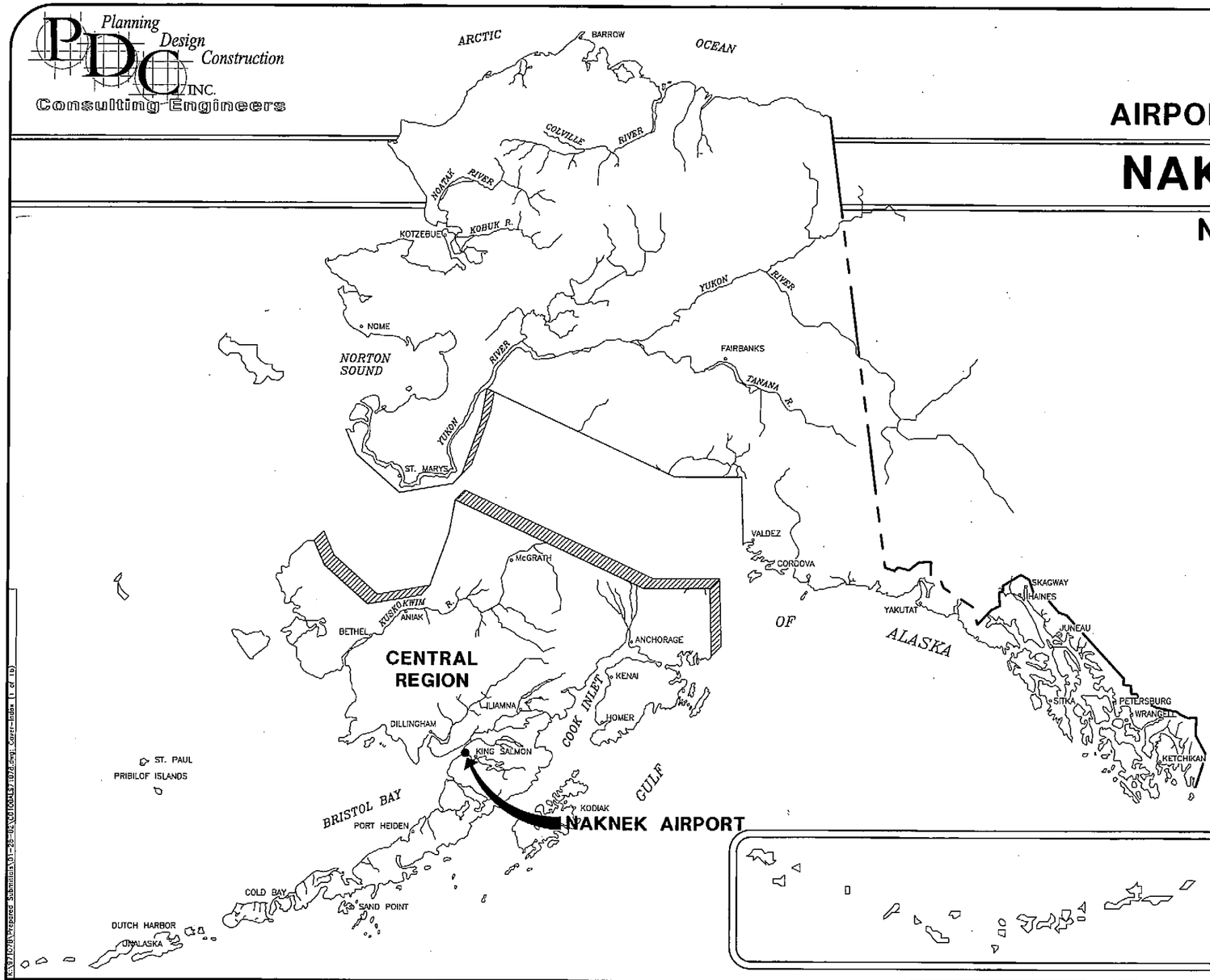
PDC Planning Design Construction INC.
Consulting Engineers

AIRPORT LAYOUT PLAN FOR

NAKNEK AIRPORT

NAKNEK, ALASKA

2001



DRAWING INDEX

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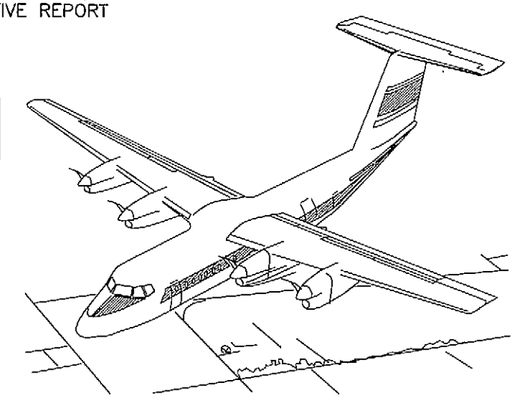
METRIC



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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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CENTRAL REGION

CONCUR Gordon C. Keith DATE 2/15/02
GORDON C. KEITH, P.E. DIRECTOR OF CONSTRUCTION AND OPERATIONS

APPROVED Steven R. Horn DATE 2/15/02
STEVEN R. HORN, P.E. REGIONAL PRECONSTRUCTION ENGINEER

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL 7-10-02
SUBJECT TO ALP APPROVAL LETTER DATED
By: Dub Paul DATE: 7-10-02
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

FAA AIRSPACE REVIEW NUMBER
01-AAL-046-NRA

NAKNEK AIRPORT
NAKNEK, ALASKA
AIRPORT LAYOUT PLAN

SHEET 1 OF 16

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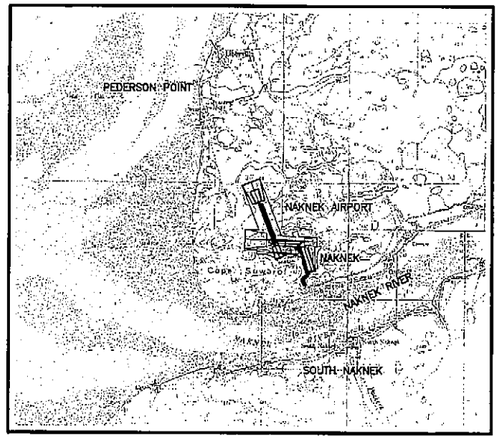
Thu Feb 14 09:52:05 2002



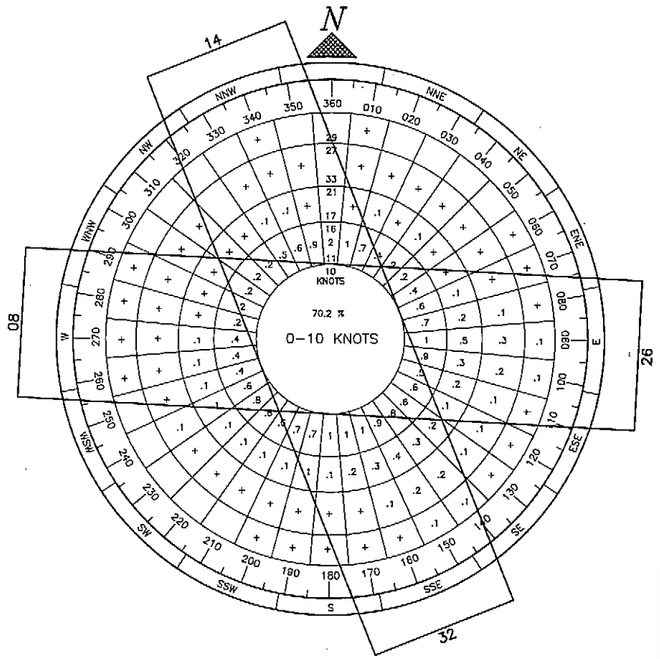
VICINITY MAP

1:63,350
T 17 S, R 47 W, SEC. 3 : T 16 S, R 47 W, SEC. 36 : T 17 S, R 46 W, SEC. 31
SEWARD MERIDIAN
U.S.G.S. NAKNEK (C-3, C-4, D-3, D-4), ALASKA

CONVERSION FACTORS FROM SI UNITS

TO CONVERT FROM	TO	MULTIPLY BY
STATION (1000 METERS)	FEET	3280.84
KILOMETER (km)	MILE	0.6214
METER (m)	MILE	0.00062137
METER (m)	FOOT	3.28084
MILLIMETER (mm)	FOOT	0.00328084
MILLIMETER (mm)	INCH	0.3937008
SQUARE METER (m^2)	SQUARE FOOT	10.76391042
SQUARE METER (m^2)	SQUARE YARD	1.19599
HECTARE	ACRE	2.4711
CUBIC METER (m^3)	CUBIC FOOT	35.3146667
CUBIC METER (m^3)	CUBIC YARD	1.3079506
CUBIC METER (m^3)	GALLON (US LIQUID)	264.17204
CUBIC METER (m^3)	M. GAL.	0.26417204
KILOGRAM (kg)	POUND-MASS (LBM)	2.2046225
MEGAGRAM (Mg)	TON (SHORT)	1.10231
NEWTON (n)	POUND-FORCE (LBF)	0.2248089
LUX (lx)	FOOTCANDLE	0.092903
DEGREE CELSIUS (°C)	DEGREE FAHRENHEIT (°F)	T°F=(1.8 x T°C)+32

NOTE: METRIC DIMENSIONS ARE IN ACCORDANCE WITH FAA AC 150/5300-13. ENGLISH UNIT CONVERSIONS ARE APPROXIMATE AND ARE FOR INFORMATION ONLY.



WIND DATA

WIND COVERAGE:	SPEED	R/W 14/32	R/W 08/26	COMBINED TOTAL
	10.5 KNOTS	88.25%	83.64%	97.57%

SOURCE: ALASKA STATE CLIMATE CENTER
KING SALMON

PERIOD: 01/1986-12/1995

NON-STANDARD CONDITIONS

ITEM	EXISTING	STANDARD	FUTURE
RUNWAY DIMENSIONS (SEE DATA TABLES)	NON-STANDARD		MEET STANDARDS
RUNWAY / AIRCRAFT PARKING SEPARATIONS	0	76.2m [250']	
RUNWAY / OFA	OBSTRUCTED	NO OBSTRUCTIONS	NO OBSTRUCTIONS
RUNWAY 14/32; 08/26 LINE OF SIGHT	OBSTRUCTED	NO OBSTRUCTIONS	NO OBSTRUCTIONS
RUNWAY 14/32; 08/26; 08W/26W LINE OF SIGHT	TERRAIN	NO OBSTRUCTIONS	OPERATIONAL LIMITATIONS PROPOSED
T/W: TWSA WIDTH	N/A	7.5; 15	10.5; 24

NOTE: METRIC DIMENSIONS ARE IN ACCORDANCE WITH FAA AC 150/5300-13. ENGLISH UNIT CONVERSIONS ARE APPROXIMATE AND ARE FOR INFORMATION ONLY.

