

EAST GULL LAKE AIRPORT

SAFETY AND TRAFFIC RULES

The airport field elevation is 1236' MSL. The traffic pattern altitude for propeller driven aircraft is 2200' MSL which is 964' AGL.

The Common Traffic Advisory Frequency (CTAF) is 122.9. If the CTAF is followed by (L) the lighting can be adjusted by keying the microphone 3, 5 or 7 times. Pilots should notify other aircraft of their position and intentions. Remember, some aircraft do not have radios. If the airport has a control tower, TWR follows the CTAF frequency. Check the Airport Facility Directory for hours of operation.

The normal traffic pattern is left hand traffic. Aircraft on base leg should look for aircraft making a straight-in approach.

No runway has been designated for use when the winds are light. Use caution for aircraft utilizing other runways.

Fld Elev: **1236**

CTAF: **122.9**



Remarks

Watch for vehicles and pedestrians crossing rwy.

Airport not plowed winter months

The airport manager is: Rob Mason

Contact number: 218-828-9279



Minnesota Department of Transportation

Office of Aeronautics

Mail Stop 410
222 East Plato Boulevard
Saint Paul, MN 55107-1618

Office Phone: 651-234-7200

Fax: 651-296-9089

May 18, 2015

Rob Mason
East Gull Lake Airport
10790 Squaw Point Road
Brainerd, MN 56401

Dear Rob Mason:

This year an on-site inspection of the East Gull Lake Airport was conducted under the FAA's Airport Master Record (Form 5010) Program. The inspector collected the most current information concerning the physical condition or status of the facility, the visual landing aids, and the obstructions surrounding the airport. In Minnesota, the Department of Transportation, Office of Aeronautics performs many of these inspections under contract to the FAA.

The 5010 inspections are intended to enhance safety for the flying public. The data gathered forms the basis for the federally produced flight publications such as the Airport/Facility Directory, Aeronautical Charts, and instrument Terminal Procedures Publications.

Attached for your review is a copy of the revised Form 5010 which has been sent to the FAA. Data elements preceded by a ">" symbol are considered critical safety items. You should report *any* subsequent changes of these items to your Flight Service Station (telephone number in data element #88).

We have also enclosed an aerial view of the airport with inspection information overlaid for your reference. The numbers on this sheet correlate to the objects on the enclosed Survey Data Evaluation Reports. Some objects do not obstruct an airport surface and some obstructions might not be required to be removed. The second page of this report identifies the objects that are required to be addressed.

MnDOT uses handheld GPS units with local corrections and laser range-finders with inclinometers to collect airport data. While these devices are accurate, this is not survey grade data. Also, where one point is identified it may represent an entire group of trees. Further, the survey is done looking out from the airport and the objects we identify may be obscuring objects farther away that would also be obstructions. The airport sponsor has the option of obtaining survey data to verify our data and further define the objects in areas we have identified for action.

Your attention is directed to the conditions identified as safety discrepancies on the second page. We recommend that appropriate measures be taken to correct these problem areas in order to improve the condition of the airport and enhance safety. Further, it is the Airport Manager's responsibility to request a Notice-to-Airmen (NOTAM) be issued to advise pilots of any safety related problems that cannot be corrected immediately.

An Equal Opportunity Employer



The East Gull Lake Airport was inspected on May 6, 2015 and the inspector noted that the approach surfaces to both runways were obstructed by trees. The trees in the approach to Runway 31 were south of the runway centerline. There were only two trees, one that stands alone and then the first tree at the start of the wooded area. Please remove these two trees.

The approach surface to Runway 13 was obstructed by several trees. The survey data report gives the amount of penetration for the trees at points 3 and 4. We recommend you cut those trees at least five feet below the maximum height to allow some time for growth before they impact the surface again. Once those trees are cut please go back to the runway and look out at the other trees you see. Any that are taller than the ones you trimmed that lie in the approach surface as depicted on the map should also be trimmed. Please clear the trees from the approach surface to Runway 13.

