

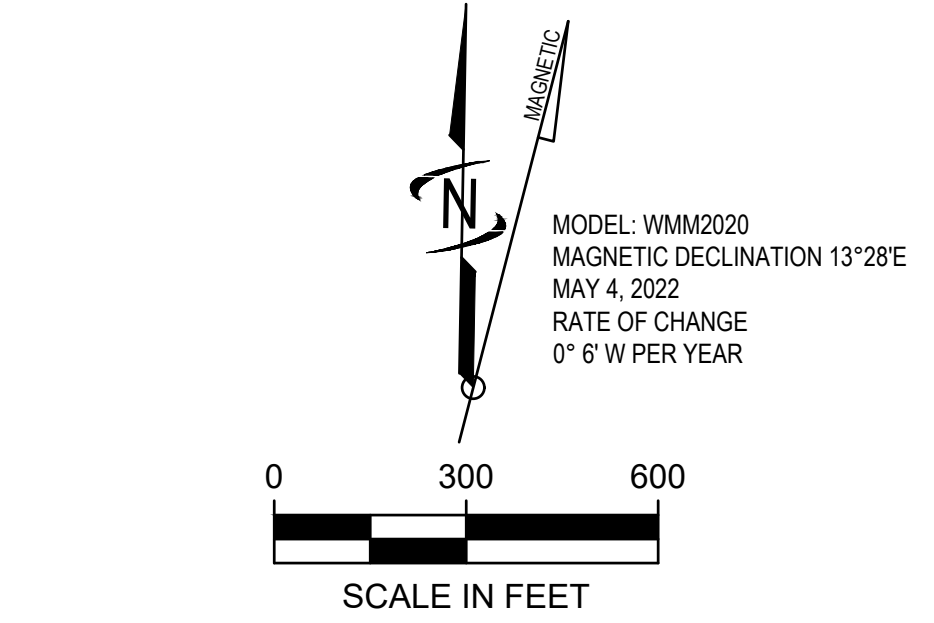
| NO. | DESCRIPTION | APPROXIMATE SIZE (SQ. FT.) | HEIGHT | TOP ELEV. | PART 77 PENETRATION |
|-----|---|----------------------------|--------|-----------|---------------------|
| 1 | ROTATING BEACON (TO BE RELOCATED-ULTIMATE) | N/A | 28 | 3,344 | 12' |
| 2 | AWDS-3 | N/A | 36 | 3,322 | NO |
| 3 | SEGMENTED CIRCLE & LIGHTED WIND CONE | N/A | 24 | 3,344 | 20' |
| 4 | LIGHTED WIND CONE | N/A | 24 | 3,332 | 20' |
| 5 | FUELING FACILITY (AVGAS 100LL) | N/A | 20 | 3,315 | NO |
| 6 | PILOT LOUNGE & AIRPORT OFFICE/ PRIVATE HANGAR | 5,265 | 22 | 3,336 | 5' |
| 7 | AIRPORT MAINTENANCE SUPERVISOR QUARTERS | 1,625 | 15 | 3,329 | NO |
| 8 | AIRPORT COURTESY CAR SHED | 425 | 10 | 3,325 | NO |
| 9 | PRIVATE T-HANGAR | 6,855 | 20 | 3,335 | NO |
| 10 | PRIVATE T-HANGAR (UNITS) | 5,700 | 20 | 3,336 | NO |
| 11 | PRIVATE HANGAR | 3,975 | 25 | 3,315 | NO |
| 12 | IDAHO COUNTY SHERIFF AIR POSSE | 7,765 | 26 | 3,311 | NO |
| 13 | IDAHO COUNTY SHERIFF AIR POSSE | 2,775 | 20 | 3,340 | NO |
| 14 | PRIVATE HANGAR | 4,170 | 25 | 3,342 | NO |
| 15 | UNITED STATES FOREST SERVICE (U.S.F.S.) | 9,425 | 30 | 3,344 | NO |
| 16 | UNITED STATES FOREST SERVICE (U.S.F.S.) | 3,460 | 35 | 3,351 | NO |
| 17 | UNITED STATES FOREST SERVICE (U.S.F.S.) | 1,015 | 15 | 3,331 | NO |
| 18 | PRIVATE HANGAR | 10,230 | 30 | 3,340 | NO |
| 19 | PRIVATE HANGAR | 5,025 | 20 | 3,325 | NO |
| 20 | PRIVATE HANGAR | 3,705 | 25 | 3,323 | NO |
| 21 | PRIVATE HANGAR | 2,615 | 25 | 3,326 | NO |
| 22 | PRIVATE HANGAR | 3,505 | 20 | 3,299 | NO |
| 23 | PRIVATE HANGAR | 6,490 | 25 | 3,318 | NO |
| 24 | PRIVATE HANGAR | 2,615 | 20 | 3,316 | NO |
| 25 | PRIVATE HANGAR | 2,465 | 20 | 3,317 | NO |

