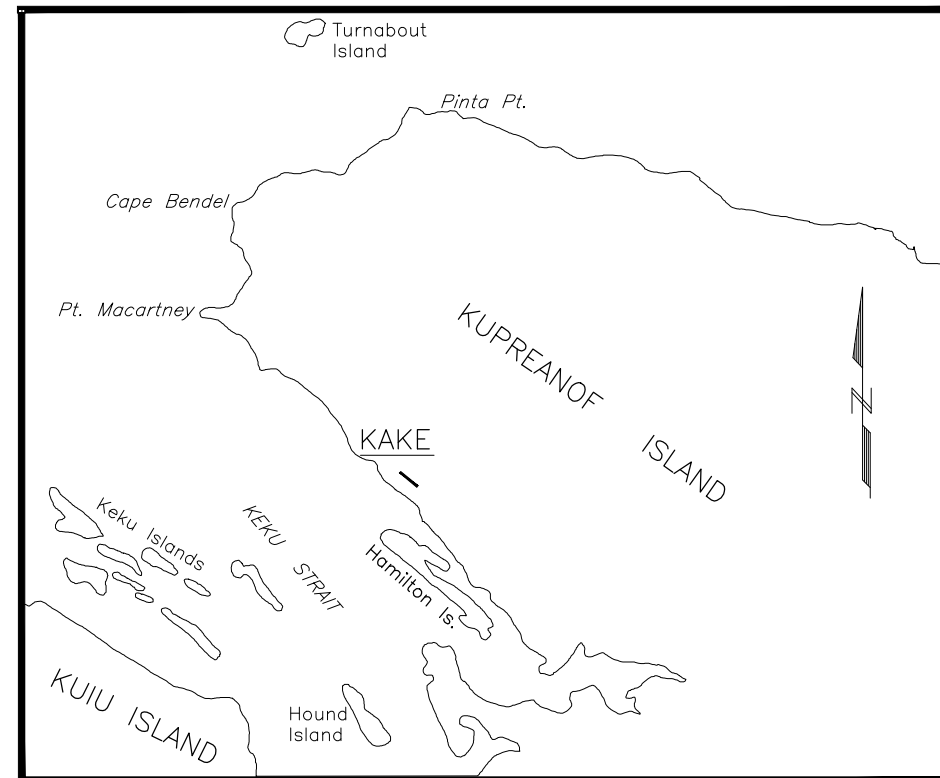
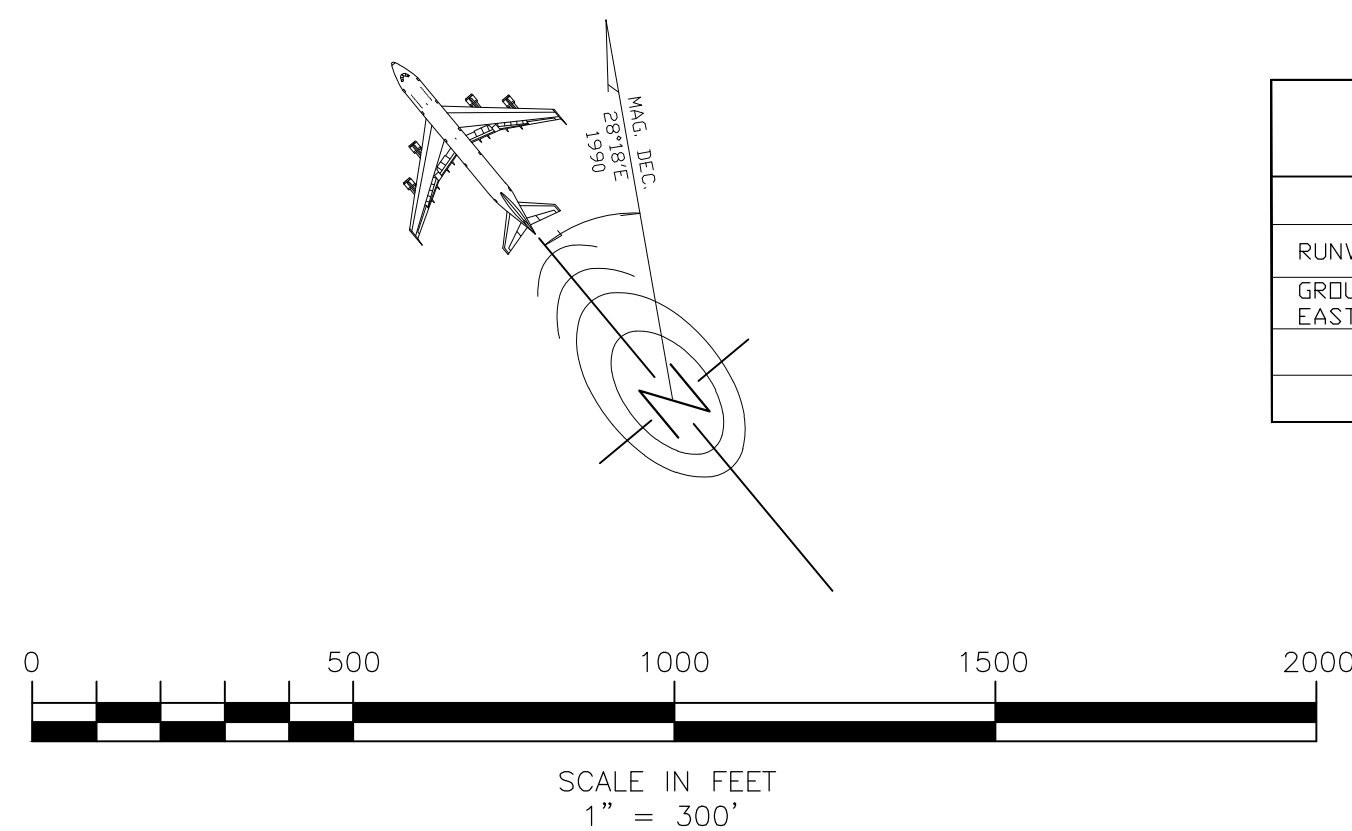


LOCATION MAP  
NO SCALE



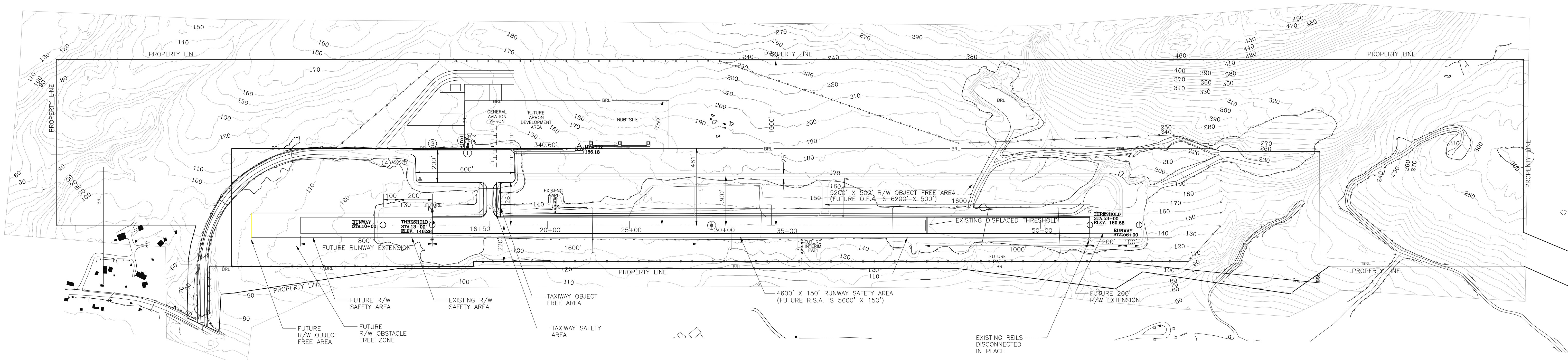
VICINITY MAP  
SCALE: 1"=5 MILES



DEVIATION FROM STANDARD			
ITEM	STANDARD	EXISTING	FUTURE
RUNWAY WIDTH	75'	100'	100'
GROUND OBSTRUCTIONS EAST AND SOUTHEAST			

BUILDINGS/FACILITIES		
EXISTING	DESCRIPTION	FUTURE
①	PASSENGER SHELTER	REMAINS
②	ELECTRIC POWER VAULT	REPLACED (NEW)
	TERMINAL BUILDING	③
④	AWDS	④

DECLARED DISTANCES				
ITEM	EXISTING		FUTURE	
	10	28	10	28
TAKEOFF RUN AVAILABLE (TORA)	4000'	4000'	5000'	5000'
TAKEOFF DISTANCE AVAILABLE (TODA)	4000'	4000'	5000'	5000'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	4000'	4000'	5000'	5000'
LANDING DISTANCE AVAILABLE (LDA)	4000'	3,000'	5000'	5000'

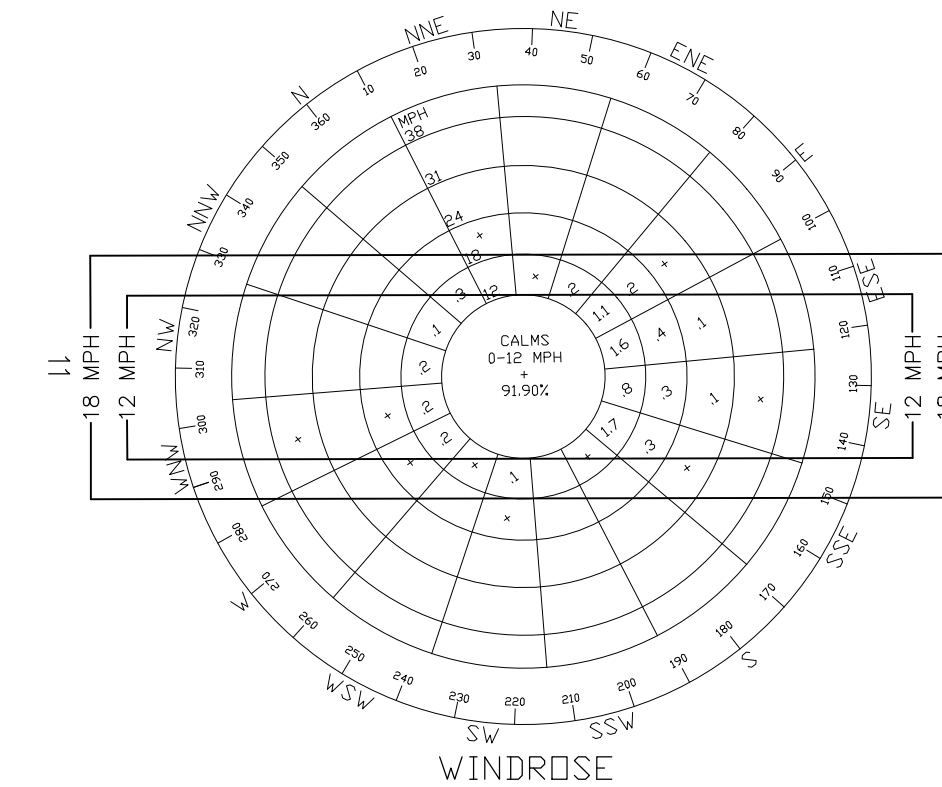


	RUNWAY DATA	
	EXISTING	FUTURE
EFFECTIVE GRADIENT	0.58	0.58
% WIND COVERAGE	99.8%	99.8%
INSTRUMENTATION	NONE	NONPRECIS.
RUNWAY SURFACE TYPE	ASPHALT	ASPHALT
PAVEMENT STRENGTH	S50/T80	S50/T80
APPROACH SURFACES	20:1	34:1/20:1
APPROACH VISIBILITY MINIMUMS	NOT LESS THAN 1 MILE	NOT LESS THAN 1 MILE
RUNWAY LIGHTING	REIL RWY11/MIRL	REIL RWY11/MIRL
RUNWAY MARKING	BASIC	NONPRECIS.
NAVIGATION AIDS	NDB/DME	NDB/DME
R/W DIMENSIONS	4000X100	5000X100
R/W SAFETY AREA	4600X150	5600X150
R/W OBSTACLE FREE ZONE	4400X250	5400X250
R/W OBJECT FREE AREA	4600X500	5600X500
RUNWAY BEARING	S50°08'41"E	S50°08'41"E