Hopefully the flags you put in for the fence location survived the weekend. If not, let me know and we can come back and reset them. We have enclosed some drawings that provide the dimensions for the tie down spots. If you have any questions don't hesitate to call.

Also enclosed is a new traffic rules poster for the airport. This document and the current Airport License are required to be posted at the Airport to comply with the Minnesota airport rules. We are sending a flat Minnesota map separately that you may use as the required area map. We talked about building a weather protected bulletin board for these items. Feel free to fold the map to a smaller size to better fit the bulletin board.

A special interest item for the FAA is wildlife hazards. I have enclosed a short survey. Please return this information to me.

The Minnesota Department of Transportation and the FAA greatly appreciate your efforts to provide a safe general aviation facility for use by the flying community. Please notify me in writing when these items which were identified during the inspection have been corrected. If you need any assistance, please give me a call.

Sincerely,

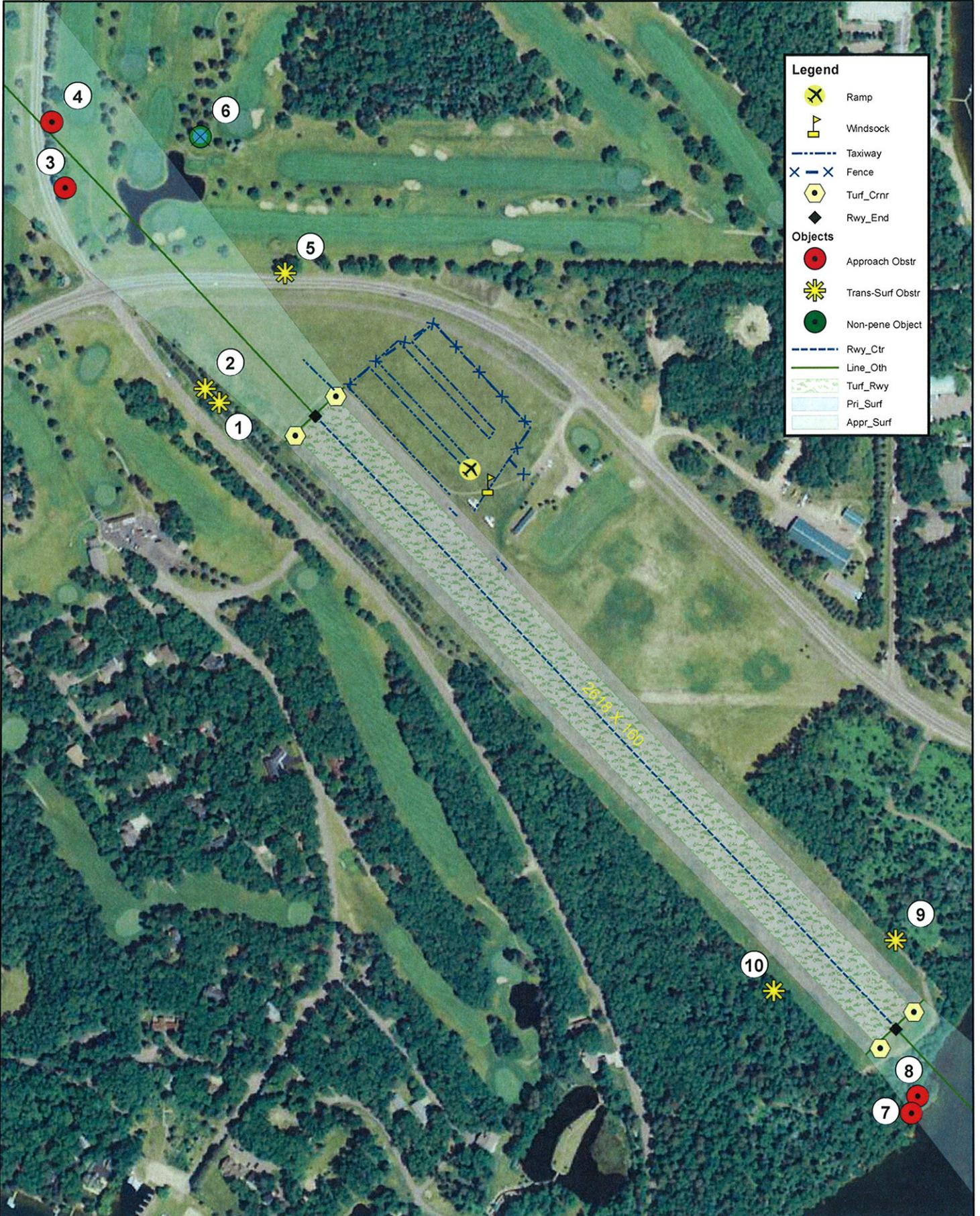
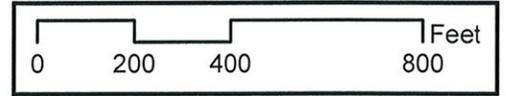

