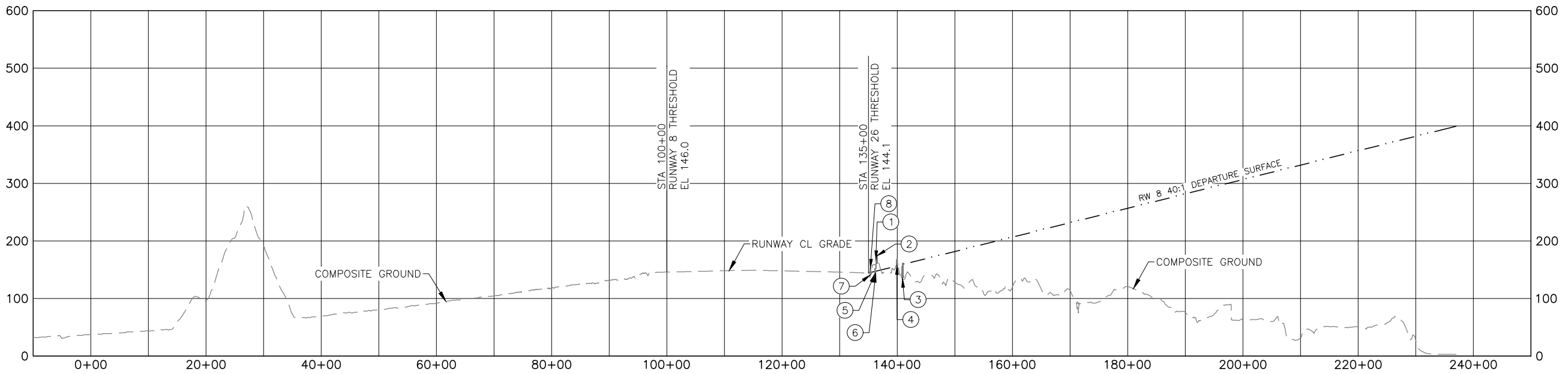
EXISTING RW 26 INNER APPROACH SURFACE

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 Designed By: JUMB
 Drawn By: ACOURTIGHT
 Checked By: JUMB



LEGEND

 DEPARTURE SURFACE PENETRATIONS



RUNWAY 8 DEPARTURE SURFACE OBSTRUCTION TABLE									
ID#	DESCRIPTION	STATION/OFFSET	BASE ELEV	TOP ELEV	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
6	FENCE (HP)	136+29/383L	158.2	167.8	DEPARTURE	147.4	20.4	TO REMAIN	ULTIMATE
7	TREES (HP)	136+45/427L	165.4	175.2	DEPARTURE	147.8	27.4	REMOVE	ULTIMATE
8	TREE	140+09/628L	148.5	159.2	DEPARTURE	156.9	2.4	REMOVE	ULTIMATE
9	TREES (HP)	139+93/361L	160.4	167.6	DEPARTURE	156.5	11.1	REMOVE	ULTIMATE
10	BUILDING*	136+13/253L	141.8	152.2	DEPARTURE	147.0	5.3	TO REMAIN	ULTIMATE
11	JUNCTION BOX	136+25/261L	141.8	148.7	DEPARTURE	147.3	1.5	TO REMAIN	ULTIMATE
12	TREES (HP)	135+28/109L	139.7	145.5	DEPARTURE	144.8	0.6	REMOVE	ULTIMATE
13	TREES (HP)	135+26/236R	140.6	152.9	DEPARTURE	144.8	8.1	REMOVE	ULTIMATE

(HP) = HIGH POINT OF OBSTRUCTION AREA
 *OBSTRUCTION LIGHT

NOTES:

- DEPARTURE SURFACES ARE DEFINED PER AC 150/5300-13A, CHANGE 1, TABLE 3-2, LINE 9.
- DEPARTURE SURFACES ARE LABELED BASED ON RUNWAY DIRECTION OF DEPARTURE.
- TREE OBSTRUCTIONS WILL BE REMOVED AS PART OF A FUTURE PROJECT.