Basis of Survey: Horizontal Datum NAD83  
Vertical Datum NAVD88

	AIRPORT DATA	
	EXISTING	FUTURE
AIRPORT ELEVATION (NAVD88)	170'	170'
AIRPORT CATEGORY	COMMUNITY	COMMUNITY
MEAN TEMP. HOTTEST MONTH	63.6°	63.6°
TAXIWAY LIGHTING	MITL	MITL
TAXIWAY MARKING	YELLOW CENTERLINE & EDGE STRIP	YELLOW CENTERLINE & EDGE STRIP
AIRPORT REFERENCE POINT (A.R.P.) (NAD '83) L.A.T.	56°57'47.53"	SAME
(NAD '83) L.O.N.G.	133°54'44.61"	SAME
AIRPORT/TERRAIN NAVAIDS	PAPI/RW11	PAPI/NDB/DME
APPROACH CATEGORY-DESIGN GROUP	B-II	B-II
RUNWAY END LIGHTING	REIL RWY11	REIL RWY 11
RUNWAY THRESHOLD COORDINATES	R/W 11 56°57'53.54" 133°55'04.63"	TBD
	R/W 29 56°57'28.29" 133°54'09.2"	TBD
	R/W 29 Displaced 56°57'34.60" 133°54'23.05"	None
TAXIWAY OBJECT FREE AREA WIDTH	131'	131'
TAXIWAY WIDTH	36'	36'
TAXIWAY SAFETY AREA WIDTH	80'	80'
AIRCRAFT CATEGORY (WEIGHT)	SMALL AIRCRAFT ONLY	SMALL & LARGE AIRCRAFT

	LEGEND	
	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
AIRPORT REFERENCE POINT	☉	☉
AIRPORT ROTATING BEACON	☼	☼
BUILDING RESTRICTION LINE (B.R.L.)	—BRL—	—BRL—
SECURITY FENCING	—X—X—	—X—X—
DEVELOPMENT AREA	▭	▭
BUILDINGS	■	■
ROADWAYS	—	—
REILS	○	○
WIND CONE & SEGMENTED CIRCLE	☼	☼
SHORELINE/WATERLINE	—	—
TRAILS/DIRT ROADS	—	—
TREELINE	—	—
INDEX CONTOURS (25' INT.) M.S.L.	—	—
PROPERTY ACQUISITION	▭	▭
SURVEY MONUMENT	◆	◆
PAPI	*****	*****
TOPOGRAPHIC CONTOURS	—	—
THRESHOLD	—	—
THRESHOLD LIGHTS	—	—



INFORMATION SOURCE: UNIVERSITY OF ALASKA A.E.I.D.C.  
PERIOD: JAN. 1977 TO JAN. 1980  
NUMBER OF OBSERVATIONS: 6,691  
15 MPH CROSSWIND COVERAGE: 99.8%

PK	DATE	REVISION
PK	3/29/24	ADDED DIMENSIONS CL TO BRL AT 461' & 750'
PK	3/29/24	VERTICAL DATUM CHANGE FROM MSL TO NAVD88
PK	3/29/24	TURND OFF TREE_PNTS_LABEL LAYER
PK	3/29/24	TURND OFF SPOT-ELEV LAYER
PK	1/8/24	SHOWING FUTURE TAXIWAY OBJECT FREE AREA
PK	1/8/24	SHOWING FUTURE TAXIWAY AREA
PK	1/8/24	SHOWING FUTURE R/W SAFETY AREA
PK	1/8/24	SHOWING FUTURE R/W OBSTACLE FREE ZONE
PK	1/8/24	SHOWING FUTURE R/W OBJECT FREE ZONE
PK	1/8/24	REMOVED IRRELEVANT LINES
PK	1/8/24	REVISED AIRPORT DATA TABLE
PK	1/8/24	REVISED RUNWAY DATA TABLE
PK	1/8/24	REVISED ELEVATIONS
PK	10/26/23	CHANGED SUPPLEMENTAL WINDCONE LOCATION
PK	10/26/23	ADDED ROTATING BEACON

Q:\Kee\ALP\ALP\_2006\AFE\_1\_ALP\_JUN06.dwg

PLANNED: V.SKAGERBERG  
DRAWN:  
CHECKED: V.SKAGERBERG

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

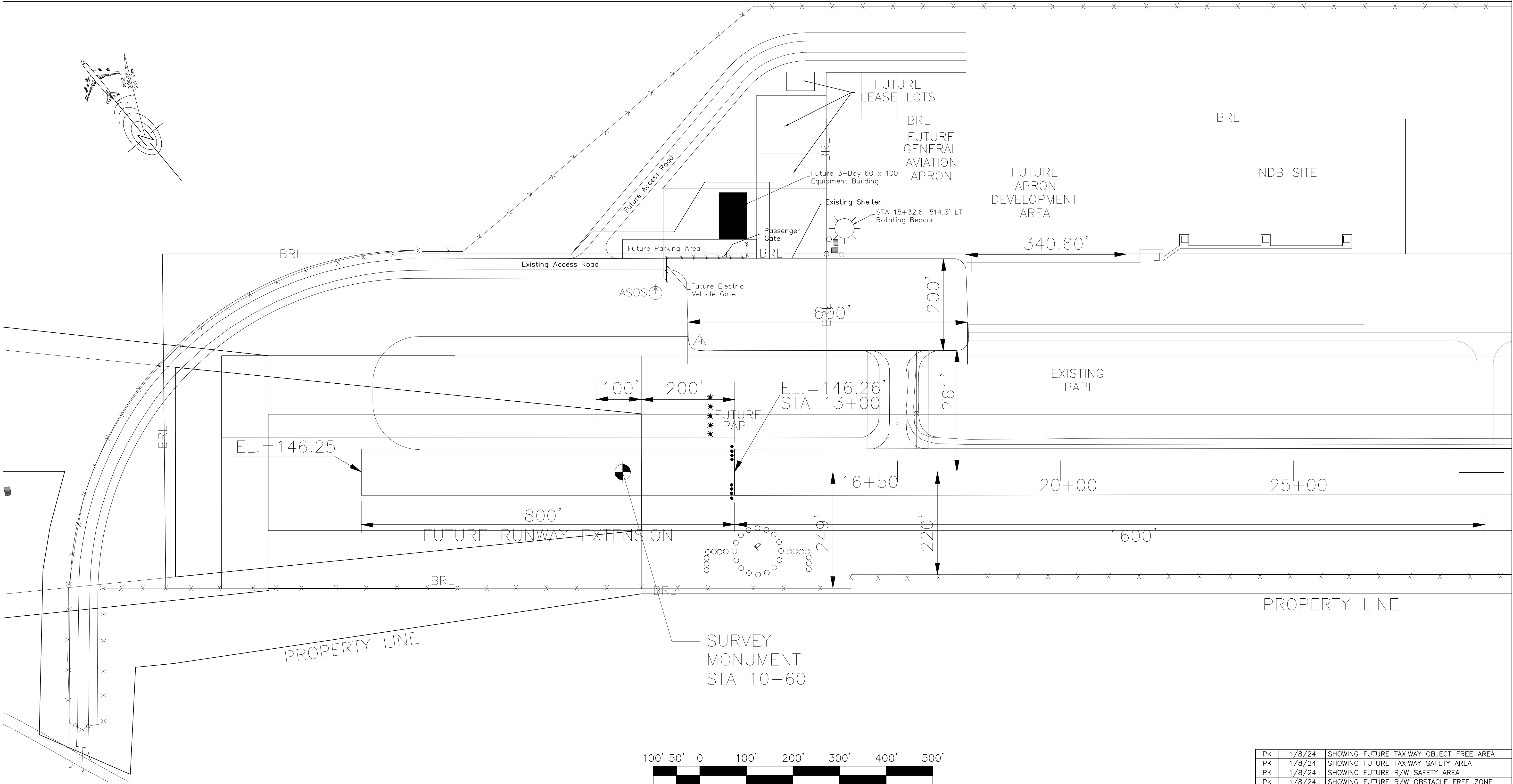
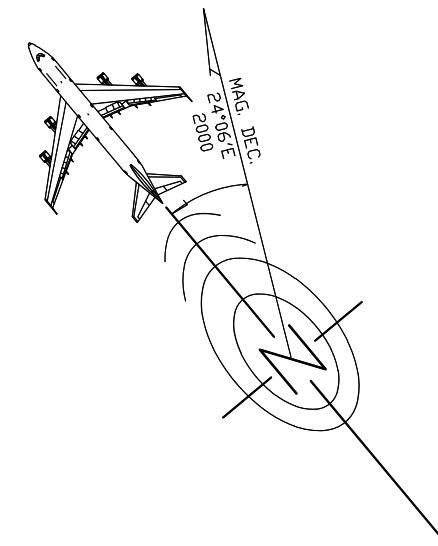
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APPROVED:  
*[Signature]* DATE: 6/13/06  
VERNE SKAGERBERG, TRANSPORTATION PLANNER, FOR  
ANDY HUGHES, CHIEF OF PLANNING

FAA AIRSPACE REVIEW NO: 2006-AAL-60-NRA  
FAA APPROVAL DATE: 7/13/06  
BY: *[Signature]*  
FAA AIRPORT DIVISION, ALASKA REGION, AAL-600  
SUBJECT TO CONDITIONS IN LETTER DATED: 7/13/06  
PREVIOUS ALP FAA APPROVAL DATE: JUNE 24, 1994

Kake Airport  
Airport Layout Plan Drawing

SHEET  
1 OF 10

PROPERTY LINE



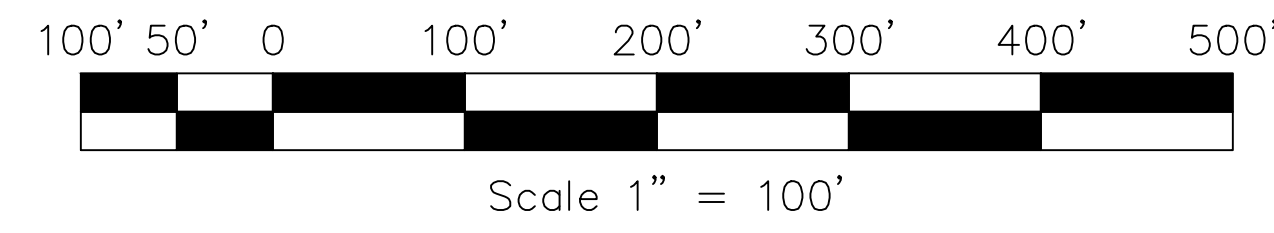
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PLANNED: V.S.  
DRAWN:  
CHECKED:

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

PREVIOUS REVISION DATE: JUNE 9, 1994  
APPROVED: *[Signature]*  
DATE: 4/12/06  
VERNE SKAGERBERG, TRANSPORTATION PLANNER, FOR  
ANDY HUGHES, CHIEF OF PLANNING

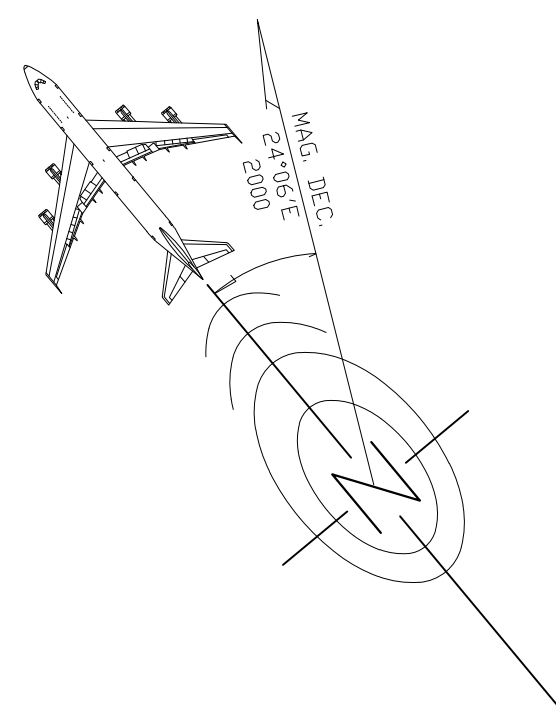
FAA AIRSPACE REVIEW NO: 2006-AAL-60-NRA  
FAA APPROVAL DATE: 7/13/06  
BY: *[Signature]*  
FAA AIRPORT DIVISION, ALASKA REGION, AAL-600  
SUBJECT TO CONDITIONS IN LETTER DATED: 7/13/06  
PREVIOUS ALP FAA APPROVAL DATE: JUNE 24, 1994

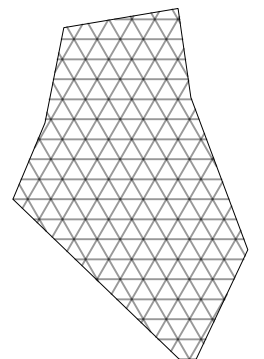


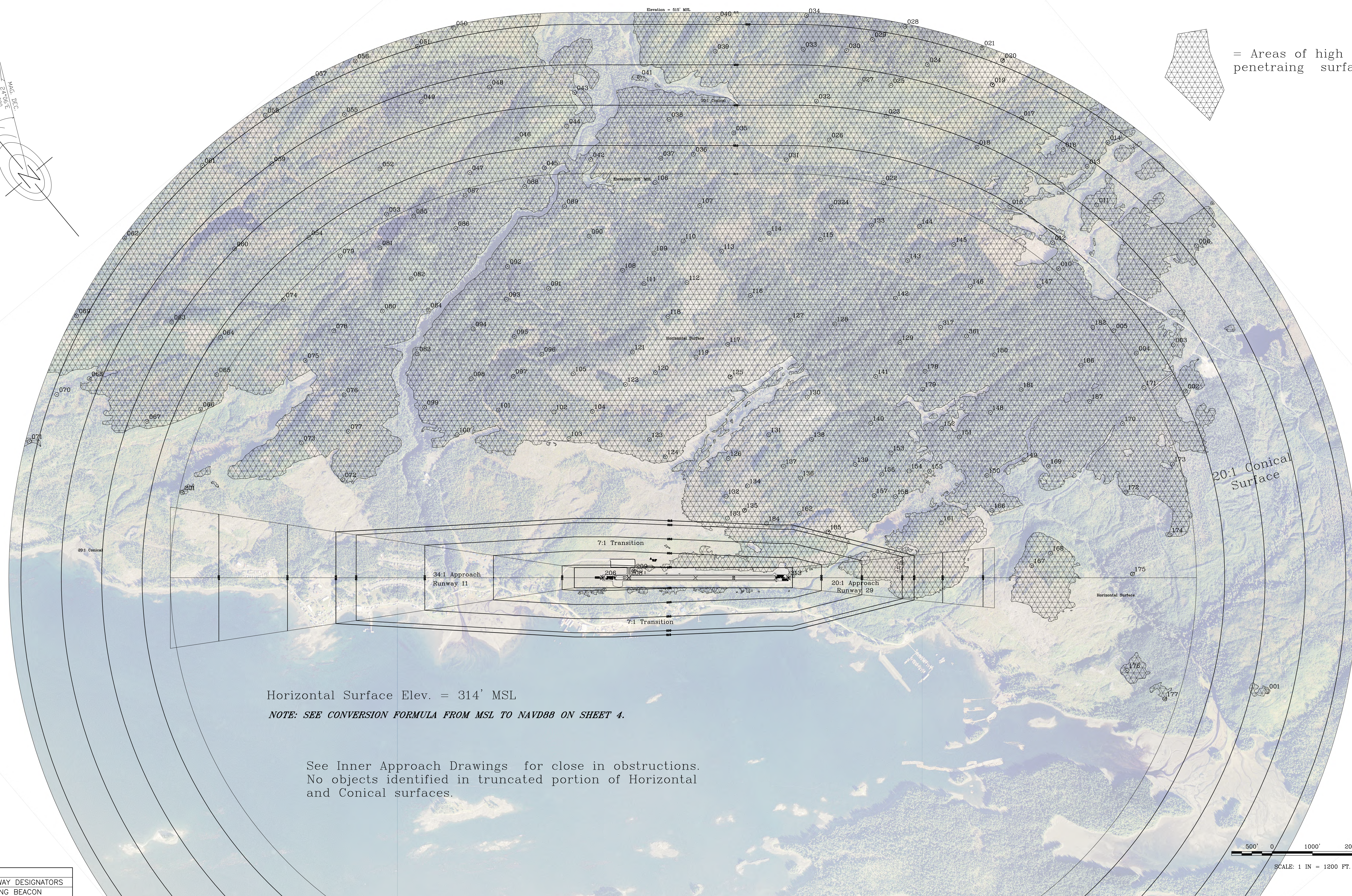
PK	1/8/24	SHOWING FUTURE TAXIWAY OBJECT FREE AREA
PK	1/8/24	SHOWING FUTURE TAXIWAY SAFETY AREA
PK	1/8/24	SHOWING FUTURE R/W SAFETY AREA
PK	1/8/24	SHOWING FUTURE R/W OBSTACLE FREE ZONE
PK	1/8/24	SHOWING FUTURE R/W OBJECT FREE ZONE
PK	1/8/24	REMOVED IRRELEVANT LINES
PK	1/8/24	REVISED ELEVATIONS
PK	10/26/23	ADDED ROTATING BEACON
BY	DATE	REVISION

Kake Airport  
Terminal Area Plan

SHEET  
2 OF  
10

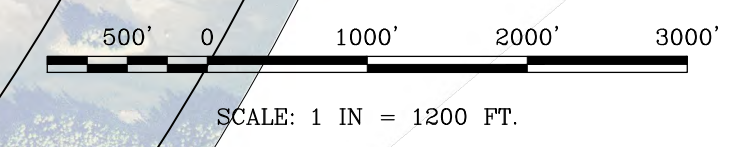


 = Areas of high terrain penetrating surfaces.



Horizontal Surface Elev. = 314' MSL  
 NOTE: SEE CONVERSION FORMULA FROM MSL TO NAVD88 ON SHEET 4.

See Inner Approach Drawings for close in obstructions.  
 No objects identified in truncated portion of Horizontal and Conical surfaces.




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PK	3/29/24	ADDED NOTE
PK	1/8/24	REVISED RUNWAY DESIGNATORS
PK	10/26/23	ADDED ROTATING BEACON
BY	DATE	REVISION

PLANNED: Y.S.  
 DRAWN:  
 CHECKED:

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

PREVIOUS REVISION DATE: JUNE 9, 1994  
 APPROVED:  DATE: 7/13/06  
 VERNE SKAGERBERG, TRANSPORTATION PLANNER, FOR  
 ANDY HUGHES, CHIEF OF PLANNING

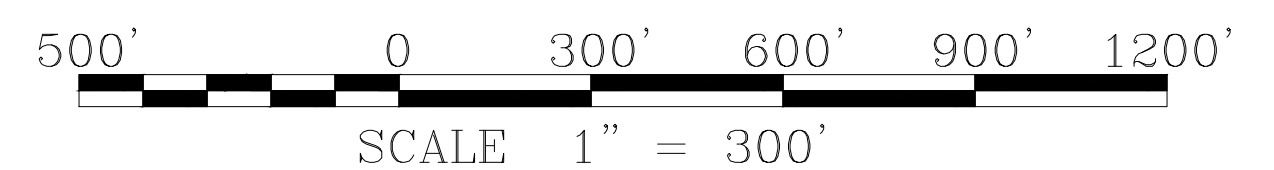
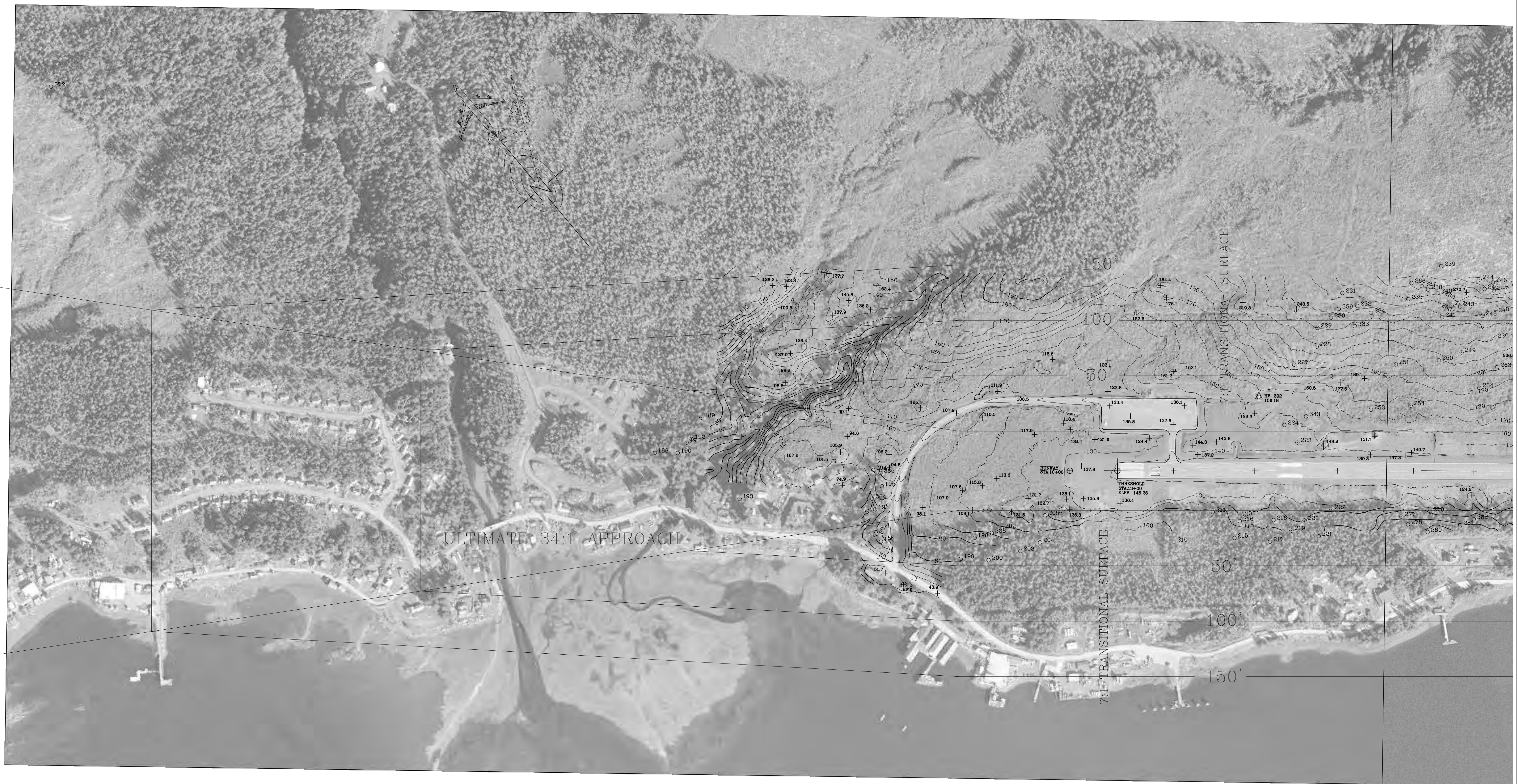
FAA AIRSPACE REVIEW NO: 2006-AAL-60-NRA  
 FAA APPROVAL DATE: 7/13/06  
 BY:   
 FAA AIRPORT DIVISION, ALASKA REGION, AAL-600  
 SUBJECT TO CONDITIONS IN LETTER DATED: 7/13/06  
 PREVIOUS ALP FAA APPROVAL DATE: JUNE 24, 1994

