



U.S. Department
of Transportation

Alaskan Region

222 W. 7th Avenue #14
Anchorage, Alaska
99513-7587

**Federal Aviation
Administration**
September 1, 2011

Luke Bowland, P.E.
Design Section
Central Region Department of Transportation
and Public Facilities, State of Alaska
P.O. Box 196900
Anchorage AK 99519

Dear Mr. Bowland:

**Koliganek Airport
Koliganek, Alaska
Airport Layout Plan Conditional Approval
2011-AAL-50-NRA**

We have completed our review of the Koliganek Airport Layout Plan (ALP), and find it acceptable from a planning standpoint.

The conditional approval indicated by my signature is given subject to the condition that the proposed airport development that requires environmental processing shall not be undertaken without prior written environmental approval by the FAA.

This approval considers only the safety, utility, and efficiency of the airport.

This approval does not represent a commitment to provide financial assistance to implement the proposed plan. FAA assistance in any development or its approval for any development will be determined at the time of request, based on the existing regulations, project justification, and eligibility at the time of the request.

Please attach this letter to the enclosed ALP and retain it in your files for future use.

If you have any questions, please contact me at 271-5445.

Sincerely,

Pat Oien, P.E., Airport Planner
Airports Division

Enclosure: **Koliganek ALP**

KOLIGANEK AIRPORT LAYOUT PLAN

NARRATIVE REPORT

1. INTRODUCTION

Koliganek is located on the bank of the Nushagak River, 65 miles northeast of Dillingham. The community of Koliganek is located approximately 59.728610 North Latitude and 157.284440 West Longitude. Koliganek is located in the Bristol Bay Recording District.

This Airport Layout Plan (ALP) has been developed in accordance with the Federal Aviation Administration (FAA) Advisory Circulars Airport Design 150/5300-13A, and the current Central Region Guidelines.

This ALP proposes near-term improvements to rehabilitate the existing runway, taxiway, apron, and to add 300 feet on the west end of the existing runway. This ALP also shows the ultimate development to construct a crosswind runway to improve airport operations during poor weather conditions.

This airport is a community class airport, suitable for small, single or light twin engine aircraft. The existing Runway will be updated from a Visual approach to a Non Precision Instrument (NPI) approach.

2. BASIS FOR PROPOSED DEVELOPMENT

The population of Koliganek has increased approximately 15% in the past 20 years. According to the 2010 US Census, the village of Koliganek now has 209 residents. As indicated by Air Activity Information System (ACAIS), a database that contains revenue passenger boarding and all cargo data, the enplanements for 2009 were 385. The ACAIS shows a decrease in enplanements at Koliganek over the past ten years despite a rising populations. Additionally, site visits from AK DOT & PF in 2010 suggest that this number seems low based on the multiple flights observed per day. The Revised DOT&PF Southwest Alaska Transportation Plan prepared by PB Consult Inc.(2004), estimates that the Koliganek population will grow to 260 people and 2,530 enplanements in 2020. The population estimate is commensurate with the Dillingham Census area estimated growth rate of 2 percent. The Southwest Alaska Transportation Plan enplanement estimate seems more realistic given our on-site observation, typical enplanements for other Alaska communities of similar size, and Koliganek's historic population growth.

Table 2 – Existing Koliganek Airport Fleet Mix

Design Group	Aircraft	Approach Speed (knots)
A-I	Cessna 207	75-80
A-II	Cessna 208b Grand Caravan	75-80
B-I	Piper Navajo, PA 31-350	100

As listed in Table 2, the fleet mix that serves Koliganek includes design group A-I aircraft, design group A-II aircraft, and design group B-I aircraft. According to the forecast demand, a composite Aircraft Reference Code (ARC) of B-II will be applied in selecting airport feature dimensions to accommodate these aircraft.

Inspection indicates that, Koliganek runway has loose rocks on the surface up to four inches in diameter. There are numerous heaves and humps up to 18 inches, and threshold 9 has four inches deep ruts. Survey information confirms non-uniform variations in the runway surface. These issues will be corrected in the Near Term phase.

3. RATIONALE FOR UNUSUAL DESIGN FEATURES, NON-STANDARD CONDITIONS, AND/OR MODIFICATION TO STANDARDS

The Village of Koliganek sewage lagoon is approximately 1,500 feet southwest of the existing runway. It is within the 5,000 foot setback required by FAA for waste disposal sites. As discussed in the Environmental Assessment dated January 1994, bird/aircraft conflict at the present site is a low probability for the following reasons:

- The size of the lagoon is insignificantly small as compared to the total area of the open water habitats in the vicinity of the village;
- The location of the lagoon relative to the river is such that the most likely approach to the lagoon from the river by gulls and migrating birds does not carry them across the runway or its approaches
- The runway proximity to the village presents a greater level of noise and disturbance than other open water-bodies in the area, and is less attractive to birds
- During on-site visits during the fall migration, few water birds were observed using the lagoon for resting or feeding.
- Through discussions with local residents and pilots, there have been no reported concentrations of gulls, ravens, or water birds at or near the sewage lagoon.

Runway orientation does not meet the desirable 95% wind coverage. The current wind coverage is 85.7% at 13 knots using information from Arctic Environmental Information and Data Center. The ultimate layout plan shows a cross wind runway with combined wind coverage of 97.25%. Additional wind data information should be obtained prior to the construction of this cross wind runway.

4. SUMMARY OF STAGED DEVELOPMENT

The primary objectives for the near term development is to extend the runway 300 feet, regrade the Runway and upgrade airport features. The ultimate development will improve aircraft operations by upgrading the airport with the construction of a B-II crosswind runway.

5. AIRPORT FEATURES

Near-Term Development

The existing runway length will be increased from 3,000 feet to 3,300 feet.

The primary surface width will be updated from 250 feet to 500 feet. This update to the primary surface will increase the Building Restriction Line (BRL) to 495 feet from the runway centerline.

The current Snow Removal Equipment building (SREB) is in poor condition. This SREB will be repaired and relocated approximately 90 feet southeast of its current location. A new single bay SRE building will be constructed adjacent to the relocated SRE building.

The proposed apron and support area will be resurfaced. The square footage of the apron will remain at 60,000 ft², with 45,000 ft² aviation support area. The SREBs and aviation support areas will move outside the increased BRL offset. The aviation support area will be increased from three 100 ft x 100 ft lots to three 150 ft x 100 ft lots. A new pad will be constructed for maintenance and operations use. Tie downs will be installed in the apron area.

The near term taxiway will be resurfaced and the dimensions will be the same as the existing, 175 feet long and 35 feet wide with an 80' wide safety area.

Construction cost is estimated to be \$11,500,000

Ultimate Development

Ultimate development will improve safety for aircraft operations at the Koliganek Airport during variable winds and poor weather.

6. PROPERTY STATUS

The Koliganek Airport rests on one tract of land totaling 116.20 Acres. In addition to the existing tract, 23.79 acres is required for the near term improvements. An additional 106.98 acres will be required for the ultimate development.

7. WASTE DISPOSAL FACILITIES

The distance from the airport to the sewage lagoon is approximately 1,500 feet southwest. See Item 3 for additional details.

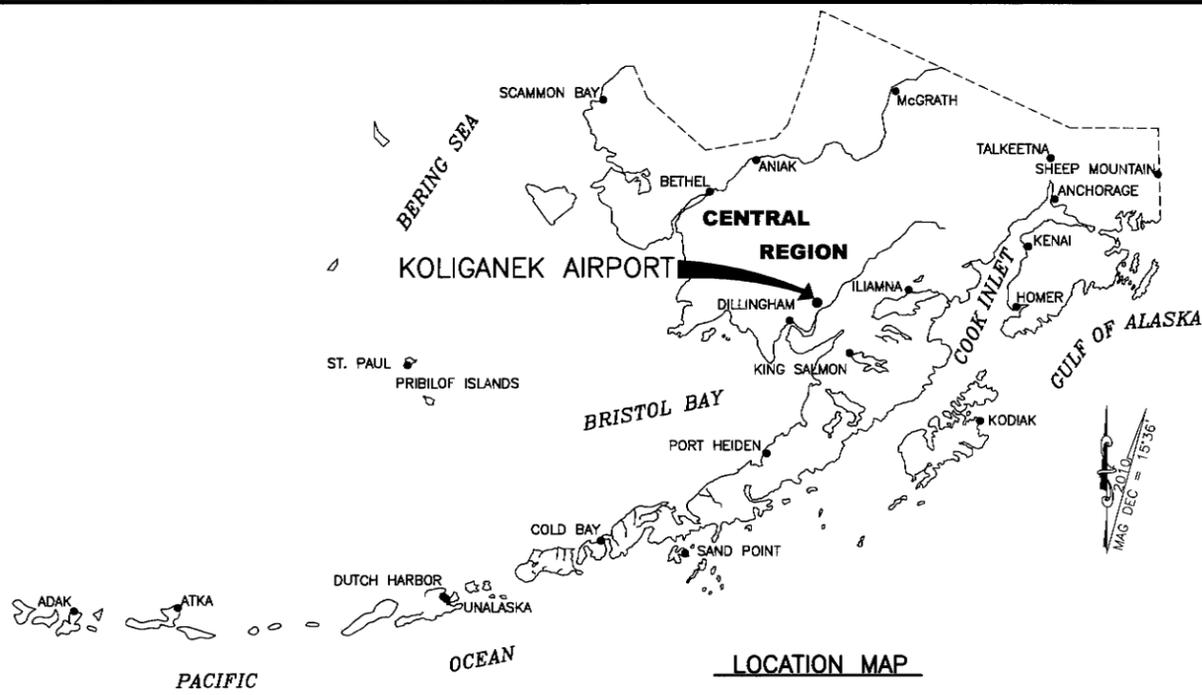
8. PART 77 SURFACE PENETRATIONS

There is a terrain obstruction to the existing primary surface along the runway, from Stations 53+00 to 55+00 and offset from 55L to 77R. The height of the obstruction varies with a maximum height of 1.1 feet. This obstruction will be corrected in the near term phase.

9. AIRPORT ACCESS

Approximately 725 linear feet of access road along the aviation support area will be relocated, 50 feet south from its current location. The access road extends west to the village of Koliganek, and east to the material site.

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 Drawn By: crsmith
 Checked By:



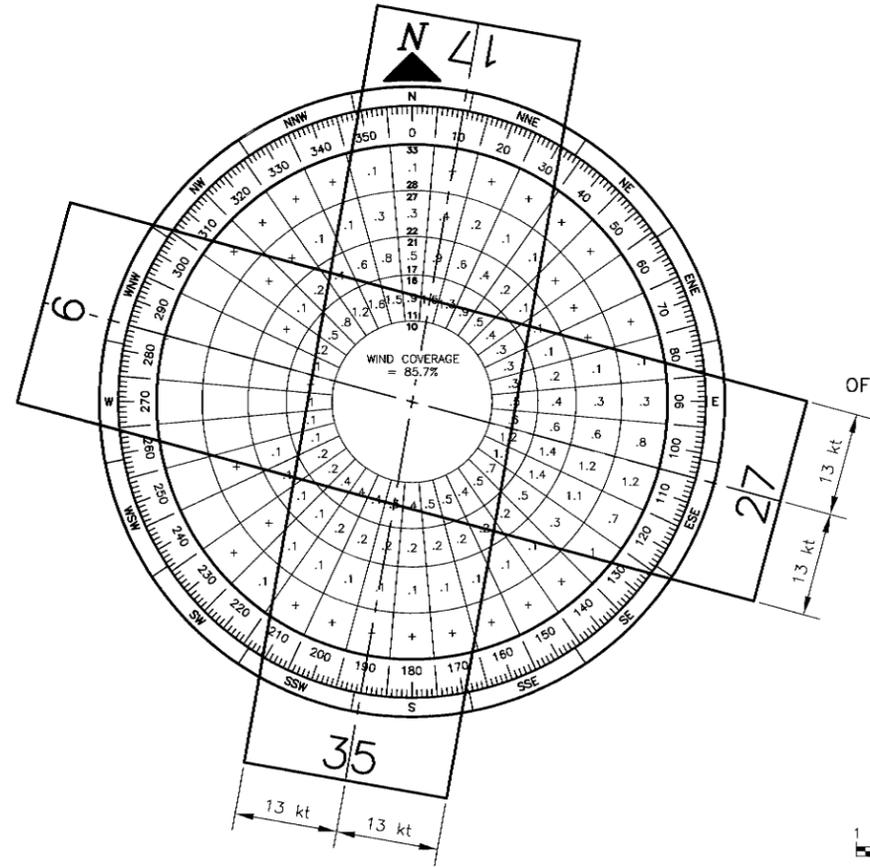
LEGEND		
ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (A.R.P.)		
ANTENNA		
BLUFF		
BUILDINGS		
BUILDING RESTRICTION LINE		
FENCE		
PAPI		
PROPERTY LINE		
REIL		
ROADWAYS		
ROTATING BEACON		
SHORELINE		
SURVEY MONUMENT		
THRESHOLD MARKERS/LIGHTS		
TOPOGRAPHIC CONTOURS		
TREE (LARGE SINGLE)		
TREELINE		
VASI		
WIND CONE		
WIND CONE AND SEGMENTED CIRCLE		