Rick Braunig
Aviation Representative

Enclosures (6)

cc: MnDOT Regional Airport Engineer
FAA, Minneapolis Airports District Office



East Gull Lake Airport



ENCL(2)

Survey Data Evaluation Report

Airport East Gull Lake Airport

Arpt_ID 9Y2

FAASite

10658.95*A

Runway End: 13 Surface Type: TURF-G Primary Surface Width: 250

Appr Cat: A(V) Req'd Slope: 20

Obj ID	Object Type	Dist fm Runway End	Dist Fm Primary	Dist fm Center Line	Dir L/R	Dist Into Trans	Height Above Runway	Max Obj Ht	Pene in	Displaced Threshold: Surface Affected	Object Notes
1	TREES	236	236	191	R	42.4	40	17.9	22.1	1.5	Trans Surf Obstr
2	TREES	298	298	193	R	38.2	35	20.4	14.6	1.9	Trans Surf Obstr
3	TREE	1052	1052	83	R	0	65	52.6	12.4	16.2	Appr Surf Obstr
4	TREE	1231	1231	28	L	0	65	61.6	3.5	18.9	Appr Surf Obstr
5	TREE	392	392	235	L	70.8	42	29.7	12.3	3.2	Trans Surf Obstr
6	TREE	882	882	327	L	113.8	55	60.4	0.0	10.4	Object