Kake Airport  
 Part 77 Airspace Drawing

SHEET  
 3 OF  
 10

MSL DATUM + 5.49 FEET = NAVD88 DATUM.

OBSTRUCTION TABLE				OBSTRUCTION TABLE				OBSTRUCTION TABLE				OBSTRUCTION TABLE				OBSTRUCTION TABLE				OBSTRUCTION TABLE							
Description	Elevation (MSL)	Obstruction	Recommendation	Description	Elevation (MSL)	Obstruction	Recommendation	Description	Elevation (MSL)	Obstruction	Recommendation	Description	Elevation (MSL)	Obstruction	Recommendation	Description	Elevation (MSL)	Obstruction	Recommendation	Description	Elevation (MSL)	Obstruction	Recommendation	Description	Elevation (MSL)	Obstruction	Recommendation
1.TREE	EL. 442'	23' obstruction to 20:1 Conical Surface	Remain	63.TREE	EL. 980'	575' obstruction to 20:1 Conical Surface	Remain	125.SPOT	EL. 424'	109' obstruction to the Horizontal Surface	Remain	187.TREE	EL. 416'	101' obstruction to the Horizontal Surface	Remain	249.TREE	EL. 232'	7' obstruction to 7:1 Transitional Surface	Remain	311.TREE	EL. 174'	9' obstruction to 20:1 Runway 28 Approach	Remove in ultimate configuration				
2.TREE	EL. 420'	66' obstruction to 20:1 Conical Surface	Remain	64.TREE	EL. 614'	269' obstruction to 20:1 Conical Surface	Remain	126.TREE	EL. 429'	113' obstruction to the Horizontal Surface	Remain	188.TREE	EL. 208'	10' obstruction to 34:1 Runway 10 Approach	Remove in ultimate configuration	250.TREE	EL. 221'	3' obstruction to 7:1 Transitional Surface	Remain	312.BRUSH	EL. 170'	5' obstruction to the Primary Surface	Remain				
3.TREE	EL. 423'	56' obstruction to 20:1 Conical Surface	Remain	65.TREE	EL. 469'	145' obstruction to 20:1 Conical Surface	Remain	127.TREE	EL. 530'	215' obstruction to the Horizontal Surface	Remain	189.TREE	EL. 200'	11' obstruction to 34:1 Runway 10 Approach	Remove in ultimate configuration	251.TREE	EL. 213'	3' obstruction to 7:1 Transitional Surface	Remain	313.OTHER	EL. 175'	10' obstruction to the Primary Surface	Remain				
4.TREE	EL. 403'	80' obstruction to 20:1 Conical Surface	Remain	66.TREE	EL. 408'	87' obstruction to 20:1 Conical Surface	Remain	128.TREE	EL. 523'	208' obstruction to the Horizontal Surface	Remain	190.TREE	EL. 202'	9' obstruction to 34:1 Runway 10 Approach	Remove in ultimate configuration	252.TREE	EL. 211'	10' obstruction to 7:1 Transitional Surface	Remain	314.TREE	EL. 175'	5' obstruction to 20:1 Runway 28 Approach	Remove in ultimate configuration				
5.TREE	EL. 423'	106' obstruction to 20:1 Conical Surface	Remain	67.TREE	EL. 469'	88' obstruction to 20:1 Conical Surface	Remain	129.TREE	EL. 500'	185' obstruction to the Horizontal Surface	Remain	191.TREE	EL. 199'	7' obstruction to 34:1 Runway 10 Approach	Remove in ultimate configuration	253.TREE	EL. 193'	23' obstruction to 7:1 Transitional Surface	Remain	315.BRUSH	EL. 169'	5' obstruction to 7:1 Primary Surface	Remain				
6.TREE	EL. 520'	58' obstruction to 20:1 Conical Surface	Remain	68.TREE	EL. 523'	58' obstruction to 20:1 Conical Surface	Remain	130.TREE	EL. 460'	145' obstruction to the Horizontal Surface	Remain	192.TREE	EL. 194'	3' obstruction to 34:1 Runway 10 Approach	Remove in ultimate configuration	254.TREE	EL. 188'	13' obstruction to 7:1 Transitional Surface	Remain	316.BRUSH	EL. 168'	3' obstruction to the Primary Surface	Remain				
7.TREE	EL. 305'	8' obstruction to 20:1 Runway 28 Approach	Remove in ultimate configuration	69.TREE	EL. 889'	360' obstruction to 20:1 Conical Surface	Remain	131.TREE	EL. 519'	203' obstruction to the Horizontal Surface	Remain	193.TREE	EL. 203'	21' obstruction to 34:1 Runway 10 Approach	Remove in ultimate configuration	255.TREE	EL. 305'	7' obstruction to 7:1 Transitional Surface	Remain	317.TREE	EL. 440'	125' obstruction to the Horizontal Surface	Remain				
8.BRUSH	EL. 466'	69' obstruction to 20:1 Conical Surface	Remain	70.TREE	EL. 517'	22' obstruction to 20:1 Conical Surface	Remain	132.TREE	EL. 556'	241' obstruction to the Horizontal Surface	Remain	194.TREE	EL. 178'	21' obstruction to 34:1 Runway 10 Approach	Remove in ultimate configuration	256.TREE	EL. 299'	2' obstruction to 7:1 Transitional Surface	Remain	318.TREE	EL. 208'	21' obstruction to 7:1 Transitional Surface	Remain				
9.TREE	EL. 501'	77' obstruction to 20:1 Conical Surface	Remain	71.TREE	EL. 530'	19' obstruction to 20:1 Conical Surface	Remain	133.TREE	EL. 508'	193' obstruction to the Horizontal Surface	Remain	195.TREE	EL. 178'	22' obstruction to 34:1 Runway 10 Approach	Remove in ultimate configuration	257.TREE	EL. 290'	3' obstruction to 7:1 Transitional Surface	Remain	319.TREE	EL. 201'	14' obstruction to 7:1 Transitional Surface	Remain				
10.TREE	EL. 394'	74' obstruction to 20:1 Conical Surface	Remain	72.TREE	EL. 385'	179' obstruction to the Horizontal Surface	Remain	134.TREE	EL. 495'	197' obstruction to the Horizontal Surface	Remain	196.TREE	EL. 182'	25' obstruction to 34:1 Runway 10 Approach	Remove in ultimate configuration	258.TREE	EL. 347'	38' obstruction to 7:1 Transitional Surface	Remain	320.TREE	EL. 196'	3' obstruction to 7:1 Transitional Surface	Remain				
11.TREE	EL. 489'	79' obstruction to 20:1 Conical Surface	Remain	73.TREE	EL. 560'	245' obstruction to the Horizontal Surface	Remain	135.SPOT	EL. 428'	113' obstruction to the Horizontal Surface	Remain	197.TREE	EL. 177'	4' obstruction to 7:1 Transitional Surface	Remove in ultimate configuration	259.TREE	EL. 290'	17' obstruction to 7:1 Transitional Surface	Remain	321.TREE	EL. 201'	10' obstruction to 7:1 Transitional Surface	Remain				
12.TREE	EL. 463'	123' obstruction to 20:1 Conical Surface	Remain	74.TREE	EL. 517'	201' obstruction to the Horizontal Surface	Remain	136.TREE	EL. 474'	159' obstruction to the Horizontal Surface	Remain	198.TREE	EL. 181'	14' obstruction to 7:1 Transitional Surface	Remove in ultimate configuration	260.TREE	EL. 282'	16' obstruction to 7:1 Transitional Surface	Remain	322.TREE	EL. 193'	10' obstruction to 7:1 Transitional Surface	Remain				
13.TREE	EL. 533'	92' obstruction to 20:1 Conical Surface	Remain	75.TREE	EL. 492'	177' obstruction to the Horizontal Surface	Remain	137.TREE	EL. 492'	177' obstruction to the Horizontal Surface	Remain	199.TREE	EL. 192'	7' obstruction to 7:1 Transitional Surface	Remove in ultimate configuration	261.TREE	EL. 316'	47' obstruction to 7:1 Transitional Surface	Remain	323.TREE	EL. 197'	31' obstruction to 7:1 Transitional Surface	Remove in ultimate configuration				
14.TREE	EL. 528'	48' obstruction to 20:1 Conical Surface	Remain	76.TREE	EL. 512'	197' obstruction to the Horizontal Surface	Remain	138.TREE	EL. 550'	235' obstruction to the Horizontal Surface	Remain	200.TREE	EL. 204'	18' obstruction to 7:1 Transitional Surface	Remove in ultimate configuration	262.TREE	EL. 209'	12' obstruction to 7:1 Transitional Surface	Remain	324.TREE	EL. 527'	211' obstruction to the Horizontal Surface	Remain				
15.TREE	EL. 405'	57' obstruction to 20:1 Conical Surface	Remain	77.TREE	EL. 423'	108' obstruction to the Horizontal Surface	Remain	139.TREE	EL. 602'	287' obstruction to the Horizontal Surface	Remain	201.TREE	EL. 342'	27' obstruction to the Horizontal Surface	Remove in ultimate configuration	263.TREE	EL. 217'	3' obstruction to 7:1 Transitional Surface	Remain	325.TREE	EL. 220'	44' obstruction to 7:1 Transitional Surface	Remove				
16.TREE	EL. 555'	113' obstruction to 20:1 Conical Surface	Remain	78.TREE	EL. 555'	240' obstruction to the Horizontal Surface	Remain	140.TREE	EL. 476'	161' obstruction to the Horizontal Surface	Remain	202.TREE	EL. 202'	45' obstruction to 7:1 Transitional Surface	Remove in ultimate configuration	264.TREE	EL. 208'	15' obstruction to 7:1 Transitional Surface	Remain	326.TREE	EL. 222'	1' obstruction to 20:1 Runway 28 Approach	Remove in ultimate configuration				
17.TREE	EL. 768'	317' obstruction to 20:1 Conical Surface	Remain	79.TREE	EL. 547'	231' obstruction to the Horizontal Surface	Remain	141.TREE	EL. 428'	113' obstruction to the Horizontal Surface	Remain	203.TREE	EL. 180'	2' obstruction to 7:1 Transitional Surface	Remove in ultimate configuration	265.TREE	EL. 217'	9' obstruction to 7:1 Transitional Surface	Remain	327.TREE	EL. 285'	9' obstruction to 7:1 Transitional Surface	Remain				
18.TREE	EL. 592'	197' obstruction to 20:1 Conical Surface	Remain	80.TREE	EL. 562'	247' obstruction to the Horizontal Surface	Remain	142.TREE	EL. 472'	157' obstruction to the Horizontal Surface	Remain	204.TREE	EL. 190'	20' obstruction to 7:1 Transitional Surface	Remove in ultimate configuration	266.TREE	EL. 289'	3' obstruction to 7:1 Transitional Surface	Remain	328.TREE	EL. 284'	46' obstruction to 20:1 Runway 28 Approach	Remove				