AIRPORT DATA TABLE			
ITEM	EXISTING	NEAR TERM	ULTIMATE
ICAO IDENTIFIER	PAJ2	PAJ2	PAJ2
NATIONAL AIRPORT IDENTIFIER	JZZ	JZZ	JZZ
FAA SITE NUMBER	50426.4*A	50426.4*A	50426.4*A
AIRPORT ELEVATION NAVD88	272.0	273.6	291.1
AIRPORT REFERENCE CODE	B II	B II	B II
MEAN MAX. TEMPERATURE, HOTTEST MONTH	64°F JULY	64°F JULY	64°F JULY
AIRPORT AND TERMINAL NAVIGATION AIDS	ROTATING BEACON AWOS	ROTATING BEACON AWOS	ROTATING BEACON AWOS
TAXIWAY LIGHTING/MARKING	M.I. / NONE	M.I. / NONE	M.I. / NONE
OBSTRUCTION SURVEY SOURCE & TYPE	NONE	NVG	NVG
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	15°36'E, 2010, 0°15'(W)/YEAR		

RUNWAY 9/27 DATA TABLE			
ITEM	EXISTING	NEAR-TERM	ULTIMATE
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY	UTILITY	UTILITY	UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	V / V	NPI / NPI	NPI / NPI
APPROACH SURFACES	20:1 / 20:1	20:1 / 20:1	20:1 / 20:1
VISIBILITY MINIMUM	1 SM	1 SM	1 SM
RUNWAY SURFACE	GRAVEL	GRAVEL	GRAVEL
PAVEMENT STRENGTH SW,DW,DTW,DDTW x1000lbs	N/A	N/A	N/A
AIRCRAFT APPROACH CATEGORY	B	B	B
AIRPLANE DESIGN GROUP	II	II	II
TRUE BEARING	N74° 45' 49.35"W	N74° 45' 49.35"W	N74° 45' 49.35"W
EFFECTIVE GRADE	1.14%	1.07%	1.07%
TOUCHDOWN ELEVATION NAVD88	272.0/272.0	272.1/273.6	272.1/273.6
RUNWAY DIMENSIONS	75 x 3000	75 x 3300	75 x 3300
RUNWAY SAFETY AREA (RSA) DIMENSIONS	150 x 3600	150 x 3900	150 x 3900
LENGTH BEYOND R/W END	300 / 300	300 / 300	300 / 300
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	250 x 450 x 1000	500 x 700 x 1000	500 x 700 x 1000
RUNWAY OBJECT FREE AREA (OFA) DIMENSIONS	500 x 3600	500 x 3900	500 x 3900
LENGTH BEYOND R/W END OR STOPWAY	300 / 300	300 / 300	300 / 300
RUNWAY OBSTACLE FREE ZONE (OFZ) DIMENSIONS	250 x 3400	250 x 3700	250 x 3700
RUNWAY LIGHTING	M.I.	M.I.	M.I.
RUNWAY MARKING TYPE	NONE	NONE	NONE
RUNWAY VISUAL APPROACH AIDS	PAPI	PAPI, REIL	PAPI, REIL

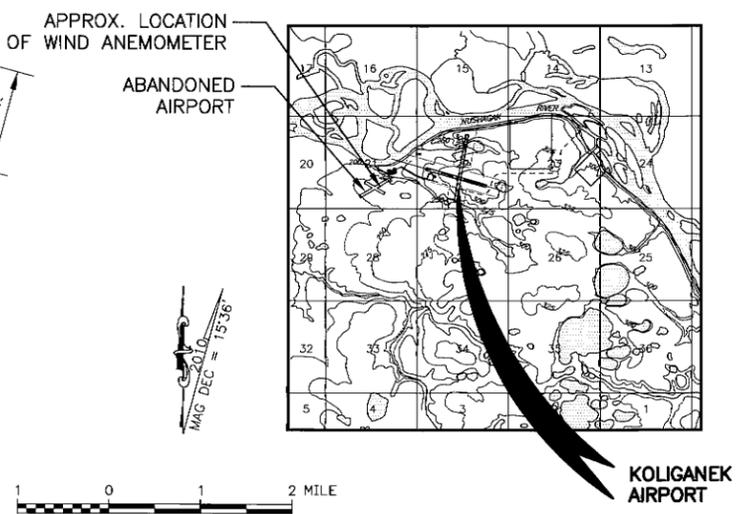
GEOGRAPHIC COORDINATES TABLE						
ITEM	EXISTING LATITUDE	EXISTING LONGITUDE	NEAR TERM LATITUDE	NEAR TERM LONGITUDE	ULTIMATE LATITUDE	ULTIMATE LONGITUDE
ARP	N59°43'35.91"	W157°15'34.10"	N59°43'36.27"	W157°15'37.01"	N59°43'38.71"	W157°15'32.64"
THRESHOLD RW 9	N59°43'39.95"	W157°16'02.24"	N59°43'40.72"	W157°16'07.96"	N59°43'40.72"	W157°16'07.96"
THRESHOLD RW 27	N59°43'31.87"	W157°15'05.96"	N59°43'31.82"	W157°15'06.06"	N59°43'31.82"	W157°15'06.06"
THRESHOLD RW 17					N59°43'57.11"	W157°15'22.33"
THRESHOLD RW 35					N59°43'25.17"	W157°15'34.22"

RUNWAY 17/35 DATA TABLE			
ITEM	EXISTING	NEAR-TERM	ULTIMATE
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY			UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)			NPI / NPI
APPROACH SURFACES			20:1 / 20:1
VISIBILITY MINIMUM			1 SM
RUNWAY SURFACE			GRAVEL
PAVEMENT STRENGTH SW,DW,DTW,DDTW x1000lbs			N/A
AIRCRAFT APPROACH CATEGORY			B
AIRPLANE DESIGN GROUP			II
TRUE BEARING			N10° 00' 00"E
EFFECTIVE GRADE			1.2%
TOUCHDOWN ELEVATION NAVD88			291.1/291.1
RUNWAY DIMENSIONS			75 x 3300
RUNWAY SAFETY AREA (RSA) DIMENSIONS			150 x 3900
LENGTH BEYOND R/W END			300 / 300
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS			500 x 700 x 1000
RUNWAY OBJECT FREE AREA (OFA) DIMENSIONS			500 x 3900
LENGTH BEYOND R/W END OR STOPWAY			300 / 300
RUNWAY OBSTACLE FREE ZONE (OFZ) DIMENSIONS			250 x 3700
RUNWAY LIGHTING			M.I.
RUNWAY MARKING TYPE			NONE
RUNWAY VISUAL APPROACH AIDS			PAPI, REIL



WIND DATA TABLE				
RUNWAY	10.5 kt	13 kt	16 kt	20 kt
9/27	78.22%	85.7%	-	-
17/35	79.13%	85.21%	-	-
COMBINED	88.11%	97.25%	-	-

SOURCE: ARCTIC ENVIRONMENTAL INFORMATION AND DATA CENTER, UNIVERSITY OF ALASKA, ANCHORAGE. THE ANEMOMETER WAS LOCATED AT THE OLD AIRPORT APPROXIMATELY 0.5 MILES FROM THE EXISTING AIRPORT (SEE VICINITY MAP) THE ANEMOMETER WAS MOUNTED ON A 10 FT TOWER AND DATA ADJUSTED TO 30 FT PERIOD: 09/01/91 - 08/31/92



VICINITY MAP
 T 5 S, R 47 W, SEC 22
 SEWARD MERIDIAN
 U.S.G.S. DILLINGHAM (C-4), ALASKA

NOTE:
 COORDINATES, DIMENSIONS, & ELEVATIONS ARE IN US SURVEY FEET UNLESS OTHERWISE SPECIFIED

BY	DATE	REVISION
APPROVED:		DATE: 7/27/11
K. KIM RICE, P.E.		PRECONSTRUCTION ENGINEER
RECOMMENDED:		DATE: 7/27/2011
HARVEY M. DOOTHIT, P.E.		DESIGN SECTION CHIEF
AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 9/1/11 FAA AIRSPACE REVIEW NUMBER: 2011-041-50-NRA		
DATE: 9/1/11 FAA, AIRPORTS DIVISION ALASKAN REGION, AAL- (62)		

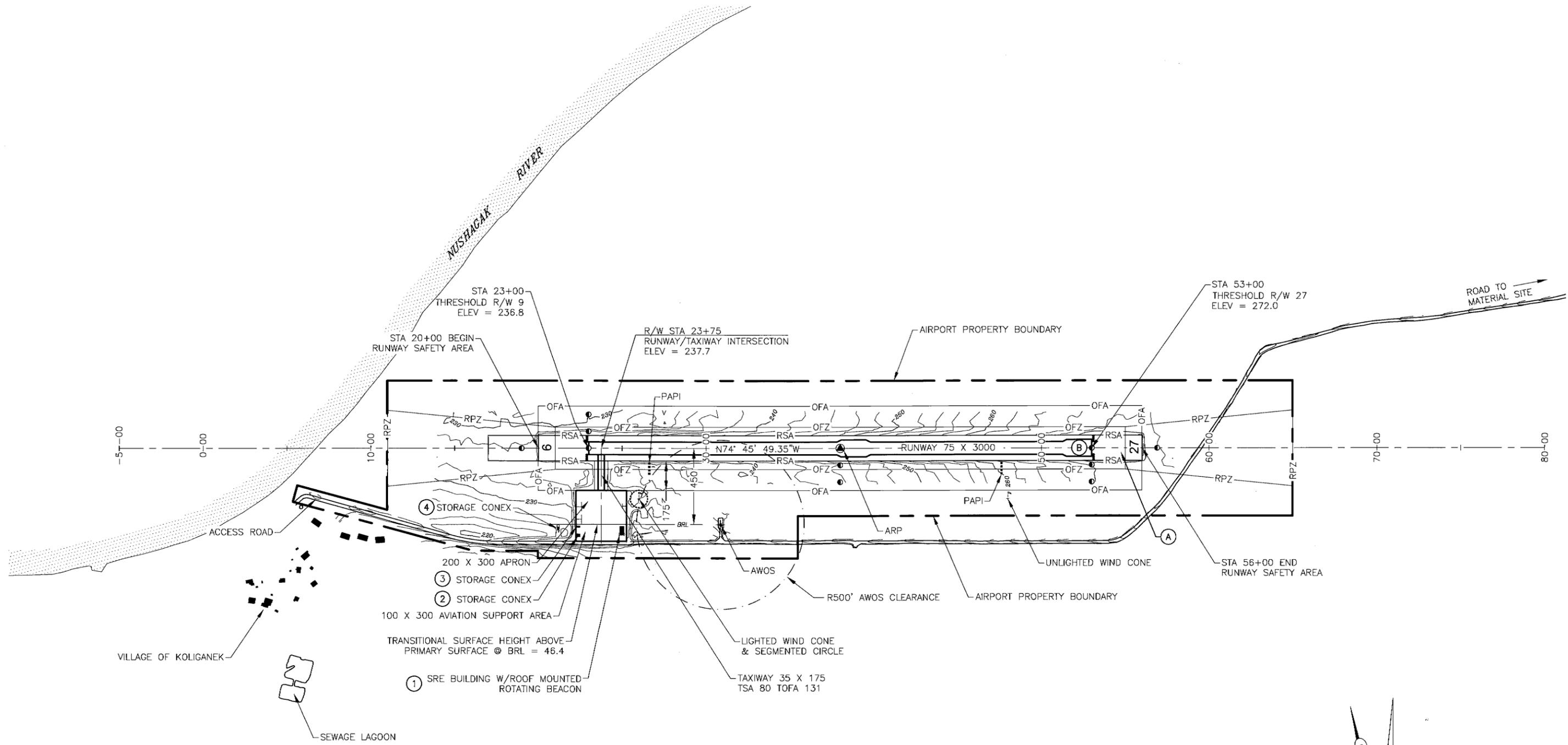
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SHT #	TITLE
1	DATA
2	EXISTING LAYOUT
3	NEAR TERM LAYOUT
4	ULTIMATE LAYOUT
5	EXISTING INNER PORTION OF THE APPROACH SURFACES
6	NEAR TERM INNER PORTION OF THE APPROACH SURFACES
7	ULTIMATE INNER PORTION OF THE APPROACH SURFACES
8	RUNWAY 9/27
9	ULTIMATE INNER PORTION OF THE APPROACH SURFACES
10	RUNWAY 17/35
11	AIRPORT AIRSPACE, 14 CFR PART 77
12	AIRPORT AIRSPACE PROFILES
13	AIRPORT PROPERTY MAP

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

KOLIGANEK AIRPORT
 KOLIGANEK, ALASKA
 AIRPORT LAYOUT PLAN

DATE: 7/21/2011
 SHEET: 1 OF 11

Date Plotted: 7/21/2011, 11:13 AM
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 Drawn By:
 Checked By:



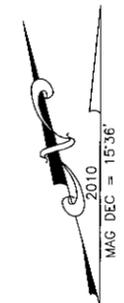
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1	SRE BUILDING*	24+98/461R	257.7	NONE	RELOCATE
2	STORAGE CONEX	22+34/515R	241.0	NONE	RELOCATE
3	STORAGE CONEX	22+38/464R	241.9	NONE	RELOCATE
4	STORAGE CONEX	21+17/476R	237.8	NONE	REMAIN

* NOTE: SRE BUILDING IS BEING RELOCATED DUE TO THE INCREASE OF THE BRL FROM 450' TO 495'.