BASIC DATA TABLE

RUNWAY DATA

ITEM		RUNWAY 14/32 EXISTING	RUNWAY 14/32 (RELOCATED)	RUNWAY 08/26 EXISTING	RUNWAY 08/26 (RELOCATED)	RUNWAY 08W/26W EXISTING	RUNWAY 08W/26W FUTURE
EFFECTIVE GRADE		1.05%	1.481%	0.71%	0.652%	N/A	N/A
% WIND COVERAGE	10.5 KNOTS	88.25%	88.25%	83.64%	83.64%	83.64%	83.64%
INSTRUMENT RUNWAY		NONE	NPI	NONE	NPI	NONE	NONE
RUNWAY SURFACE		GRAVEL	GRAVEL	GRAVEL	GRAVEL	WATER	WATER
PAVEMENT STRENGTH	kg	N/A	N/A	N/A	N/A	N/A	N/A
	[lb.]	N/A	N/A	N/A	N/A	N/A	N/A
APPROACH SURFACES		20:1	34:1/20:1	34:1/20:1	20:1	20:1/20:1	20:1/CLOSED
VISIBILITY MINIMUM		>1600m [1MI]	>1600m [1MI]	>1600m [1MI]	>1600m [1MI]	>1600m [1MI]	R/W08W>1600m [1 MILE]
	FUTURE-NPI	SAME	R/W14 (>1200) >3/4MI	SAME	R/W08 (>1200) [3/4MI]	SAME	
RUNWAY LIGHTING		MI	MI	MI	MI	NONE	NONE
RUNWAY MARKING		NONE	NONE	NONE	NONE	NONE	NONE
RUNWAY NAVIGATION AIDS		NONE	PAPI/REIL	NONE	PAPI	NONE	NONE
AIRCRAFT APPROACH CATEGORY		B	B	B	B	A	A
AIRCRAFT DESIGN GROUP		I	I	I	I	I	I
RUNWAY SAFETY AREA DIMENSION			36m x 1119m [120' x 3680']		36m x 924m [120' x 3040']	N/A	N/A
						N/A	N/A
RUNWAY DIMENSION		14m x 559m [46' x 1835']	18m x 975m [60' x 3200']	15m x 644m [50' x 2112']	18m x 780m [60' x 2560']	31m x 690m 102' x 2264'	31m x 690m 102' x 2264'
RUNWAY OBJECT FREE AREA DIMENSION		UNDEFINED	120m x 1119m	UNDEFINED	120m x 924m	N/A	N/A
		UNDEFINED	[400' x 3680']	UNDEFINED	[400' x 3040']	N/A	N/A
RUNWAY OBSTACLE FREE ZONE DIMENSION		75m x 1036m	120m x 1095m	75m x 1036m	120m x 900m	N/A	N/A
		[246'x3399']	[400' x 3600']	[246'x3399']	[400' x 2950']	N/A	N/A
GEODETIC POSITIONS (N.A.D. 83)							
THRESHOLD 14	LAT.	N58°44'08.21"	N58°44'40.90"				
	LONG.	W157°01'19.38"	W157°02'18.30"				
THRESHOLD 32	LAT.	N58°43'51.01"	N58°44'11.36"				
	LONG.	W157°01'08.61"	W157°01'57.17"				
THRESHOLD 08	LAT.			N58°44'09.81"	N58°44'14.00"		
	LONG.			W157°02'03.91"	W157°02'04.95"		
THRESHOLD 26	LAT.			N58°44'08.81"	N58°44'12.64"		
	LONG.			W157°01'23.94"	W157°01'16.53"		
THRESHOLD 08WL	LAT.					N58°44'04.66"	N58°44'04.66"
	LONG.					W157°02'04.53"	W157°02'04.53"
THRESHOLD 26WL	LAT.					N58°44'02.87"	CLOSED
	LONG.					W157°01'21.78"	

AIRPORT DATA

ITEM		EXISTING	FUTURE	EXISTING	FUTURE
AIRPORT ELEVATION (M.S.L.)		21.4 (70')	31.2 (102')	N/A	N/A
* AIRPORT REFERENCE POINT (A.R.P.)	LAT.	*N58°43.97'	N58°44'15.74"	N/A	N/A
*	LONG.	*W157°01.20'	W157°01'52.45"	N/A	N/A
TAXIWAY LIGHTING		N/A	M.I.	N/A	N/A
RAMP LIGHTING		N/A	FLOOD	N/A	N/A
MEAN MAX. TEMPERATURE, HOTTEST MONTH (JULY)		17°C (63°F)		N/A	N/A
MAGNETIC DECLINATION, NOV 2000		17°56.0'		N/A	N/A
AIRPORT REFERENCE CODE		B-I UTILITY	B-I	N/A	N/A
AIRPORT AND TERMINAL NAVIGATION AIDS		ROT. BEACON	ROT. BEACON	N/A	N/A

* EXISTING ARE PUBLISHED IN THE FLIGHT INFORMATION PUBLICATION ALASKA SUPPLEMENT, 12 JUL 2001 TO 6 SEP 2001

LEGEND

ITEM	EXISTING	FUTURE
PROPERTY LINE		
BUILDING RESTRICTION LINE	BRL BRL	BRL BRL
AIRPORT REFERENCE POINT (A.R.P.)		
WIND CONE AND SEGMENTED CIRCLE		
ROADWAYS		
BUILDINGS		
ROTATING BEACON		
FENCE	X X X	X X X

ITEM	TO BE CLOSED / RELOCATED	EXISTING	PROPOSED	FUTURE
DEVELOPMENT				
SHORELINE				
CONTOURS - MAJORS @ 2.5m INTERVALS		6.0		
CONTOURS - MINORS @ 0.5m INTERVALS		4.5		

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AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL 7-10-02
SUBJECT TO ALP APPROVAL LETTER DATED

By: [signature] DATE: 7-10-02
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

FAA AIRSPACE REVIEW NUMBER: 01-AAL-046-NRA

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: [signature] DESIGN SECTION CHIEF
STEPHEN M. RYAN, P.E.
APPROVED: [signature] PROJECT MANAGER
JOHN G. WAHL, P.E.

2/15/02
DATE NOV 2001
DESIGN KAR/RLC
DRAWN RJP/GDS
CHECKED RLC

NAKNEK AIRPORT
NAKNEK, ALASKA

AIRPORT LAYOUT PLAN

VICINITY MAP AND DATA TABLES

SHEET 2 OF 16

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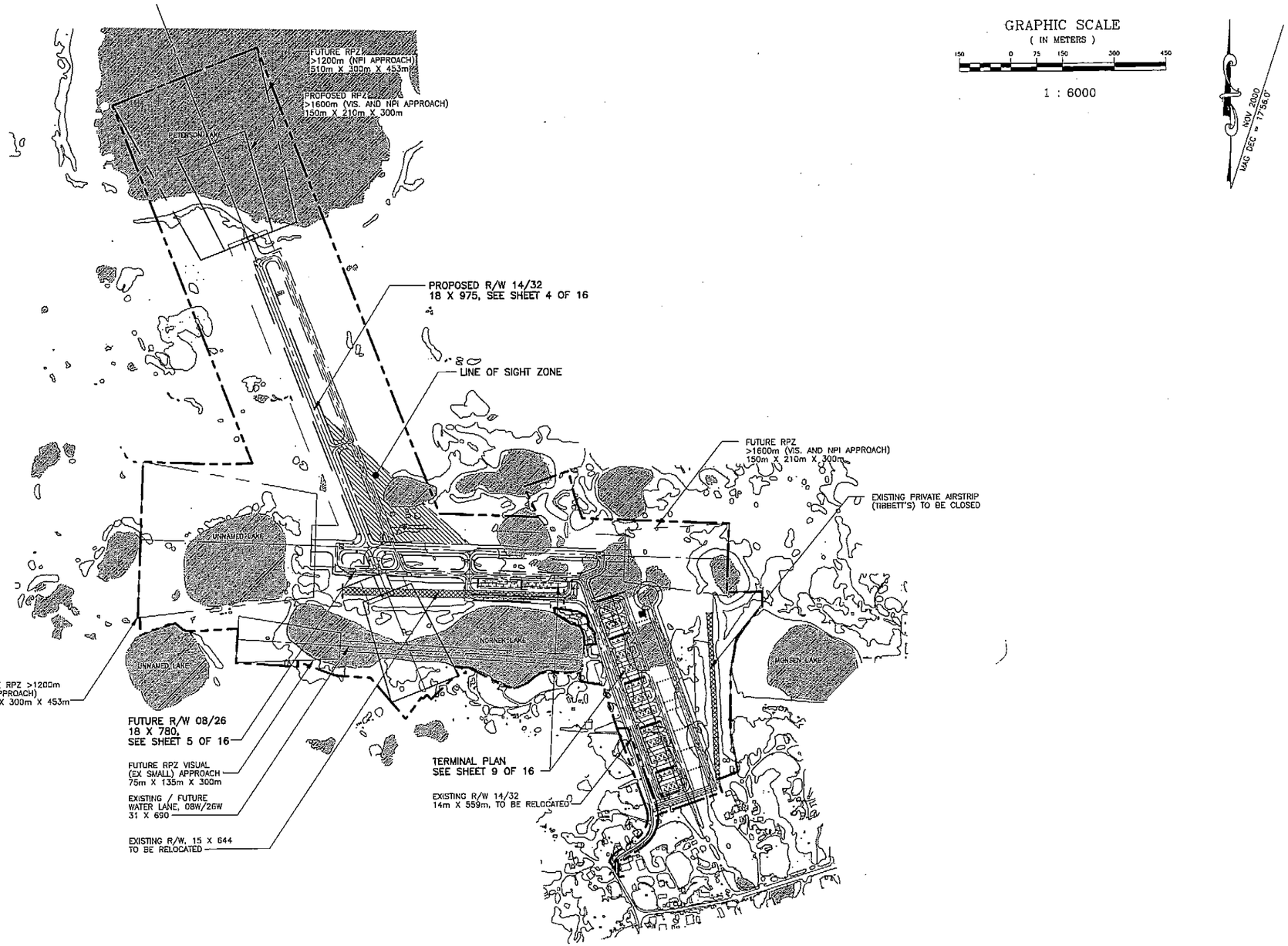

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ALASKAN REGION, AAL-600

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DESIGN RLC/KAR
DRAWN RJP/GDS
CHECKED RLC