19.SPOT	EL. 877'	403' obstruction to 20:1 Conical Surface	Remain	81.TREE	EL. 563'	248' obstruction to the Horizontal Surface	Remain	143.TREE	EL. 466'	151' obstruction to the Horizontal Surface	Remain	205.TREE	EL. 186'	40' obstruction to 7:1 Transitional Surface	Remove	267.TREE	EL. 353'	79' obstruction to 7:1 Transitional Surface	Remain	329.TREE	EL. 318'	47' obstruction to 7:1 Transitional Surface	Remove				
20.SPOT	EL. 1043'	506' obstruction to 20:1 Conical Surface	Remain	82.TREE	EL. 579'	264' obstruction to the Horizontal Surface	Remain	144.TREE	EL. 494'	179' obstruction to the Horizontal Surface	Remain	206.OTHER	EL. 144'	3' obstruction to the Primary Surface	Remove in ultimate configuration	268.TREE	EL. 225'	2' obstruction to 7:1 Transitional Surface	Remain	330.TREE	EL. 306'	53' obstruction to 20:1 Runway 28 Approach	Remove				
21.TREE	EL. 1405'	893' obstruction to 20:1 Conical Surface	Remain	83.TREE	EL. 380'	65' obstruction to the Horizontal Surface	Remain	145.TREE	EL. 460'	145' obstruction to the Horizontal Surface	Remain	207.MISC	EL. 157'	16' obstruction to the Horizontal Surface	Remove in ultimate configuration	269.TREE	EL. 378'	112' obstruction to 7:1 Transitional Surface	Remain	331.TREE	EL. 312'	45' obstruction to 20:1 Runway 28 Approach	Remove				
22.TREE	EL. 453'	136' obstruction to 20:1 Conical Surface	Remain	84.TREE	EL. 412'	97' obstruction to the Horizontal Surface	Remain	146.TREE	EL. 469'	154' obstruction to the Horizontal Surface	Remain	208.OTHER	EL. 148'	5' obstruction to the Primary Surface	Remove in ultimate configuration	270.MISC	EL. 191'	29' obstruction to the Primary Surface	Remain	332.TREE	EL. 308'	26' obstruction to 20:1 Runway 28 Approach	Remove in ultimate configuration				
23.TREE	EL. 806'	408' obstruction to 20:1 Conical Surface	Remain	85.TREE	EL. 552'	237' obstruction to the Horizontal Surface	Remain	147.TREE	EL. 411'	96' obstruction to the Horizontal Surface	Remain	209.SPOT	EL. 146'	2' obstruction to 7:1 Transitional Surface	Remove in ultimate configuration	271.BRUSH	EL. 165'	3' obstruction to the Primary Surface	Remain	333.TREE	EL. 314'	2' obstruction to 7:1 Transitional Surface	Remain				
24.TREE	EL. 1443'	971' obstruction to 20:1 Conical Surface	Remain	86.TREE	EL. 493'	178' obstruction to the Horizontal Surface	Remain	148.TREE	EL. 468'	153' obstruction to the Horizontal Surface	Remain	210.TREE	EL. 177'	5' obstruction to 7:1 Transitional Surface	Remove in ultimate configuration	272.TREE	EL. 185'	26' obstruction to 20:1 Runway 28 Approach	Remain	334.TREE	EL. 278'	8' obstruction to 20:1 Runway 28 Approach	Remove in ultimate configuration				
25.TREE	EL. 1249'	813' obstruction to 20:1 Conical Surface	Remain	87.TREE	EL. 575'	260' obstruction to the Horizontal Surface	Remain	149.TREE	EL. 359'	44' obstruction to the Horizontal Surface	Remain	211.TREE	EL. 180'	36' obstruction to 7:1 Transitional Surface	Remove in ultimate configuration	273.TREE	EL. 173'	15' obstruction to the Primary Surface	Remain	335.TREE	EL. 301'	20' obstruction to 20:1 Runway 28 Approach	Remove in ultimate configuration				
26.TREE	EL. 577'	218' obstruction to 20:1 Conical Surface	Remain	88.TREE	EL. 421'	106' obstruction to the Horizontal Surface	Remain	150.TREE	EL. 372'	57' obstruction to the Horizontal Surface	Remain	212.BRUSH	EL. 147'	2' obstruction to the Primary Surface	Remove in ultimate configuration	274.TREE	EL. 224'	30' obstruction to 7:1 Transitional Surface	Remain	336.TREE	EL. 303'	9' obstruction to 20:1 Runway 28 Approach	Remove in ultimate configuration				
27.TREE	EL. 1140'	708' obstruction to 20:1 Conical Surface	Remain	89.TREE	EL. 412'	97' obstruction to the Horizontal Surface	Remain	151.TREE	EL. 402'	87' obstruction to the Horizontal Surface	Remain	213.BRUSH	EL. 147'	2' obstruction to the Primary Surface	Remove in ultimate configuration	275.TREE	EL. 182'	26' obstruction to 7:1 Transitional Surface	Remain	337.TREE	EL. 319'	18' obstruction to 7:1 Transitional Surface	Remain				
28.TREE	EL. 1466'	954' obstruction to 20:1 Conical Surface	Remain	90.TREE	EL. 479'	163' obstruction to the Horizontal Surface	Remain	152.TREE	EL. 419'	104' obstruction to the Horizontal Surface	Remain	214.BRUSH	EL. 149'	1' obstruction to the Primary Surface	Remove in ultimate configuration	276.TREE	EL. 203'	52' obstruction to 7:1 Transitional Surface	Remain	338.TREE	EL. 326'	30' obstruction to 20:1 Runway 28 Approach	Remove in ultimate configuration				
29.TREE	EL. 1328'	839' obstruction to 20:1 Conical Surface	Remain	91.TREE	EL. 543'	228' obstruction to the Horizontal Surface	Remain	153.TREE	EL. 521'	206' obstruction to the Horizontal Surface	Remain	215.TREE	EL. 180'	9' obstruction to 7:1 Transitional Surface	Remove in ultimate configuration	277.TREE	EL. 170'	13' obstruction to 7:1 Transitional Surface	Remain	339.TREE	EL. 295'	4' obstruction to 20:1 Runway 28 Approach	Remove in ultimate configuration				
30.TREE	EL. 1381'	910' obstruction to 20:1 Conical Surface	Remain	92.TREE	EL. 503'	188' obstruction to the Horizontal Surface	Remain	154.TREE	EL. 432'	117' obstruction to the Horizontal Surface	Remain	216.TREE	EL. 179'	24' obstruction to 7:1 Transitional Surface	Remove in ultimate configuration	278.TREE	EL. 173'	8' obstruction to 7:1 Transitional Surface	Remain	340.TREE	EL. 343'	33' obstruction to 20:1 Runway 28 Approach	Remove in ultimate configuration				
31.TREE	EL. 504'	171' obstruction to 20:1 Conical Surface	Remain	93.TREE	EL. 543'	227' obstruction to the Horizontal Surface	Remain	155.TREE	EL. 356'	41' obstruction to the Horizontal Surface	Remain	217.TREE	EL. 197'	22' obstruction to 7:1 Transitional Surface	Remove in ultimate configuration	279.TREE	EL. 192'	36' obstruction to 7:1 Transitional Surface	Remain	341.TREE	EL. 310'	13' obstruction to 20:1 Runway 28 Approach	Remove in ultimate configuration				
32.TREE	EL. 795'	389' obstruction to 20:1 Conical Surface	Remain	94.TREE	EL. 497'	182' obstruction to the Horizontal Surface	Remain	156.TREE	EL. 503'	188' obstruction to the Horizontal Surface	Remain	218.TREE	EL. 167'	11' obstruction to 7:1 Transitional Surface	Remove in ultimate configuration	280.TREE	EL. 188'	16' obstruction to 7:1 Transitional Surface	Remain	342.TREE	EL. 353'	38' obstruction to the Horizontal Surface	Remain				
33.TREE	EL. 960'	491' obstruction to 20:1 Conical Surface	Remain	95.TREE	EL. 416'	101' obstruction to the Horizontal Surface	Remain	157.TREE	EL. 493'	178' obstruction to the Horizontal Surface	Remain	219.TREE	EL. 178'	12' obstruction to 7:1 Transitional Surface	Remove in ultimate configuration	281.TREE	EL. 223'	56' obstruction to 7:1 Transitional Surface	Remain	343.TREE	EL. 167'	6' obstruction to the Horizontal Surface	Remain				
34.TREE	EL. 827'	316' obstruction to 20:1 Conical Surface	Remain	96.TREE	EL. 443'	128' obstruction to the Horizontal Surface	Remain	158.TREE	EL. 382'	67' obstruction to the Horizontal Surface	Remain	220.TREE	EL. 183'	26' obstruction to 7:1 Transitional Surface	Remove in ultimate configuration	282.TREE	EL. 228'	66' obstruction to 7:1 Transitional Surface	Remain	344.TREE	EL. 388'	73' obstruction to the Horizontal Surface	Remain				
35.TREE	EL. 540'	174' obstruction to 20:1 Conical Surface	Remain	97.TREE	EL. 561'	246' obstruction to the Horizontal Surface	Remain	159.TREE	EL. 367'	51' obstruction to the Horizontal Surface	Remain	221.TREE	EL. 179'	7' obstruction to 7:1 Transitional Surface	Remove in ultimate configuration	283.TREE	EL. 220'	53' obstruction to 7:1 Transitional Surface	Remain	345.TREE	EL. 392'	77' obstruction to the Horizontal Surface	Remain				
36.TREE	EL. 484'	144' obstruction to 20:1 Conical Surface	Remain	98.TREE	EL. 439'	124' obstruction to the Horizontal Surface	Remain	160.TREE	EL. 346'	31' obstruction to the Horizontal Surface	Remain	222.TREE	EL. 211'	62' obstruction to 7:1 Primary Surface	Remove in ultimate configuration	284.TREE	EL. 221'	65' obstruction to 7:1 Transitional Surface	Remain	346.TREE	EL. 379'	64' obstruction to the Horizontal Surface	Remain				
37.TREE	EL. 567'	253' obstruction to 20:1 Conical Surface	Remain	99.TREE	EL. 454'	139' obstruction to the Horizontal Surface	Remain	161.TREE	EL. 432'	117' obstruction to the Horizontal Surface	Remain	223.TREE	EL. 156'	8' obstruction to 7:1 Primary Surface	Remove in ultimate configuration	285.TREE	EL. 210'	45' obstruction to 7:1 Transitional Surface	Remain	347.TREE	EL. 375'	60' obstruction to the Horizontal Surface	Remain				
38.TREE	EL. 547'	165' obstruction to 20:1 Conical Surface	Remain	100.TREE	EL. 365'	50' obstruction to the Horizontal Surface	Remain	162.TREE	EL. 442'	127' obstruction to the Horizontal Surface	Remain	224.TREE	EL. 158'	5' obstruction to 7:1 Transitional Surface	Remove in ultimate configuration	286.TREE	EL. 184'	11' obstruction to 7:1 Transitional Surface	Remain	348.TREE	EL. 398'	83' obstruction to the Horizontal Surface	Remain				