OFZ OBJECT PENETRATION TABLE

ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
A	HIGHEST TERRAIN	53+00-55+00 75L TO 75R	272.0-273.1	PRIMARY	272.0	0-1.1	REMOVE	NEAR TERM
B	BRUSH	20+00-56+00 75L TO 90L 75R TO 90R	VARIES	ROFZ	VARIES	< 4.0	REMOVE	NEAR TERM



NOTE: ELEVATIONS ARE BASED ON SURVEY DATA OBTAINED IN 2007

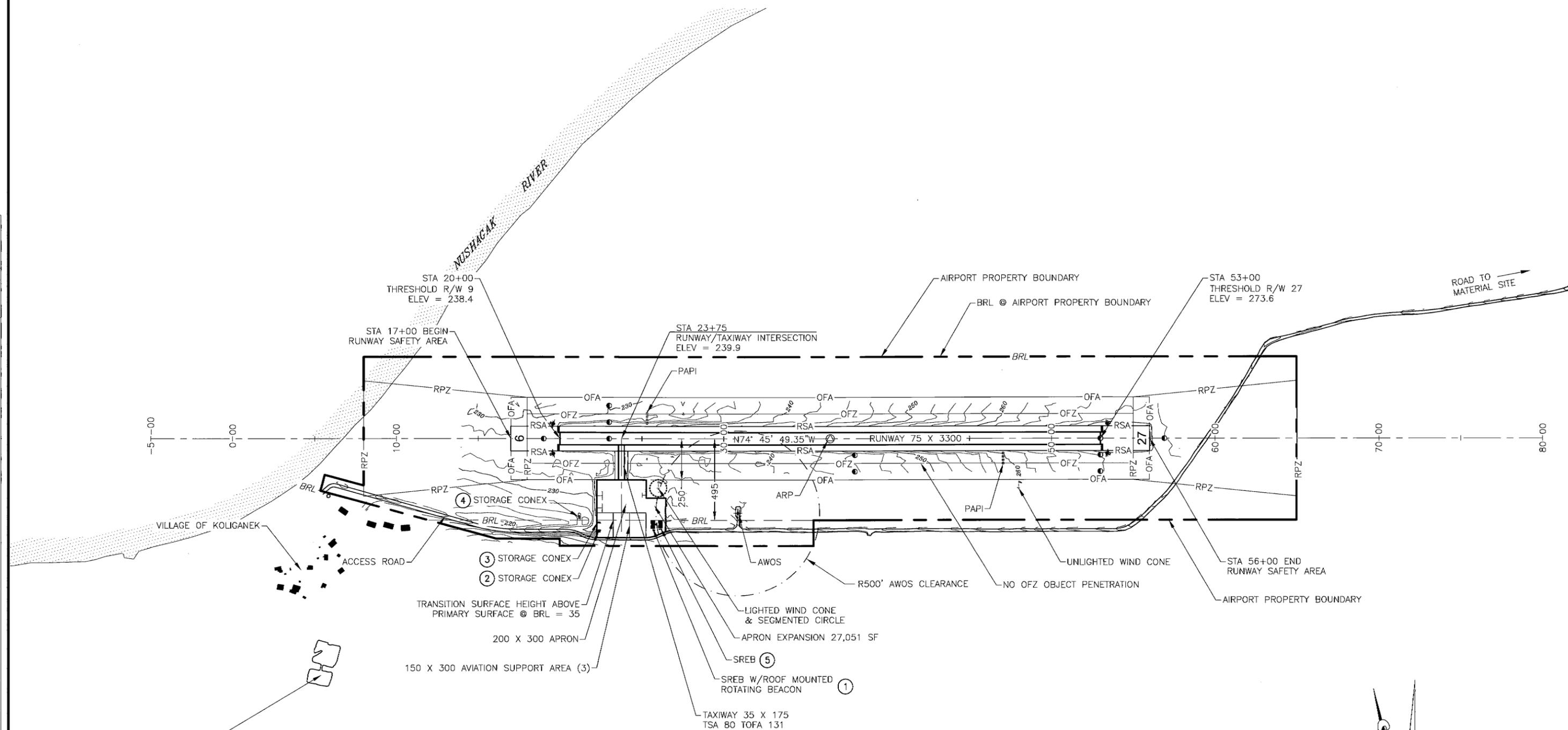
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KOLIGANEK AIRPORT
 KOLIGANEK, ALASKA
 AIRPORT LAYOUT PLAN
 EXISTING LAYOUT

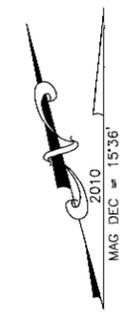
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 Drawn By: grsmith
 Checked By:



BUILDING DATA TABLE

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2	STORAGE CONEX	22+37/552R	241.1	NONE
3	STORAGE CONEX	22+38/505R	241.8	NONE
4	STORAGE CONEX	21+17/476R	237.8	NONE
5	SRE BUILDING	24+98/500R	258.5	NONE



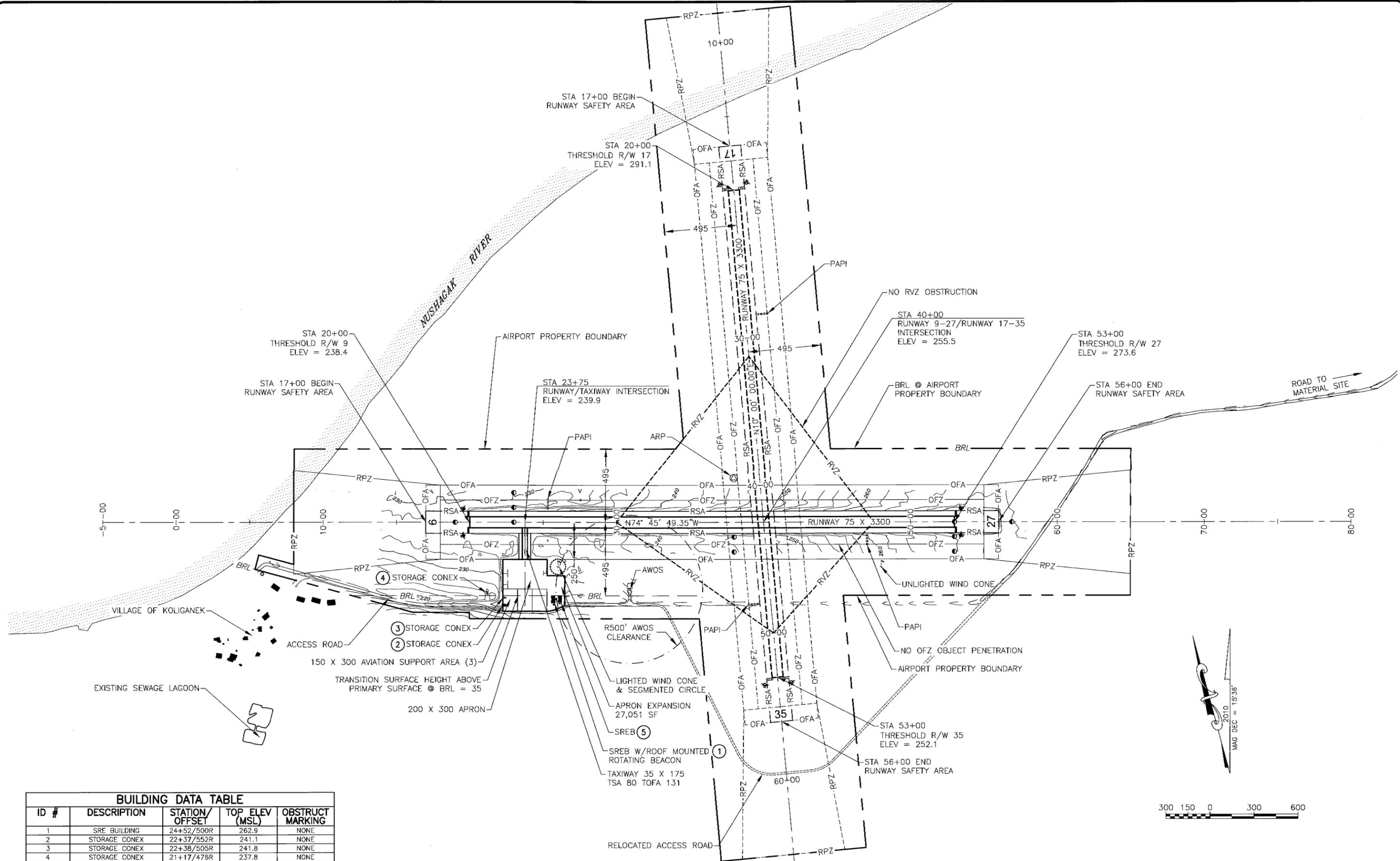
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KOLIGANEK AIRPORT
 KOLIGANEK, ALASKA
 AIRPORT LAYOUT PLAN
 NEAR TERM LAYOUT

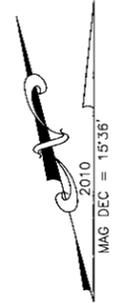
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 Drawn By:
 Checked By:



BUILDING DATA TABLE

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2	STORAGE CONEX	22+37/552R	241.1	NONE
3	STORAGE CONEX	22+38/505R	241.8	NONE
4	STORAGE CONEX	21+17/476R	237.8	NONE
5	SRE BUILDING	24+98/500R	258.5	NONE



BY	DATE	REVISION

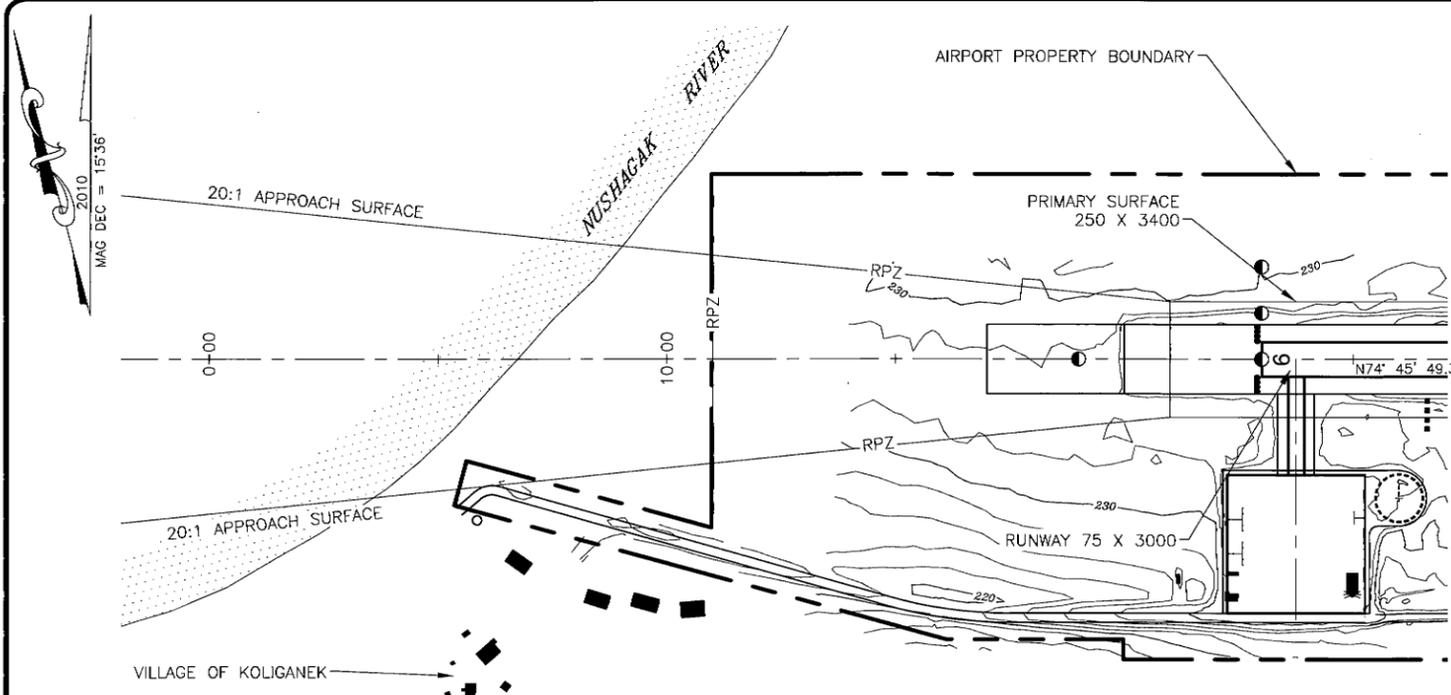
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KOLIGANEK AIRPORT
 KOLIGANEK, ALASKA
 AIRPORT LAYOUT PLAN
 ULTIMATE LAYOUT