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

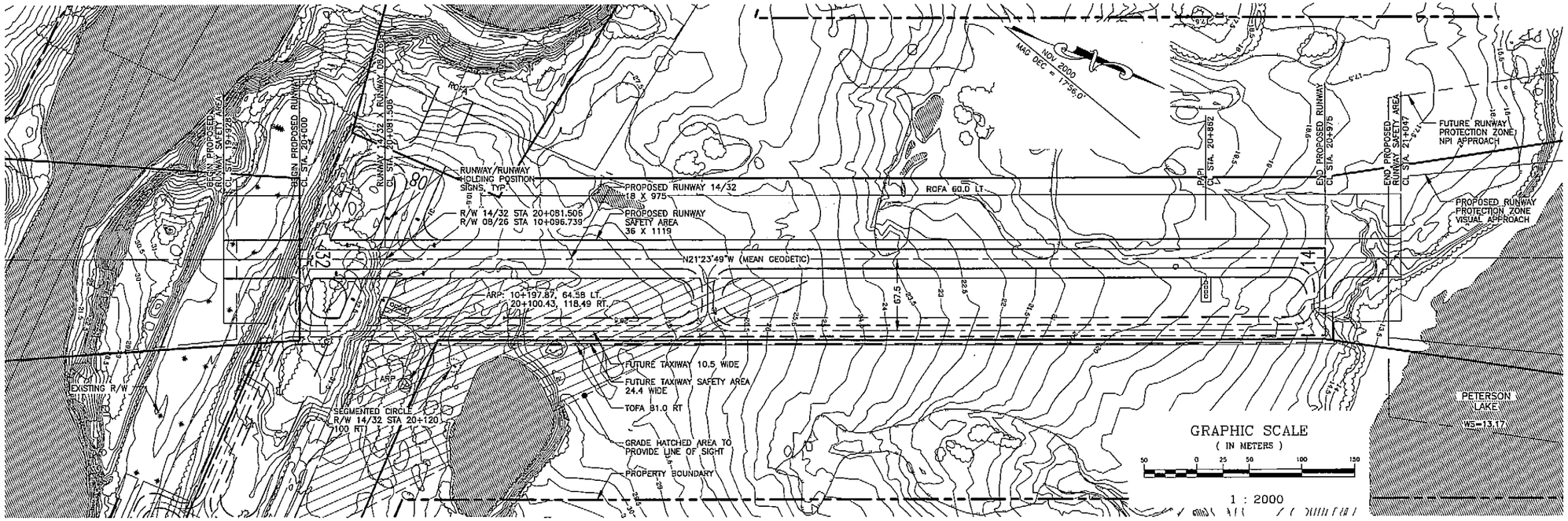
APPROVED: [signature] DESIGN SECTION CHIEF
STEPHEN M. RAY, P.E.
APPROVED: [signature] PROJECT MANAGER
JOHN G. WAHL, P.E.

NAKNEK AIRPORT

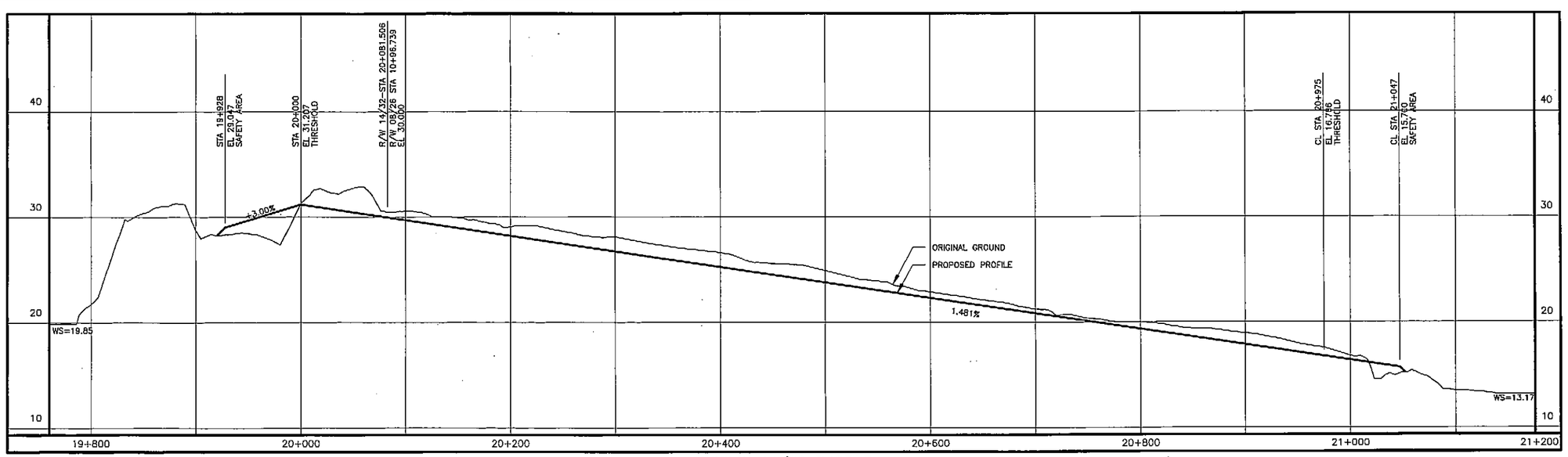
AIRPORT LAYOUT PLAN

OVERVIEW PLAN

SHEET 3 OF 16



RUNWAY 14/32 PLAN



RUNWAY 14/32 PROFILE

FAA AIRSPACE REVIEW NUMBER:
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By: Deb Post DATE: 7-10-02
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

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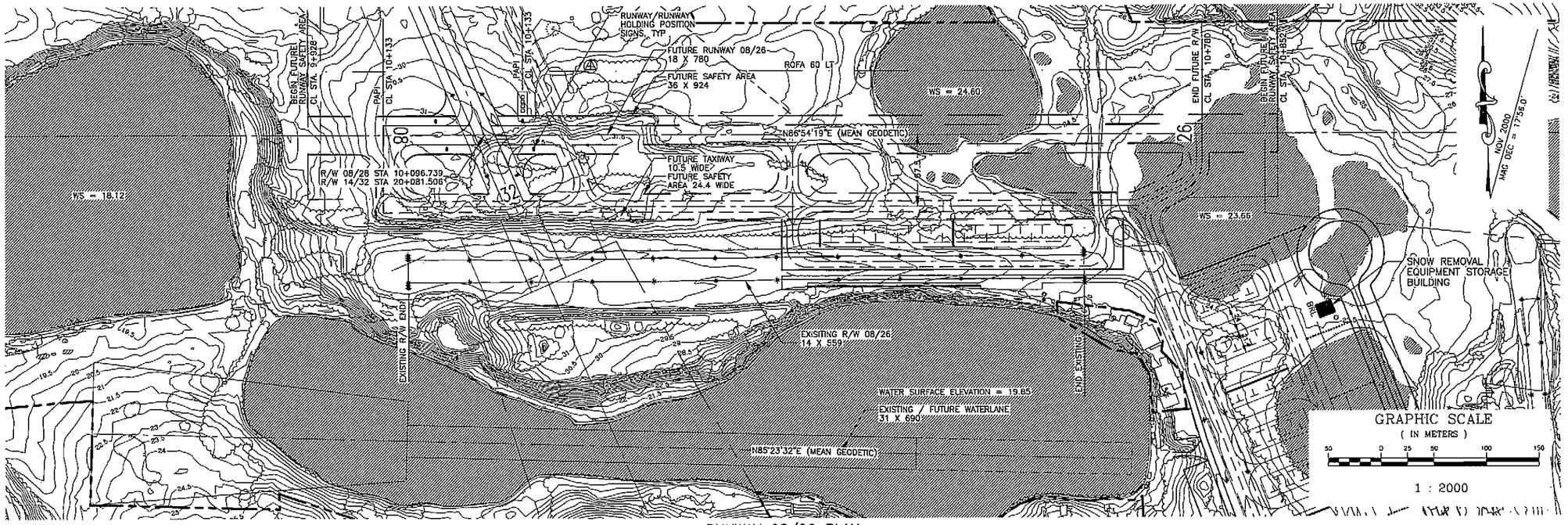
DRAWN RJP/GDS
CHECKED RLC

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

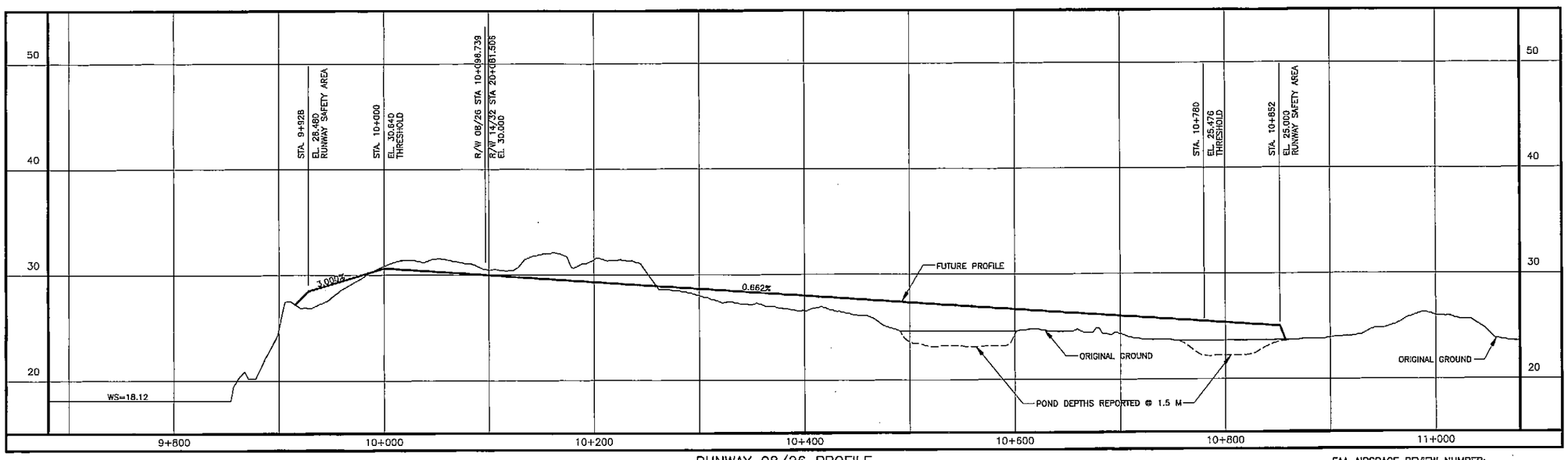
APPROVED: STEPHEN M. RINALDI
DESIGN SECTION CHIEF
APPROVED: JOHN C. WAHL, P.E.
PROJECT MANAGER