PK	1/8/24	REMOVED IRRELEVANT LINES
PK	1/8/24	REVISED ELEVATION
PK	1/8/24	REVISED RUNWAY DESIGNATOR
BY	DATE	REVISION

PLANNED: V.S.  
 DRAWN:  
 CHECKED:

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

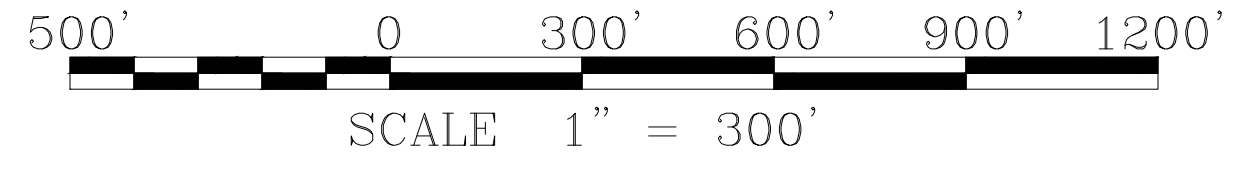
PREVIOUS REVISION DATE: JUNE 9, 1994  
 APPROVED: *[Signature]* DATE: 6/15/06  
 VERNE SKAGERBERG, TRANSPORTATION PLANNER, FOR  
 ANDY HUGHES, CHIEF OF PLANNING

FAA AIRSPACE REVIEW NO: 2006-AAL-60-NRA  
 FAA APPROVAL DATE: 7/13/06  
 BY: *[Signature]*  
 FAA AIRPORT DIVISION, ALASKA REGION, AAL-600  
 SUBJECT TO CONDITIONS IN LETTER DATED: 7/13/06  
 PREVIOUS ALP FAA APPROVAL DATE: JUNE 24, 1994

Kake Airport  
 RWY 11 INNER APPROACH

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PK	1/8/24	REMOVED IRRELEVANT LINES
PK	1/8/24	REVISED RUNWAY DESIGNATOR
BY	DATE	REVISION

PLANNED: V.S.  
 DRAWN:  
 CHECKED:

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

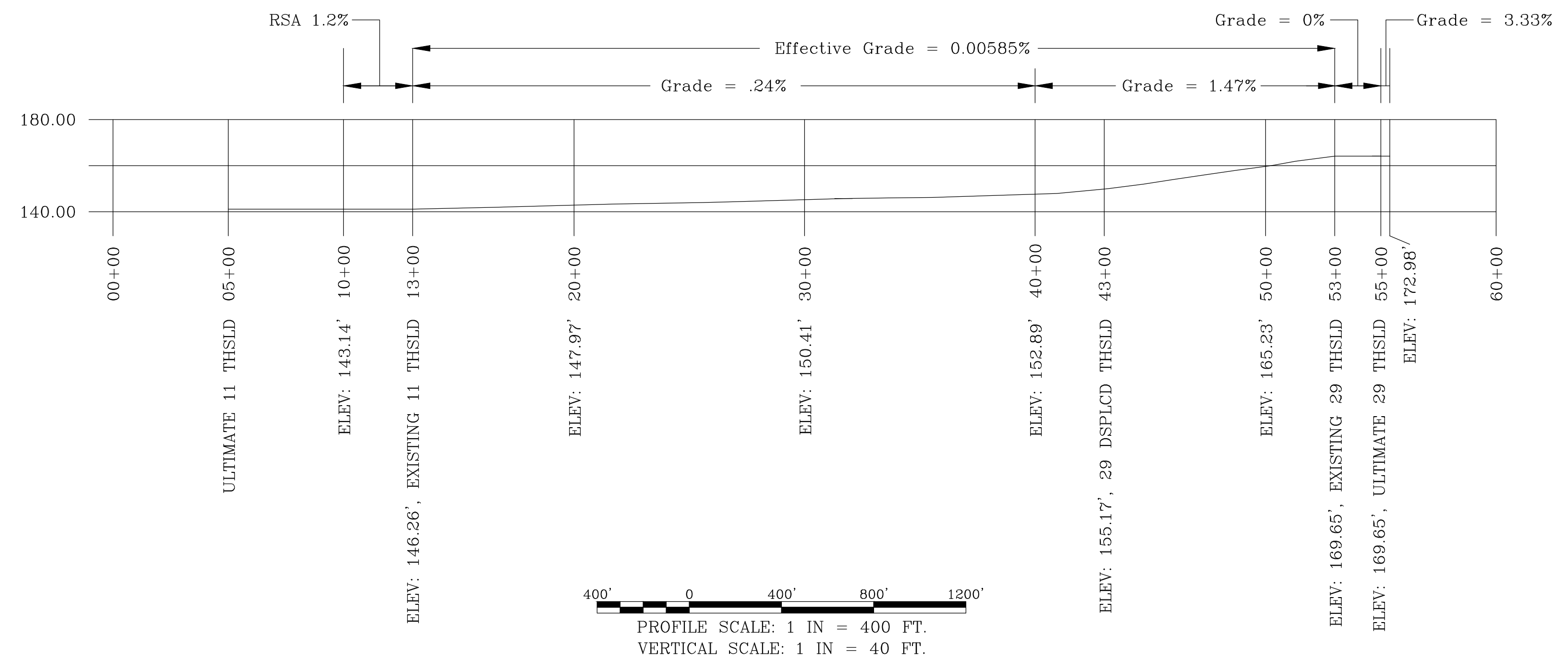
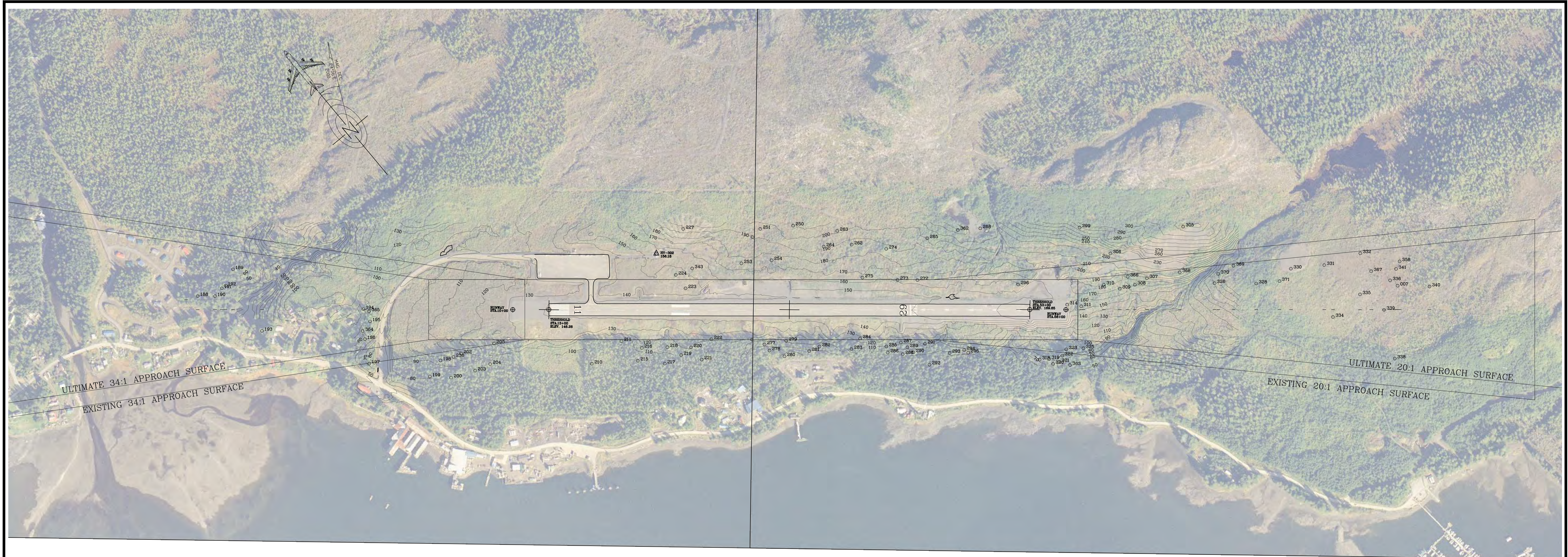
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 FAA AIRPORT DIVISION, ALASKA REGION, AAL-600  
 SUBJECT TO CONDITIONS IN LETTER DATED: 7/13/06  
 PREVIOUS ALP FAA APPROVAL DATE: JUNE 24, 1994

Kake Airport  
 RWY 29 INNER APPROACH

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400' 0 400' 800' 1200'

PROFILE SCALE: 1 IN = 400 FT.  
VERTICAL SCALE: 1 IN = 40 FT.