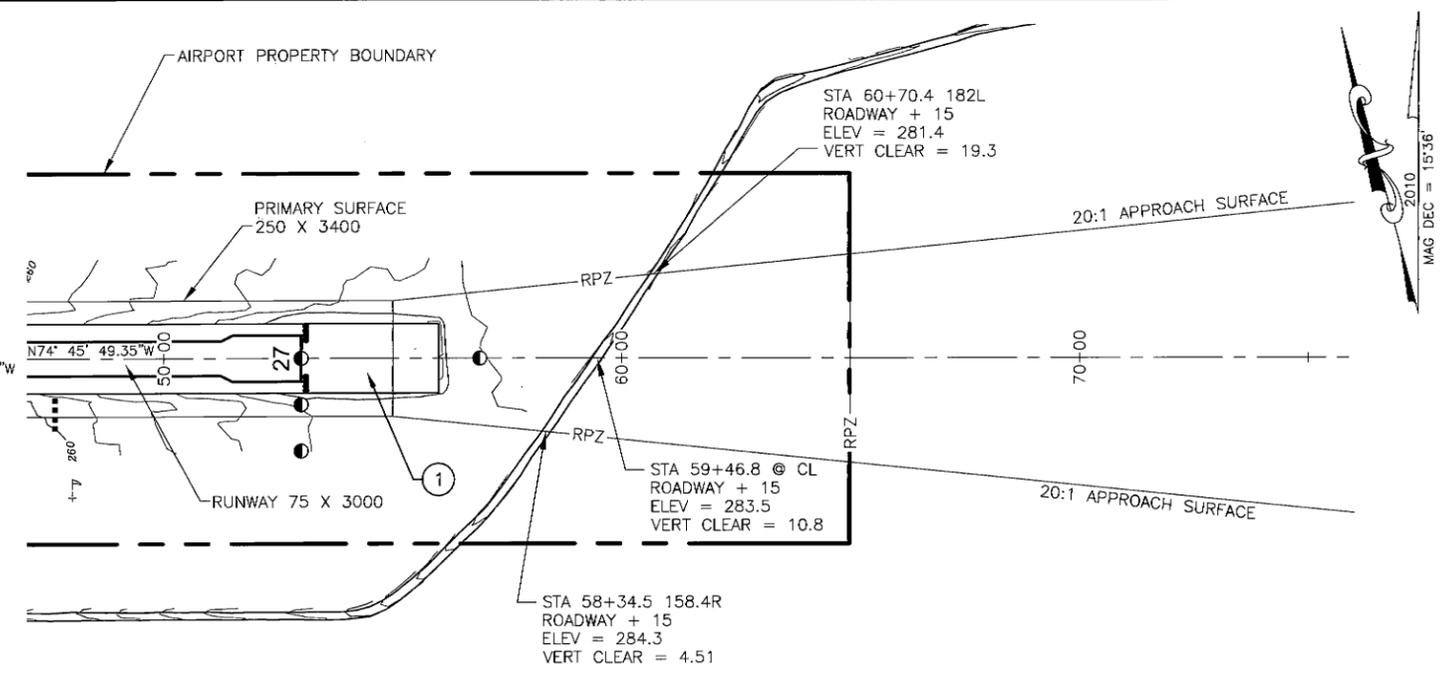
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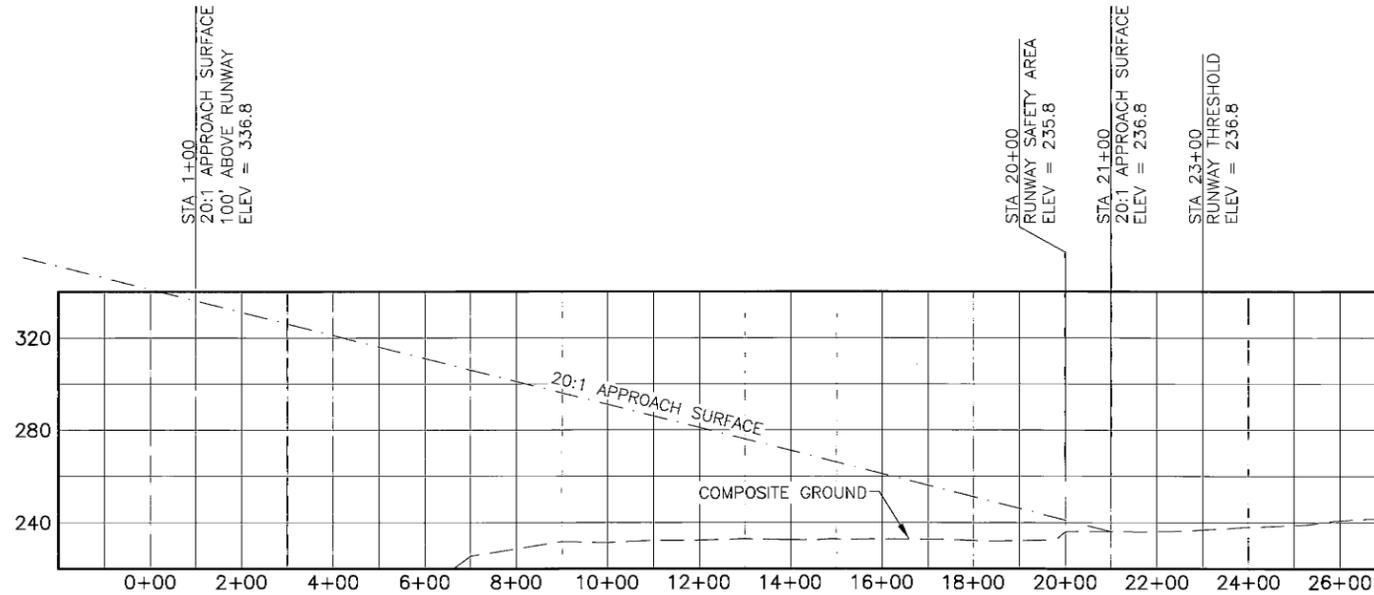
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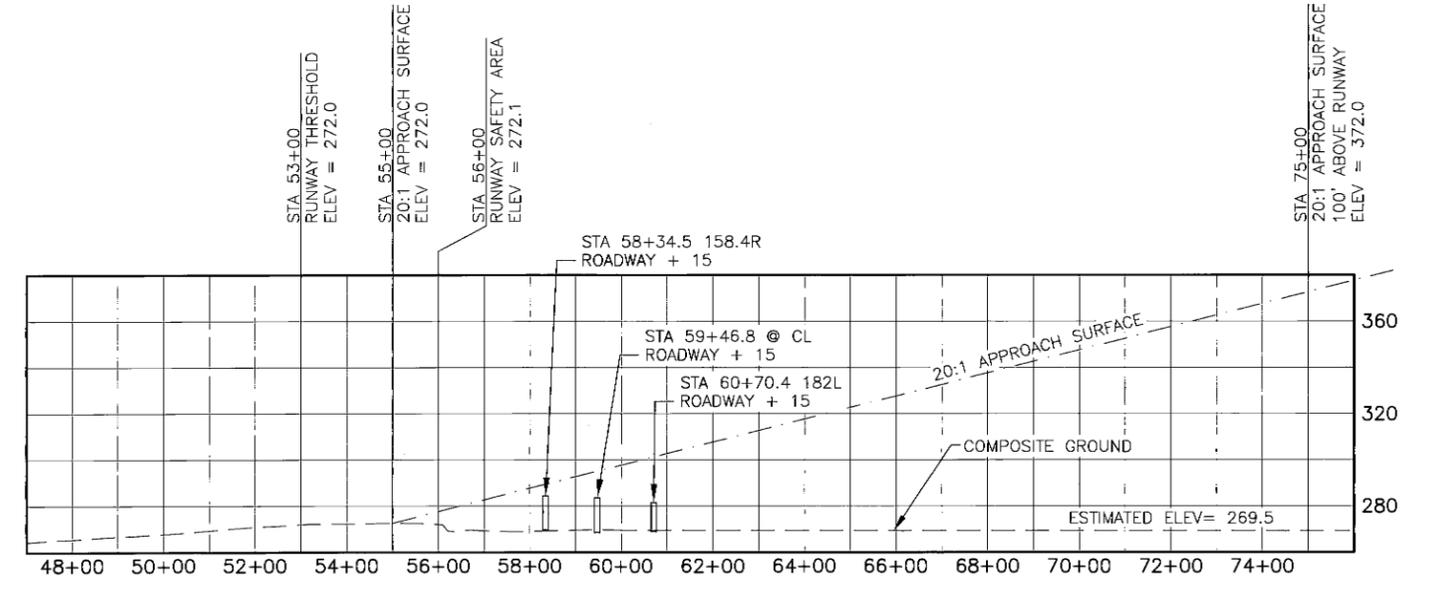
RUNWAY 9



RUNWAY 27



RUNWAY 9



RUNWAY 27

ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES
 NOTES:

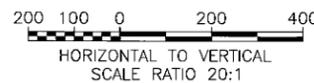
- THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 9, THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1 PER FAA AC 150/5200-35A, CHAPTER 4, DATA ELEMENT NUMBER 57.
- THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 9, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5.
- THERE ARE NO THRESHOLD SITING SURFACE PENETRATIONS.

ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
1	HIGHEST TERRAIN	53+00-55+00 55L TO 77R	272.0-273.1	PRIMARY	272.0	0-1.1	REMOVE	NEAR TERM

NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES
 NOTES:

- THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 27, THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1 PER FAA AC 150/5200-35A, CHAPTER 4, DATA ELEMENT NUMBER 57.
- THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 27, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5.
- THERE ARE NO THRESHOLD SITING SURFACE PENETRATIONS.

NOTE: ELEVATIONS ARE BASED ON SURVEY DATA OBTAINED IN 2007



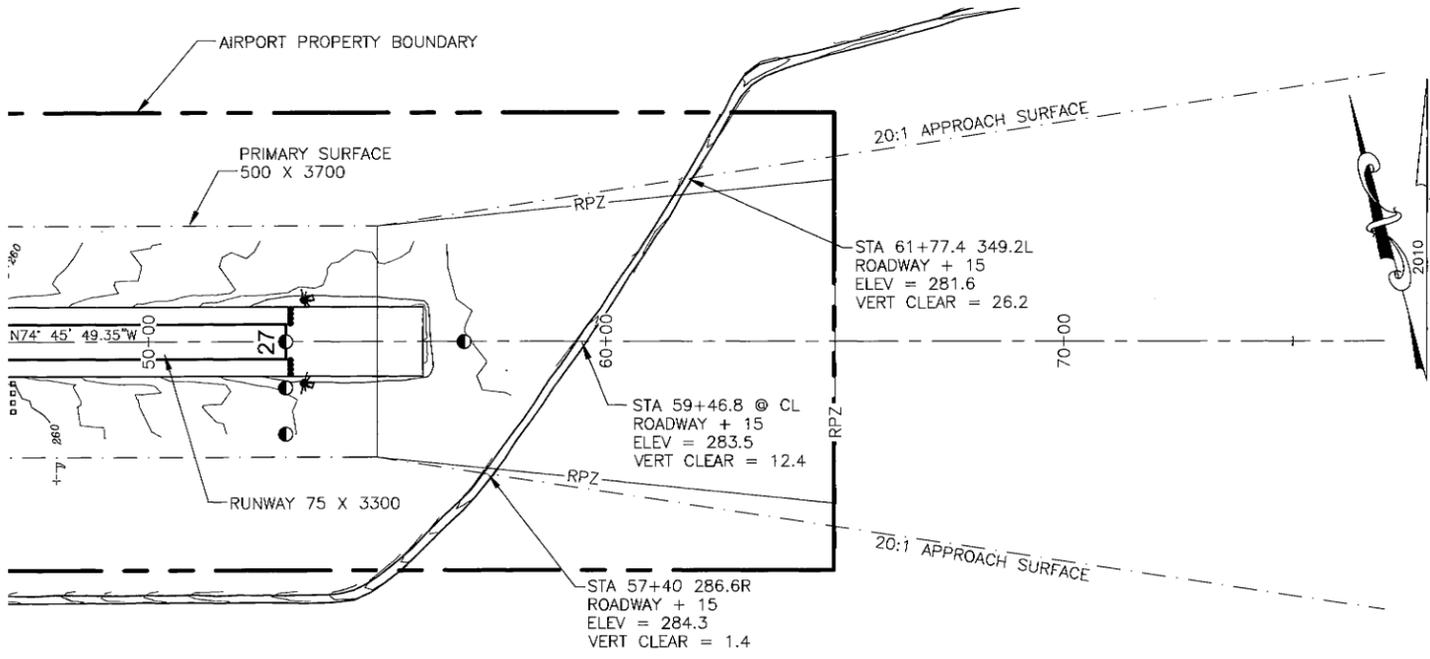
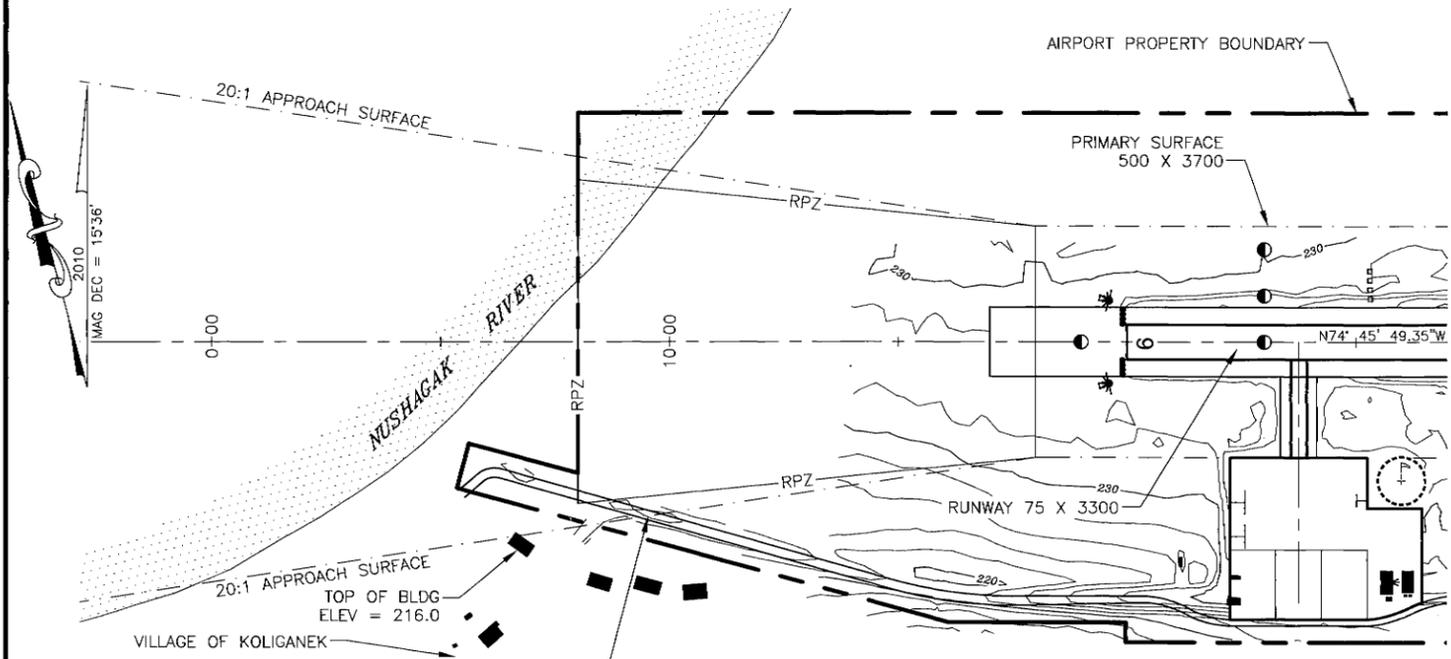
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KOLIGANEK AIRPORT
 KOLIGANEK, ALASKA
 AIRPORT LAYOUT PLAN
 EXISTING INNER PORTION
 OF THE APPROACH SURFACES