Runway End: 31 Surface Type: TURF-G Primary Surface Width: 250

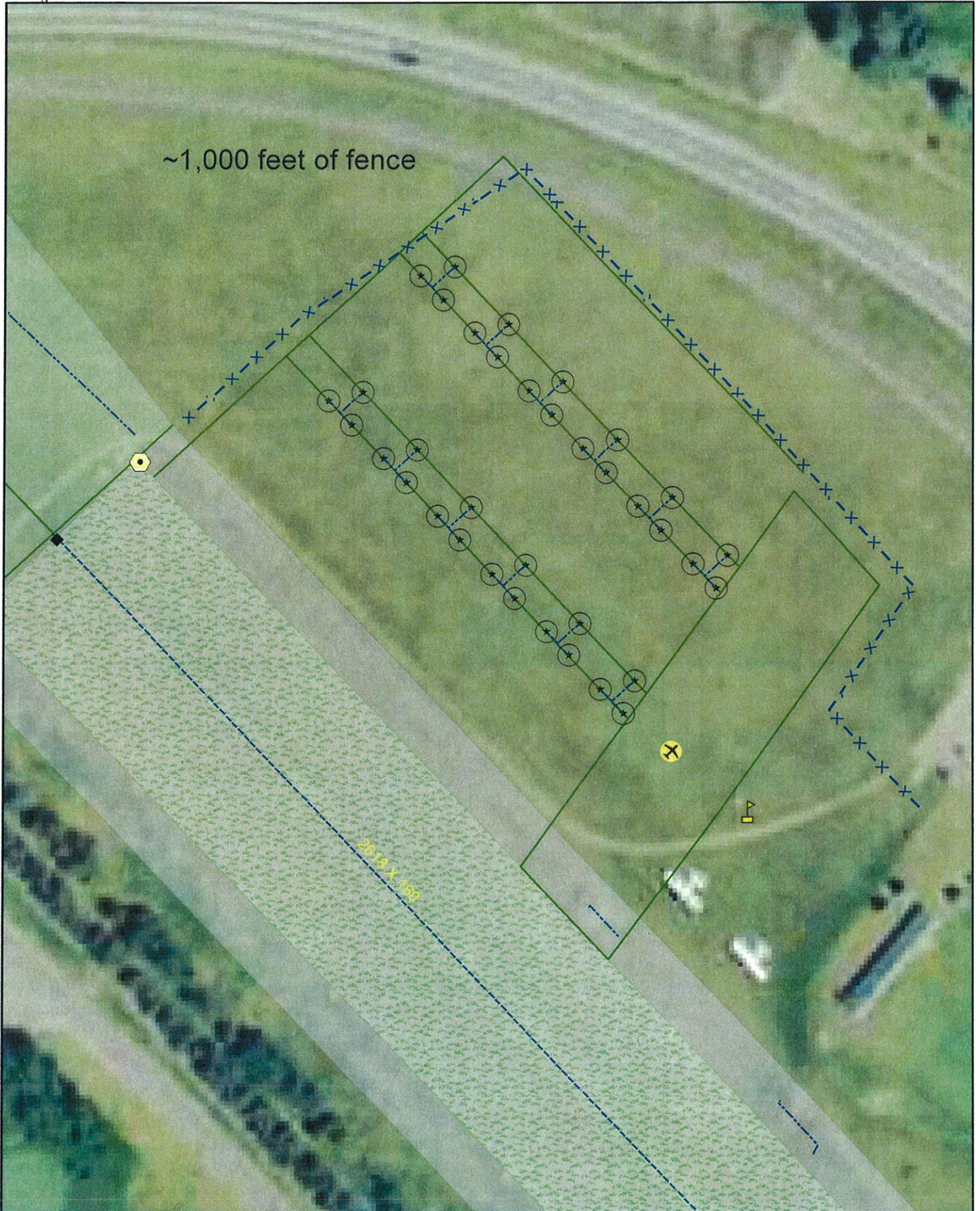
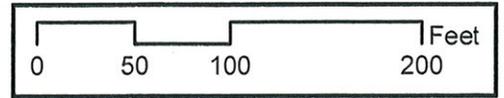
Appr Cat: A(V) Req'd Slope: 20

Obj ID	Object Type	Dist fm Runway End	Dist Fm Primary	Dist fm Center Line	Dir L/R	Dist Into Trans	Height Above Runway	Max Obj Ht	Pene in	Displaced Threshold: Surface Affected	Object Notes
7	TREE	222	222	147	L	0	25	11.1	13.9	8.9	Appr Surf Obstr
8	TREE	197	197	96	L	0	18	9.9	8.2	10.9	Appr Surf Obstr
9	TREES	205	205	187	R	41.5	55	16.2	38.8	0.9	Trans Surf Obstr
10	TREES	349	349	196	L	36.1	53	22.6	30.4	1.0	Trans Surf Obstr

ENCL(3)