BY	DATE	REVISION

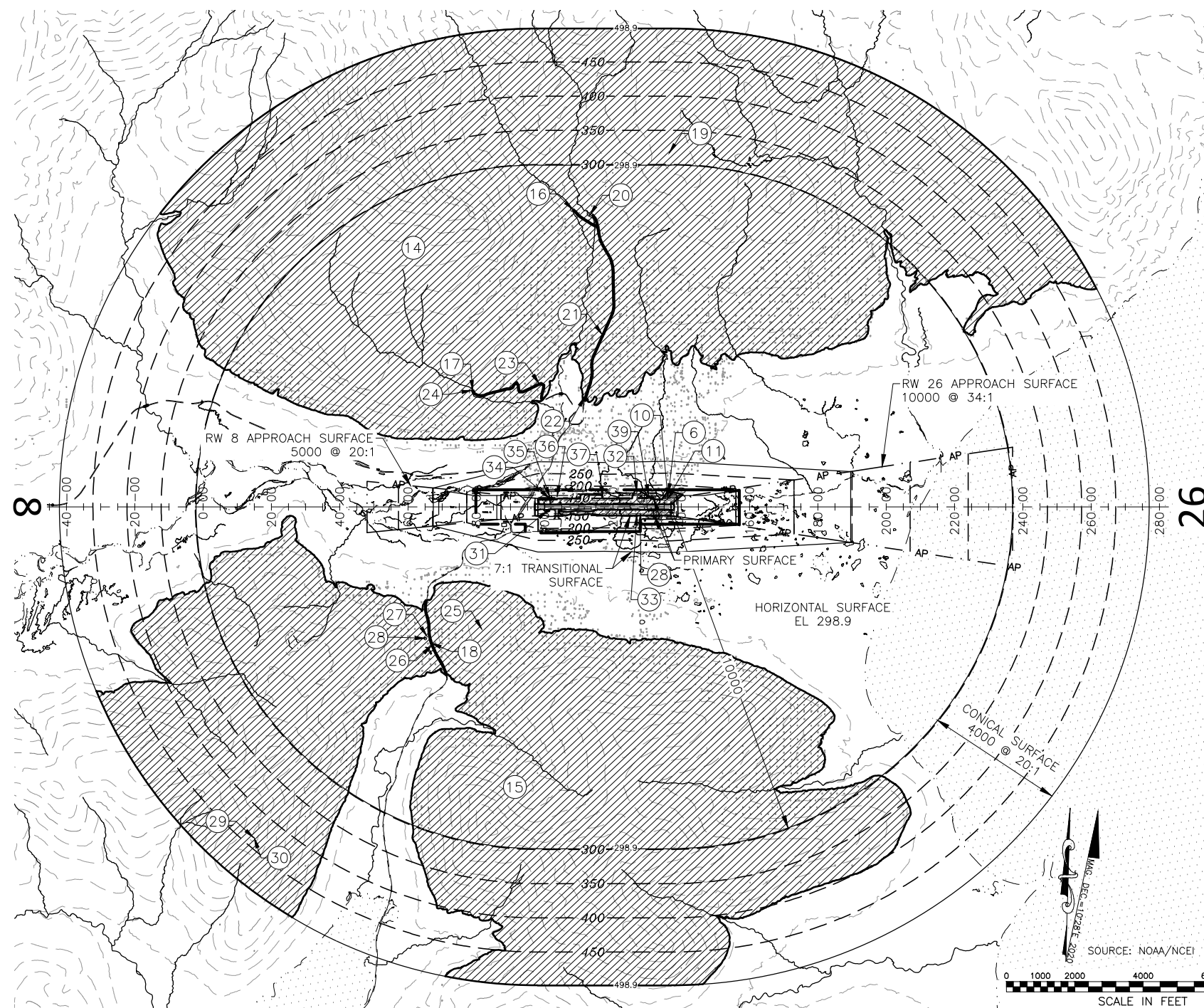
STATE OF ALASKA
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AND PUBLIC FACILITIES
SOUTHCOST REGION

KING COVE AIRPORT
 KING COVE, ALASKA
 AIRPORT LAYOUT PLAN

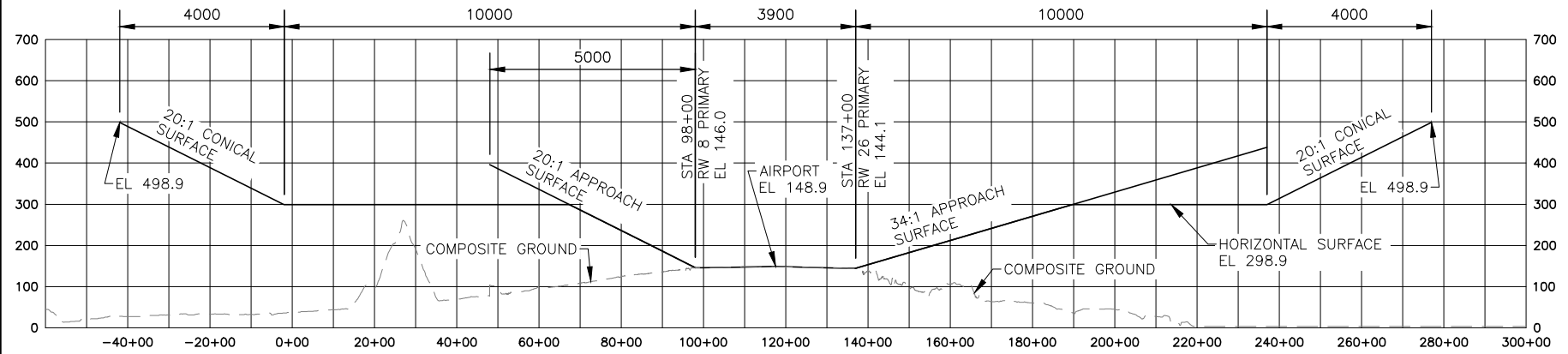
EXISTING DEPARTURE SURFACES

DATE:
07/22/2020
SHEET:
7
OF
10

Date Plotted: 1/7/22/2020, 2:27 PM
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 File Name: U:\2017\05\04\00\Drawings\Sheet\ALP-SHEET-08-PART77.dwg
 Designed By: JUMB
 Drawn By: ACOURTRIGHT
 Checked By: JUMB