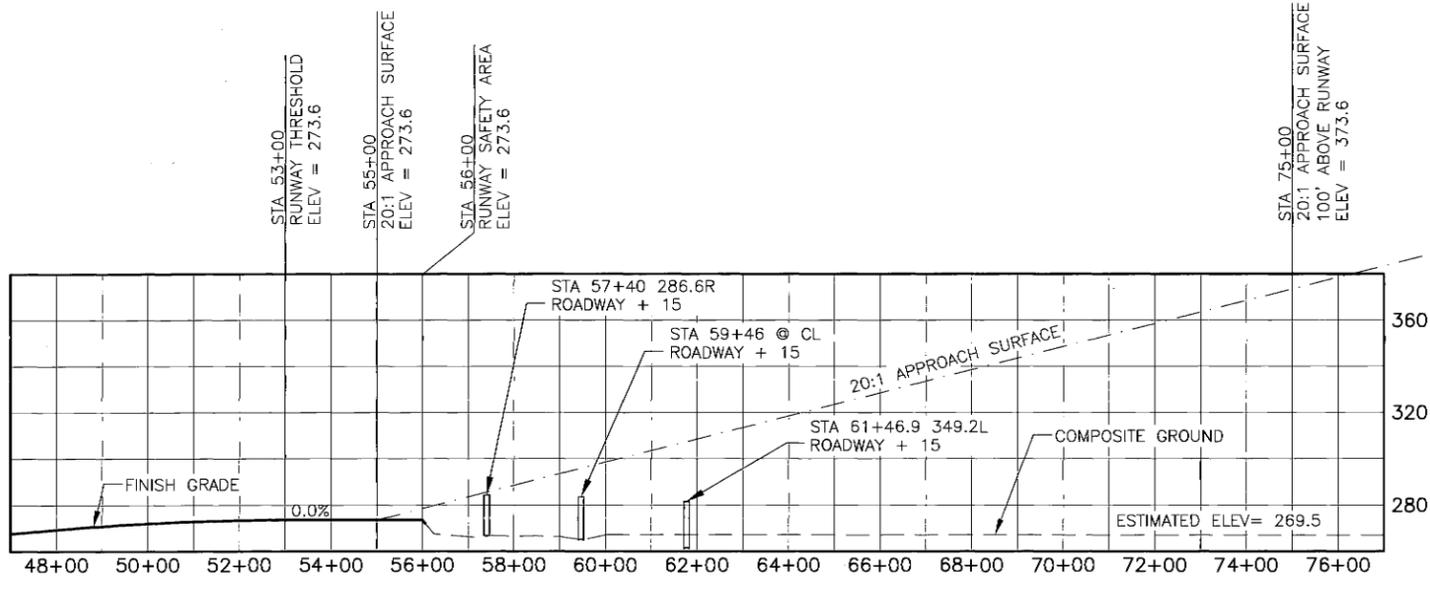
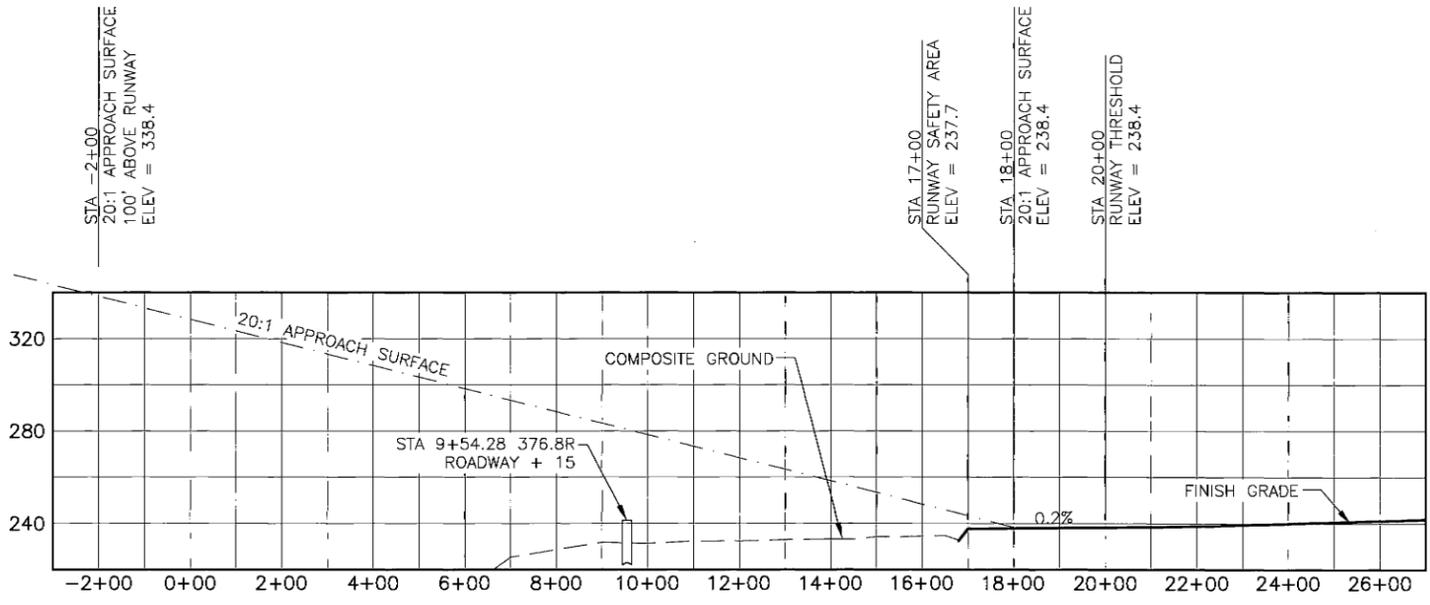
DATE: 7/21/2011
 SHEET: 5 OF 11

Date Plotted: 7/21/2011, 3:32 PM
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 Designed By: crsmith
 Drawn By: crsmith
 Checked By: crsmith



RUNWAY 9

RUNWAY 27



RUNWAY 9

RUNWAY 27

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 9)

ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 27)

ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES

NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES

- NOTES:
1. THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 9, THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1 PER FAA AC 150/5200-35A, CHAPTER 4, DATA ELEMENT NUMBER 57.
 2. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 9, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5.
 3. THERE ARE NO THRESHOLD SITING SURFACE PENETRATIONS.

- NOTES:
1. THERE ARE NO CONTROLLING OBSTRUCTION FOR RUNWAY 27. THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1 PER FAA AC 150/5200-35A, CHAPTER 4, DATA ELEMENT NUMBER 57.
 2. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 27, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5.
 3. THERE ARE NO THRESHOLD SITING SURFACE PENETRATIONS.