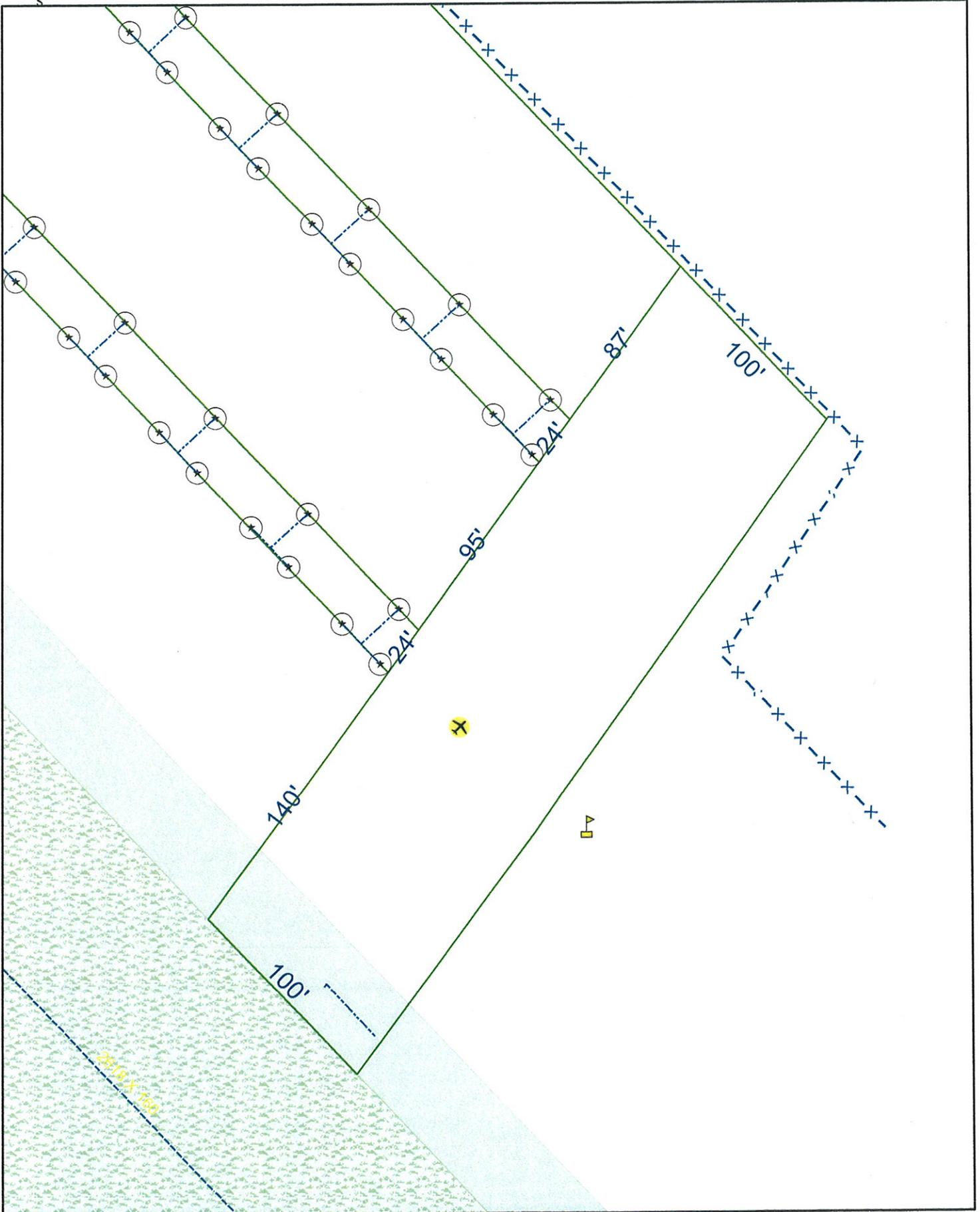
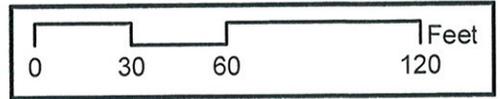
East Gull Lake Airport



ENCL(4)