NAKNEK AIRPORT
AIRPORT LAYOUT PLAN
RUNWAY 14/32 PLAN AND PROFILE

SHEET 4 OF 16



RUNWAY 08/26 PLAN



RUNWAY 08/26 PROFILE

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FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

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NOV 2001
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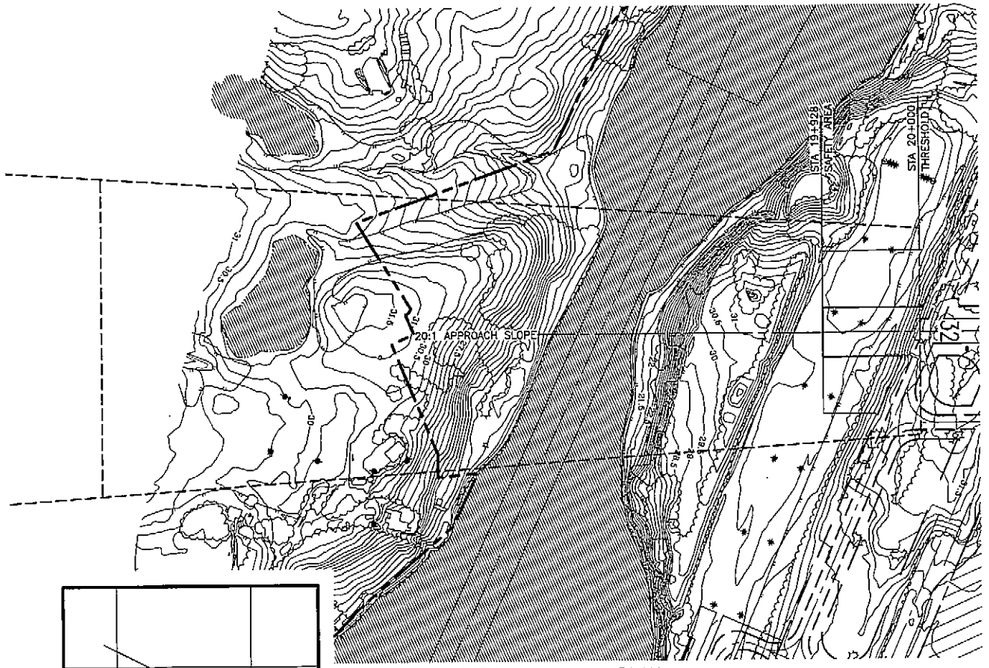
DRAWN RJP/GDS
CHECKED RLC

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

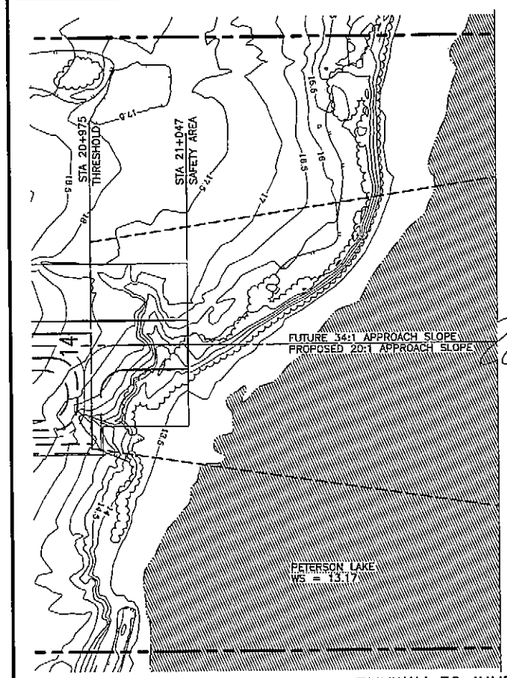
APPROVED: STEPHEN M. RYAN, P.E. — DESIGN SECTION CHIEF
APPROVED: JOHN G. WAHL, P.E. — PROJECT MANAGER

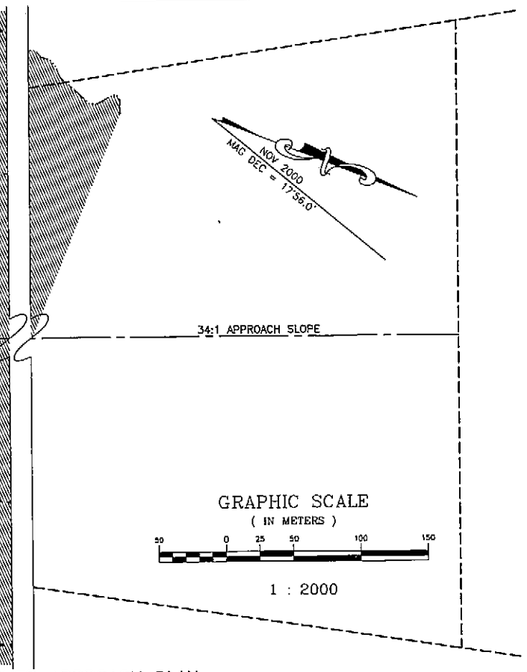
NAKNEK AIRPORT
AIRPORT LAYOUT PLAN
RUNWAY 8/26 PLAN AND PROFILE

SHEET 5 OF 16

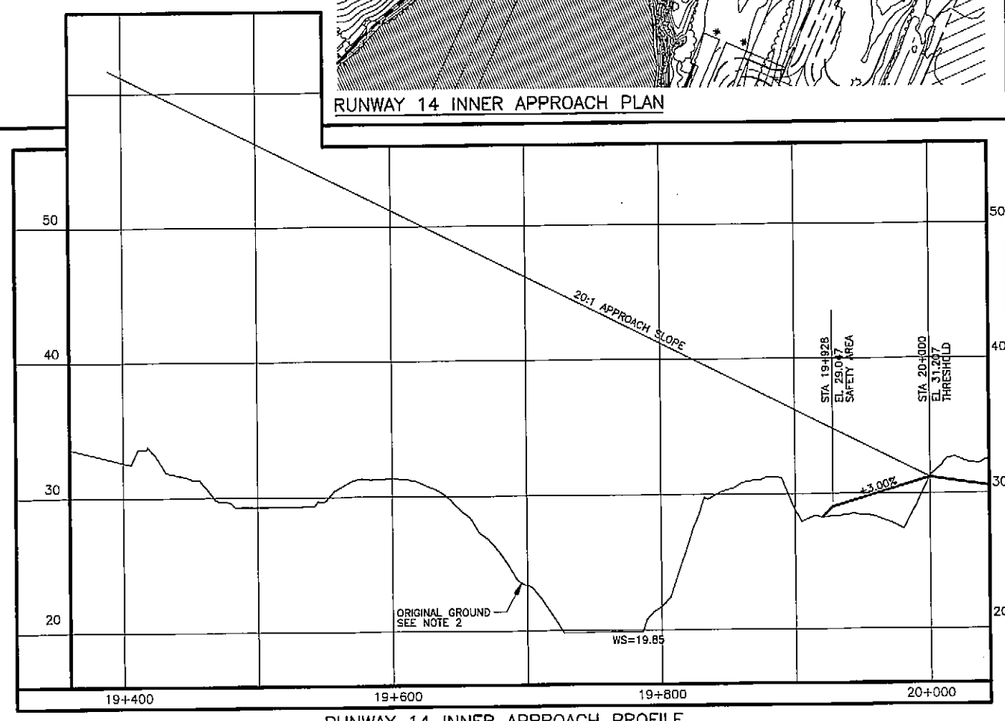


RUNWAY 14 INNER APPROACH PLAN

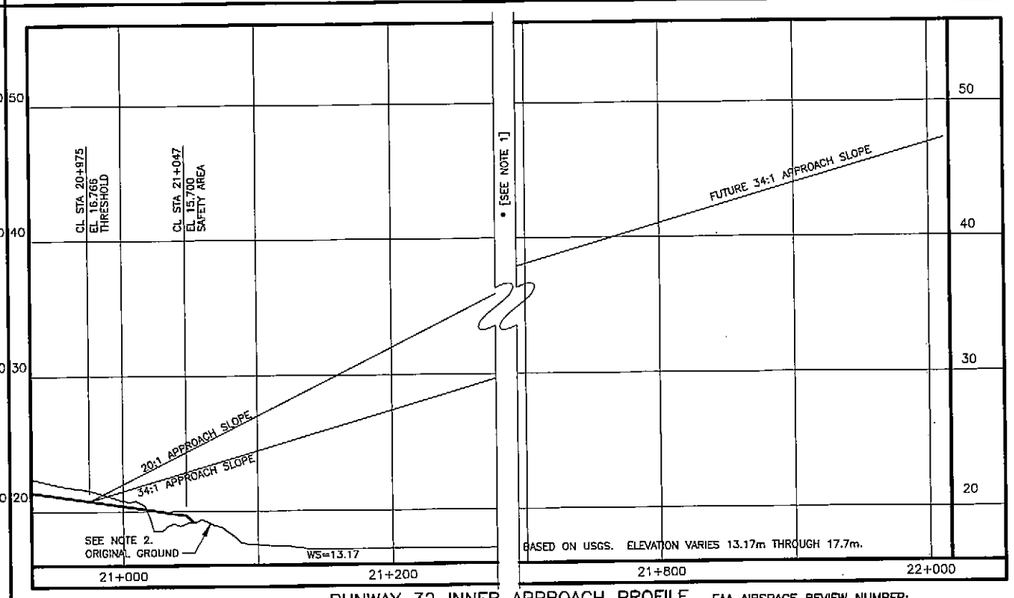




RUNWAY 32 INNER APPROACH PLAN



RUNWAY 14 INNER APPROACH PROFILE



RUNWAY 32 INNER APPROACH PROFILE

NOTES

1. PLAN & PROFILE BROKEN TO ALLOW INNER APPROACH TO FIT AT 1:2000 SCALE FOR FUTURE 34:1 APPROACH.
2. PROFILE BASED ON AERIAL MAPPING OR USGS QUAD MAPS (NAKNEK D-4, D-3, C-4, C-3) WHEN BEYOND AERIAL MAP LIMITS.