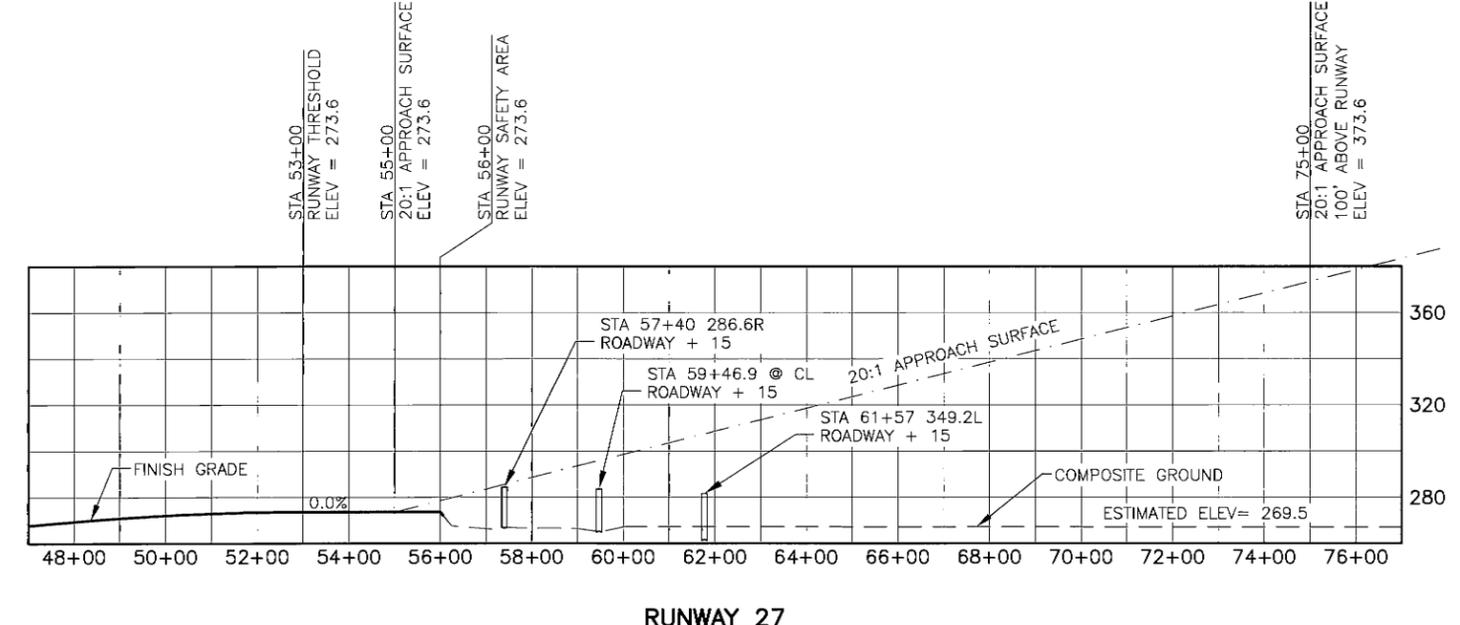
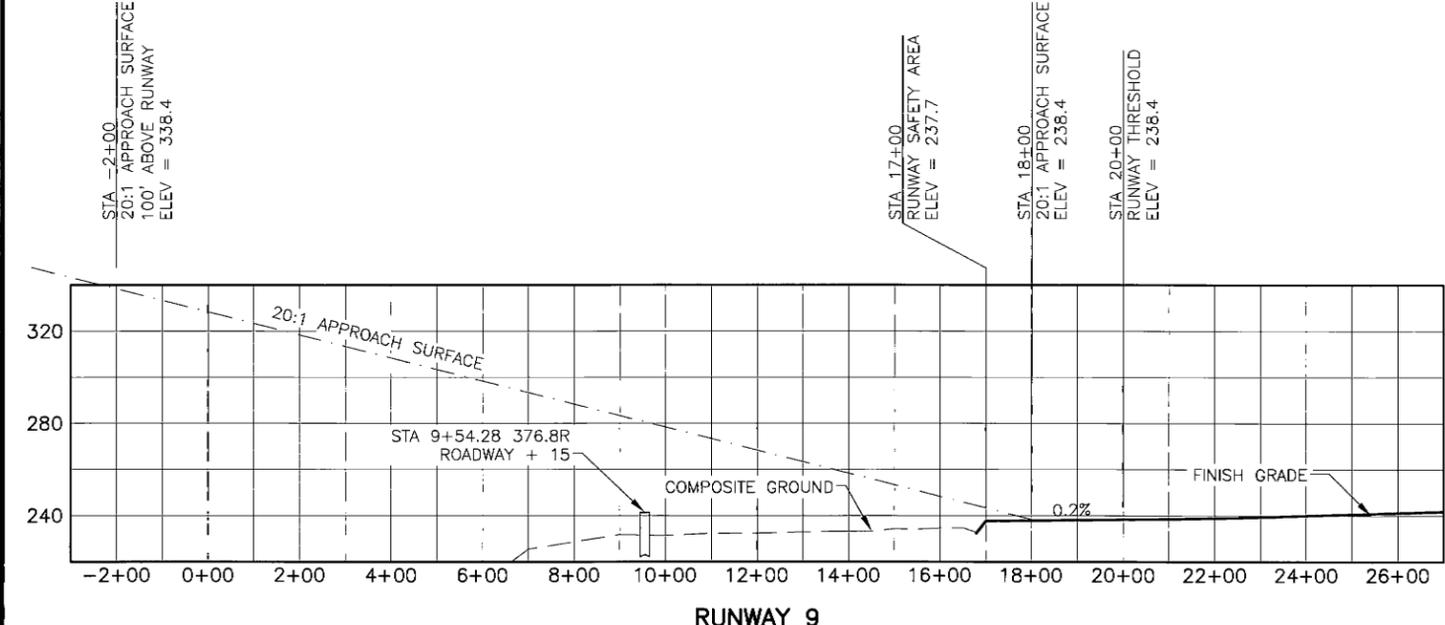
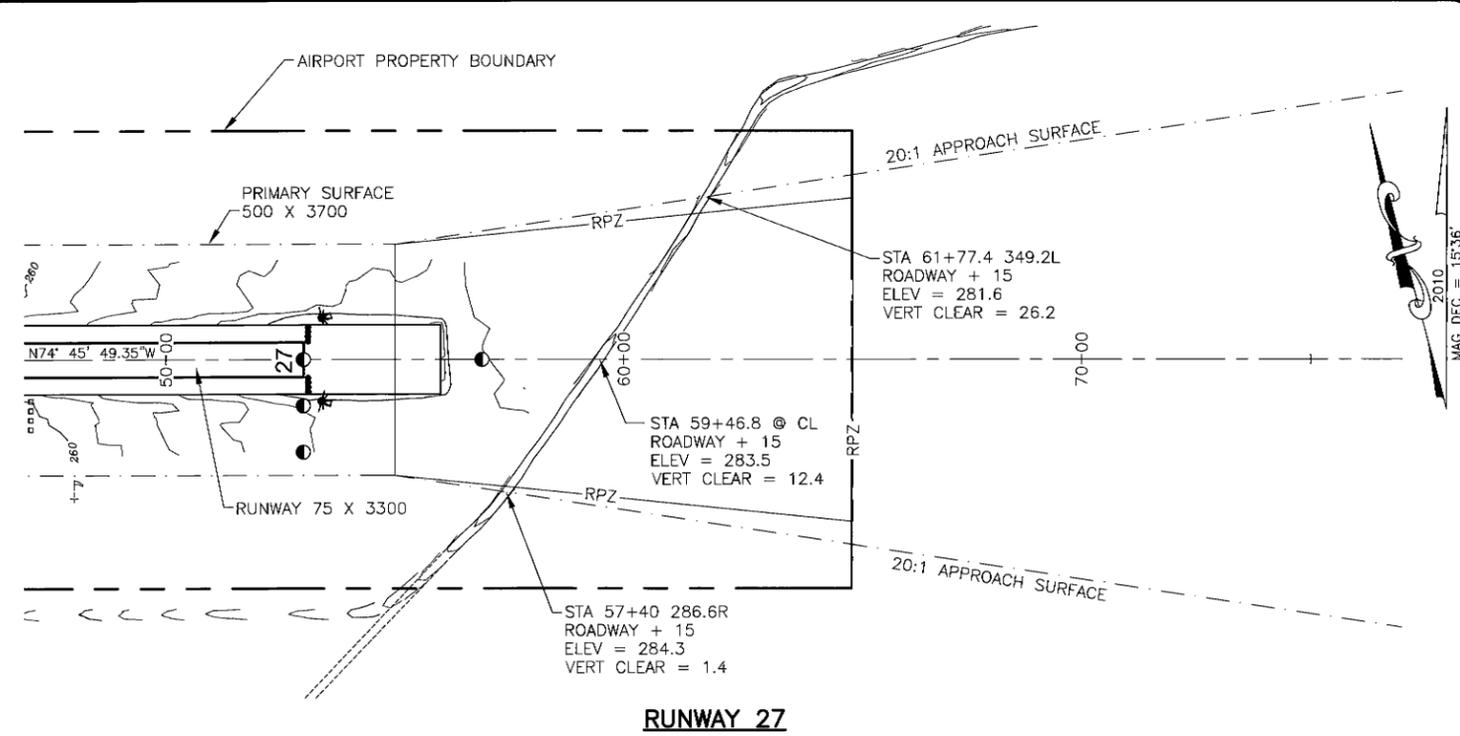
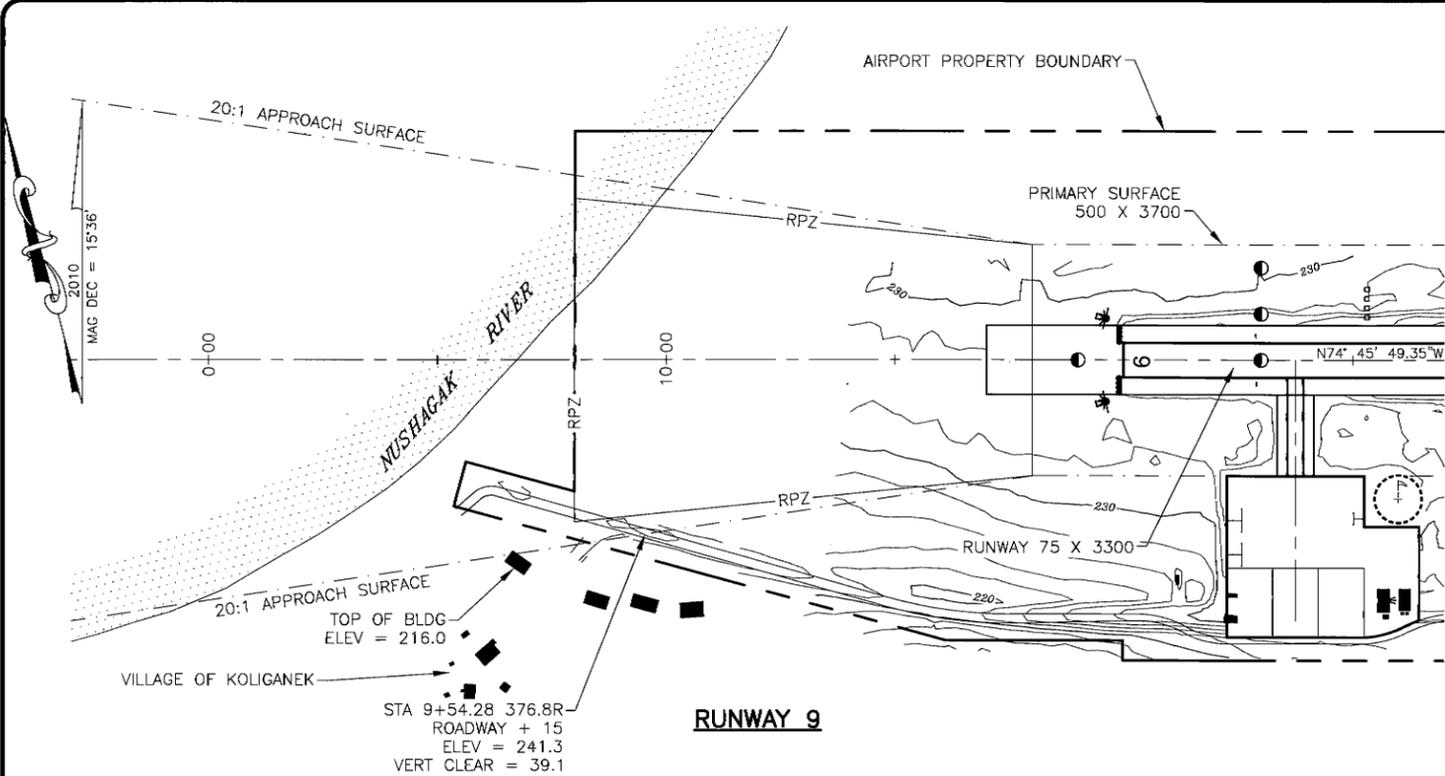
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KOLIGANEK AIRPORT
 KOLIGANEK, ALASKA
 AIRPORT LAYOUT PLAN
 NEAR TERM INNER PORTION
 OF THE APPROACH SURFACES

DATE: 7/21/2011
 SHEET: 6 OF 11

Date Plotted: 7/21/2011, 3:34 PM
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 Designed By: cramith
 Drawn By:
 Checked By:



PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 9)

ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES

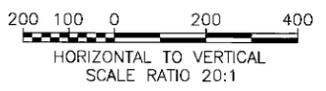
- NOTES:
- THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 9, THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1 PER FAA AC 150/5200-35A, CHAPTER 4, DATA ELEMENT NUMBER 57.
 - THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 9, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5.
 - THERE ARE NO THRESHOLD SITING SURFACE PENETRATIONS.

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 27)

ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES

- NOTES:
- THERE ARE NO CONTROLLING OBSTRUCTION FOR RUNWAY 27, THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1 PER FAA AC 150/5200-35A, CHAPTER 4, DATA ELEMENT NUMBER 57.
 - THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 27, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5.
 - THERE ARE NO THRESHOLD SITING SURFACE PENETRATIONS.