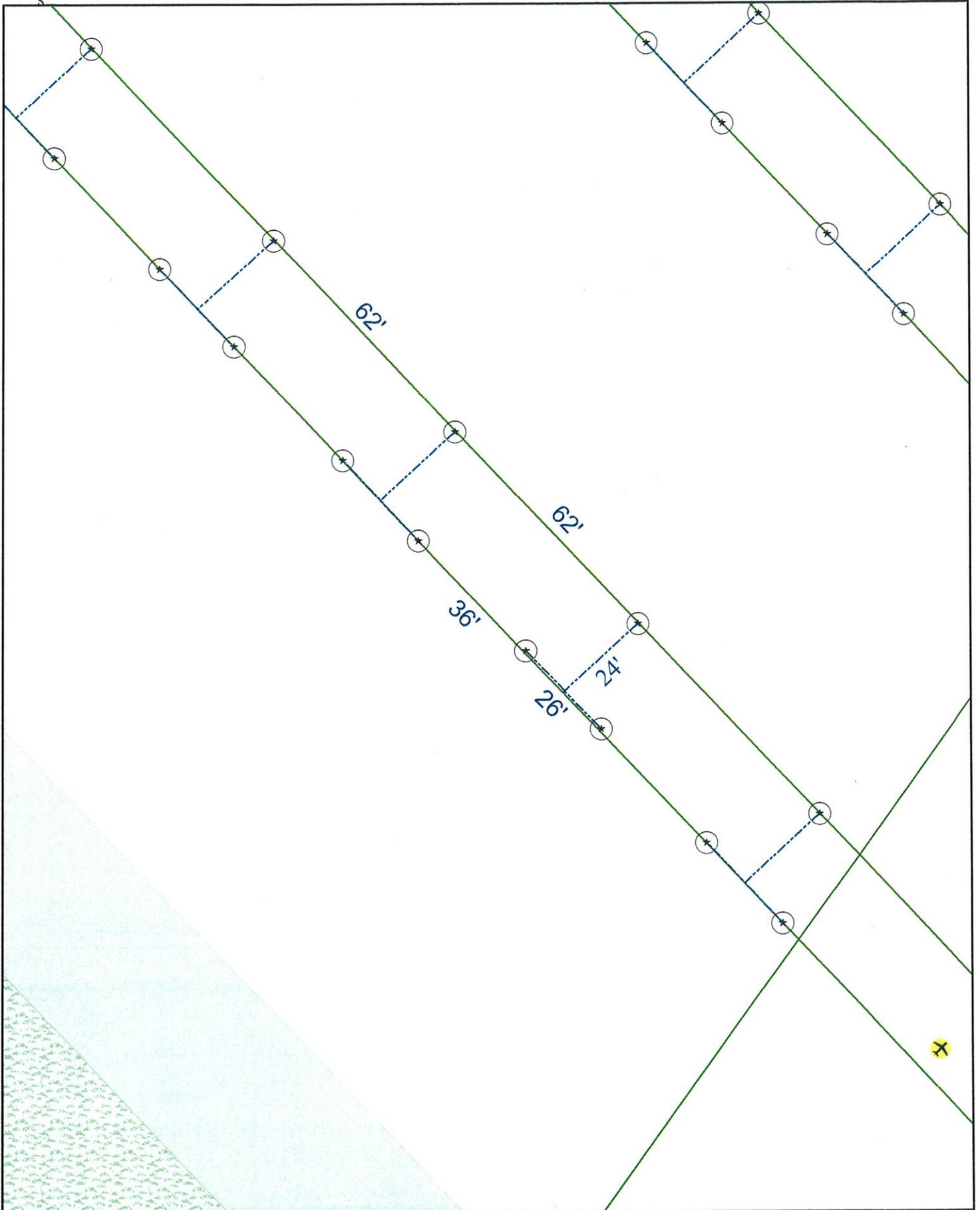
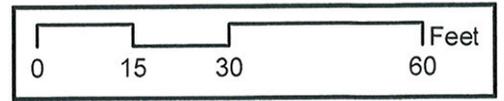


East Gull Lake Parking





East Gull Lake Airport





Wildlife Management Survey

Instructions

When performing your inspections please ask the airport manager the following questions and enter your answers on the wildlife survey page in 5010web.com.

1. Does your airport have a Wildlife Site Visit? YES NO
If yes, when was it completed?
(MM / DD / YYYY)

2. Does your airport have a Wildlife Hazard Assessment? YES NO
If yes, when was it completed?
(MM / DD / YYYY)

3. Does your airport have a Wildlife Hazard Management Plan? YES NO
If yes, when was it completed?
(MM / DD / YYYY)

4. Do you have a state wildlife depredation permit? YES NO

5. Does your airport have fencing around the airport? YES NO
If yes, how high is the fence?
(Feet)

ENCL(5)