PK	3/29/24	REMOVED SPOT ELEVATION NODES
PK	1/8/24	ADDED GRADE SLOPES
PK	1/8/24	REVISED GRADE SLOPES
PK	1/8/24	ADDED ELEVATIONS
PK	1/8/24	REVISED ELEVATIONS
PK	1/8/24	REVISED RUNWAY DESIGNATORS
BY	DATE	REVISION

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PLANNED: V.S.  
DRAWN:  
CHECKED:

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

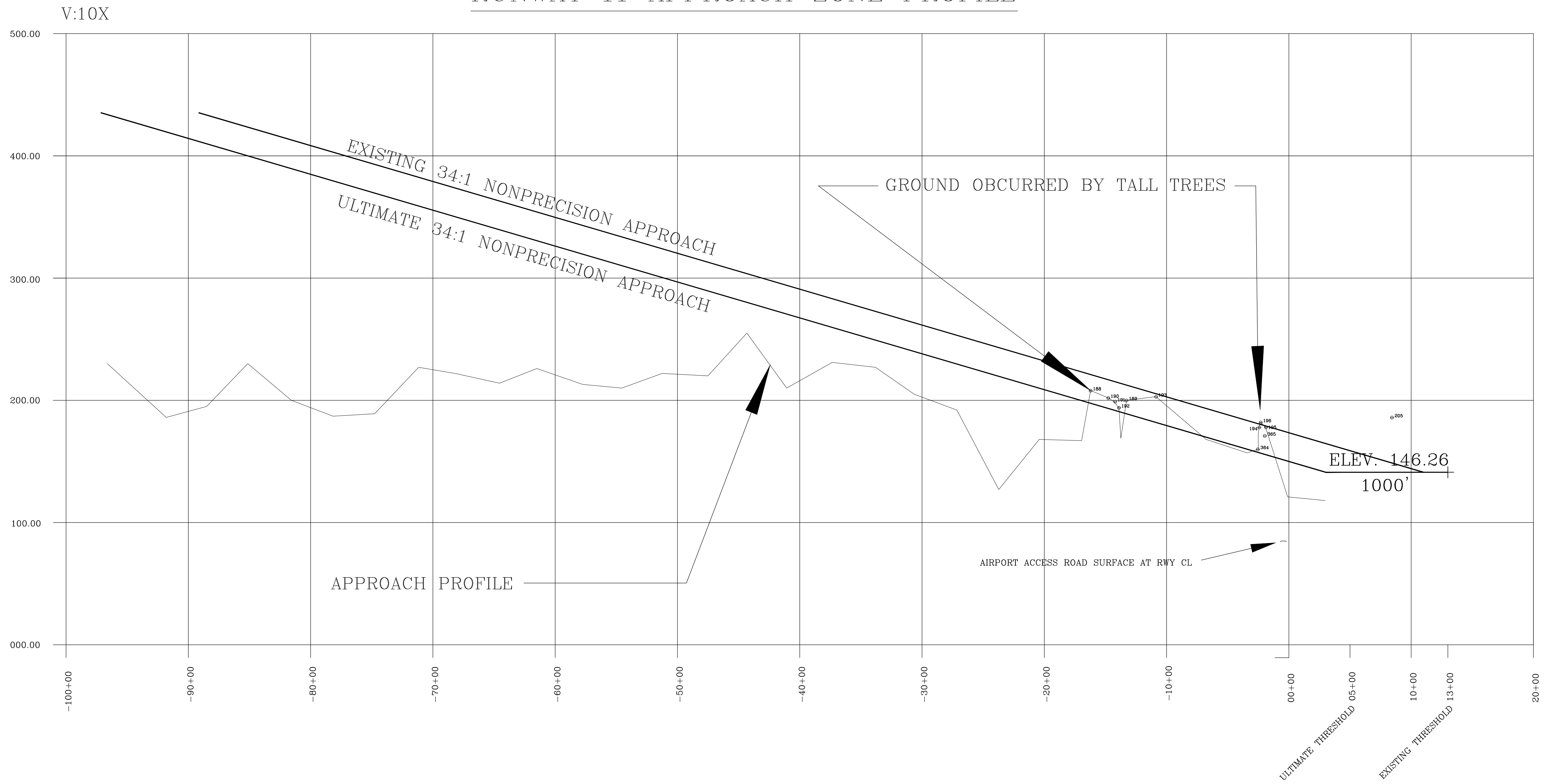
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FAA AIRSPACE REVIEW NO: \_\_\_\_\_ (airspace review no.)  
FAA APPROVAL DATE: \_\_\_\_\_  
BY: \_\_\_\_\_  
FAA AIRPORT DIVISION, ALASKA REGION, AAL-600  
SUBJECT TO CONDITIONS IN LETTER DATED: \_\_\_\_\_  
PREVIOUS ALP FAA APPROVAL DATE: JUNE 24, 1994

Kake Airport  
Runway Plan and Profile

SHEET  
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# RUNWAY 11 APPROACH ZONE PROFILE



PROFILE SCALE: 1 IN = 500 FT.
   
 VERTICAL SCALE: 1 IN = 50 FT.

PK	1/8/24	REVISED ELEVATION
PK	1/8/24	REVISED RUNWAY DESIGNATOR
BY	DATE	REVISION

PLANNED: V.S.  
 DRAWN:  
 CHECKED:

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

PREVIOUS REVISION DATE: JUNE 9, 1994  
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 VERNE SKAGERBERG, TRANSPORTATION PLANNER, FOR  
 ANDY HUGHES, CHIEF OF PLANNING

FAA AIRSPACE REVIEW NO: 2006-AAL-60-NRA  
 FAA APPROVAL DATE: 7/13/06  
 BY:   
 FAA AIRPORT DIVISION, ALASKA REGION, AAL-600  
 SUBJECT TO CONDITIONS IN LETTER DATED: 7/13/06  
 PREVIOUS ALP FAA APPROVAL DATE: JUNE 24, 1994

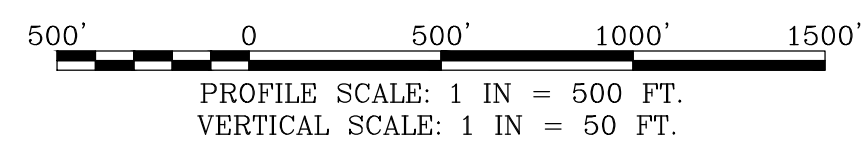
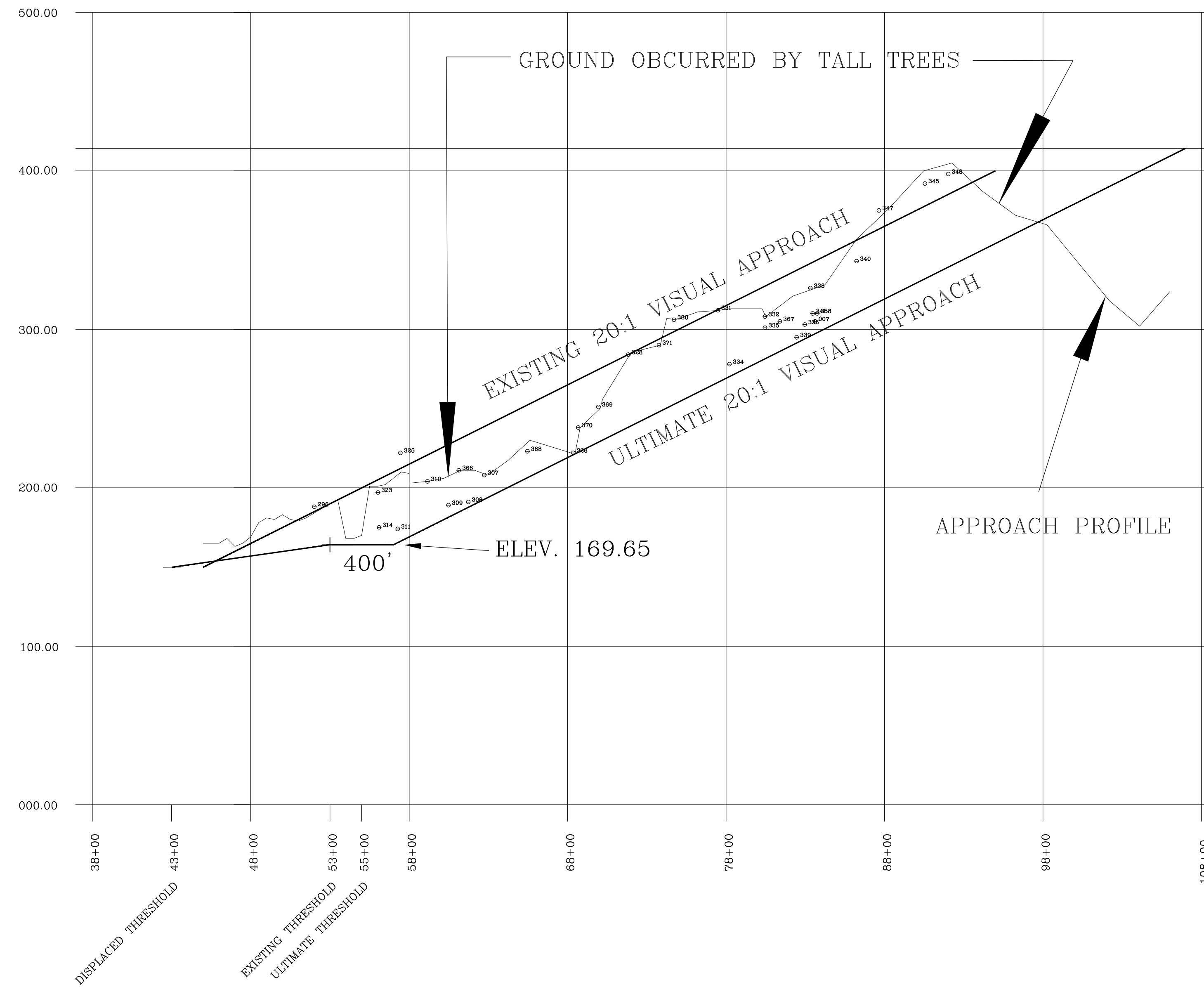
Kake Airport  
 RWY 11 Approach Profile

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# RUNWAY 29 APPROACH ZONE PROFILE



PK	1/8/24	REVISED ELEVATION
PK	1/8/24	REVISED RUNWAY DESIGNATOR
BY	DATE	REVISION

PLANNED: V.S.  
 DRAWN:  
 CHECKED:

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

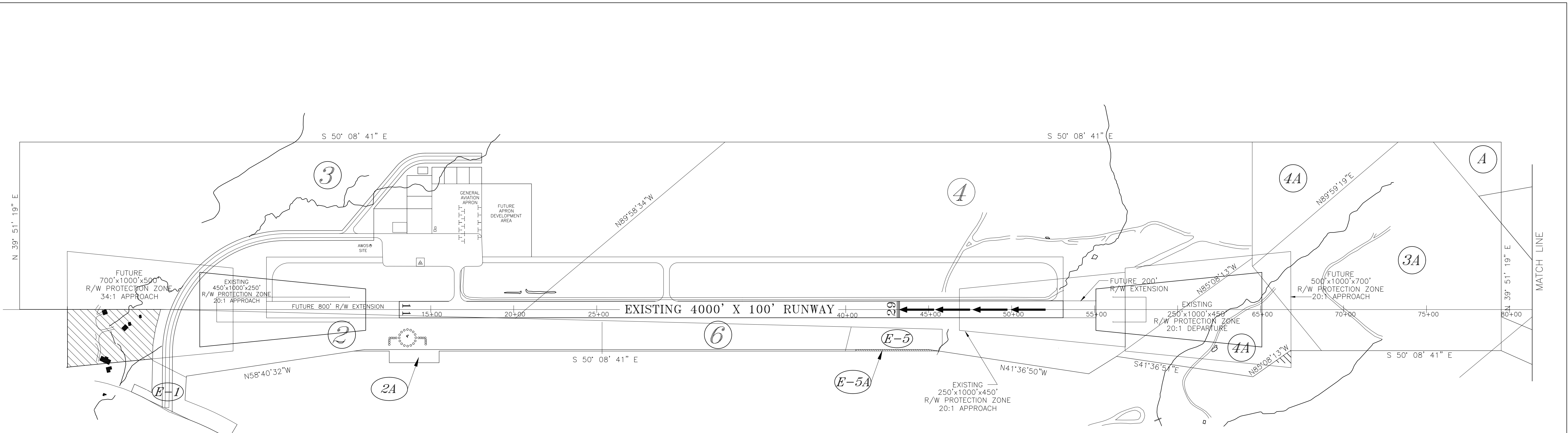
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 APPROVED: *[Signature]*  
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 VERNE SKAGERBERG, TRANSPORTATION PLANNER, FOR  
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FAA AIRSPACE REVIEW NO: 2006-AAL-60-NRA  
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 BY: *[Signature]*  
 FAA AIRPORT DIVISION, ALASKA REGION, AAL-600  
 SUBJECT TO CONDITIONS IN LETTER DATED: 7/13/06  
 PREVIOUS ALP FAA APPROVAL DATE: JUNE 24, 1994