| NO. | DESCRIPTION | DIMENSION | APPROXIMATE SIZE (SQ. FT.) | HEIGHT | MAX TOP ELEV. |
|-----|--------------------|-----------|----------------------------|--------|---------------|
| 26 | BOX HANGAR (QTY 3) | 40X40 | 1,600 | 20± | 3,324 |
| 27 | BOX HANGAR (QTY 5) | 70X65 | 4,550 | 20± | 3,323 |
| 28 | BOX HANGAR | 70X65 | 4,550 | 20± | 3,320 |
| 29 | BOX HANGAR | 70X65 | 4,550 | 20± | 3,317 |
| 30 | BOX HANGAR (QTY 6) | 70X65 | 4,550 | 20± | 3,323 |
| 31 | BOX HANGAR (QTY 2) | 75X70 | 5,250 | 20± | 3,322 |
| 32 | BOX HANGAR | 75X70 | 5,250 | 20± | 3,318 |
| 33 | BOX HANGAR (QTY 6) | 75X70 | 5,250 | 20± | 3,317 |
| 34 | BOX HANGAR (QTY 4) | 120X85 | 10,200 | 20± | 3,311 |
| 35 | PILOT LOUNGE | 50X50 | 2,500 | 20± | 3,333 |
| 36 | BOX HANGAR (QTY 3) | 40X40 | 1,600 | 20± | 3,337 |

| NO. | DESCRIPTION | DIMENSION | APPROXIMATE SIZE (SQ. FT.) | HEIGHT | MAX TOP ELEV. |
|-----|-----------------------|-----------|----------------------------|--------|---------------|
| 37 | SITE MANAGER | 40X40 | 1,600 | 20± | 3,325 |
| 38 | SRE BUILDING | 40X40 | 1,600 | 20± | 3,326 |
| 39 | RELOCATED FUEL ISLAND | 500 | 500 | N/A | 3,310 |
| 40 | PRIVATE T-HANGAR | 190X30 | 5,700 | 20± | 3,327 |
| 41 | PRIVATE T-HANGAR | 205X30 | 6,150 | 20± | 3,327 |
| 42 | BOX HANGAR (QTY 4) | 50X50 | 2,500 | 20± | 3,333 |
| 43 | BOX HANGAR (QTY 3) | 50X50 | 2,500 | 20± | 3,317 |
| 44 | T-HANGAR | 230X35 | 8,050 | 20± | 3,306 |
| 45 | BOX HANGAR (QTY 4) | 70X65 | 4,550 | 20± | 3,320 |
| 46 | BOX HANGAR | 140X75 | 10,500 | 20± | 3,312 |
| 47 | BOX HANGAR (QTY 4) | 75X70 | 5,250 | 20± | 3,307 |
| 48 | BOX HANGAR | 60X50 | 3,000 | 20± | 3,306 |
| 49 | BOX HANGAR | 60X50 | 3,000 | 20± | 3,305 |
| 50 | BOX HANGAR (QTY 4) | 50X50 | 2,500 | 20± | 3,305 |