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By: Deb Pratt DATE: 7-10-02
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

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BY	DATE	REVISIONS

DATE 2/15/01 NOV 2001
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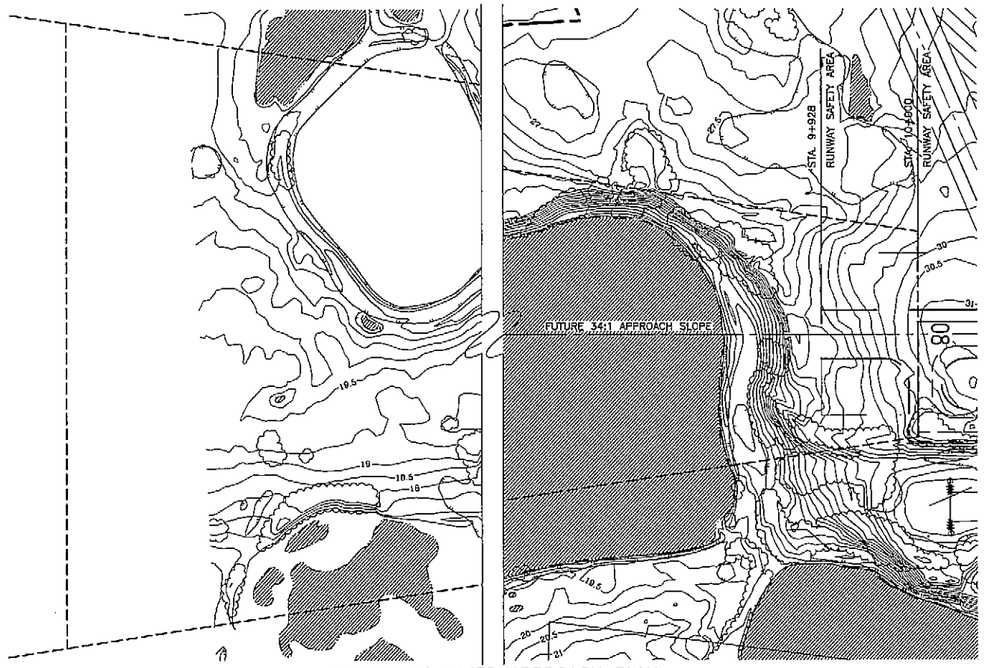
CHECKED RLC

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

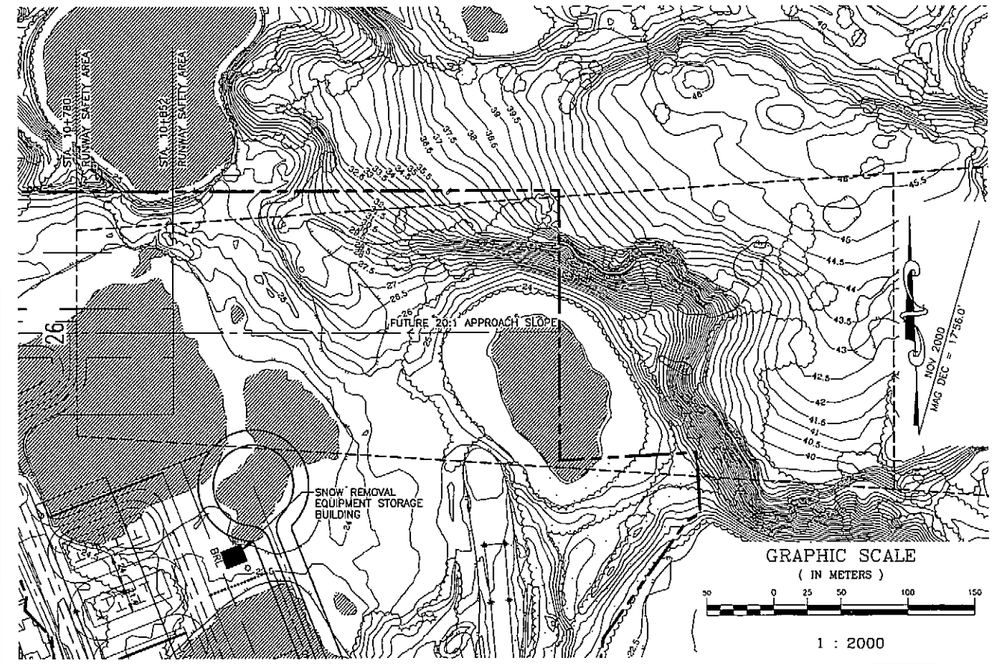
APPROVED: STEPHEN M. RYAN, P.E. — DESIGN SECTION CHIEF
APPROVED: JOHN G. WAHL, P.E. — PROJECT MANAGER

NAKNEK AIRPORT
AIRPORT LAYOUT PLAN
RUNWAY 14/32 INNER APPROACH SURFACE
PLAN AND PROFILE

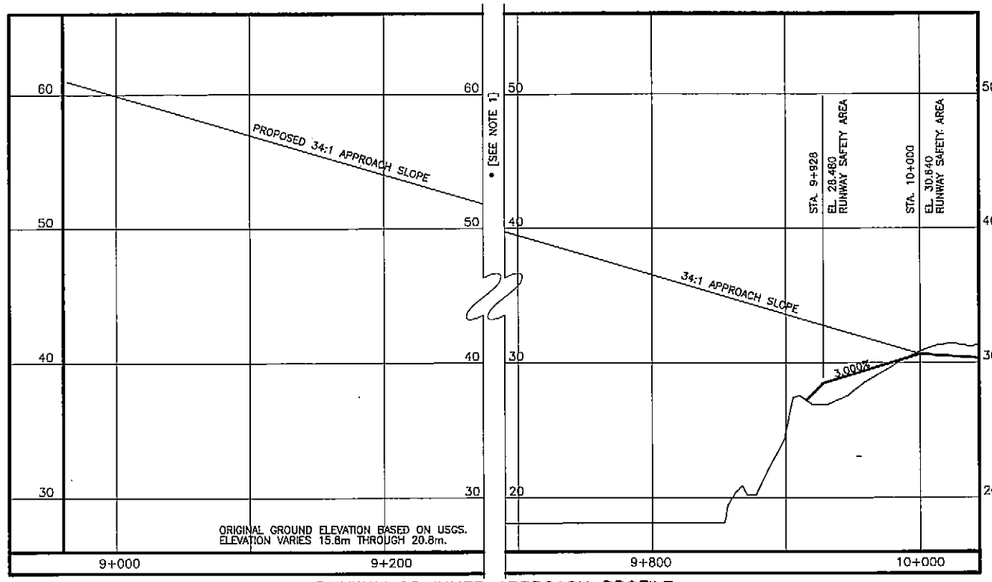
SHEET 6 OF 16



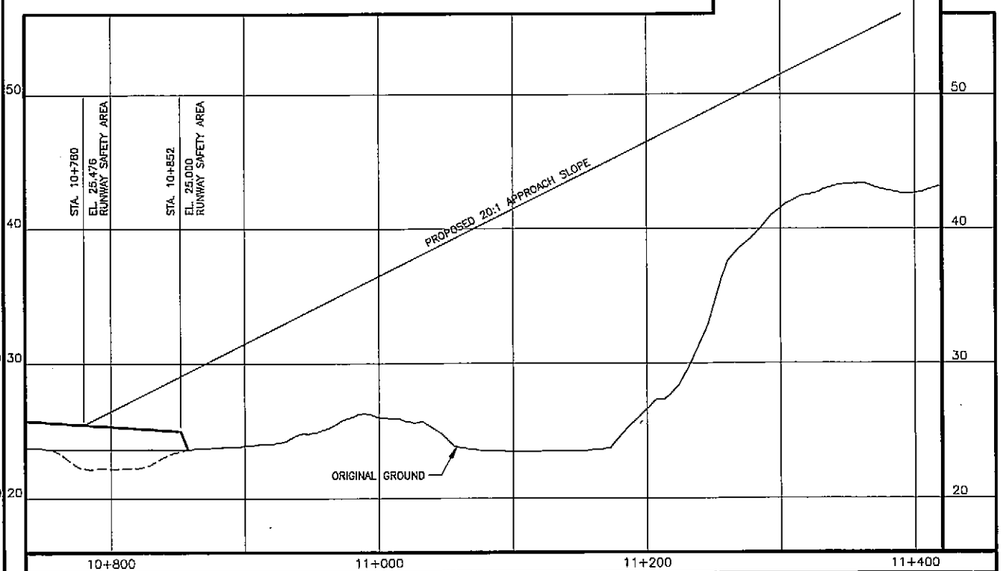
RUNWAY 08 INNER APPROACH PLAN



RUNWAY 26 INNER APPROACH PLAN



RUNWAY 08 INNER APPROACH PROFILE



RUNWAY 26 INNER APPROACH PROFILE

NOTE

1. PLAN & PROFILE BROKEN TO ALLOW INNER APPROACH TO FIT AT 1:2000 SCALE FOR FUTURE 34:1 APPROACH.

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CHECKED RLC

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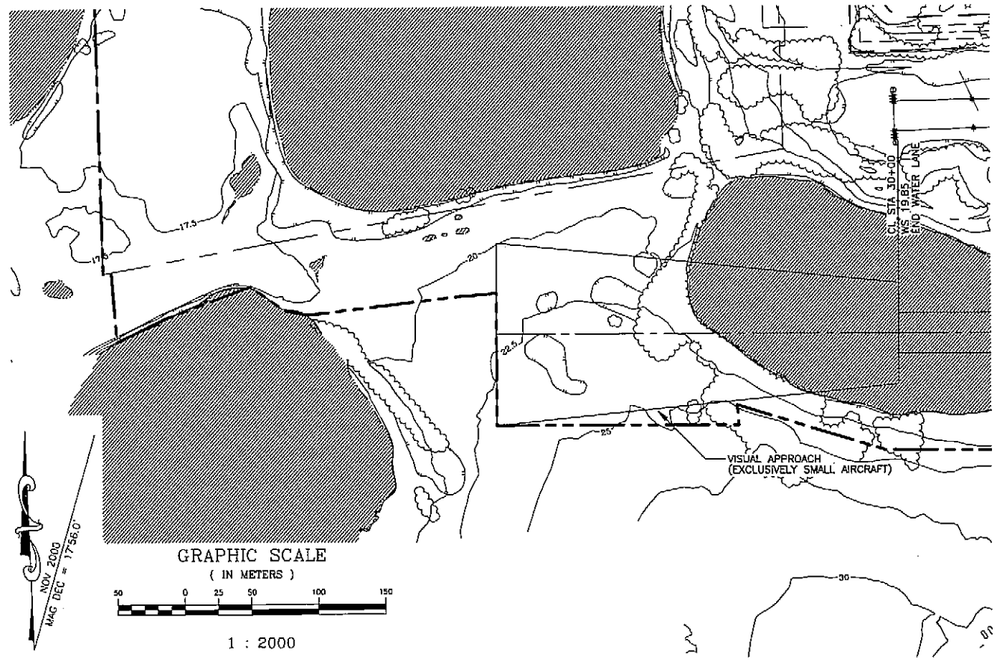
CENTRAL REGION

