

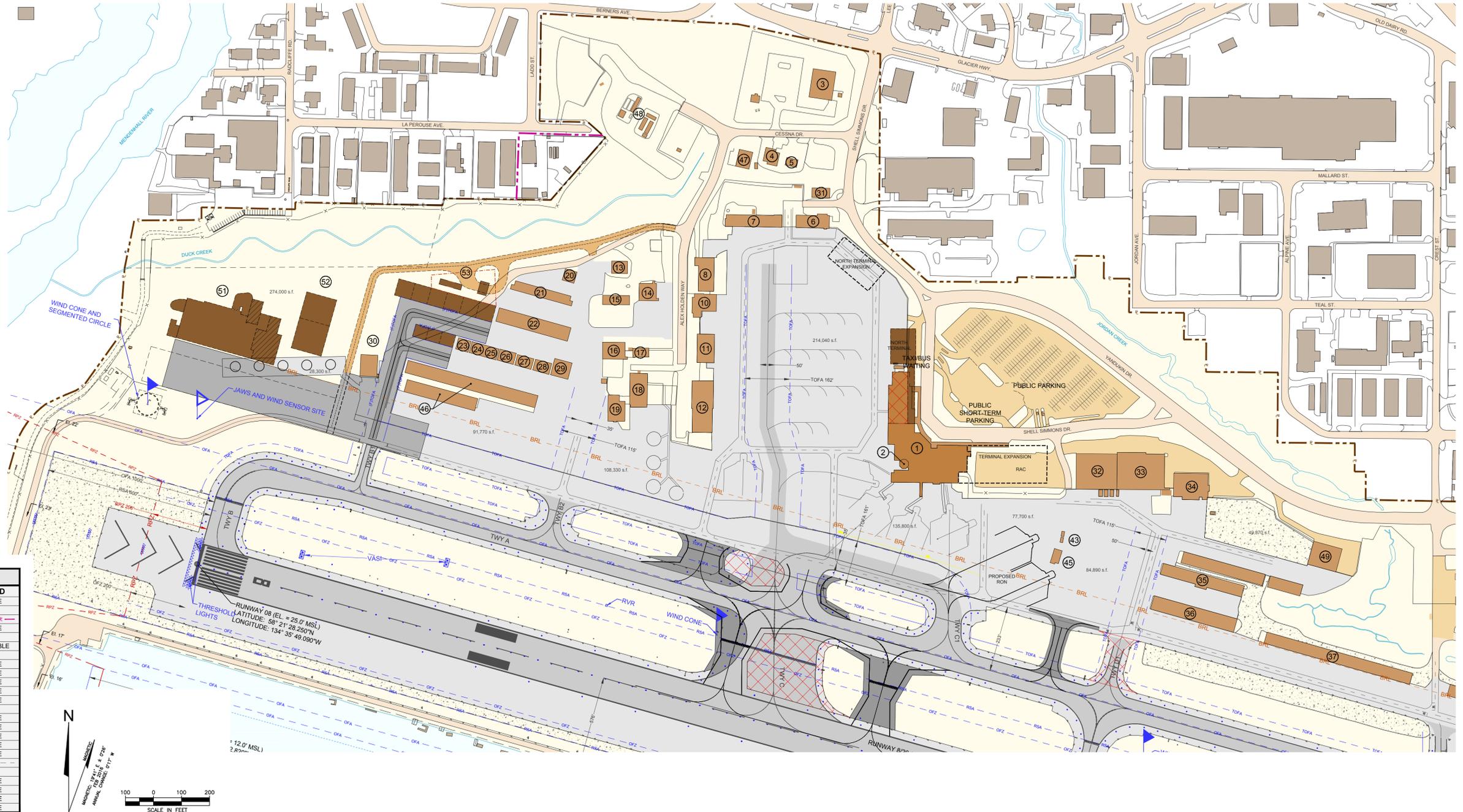
AIRPORT FACILITIES		
#	DESCRIPTION	HEIGHT*
1	TERMINAL BUILDING	50'
2	FAA AIRPORT TRAFFIC CONTROL TOWER (ATCT)	95'
3	AFSS/SACOM	34'
4	JJD TELEPHONE	29'
5	LEASED TO HERTZ	37'
6	AERO SERVICES (SUBLEASE: FEDEX) R&L LEASING	39'
7	AIRFIELD MAINTENANCE FACILITY	38'
8	LAB FLYING	47'
10	HEIMBIGNER	40'
11	ALASKA AIRLINES	34'
12	ALASKA AIRLINES	41'
13	PRIVATE HANGAR	38'
14	FISH AND WILDLIFE	46'
15	3 PRIVATE T-HANGARS	33'
16	DUANE PACKER (SUBLEASE: UNITED PARCEL SERVICE)	49'
17	R&L LEASING	43'
18	AERO SERVICES	45'
19	AERO SERVICES	35'
20	PRIVATE HANGAR	39'
21	T-HANGAR (7 UNITS)	30'