| OBS ITEM | LOCATION | GROUND ELEVATION | TRAVERSE WAY ADJUSTMENT | APPROACH ELEVATION | APPROACH CLEARANCE |
|----------|--|------------------|-------------------------|--------------------|--------------------|
| 200 | NORTH EDGE OF EXISTING APPROACH AT PUBLIC ROAD | 3275.3' | +15' | 3291.3' | 16' |
| 201 | EXISTING APPROACH CENTERLINE AT PUBLIC ROAD | 3274.8' | +15' | 3291.4' | 16' |
| 202 | SOUTH EDGE OF EXISTING APPROACH AT PUBLIC ROAD | 3271.5' | +15' | 3291.4' | 20' |
| 204 | WEST EDGE OF EXISTING APPROACH AT PRIVATE ROAD | 3263.6' | +15' | 3316.4' | 63' |
| 204 | EXISTING APPROACH CENTERLINE AT PRIVATE ROAD | 3261.0' | +15' | 3321.7' | 61' |
| 205 | WEST EDGE OF EXISTING APPROACH AT PRIVATE ROAD | 3270.0' | +15' | 3316.4' | 46' |

| OBS ITEM | LOCATION | GROUND ELEVATION | TRAVERSE WAY ADJUSTMENT | APPROACH ELEVATION | APPROACH CLEARANCE |
|----------|---|------------------|-------------------------|--------------------|--------------------|
| 206 | NORTH EDGE OF EXISTING APPROACH AT PUBLIC ROAD | 3220.1' | +15' | 3339.8' | 120' |
| 207 | NORTH EDGE OF EXISTING APPROACH AT PRIVATE ROAD | 3241.9' | +10' | 3325.2' | 83' |
| 208 | EAST EDGE OF EXISTING APPROACH AT PRIVATE ROAD | 3222.6' | +10' | 3339.8' | 117' |
| 209 | EXISTING APPROACH CENTERLINE AT PUBLIC ROAD | 3225.6' | +15' | 3337.5' | 112' |
| 210 | SOUTH EDGE OF EXISTING APPROACH AT PUBLIC ROAD | 3240.2' | +15' | 3337.9' | 98' |
| 211 | EXISTING APPROACH CENTERLINE AT PUBLIC ROAD | 3255.1' | +15' | 3358.0' | 103' |



- NOTES:
- TRUE BEARINGS LISTED FOR RUNWAYS ARE GEODETIC VALUES. ELEVATIONS PUBLISHED ARE BASED ON NAD83 VERTICAL DATUM, HORIZONTAL DATUM IS NAD83/2011.
 - DATE OF OBSTRUCTION FLIGHT WAS N/A.
 - ALL FUTURE AND ULTIMATE TAXIWAY WIDTHS ARE 35' UNLESS SHOWN OTHERWISE.
 - TAXIWAY EDGE SAFETY MARGIN (TESM); TAXIWAY DESIGN GROUP (TDG) 2B (E); 7.5 FT, 1A (E); 5 FT
 - TAXIWAY SHOULDER WIDTH; TAXIWAY DESIGN GROUP (TDG) 2B (E); 15 FT, 1A (E); 10 FT
 - RUNWAY SHOULDER WIDTH; B-II (E); 10 FT
 - TAXIWAY OBJECT FREE AREA (TOFA); AIRPLANE DESIGN GROUP (ADG) II (E,F,U); 124 FT (ADG) I (E,F,U); 79 FT
 - TAXIWAY OBJECT FREE AREA (TOFA); AIRPLANE DESIGN GROUP (ADG) II (E,F,U); 110 FT, (ADG) I (E,F,U); 79 FT
 - TAXIWAY/TAXIWAY SAFETY AREA (TSA); AIRPLANE DESIGN GROUP (ADG) II (E,F,U); 79 FT, (ADG) I (E,F,U); 49 FT
 - ALL FENCES ARE 6 FEET IN HEIGHT UNLESS OTHERWISE NOTED.
 - THE DEPICTED 25-FOOT BUILDING RESTRICTION LINE IS INTENDED AS A GUIDELINE ONLY. FUTURE HANGARS MUST RECEIVE A NO-HAZARD DETERMINATION VIA FAA FROM 7460 FILING.
 - APRON AREAS: MAIN APRON (E) 18,500 SY, MAIN APRON (F) 18,700 SY, MAIN APRON (U) 35,550 SY, FUELING APRON (E) 8080 SY, FUELING APRON (F) 10,700 SY, CENTER APRON (U) 11,900 SY, AG APRON (U) 3,260 SY.