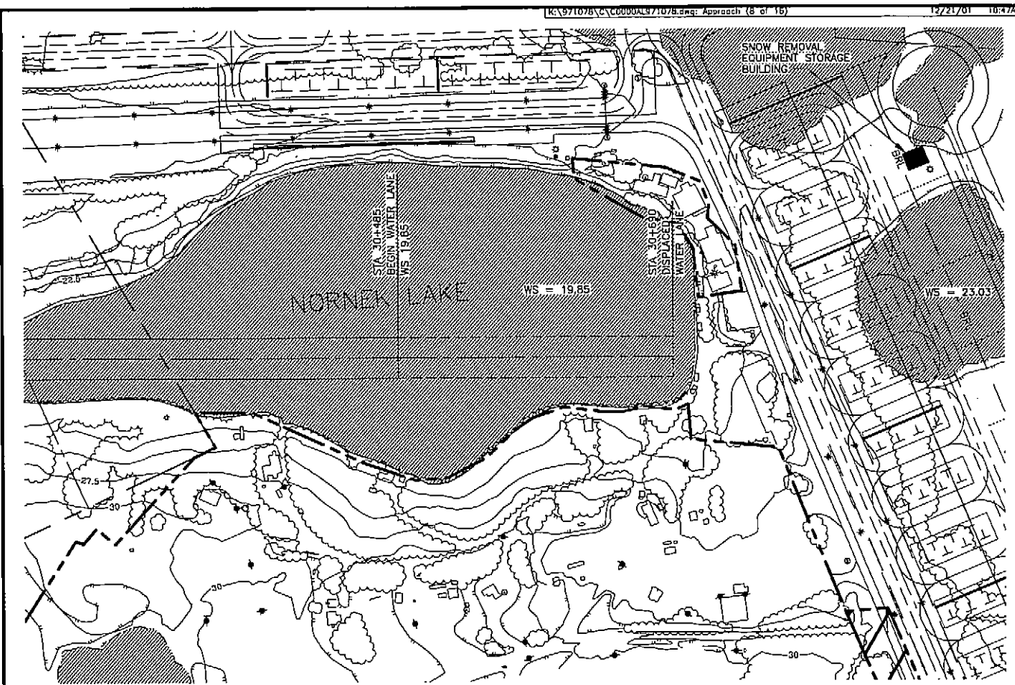
APPROVED: STEPHEN M. RYAN, P.E. — DESIGN SECTION CHIEF
APPROVED: JOHN C. WAHL, P.E. — PROJECT MANAGER

NAKNEK AIRPORT
AIRPORT LAYOUT PLAN
RUNWAY 8/26 INNER APPROACH SURFACE
PLAN AND PROFILE

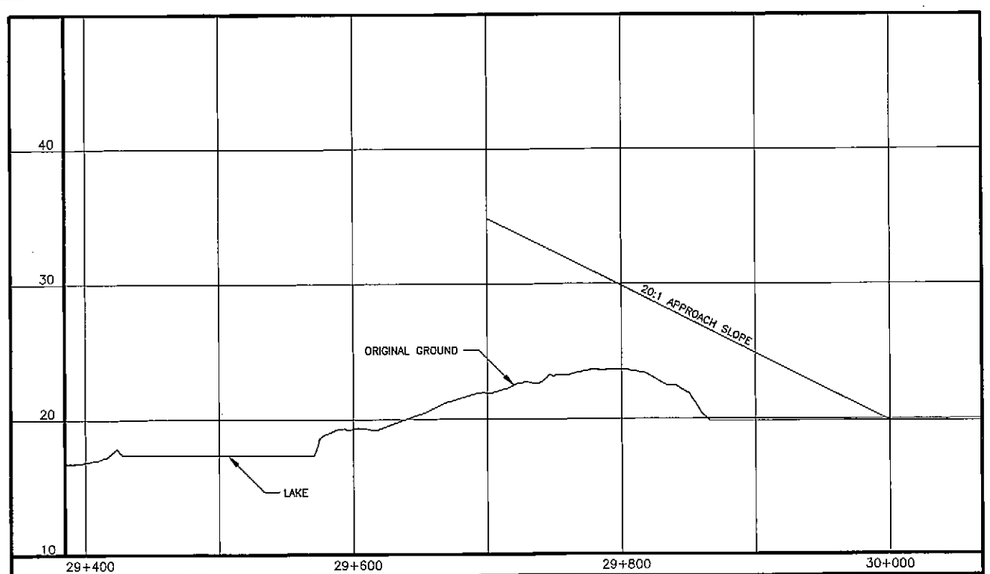
SHEET 7 OF 16



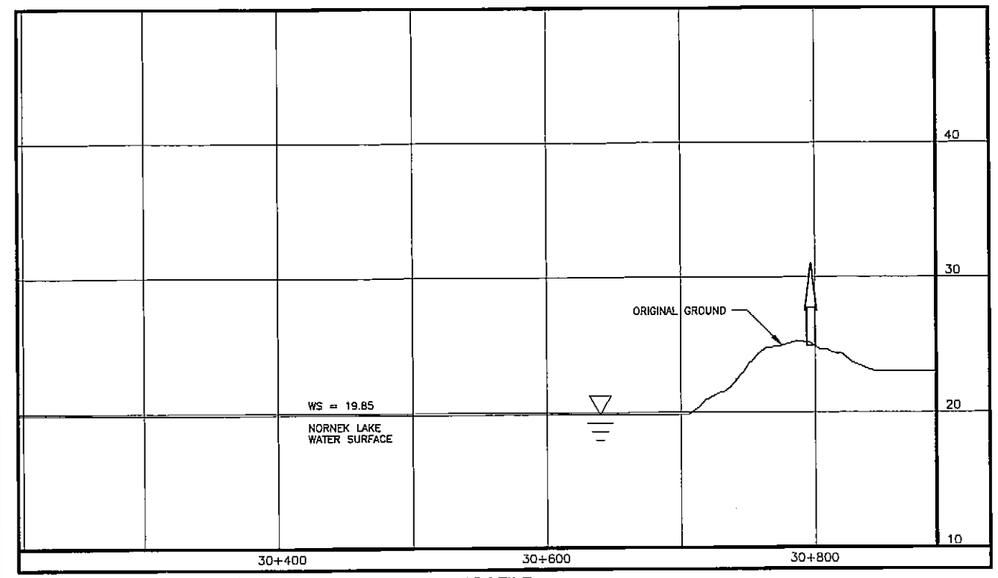
WATER LANE APPROACH PLAN



WATER LANE APPROACH PLAN



WATER LANE APPROACH PROFILE



WATER LANE APPROACH PROFILE

FAA AIRSPACE REVIEW NUMBER:
01-AAL-046-NRA

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 7-10-02

BY: D. L. Pond DATE: 7-10-02
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

FILE:
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DATE:
09/11/00 1=1 (EXTENTS)

BY	DATE	REVISIONS

DATE 2/15/01 NOV 2001
DESIGN RLC
DRAWN RJP/GDS
CHECKED RLC

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: STEPHEN W. RYAN, P.E. — DESIGN SECTION CHIEF
APPROVED: JOHN G. WHALEY, P.E. — PROJECT MANAGER

NAKNEK AIRPORT
AIRPORT LAYOUT PLAN
WATER LANE INNER APPROACH SURFACE
PLAN AND PROFILE

SHEET 8 OF 16

K:\971078\C\C0000AL971078.dwg: Terminal Plan (9 of 16) 12/21/01 10:49AM

GRAPHIC SCALE
(IN METERS)
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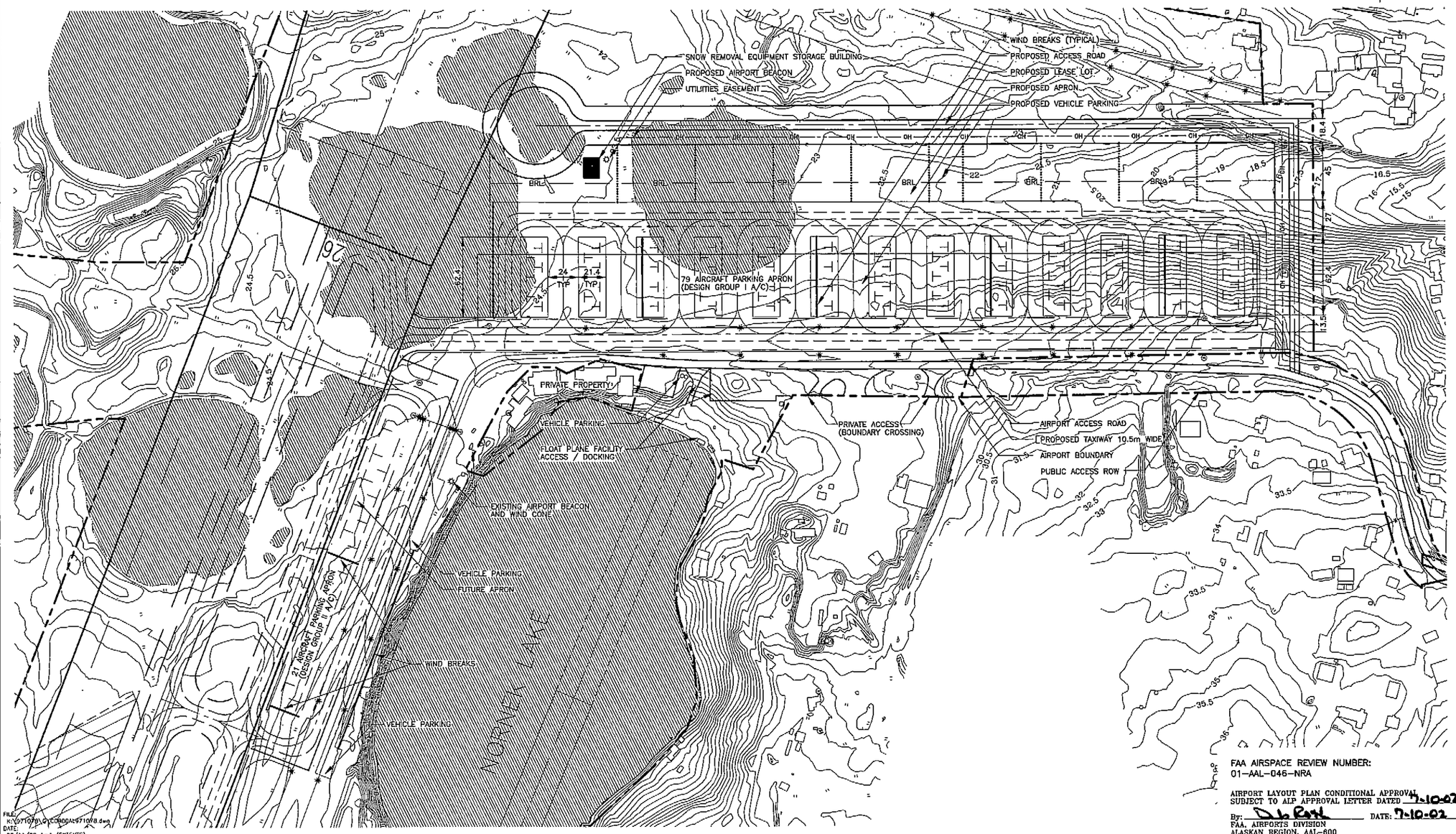
1 : 1500