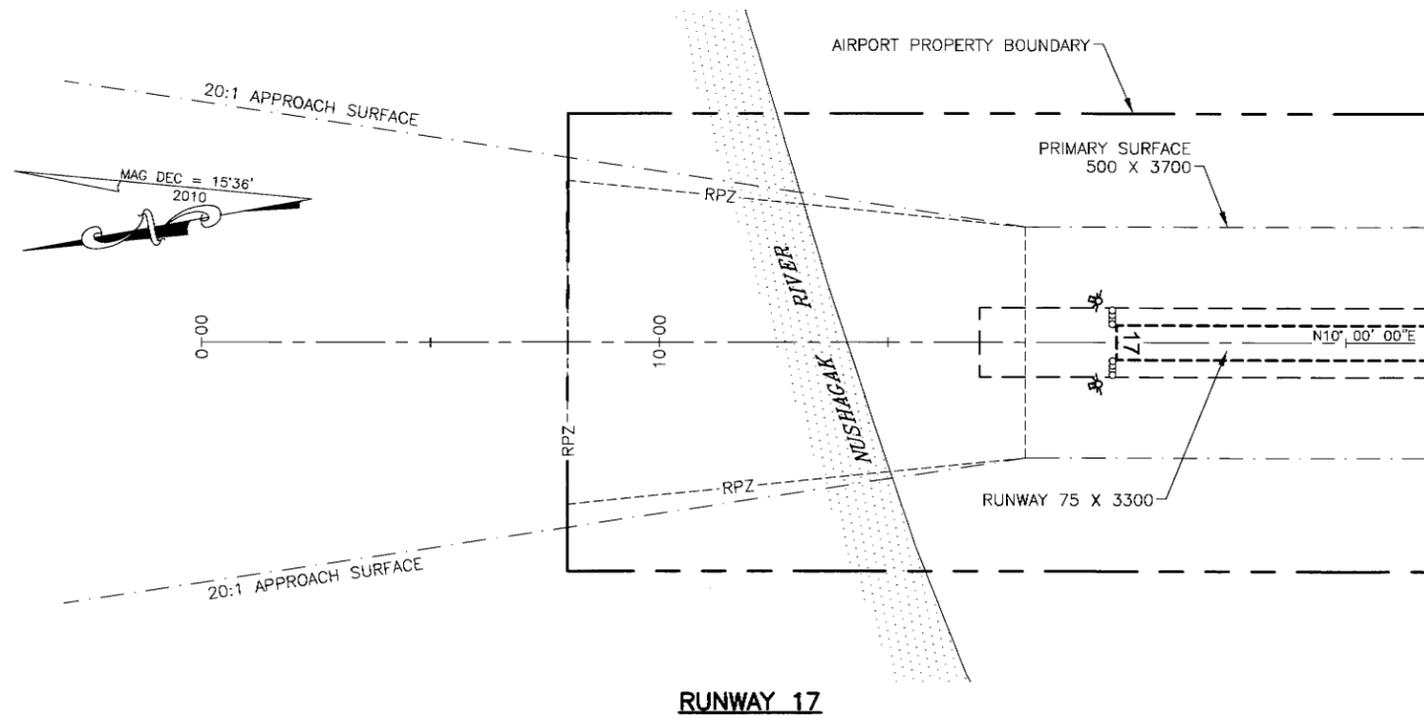
BY	DATE	REVISION

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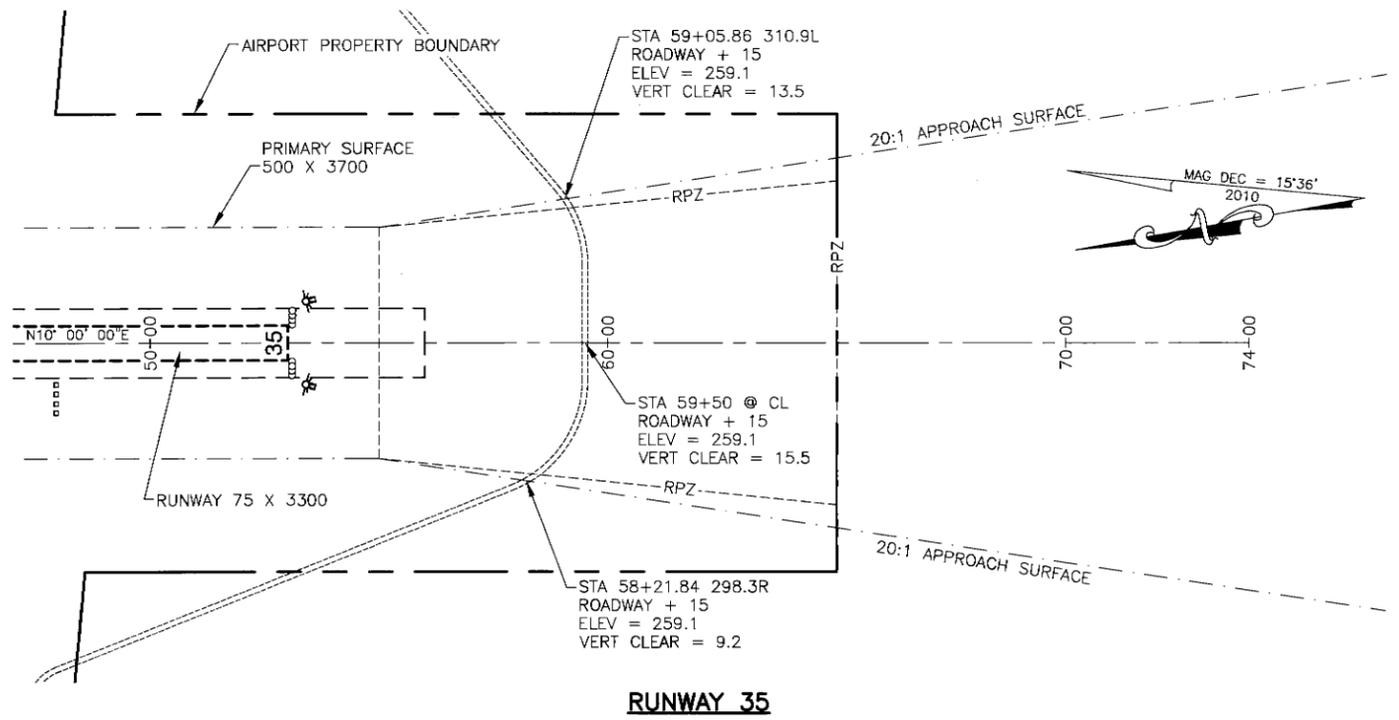
KOLIGANEK AIRPORT
 KOLIGANEK, ALASKA
 AIRPORT LAYOUT PLAN
 ULTIMATE INNER PORTION
 OF THE APPROACH SURFACES
 RUNWAY 9/27

DATE: 7/21/2011
 SHEET: 7 OF 11

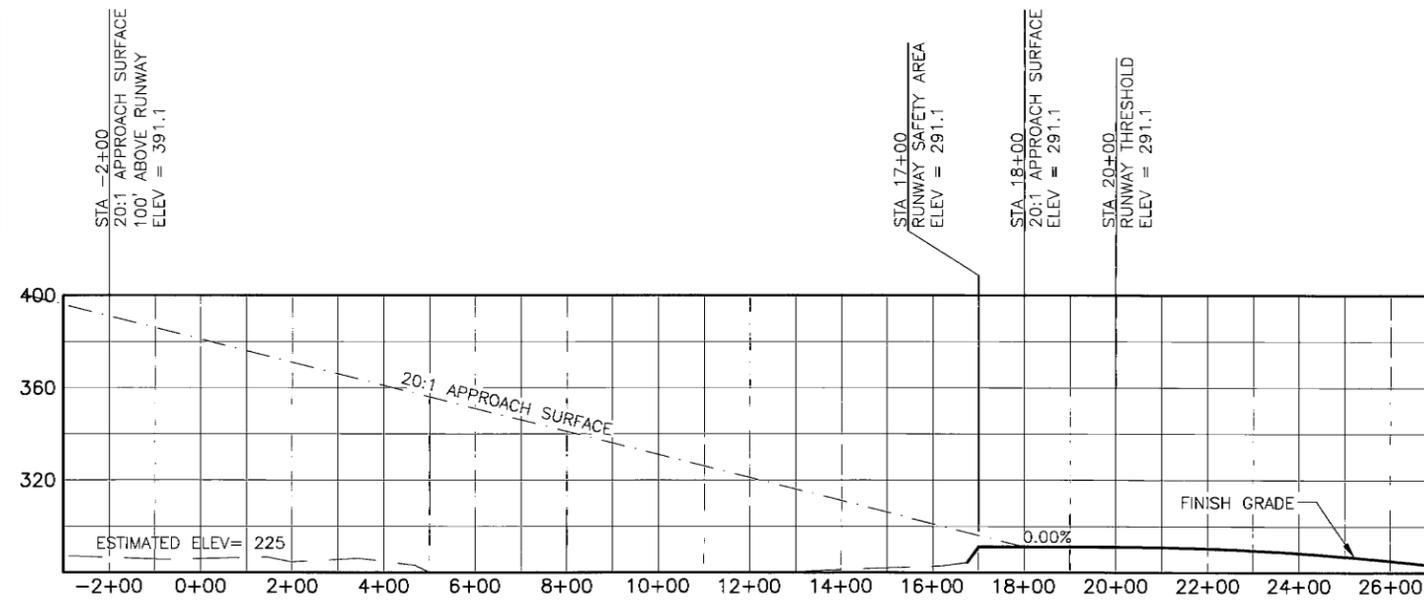
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 Drawn By: crsmith
 Checked By:



RUNWAY 17



RUNWAY 35

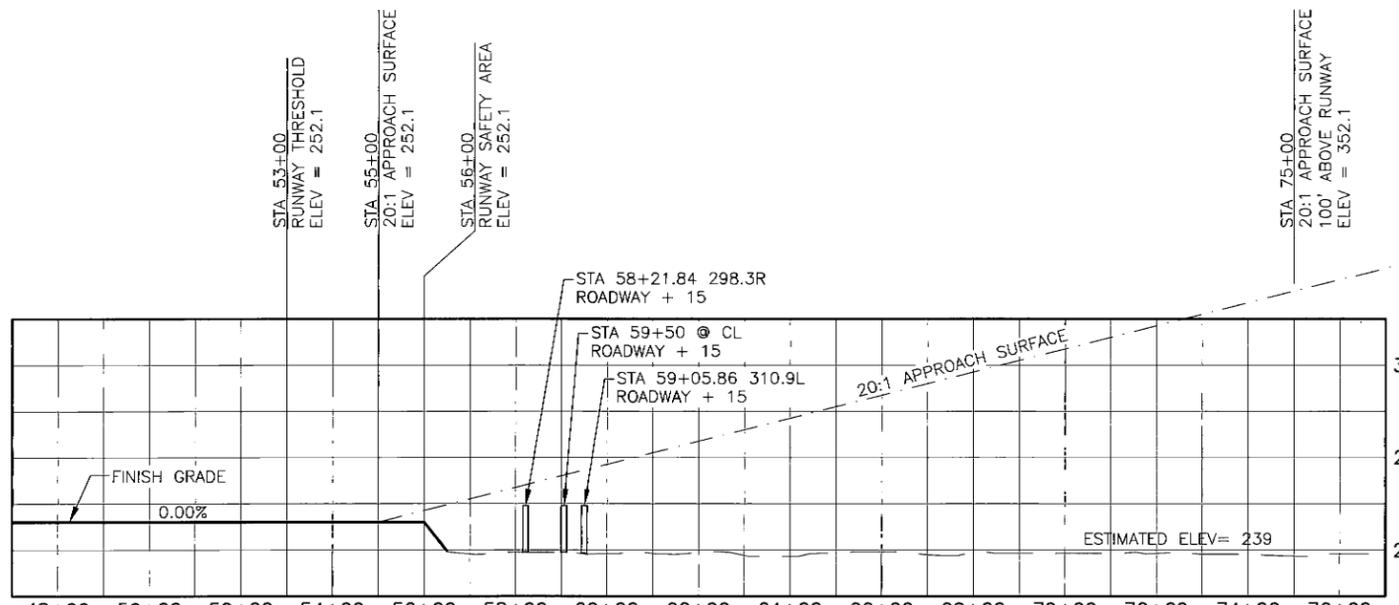


RUNWAY 17

ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES

- NOTES:
- THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 17, THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1 PER FAA AC 150/5200-35A, CHAPTER 4, DATA ELEMENT NUMBER 57.
 - THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 17, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5.
 - THERE ARE NO THRESHOLD SITING SURFACE PENETRATIONS.

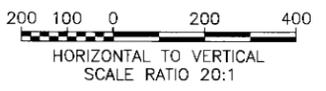


RUNWAY 35

ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES

- NOTES:
- THERE ARE NO CONTROLLING OBSTRUCTION FOR RUNWAY 35, THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1 PER FAA AC 150/5200-35A, CHAPTER 4, DATA ELEMENT NUMBER 57.
 - THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 35, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5.
 - THERE ARE NO THRESHOLD SITING SURFACE PENETRATIONS.



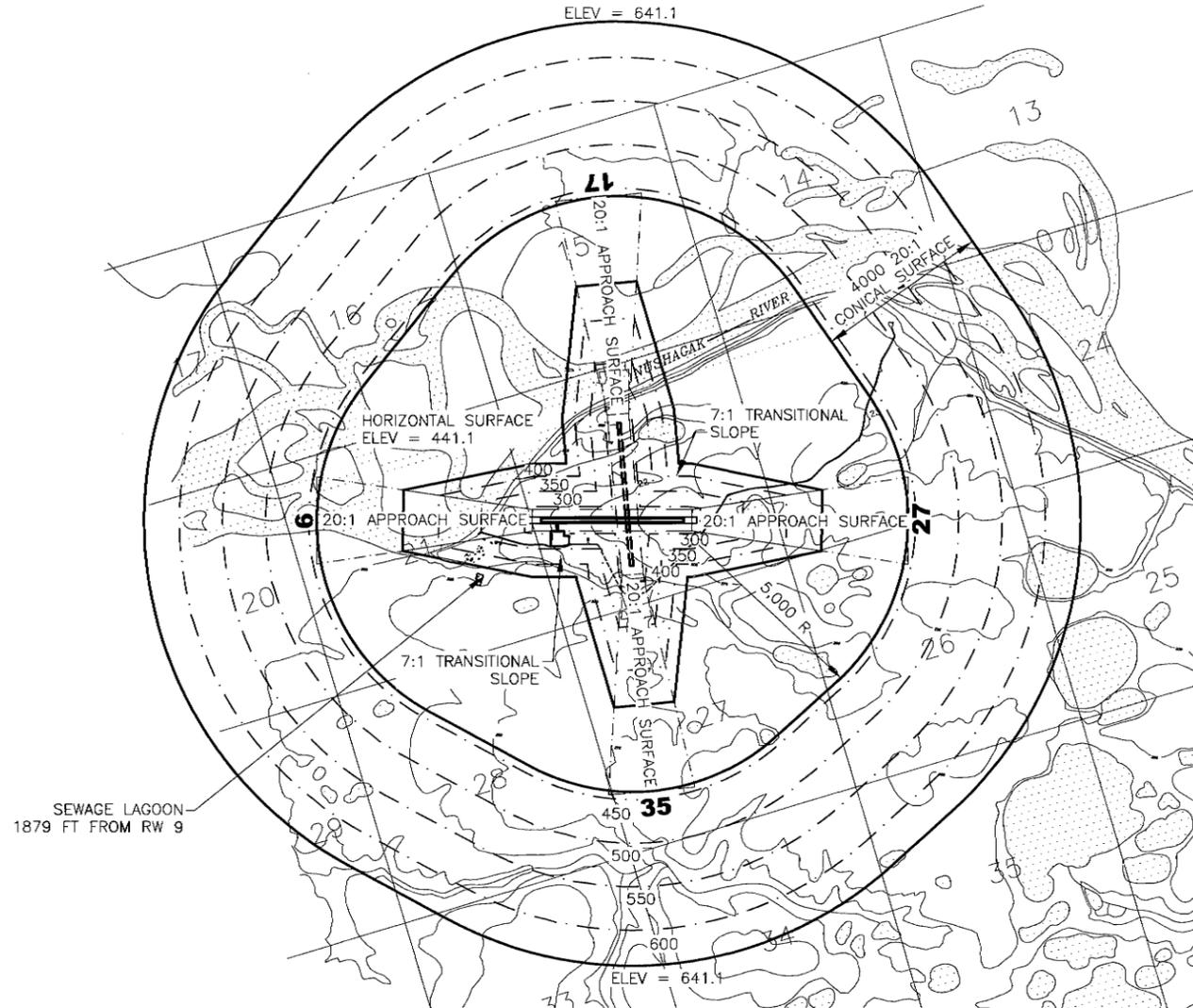
BY	DATE	REVISION

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KOLIGANEK AIRPORT
 KOLIGANEK, ALASKA
 AIRPORT LAYOUT PLAN
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 OF THE APPROACH SURFACES
 RUNWAY 17/35