Wake Airport  
 RWY 29 Approach Profile

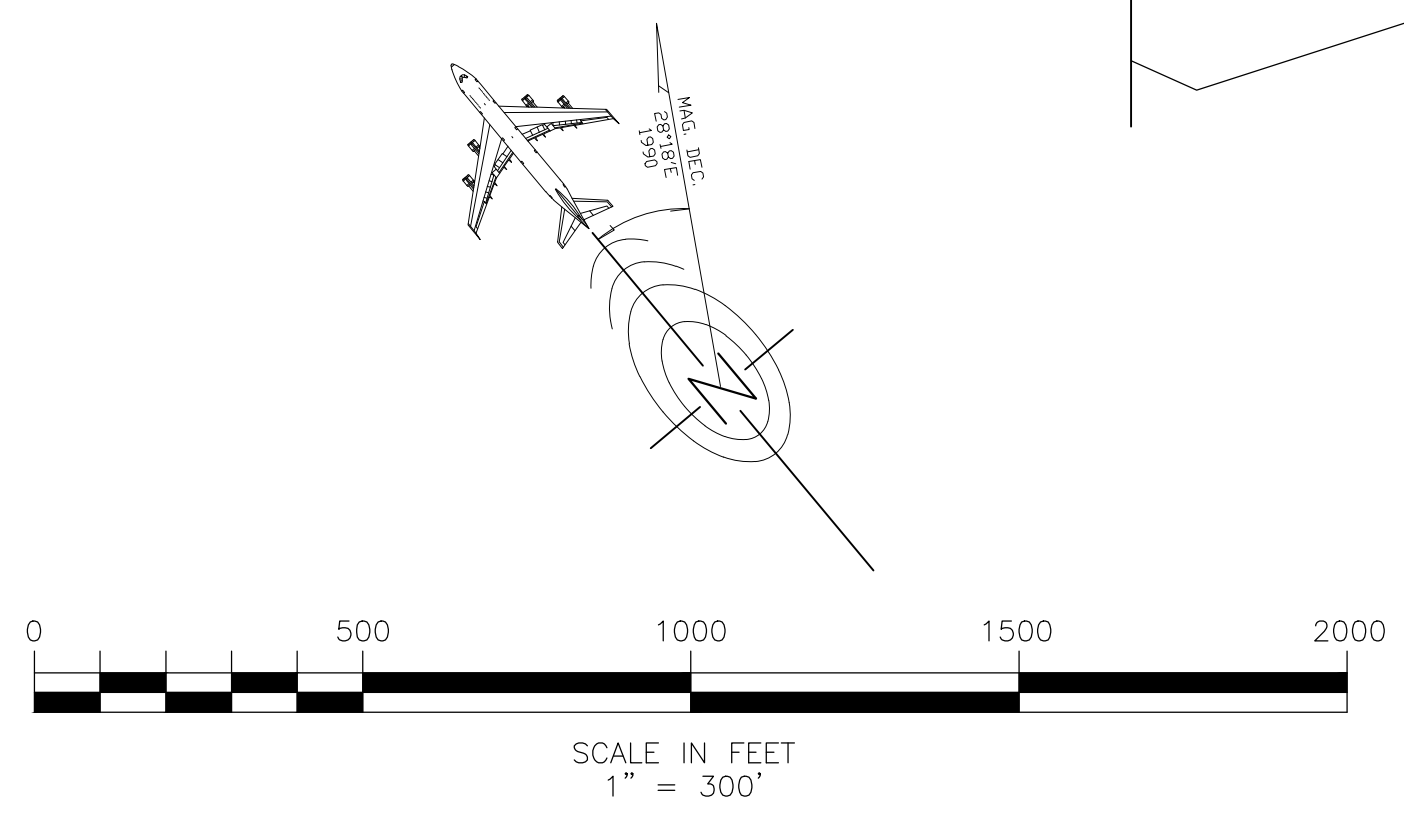
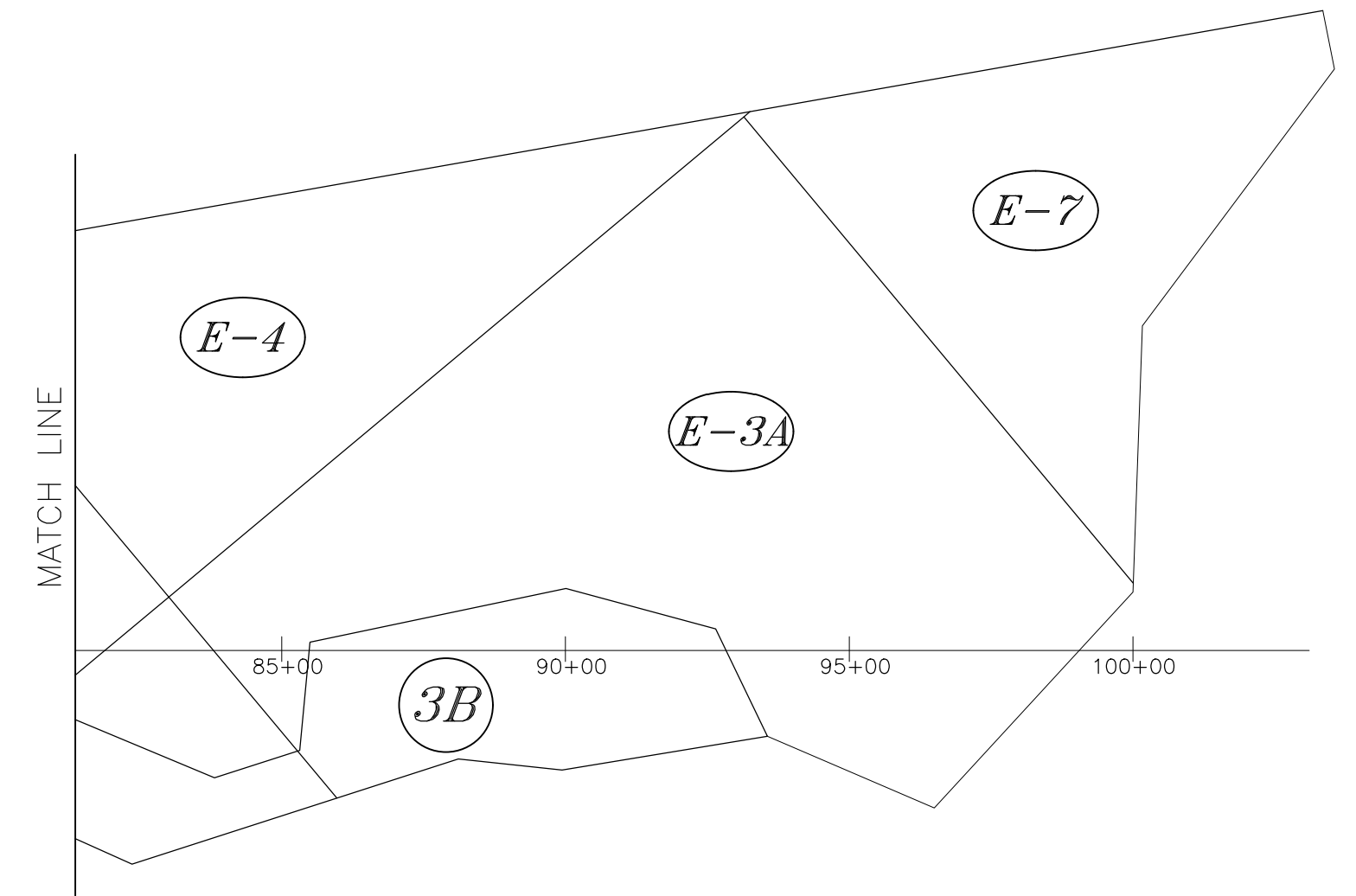
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LEGEND		
	EXISTING	PROPOSED
AIRPORT PROPERTY LINE	---	---
ROADWAYS	====	====
RUNWAY/TAXIWAY LIGHTING		
ACQUISITION		
WIND CONE & SEGMENTED CIRCLE		
SHORELINE/WATERLINE	~~~~	~~~~
LEASE LOTS	---	---

AIRPORT PROPERTY LEGEND			
PARCEL	AREA	ACQUIRED FROM	AIP ACQUISITION NO.
E-1	1.963 AC.	ORGANIZED VILLAGE OF KAKE	PERPETUAL EASEMENT 7/7/83 (6/14/85 REV.)
2	14.130 AC.	CITY OF KAKE	WARRANTY DEEDED 8/12/83
2A	1.28 AC.	CITY OF KAKE	WARRANTY DEEDED 10/1/96 BOOK 53 PAGE 578
3	85.717 AC.	KAKE TRIBAL CORP. & SEALASKA CORP.	WARRANTY DEEDED 3/23/84 4/25/84
3A	30.968 AC.	KAKE TRIBAL CORP. & SEALASKA CORP.	AIP 3-02-0398-01 WARRANTY DEEDED 2/28/85
E-3A	26.043 AC.	KAKE TRIBAL CORP.	PERPETUAL EASEMENT 11/20/96 BOOK 53 PAGE 646
3B	7.061 AC.	KAKE TRIBAL CORP. & SEALASKA CORP.	WARRANTY DEEDED 1/13/93 & 1/29/93
4	100.978 AC.	KAKE TRIBAL CORP. & SEALASKA CORP.	WARRANTY DEEDED 1/13/93 & 1/29/93
E-4	11.4295 AC.	U.S. FOREST SERVICE	SPECIAL LAND USE PERMIT
4A	16.997 AC.	KAKE TRIBAL CORP. & SEALASKA CORP.	AIP 3-02-0398-01 WARRANTY DEEDED 1/13/93 & 1/29/93
A	2.29 AC.	U.S. FOREST SERVICE	SPECIAL LAND USE PERMIT
E-5	1.720 AC.	DEPT. OF INTERIOR B.I.A.	PERPETUAL EASEMENT 9/16/83 (4/3/85 REV.)
E-5A	4,399 S.F.	DEPT. OF INTERIOR-B.I.A. HEIRS OF B.V. KADAKE	TO ACQUIRE
6	7.607 AC.	CITY OF KAKE	DEEDED 9/7/83
E-7	10.132 AC.	SEALASKA CORP.	PERPETUAL EASEMENT 3/13/97 BOOK 57 PAGE 213



PK	1/8/24	REVISED RUNWAY DESIGNATORS
BY	DATE	REVISION

PLANNED: V.S.  
 DRAWN:  
 CHECKED:

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

PREVIOUS REVISION DATE: JUNE 9, 1994  
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 DATE: 6/15/06

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 FAA APPROVAL DATE: 7/13/06  
 BY: [Signature]  
 FAA AIRPORT DIVISION, ALASKA REGION, AAL-600  
 SUBJECT TO CONDITIONS IN LETTER DATED: 7/13/06  
 PREVIOUS ALP FAA APPROVAL DATE: JUNE 24, 1994

Kake Airport  
 Airport Property Map

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