MAG 2000
MAG DEC = 17°56.0'



FAA AIRSPACE REVIEW NUMBER:
01-AAL-046-NRA

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 7-10-02

By: [signature] DATE: 7-10-02
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

FILE: K:\971078\C\C0000AL971078.dwg
DATE: 09/11/00 1=1 (EXTENTS)

BY	DATE	REVISIONS

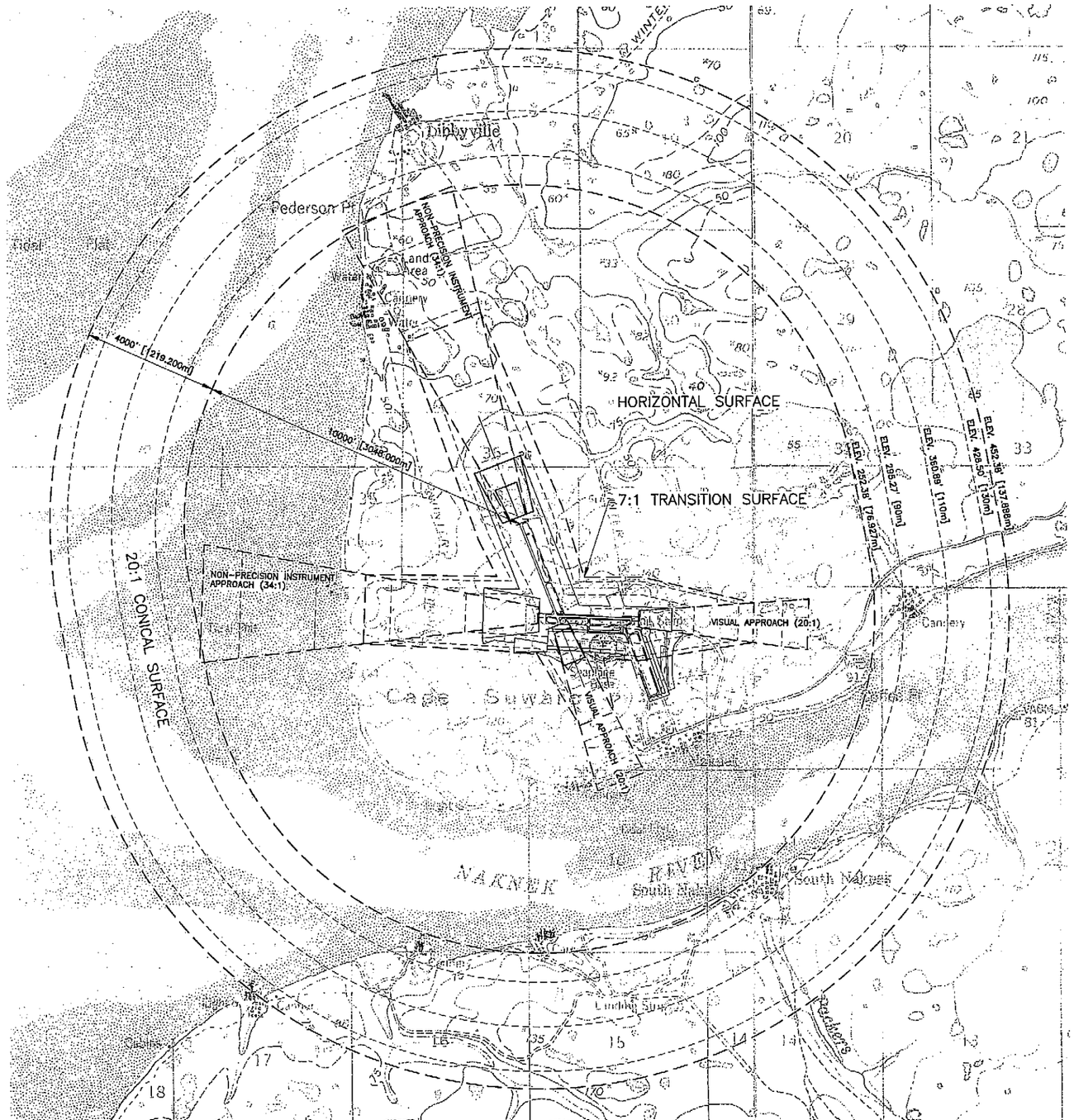
DATE 7/15/02 NOV 2001
DESIGN RLC/KOR
DRAWN RLP/GDS
CHECKED RLC

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: [signature] DESIGN SECTION CHIEF
STEPHEN M. RYAN, P.E.
APPROVED: [signature] PROJECT MANAGER
JOHN G. WAHL, P.E.

NAKNEK AIRPORT
AIRPORT LAYOUT PLAN
TERMINAL PLAN

SHEET 9 OF 16



GRAPHIC SCALE
(IN METERS)

500 0 250 500 1000 1500

1 : 20000

MAG DEC = 17°56.0'
NOV 2000

OBSTRUCTION DATA TABLE

NUMBER	PENETRATION DISTANCE	DESCRIPTION	DISPOSITION

FAA AIRSPACE REVIEW NUMBER:
01-AAL-046-NRA

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO AIP APPROVAL LETTER DATED 7-10-02

By: [signature] DATE: 7-10-02
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

BY	DATE	REVISIONS

DATE 7/15/02 NOV 2001
DESIGN RLC/NW
DRAWN RJP/GDS
CHECKED RLC

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

DESIGN SECTION CHIEF

APPROVED: STEPHEN M. RYAN, P.E.
APPROVED: JOHN G. TWAL, P.E.
PROJECT MANAGER

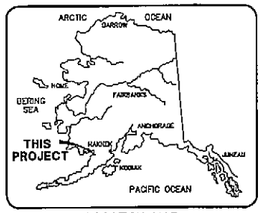
NAKNEK AIRPORT

AIRPORT LAYOUT PLAN

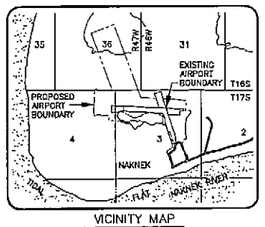
F.A.R. PART 77 SURFACES

SHEET 10 OF 16

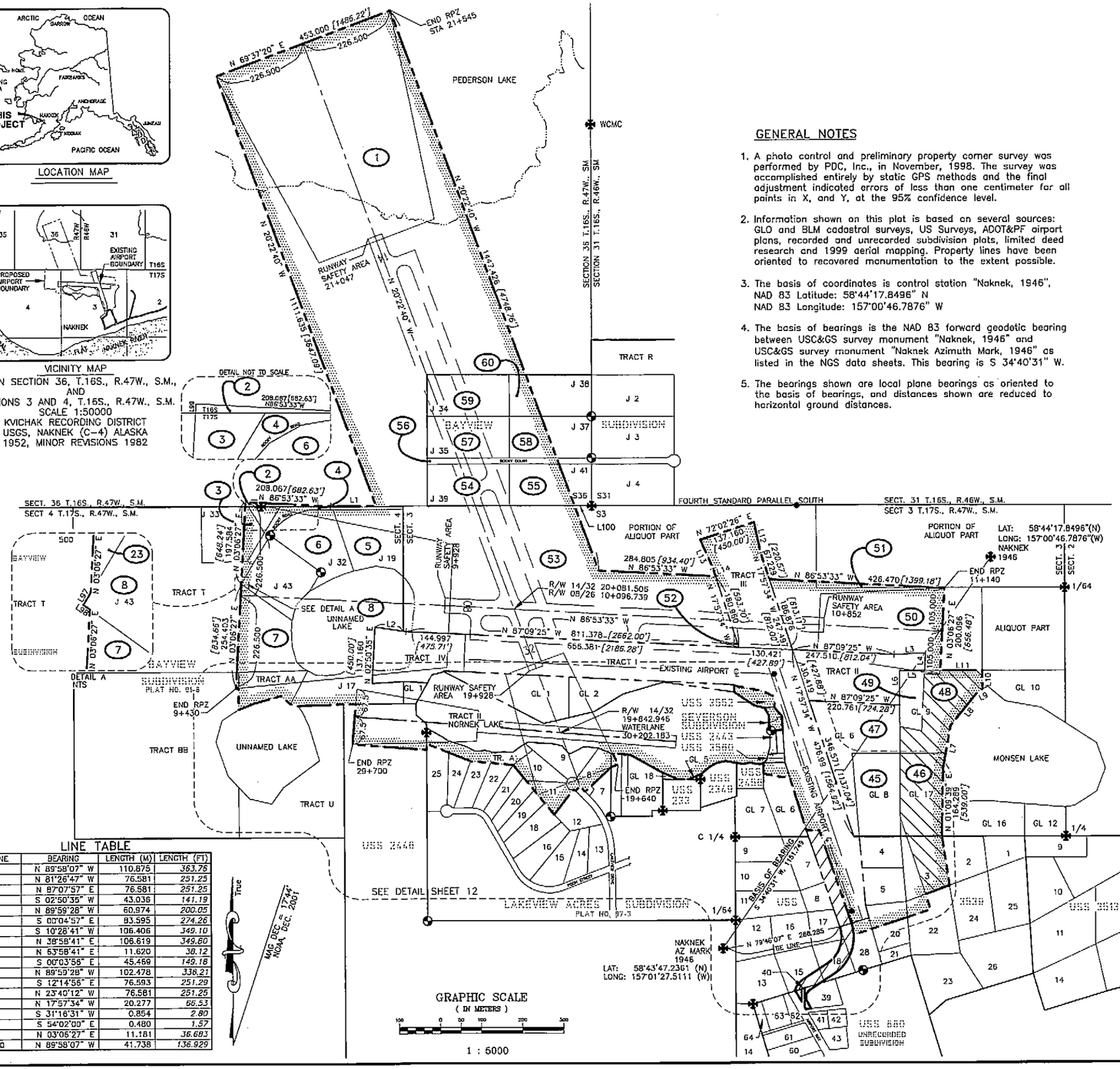
FILE: K:\971078\C\C1000A971078.dwg
DATE: 09/11/00 1=1 (EXTENTS)