RUNWAY 08/26 PLAN



RUNWAY 08/26 PROFILE

HORIZONTAL TO VERTICAL RATIO 10:1

PART 77 SURFACE OBSTRUCTIONS TABLE								
ID#	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
14	TERRAIN (HP) 1	50+28/10661L	3046.5	HORIZ./CONICAL	382.9	2663.6	TO REMAIN	N/A
15	TERRAIN (HP) 1	112+49/10196R	2216.3	HORIZ./CONICAL	308.6	1907.7	TO REMAIN	N/A
16	ROAD+15 (HP)	108+44/8693L	548.1	HORIZ.	298.9	249.2	TO REMAIN	N/A
17	ROAD+15 (HP)	79+01/3400L	701.3	HORIZ.	298.9	402.4	TO REMAIN	N/A
18	ROAD+15 (HP)	66+91/3999R	376.8	HORIZ.	298.9	77.9	TO REMAIN	N/A
19	BUILDING	136+49/10354L	1340.0	CONICAL	316.5	1023.4	TO REMAIN	N/A
20	BUILDING	113+29/8544L	524.7	HORIZ.	298.9	255.8	TO REMAIN	N/A
21	SIGN	116+89/5038L	425.9	HORIZ.	298.9	127.1	TO REMAIN	N/A
22	POST	111+77/3227L	319.2	HORIZ.	298.9	20.3	TO REMAIN	N/A
23	JUNCTION BOX	98+44/3611L	392.0	HORIZ.	298.9	93.1	TO REMAIN	N/A
24	BUILDING	78+79/3412L	698.8	HORIZ.	298.9	399.9	TO REMAIN	N/A
25	ANTENNA	81+65/3581R	665.8	HORIZ.	298.9	367.0	TO REMAIN	N/A
26	JUNCTION BOX	66+90/4065R	366.2	HORIZ.	298.9	67.4	TO REMAIN	N/A
27	BUILDING	65+53/3791R	366.3	HORIZ.	298.9	67.5	TO REMAIN	N/A
28	TANK	65+10/3850R	400.4	HORIZ.	298.9	101.5	TO REMAIN	N/A
29	ANTENNA	14+84/9684R	1863.0	CONICAL	437.1	1425.8	TO REMAIN	N/A
30	BUILDING	15+01/9689R	1857.2	CONICAL	436.8	1420.4	TO REMAIN	N/A
31	TREES (HP)	101+11/94R	148.5	PRIMARY	146.2	2.3	REMOVE	ULTIMATE
32	TREES (HP)	110+11/194L	155.0	PRIMARY/TRANS.	147.6	7.4	REMOVE	ULTIMATE
33	TREES (HP)	127+02/243R	158.7	PRIMARY/TRANS.	146.3	12.4	REMOVE	ULTIMATE
34	SEG. CIRCLE (HP)	101+19/248L	149.5	PRIMARY/TRANS.	146.2	3.3	TO REMAIN	N/A
35	WINDCONE*	101+60/280L	165.7	TRANS.	150.5	15.1	TO REMAIN	N/A
36	DIRT PILE	103+71/317L	165.1	TRANS.	156.2	8.9	REMOVE	ULTIMATE
37	POST	117+13/293L	157.5	TRANS.	155.0	2.5	TO REMAIN	N/A
38	ROCK	128+04/206R	149.0	PRIMARY	146.0	3.0	REMOVE	ULTIMATE
39	ROCK	130+43/355L	167.3	TRANS.	160.4	6.9	REMOVE	ULTIMATE
10	BUILDING*	136+13/253L	152.2	TRANS.	144.5	7.7	TO REMAIN	N/A
11	JUNCTION BOX	136+25/261L	148.7	TRANS.	145.7	3.0	TO REMAIN	N/A
6	FENCE	136+29/383L	167.8	TRANS.	163.2	4.6	TO REMAIN	N/A

(HP) = HIGH POINT OF OBSTRUCTION AREA
 *OBSTRUCTION LIGHT

OBSTRUCTION NOTES:
 1. TERRAIN INCLUDES GROUND, TREE, BUSH AND ROCK PENETRATIONS
 2. TREE, ROCK AND DIRT OBSTRUCTIONS WILL BE REMOVED AS PART OF A FUTURE PROJECT.

GENERAL NOTES:
 1. AIRPORT ELEVATION IS 148.9
 2. PRIMARY SURFACE WIDTH - 500 FT
 3. REFER TO INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE-IN OBSTRUCTIONS.
 4. THERE ARE NO KNOWN HEIGHT RESTRICTIONS.

LEGEND

- FAR PART 77 SURFACE PENETRATIONS
- ROAD+15 PENETRATIONS
- OBSTRUCTION, SEE PLAN VIEW

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHCOST REGION		
KING COVE AIRPORT KING COVE, ALASKA AIRPORT LAYOUT PLAN AIRPORT AIRSPACE (FAR PART 77)		DATE: 07/22/2020 SHEET: 8 OF 10
BY	DATE	REVISION