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 7/25/2011
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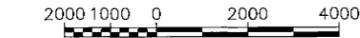
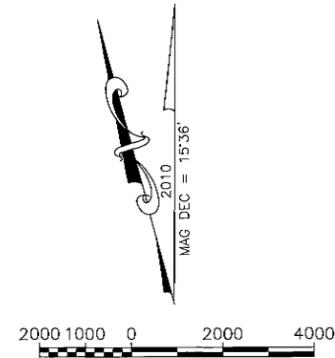
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PART 77 SURFACE OBSTRUCTION TABLE (OUTER PORTION)								
ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

NOTES

- AIRPORT ELEVATION IS 291.1.
- APPROACH SURFACES ARE 20:1 BEGINNING AT 200' FROM THE THRESHOLDS.
- BASE MAP DATA FROM USGS QUAD, DILLINGHAM C-4.
- REFER TO THE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN OBSTRUCTIONS.
- PRIMARY SURFACE WIDTH IS 500 FEET.
- THERE ARE NO KNOWN HEIGHT RESTRICTIONS.



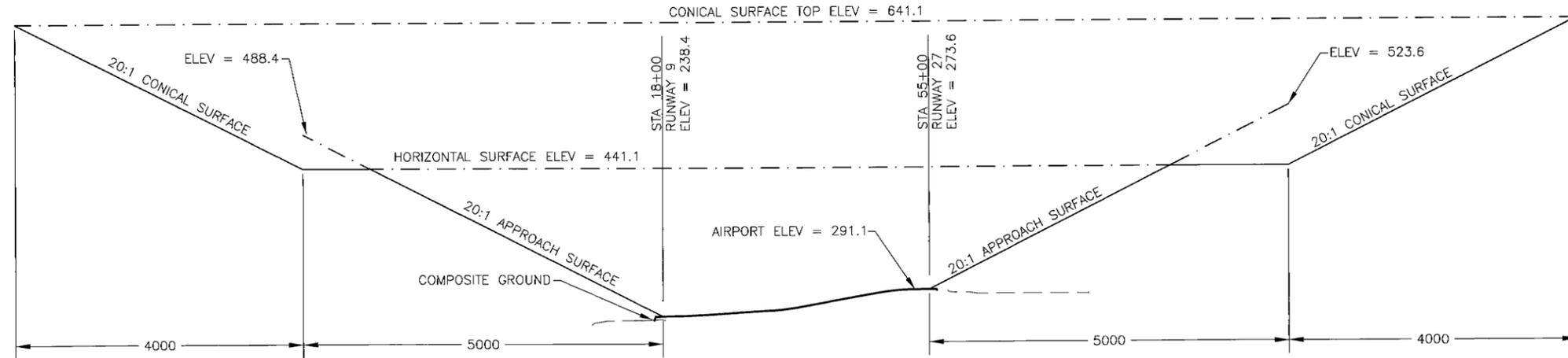
BY	DATE	REVISION

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AND PUBLIC FACILITIES
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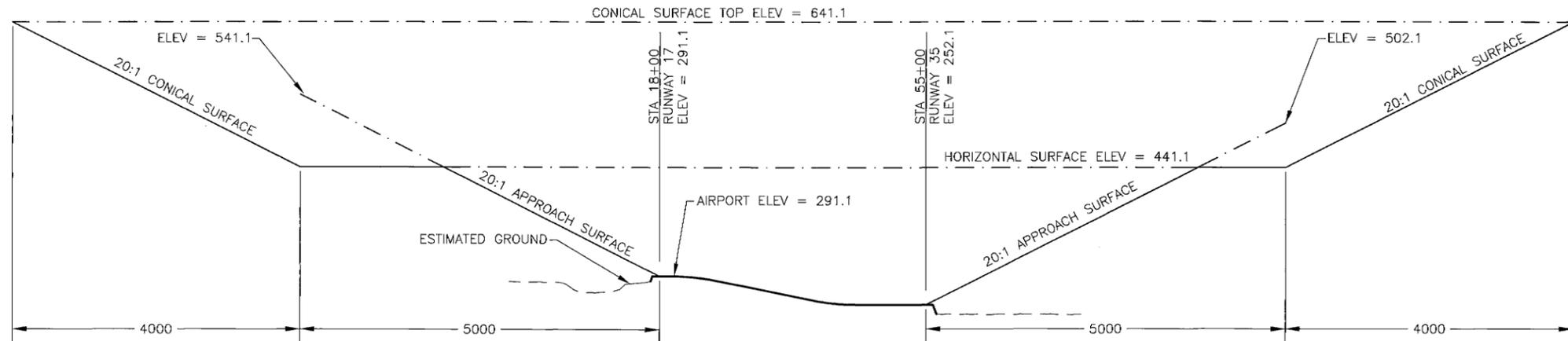
KOLIGANEK AIRPORT
 KOLIGANEK, ALASKA
 AIRPORT LAYOUT PLAN

 AIRPORT AIRSPACE,
 14 CFR PART 77

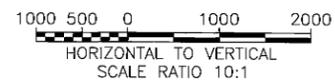
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 Drawn By:
 Checked By:



RUNWAY 9/27 PROFILE



RUNWAY 17/35 PROFILE



BY	DATE	REVISION

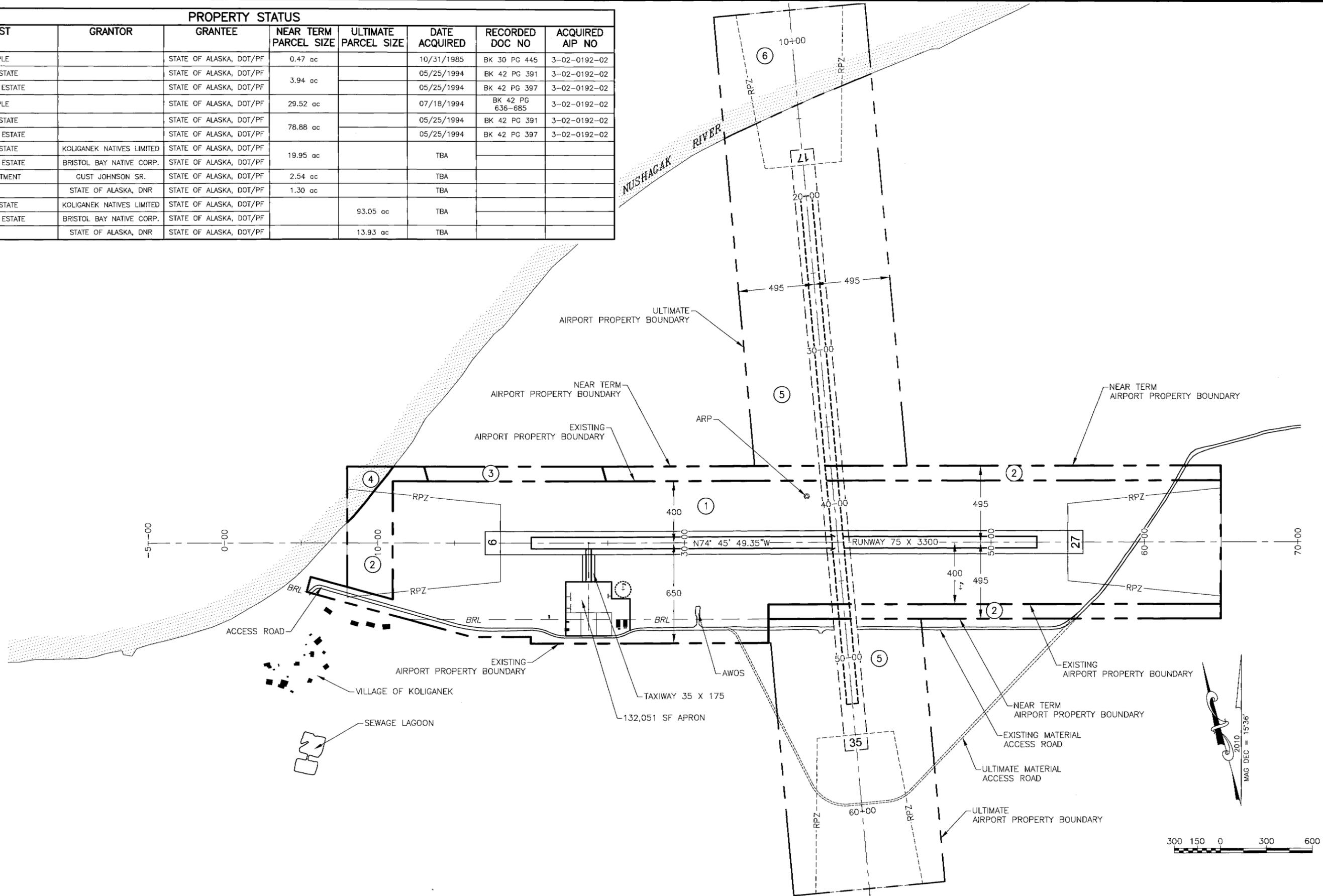
STATE OF ALASKA
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KOLIGANEK AIRPORT
 KOLIGANEK, ALASKA
 AIRPORT LAYOUT PLAN
 AIRPORT AIRSPACE
 PROFILES

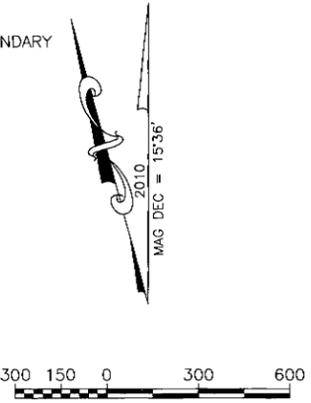
DATE:
 7/21/2011
 SHEET:
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 11

PROPERTY STATUS

ID#	INTEREST	GRANTOR	GRANTEE	NEAR TERM PARCEL SIZE	ULTIMATE PARCEL SIZE	DATE ACQUIRED	RECORDED DOC NO	ACQUIRED AIP NO
1-A	FEE SIMPLE		STATE OF ALASKA, DOT/PF	0.47 ac		10/31/1985	BK 30 PG 445	3-02-0192-02
1-B	SURFACE ESTATE		STATE OF ALASKA, DOT/PF	3.94 ac		05/25/1994	BK 42 PG 391	3-02-0192-02
	SUBSURFACE ESTATE		STATE OF ALASKA, DOT/PF					
1-D	FEE SIMPLE		STATE OF ALASKA, DOT/PF	29.52 ac		07/18/1994	BK 42 PG 636-685	3-02-0192-02
1-F	SURFACE ESTATE		STATE OF ALASKA, DOT/PF	78.88 ac		05/25/1994	BK 42 PG 391	3-02-0192-02
	SUBSURFACE ESTATE		STATE OF ALASKA, DOT/PF					
2	SURFACE ESTATE	KOLIGANEK NATIVES LIMITED	STATE OF ALASKA, DOT/PF	19.95 ac		TBA		
	SUBSURFACE ESTATE	BRISTOL BAY NATIVE CORP.	STATE OF ALASKA, DOT/PF					
3	NATIVE ALLOTMENT	GUST JOHNSON SR.	STATE OF ALASKA, DOT/PF	2.54 ac		TBA		
4	ILMA	STATE OF ALASKA, DNR	STATE OF ALASKA, DOT/PF	1.30 ac		TBA		
5	SURFACE ESTATE	KOLIGANEK NATIVES LIMITED	STATE OF ALASKA, DOT/PF		93.05 ac	TBA		
	SUBSURFACE ESTATE	BRISTOL BAY NATIVE CORP.	STATE OF ALASKA, DOT/PF					
6	ILMA	STATE OF ALASKA, DNR	STATE OF ALASKA, DOT/PF		13.93 ac	TBA		



Date Plotted: 7/21/2011, 4:07 PM
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 Designed By: crsmith
 Drawn By: crsmith
 Checked By:



BY	DATE	REVISION

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KOLIGANEK AIRPORT
 KOLIGANEK, ALASKA
 AIRPORT LAYOUT PLAN
 AIRPORT PROPERTY MAP

DATE: 7/21/2011
 SHEET: 11 OF 11