| EXISTING (E) | FUTURE SHORT TERM (F) | ULTIMATE LONG TERM (U) | DESCRIPTION |
|--------------|-----------------------|------------------------|---|
| [Symbol] | [Symbol] | [Symbol] | BUILDING/STRUCTURE |
| [Symbol] | [Symbol] | [Symbol] | AIRPORT PAVEMENT AND MARKINGS |
| [Symbol] | [Symbol] | [Symbol] | PAVEMENT TO BE REMOVED |
| [Symbol] | [Symbol] | [Symbol] | ROADWAY |
| [Symbol] | [Symbol] | [Symbol] | AIRPORT PROPERTY LINE |
| [Symbol] | [Symbol] | [Symbol] | AIRPORT PROPERTY EASEMENTS |
| [Symbol] | [Symbol] | [Symbol] | THRESHOLD SIGHTING SURFACE (TSS) |
| [Symbol] | [Symbol] | [Symbol] | PART 77 APPROACH SURFACE |
| [Symbol] | [Symbol] | [Symbol] | 25 FOOT BUILDING RESTRICTION LINE (BRL) |
| [Symbol] | [Symbol] | [Symbol] | ROFA |
| [Symbol] | [Symbol] | [Symbol] | RUNWAY OBJECT FREE AREA (ROFA) |
| [Symbol] | [Symbol] | [Symbol] | RUNWAY PROTECTION ZONE (RPZ) |
| [Symbol] | [Symbol] | [Symbol] | RUNWAY SAFETY AREA (RSA) |
| [Symbol] | [Symbol] | [Symbol] | RUNWAY OBSTACLE FREE ZONE (ROFZ) |
| [Symbol] | [Symbol] | [Symbol] | TAXIWAY OBJECT FREE AREA (TOFA) |
| [Symbol] | [Symbol] | [Symbol] | NAVAID CRITICAL AREA |
| [Symbol] | [Symbol] | [Symbol] | FENCE |
| [Symbol] | [Symbol] | [Symbol] | THRESHOLD LIGHTS |
| [Symbol] | [Symbol] | [Symbol] | LANDING AID (PAPI-2) |
| [Symbol] | [Symbol] | [Symbol] | LANDING AID (REILS) |
| [Symbol] | [Symbol] | [Symbol] | SUPPLEMENTAL WINDCONE |
| [Symbol] | [Symbol] | [Symbol] | AIRPORT REFERENCE POINT (ARP) |
| [Symbol] | [Symbol] | [Symbol] | TREE |
| [Symbol] | [Symbol] | [Symbol] | GROUND CONTOURS (2' INTERVAL) |
| [Symbol] | [Symbol] | [Symbol] | AIRPORT CONTROL STATION - PACS/SACS |

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|---|----------------------------------|
| FAA APPROVAL DRAFT | SPONSOR APPROVAL DRAFT |
| FEDERAL AVIATION ADMINISTRATION NORTHWEST MOUNTAIN REGION HELENA AIRPORTS DISTRICT OFFICE | IDAHO COUNTY |
| DATE | DATE |

| NO. | DESCRIPTION | FAA UPDATE APR. | DATE |
|-----|-------------|-----------------|------|
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 www.jub.com

FILE: 45-20-020 AF-2
 JUB PROJ. # 45-20-020
 DRAWN BY: SMD
 DESIGN BY: SMD
 CHECKED BY: TJE

ONE INCH AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

IDAHO COUNTY
IDAHO COUNTY AIRPORT (GIC)

AIRPORT LAYOUT PLAN

LAST UPDATED: 9/28/2022
 SHEET NUMBER:
AF-2

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 503 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

Plot Date: 9/28/2022 7:15 AM Plotted By: Sharn Dulm
 Date Created: 9/28/2022 \JUB\COMMON\CLIENTS\IDAHOCOUNTY\PROJECTS\45-20-020_AF-2.DWG
 ALP: UPDATE ENVIRONMENTAL PLANNING AIRPORT MASTER PLAN SHEETS 45-20-020_AF-2.DWG