AIRPORT FACILITIES		
#	DESCRIPTION	HEIGHT*
22	T-HANGAR (12 UNITS)	34'
23	PRIVATE HANGAR	39'
24	PRIVATE HANGAR	36'
25	PRIVATE HANGAR	29'
26	PRIVATE HANGAR	42'
27	PRIVATE HANGAR	39'
28	PRIVATE HANGAR	39'
29	PRIVATE HANGAR	41'
30	CIVIL AIR PATROL	36'
31	DELTA WESTERN	35'
32	SAND STORAGE (POTENTIAL ATCT LOCATION)	53'
33	LOKEN AVIATION	53'
34	WARD AIR (RED LEASING)	52'
35	BLOCK 'L' EXECUTIVE HANGARS (5 UNITS)	40'
36	BLOCK 'M' T-HANGARS (14 UNITS)	35'
43	COASTAL FUEL	26'
45	COASTAL HELICOPTERS	-
46	BLOCK 'Y' HANGARS	-
47	R&L LEASING	-
48	FUEL FARM	-

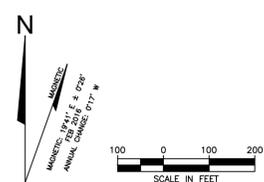
AIRPORT FACILITIES		
#	DESCRIPTION	HEIGHT*
49	ALASKA SEAPLANES HANGAR	-
51	FUTURE SNOW REMOVAL EQUIPMENT BUILDING (SREB)	-
52	FUTURE SAND STORAGE	-
53	FUTURE FUEL FACILITY	-

**NOTES**

1. THE BUILDING RESTRICTION LINE (BRL) IS BASED ON A MAXIMUM BUILDING HEIGHT OF 36 FEET AT A 250' DISTANCE FROM THE PRIMARY SURFACE. MAXIMUM ALLOWABLE BUILDING HEIGHT FROM THE BRL INCREASES AT A 7:1 HORIZONTAL TO VERTICAL SLOPE UPWARD AND AWAY FROM THE PRIMARY SURFACE IN CONFORMANCE WITH FAR PART 77 SURFACES.



LEGEND		
DESCRIPTION	EXISTING	PROPOSED
AIRFIELD UNPAVED AREAS	[Symbol]	NO CHANGE
AIRFIELD PAVEMENT	[Symbol]	NO CHANGE
AIRPORT PROPERTY	[Symbol]	NO CHANGE
AIRPORT REFERENCE POINT (ARP)	[Symbol]	NO CHANGE
AUTOMOBILE PARKING - ON AIRPORT	[Symbol]	NO CHANGE
BUILDING - OFF AIRPORT	[Symbol]	NOT APPLICABLE
BUILDING - ON AIRPORT	[Symbol]	NOT APPLICABLE
BUILDING RESTRICTION LINE (BRL)	[Symbol]	NO CHANGE
FENCE	[Symbol]	NO CHANGE
HOLDING POSITION MARKING	[Symbol]	NO CHANGE
JUNEAU AIRPORT WIND SYSTEM (JAWS)	[Symbol]	NO CHANGE
PRECISION APPROACH PATH INDICATOR	[Symbol]	NO CHANGE
ROADWAY	[Symbol]	NO CHANGE
RUNWAY END IDENTIFIER LIGHTS (REIL)	[Symbol]	NO CHANGE
RUNWAY OBJECT FREE AREA (OFA)	[Symbol]	NO CHANGE
RUNWAY OBJECT FREE ZONE (OFZ)	[Symbol]	NO CHANGE
RUNWAY PROTECTION ZONE (RPZ)	[Symbol]	NO CHANGE
RUNWAY SAFETY AREA (RSA)	[Symbol]	NO CHANGE
TAXIWAY OBJECT FREE AREA (TOFA)	[Symbol]	NO CHANGE
TO BE REMOVED	[Symbol]	[Symbol]
TOPOGRAPHIC CONTOUR	[Symbol]	NO CHANGE
TREES	[Symbol]	NO CHANGE
VISUAL APPROACH SLOPE INDICATOR (VASI)	[Symbol]	NO CHANGE
WIND SOCK	[Symbol]	NO CHANGE



ONE INCH  
AT FULL SIZE IF NOT ONE INCH  
SCALE ACCORDINGLY

JNU - Sheet 08 (Terminal Area Drawing - Northwest).dwg

**AECOM**

1111 3rd AVENUE, SUITE 1600  
SEATTLE, WA 98101  
PHONE: 206-438-2700

PROJECT MANAGER: JJY  
DESIGNED BY: RLO  
DRAFTED BY: RLO  
CHECKED BY: JJY

#	REVISION	COMPANY	BY	DATE

THE PREPARATION OF THIS AIRPORT LAYOUT PLAN (ALP) WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION (FAA) AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICIES OF THE FAA. ACCEPTANCE OF THIS ALP BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT IMPLY THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.



JUNEAU INTERNATIONAL AIRPORT  
AIRPORT MASTER PLAN

TERMINAL AREA DRAWING  
NORTHWEST

SCALE: 1" = 200'

DATE: DECEMBER 2017

AIP NUMBER:  
3-16-0133-059-2013

ASN:  
2017-AAL-190-NRA

SHEET NUMBER:  
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