LOCATION MAP



VICINITY MAP
WITHIN SECTION 36, T.16S., R.47W., S.M.,
AND
SECTIONS 3 AND 4, T.16S., R.47W., S.M.
SCALE 1:50000
KVICHAK RECORDING DISTRICT
USGS, NAKNEK (C-4) ALASKA
1952, MINOR REVISIONS 1982



GENERAL NOTES

1. A photo control and preliminary property corner survey was performed by PDC, Inc., in November, 1998. The survey was accomplished entirely by static GPS methods and the final adjustment indicated errors of less than one centimeter for all points in X, and Y, at the 95% confidence level.
2. Information shown on this plat is based on several sources: GLO and BLM cadastral surveys, US Surveys, ADOT&PF airport plans, recorded and unrecorded subdivision plats, limited deed research and 1999 aerial mapping. Property lines have been oriented to recovered monumentation to the extent possible.
3. The basis of coordinates is control station "Naknek, 1946", NAD 83 Latitude: 58°44'17.8496" N NAD 83 Longitude: 157°00'46.7876" W
4. The basis of bearings is the NAD 83 forward geodetic bearing between USC&GS survey monument "Naknek, 1946" and USC&GS survey monument "Naknek Azimuth Mark, 1946" as listed in the NGS data sheets. This bearing is S 34°40'31" W.
5. The bearings shown are local plane bearings as oriented to the basis of bearings, and distances shown are reduced to horizontal ground distances.
6. Meter to foot conversion factor is 3937/1200.
7. The natural meanders of the ordinary high water of Nornak and Monsen Lakes form the property boundary as applicable. Meanders were acquired from record data and aerial mapping based on 1999 photography. The ownership of the bed of Nornak Lake within U.S. Survey 233 has not been researched.
8. The existing airport property is comprised of 6 tracts, numbered I through V and a second Tract II, Nornak Lake.
9. This is a preliminary property plan. Discrepancies of up to seven feet were found when orienting record plats to the recovered monumentation. Property corners should not be established based on these drawings. Title reports for these properties have not been reviewed.
10. Parcels prefixed with an "A" are access road ROW parcels and are outside of the proposed airport boundary.
11. See the 9/13/01 Survey Control Diagram for additional survey information.

LEGEND

- PRIMARY MONUMENT RECOVERED
- GLO-BLM MONUMENT RECOVERED
- AIRPORT MONUMENT RECOVERED
- SURVEYED TOWNSHIP, SECTION, OR LOT LINE
- EXISTING AIRPORT BOUNDARY
- PROPOSED AIRPORT BOUNDARY
- AVIGATION EASEMENT
- ACCESS ROAD ROW REQUIRED, NOT INCLUDED IN PROPOSED AIRPORT BOUNDARY
- NTS NOT TO SCALE
- (1) PARCEL NUMBER

LINE TABLE

LINE	BEARING	LENGTH (M)	LENGTH (FT)
L1	N 89°59'07" W	110.875	363.76
L2	N 81°26'47" W	76.581	251.25
L3	N 87°07'57" E	76.581	251.25
L4	S 02°50'35" W	43.036	141.19
L5	N 89°59'28" W	60.974	200.05
L6	S 00°04'57" E	83.595	274.26
L7	S 10°28'41" W	106.406	349.10
L8	N 38°58'41" E	106.619	349.80
L9	N 63°58'41" E	11.620	38.12
L10	S 00°03'56" E	45.469	149.18
L11	N 89°59'28" W	102.478	336.21
L12	S 12°14'56" E	76.593	251.29
L13	N 23°40'12" W	76.581	251.25
L14	N 17°57'34" W	20.277	66.53
L97	S 31°16'31" W	0.854	2.80
L98	S 54°02'00" E	0.480	1.57
L99	N 03°06'27" E	11.181	36.683
L100	N 89°58'07" W	41.738	136.929

GRAPHIC SCALE
(IN METERS)
100 0 50 100 200 300
1 : 5000

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF ALASKA, THAT THIS PLAT REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, AND THE MONUMENTS SHOWN HEREON ACTUALLY EXIST AS DESCRIBED, AND THAT ALL DIMENSIONS AND OTHER DETAILS ARE CORRECT.

DATE 12/19/01 REGISTRATION NO. 6484-S

STATE OF ALASKA 49TH DENNIS BOGREN No. 6484-S 12/19/01 REGISTERED PROFESSIONAL LAND SURVEYOR

REGISTERED LAND SURVEYOR

FAA AIRSPACE REVIEW NUMBER:

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 7-10-02
By: DATE: 7-10-02
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

BY	DATE	REVISIONS

DATE 9/13/01
DESIGN RLC
DRAWN JS/KMK/DAB
CHECKED DAB

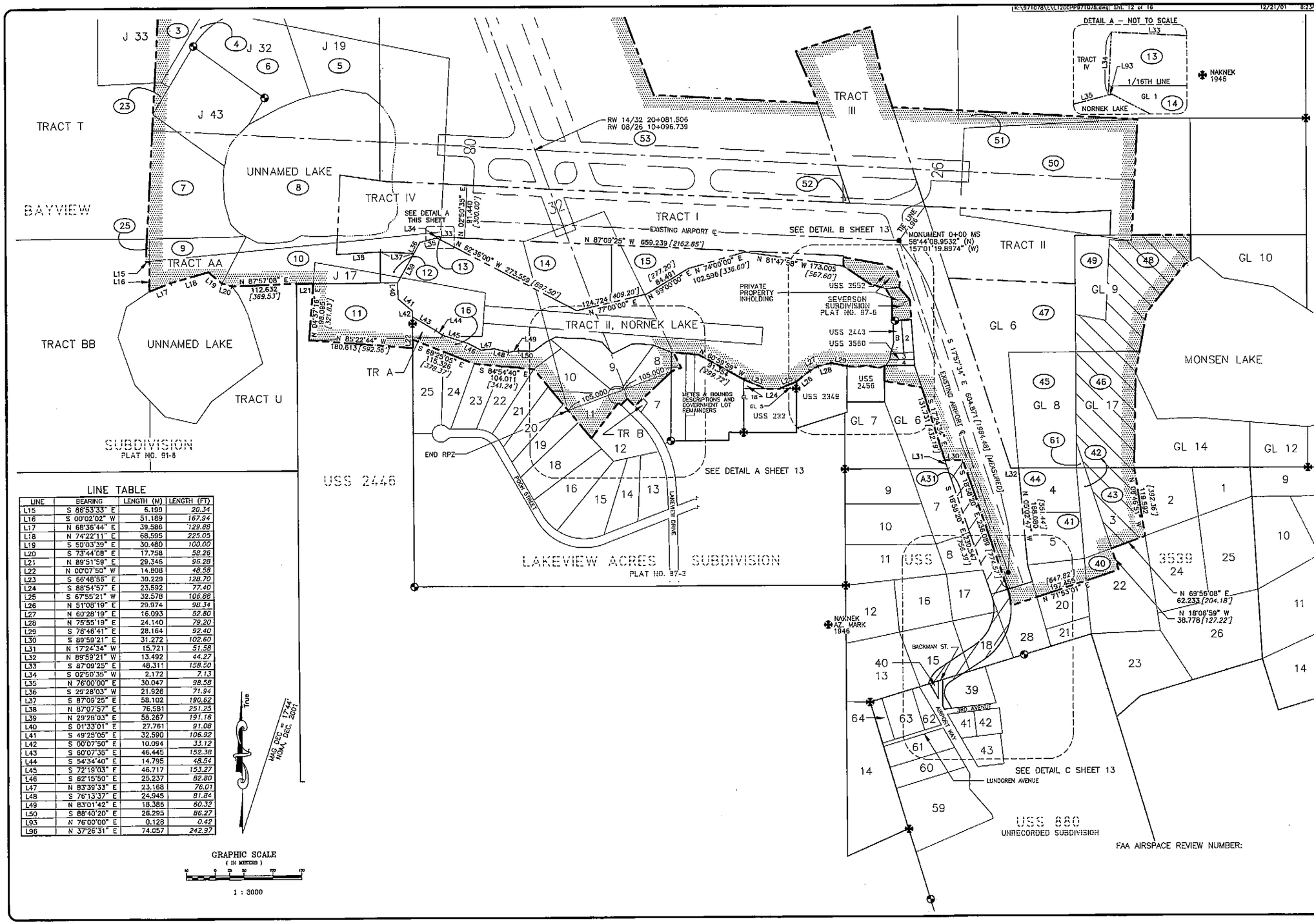
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

DESIGN SECTION CHIEF
PROJECT MANAGER
APPROVED: STEPHEN M. RYAN, P.E.
APPROVED: JOHN G. WALL, P.E.

NAKNEK AIRPORT

PRELIMINARY PROPERTY PLAN, SHEET 1

SHEET 11 OF 16



LINE TABLE

LINE	BEARING	LENGTH (M)	LENGTH (FT)
L15	S 86°53'33" E	6.199	*20.34*
L16	S 00°02'02" W	51.189	*167.94*
L17	N 68°36'44" E	39.586	*129.88*
L18	N 74°22'11" E	68.595	*225.05*
L19	S 50°03'39" E	30.480	*100.00*
L20	S 73°44'08" E	17.758	*58.26*
L21	N 89°51'59" E	29.346	*96.28*
L22	N 00°07'50" W	14.808	*48.58*
L23	S 66°48'56" E	39.229	*128.70*
L24	S 88°54'57" E	23.592	*77.40*
L25	S 67°55'21" W	32.578	*106.88*
L26	N 51°08'19" E	29.974	*98.34*
L27	N 60°28'19" E	16.093	*52.80*
L28	N 75°55'19" E	24.140	*79.20*
L29	S 78°46'41" E	28.164	*92.40*
L30	S 89°59'21" E	31.272	*102.60*
L31	N 17°24'34" W	15.721	*51.58*
L32	N 89°59'21" W	13.492	*44.27*
L33	S 87°09'25" E	48.311	*158.50*
L34	S 02°50'35" W	2.172	*7.13*
L35	N 76°00'00" E	30.047	*98.58*
L36	S 29°28'03" W	21.926	*71.94*
L37	S 87°09'25" E	58.102	*190.62*
L38	N 87°07'57" E	76.581	*251.25*
L39	N 29°28'03" E	58.267	*191.16*
L40	S 01°33'01" E	27.761	*91.08*
L41	S 49°25'05" E	32.590	*106.92*
L42	S 00°07'50" E	10.094	*33.12*
L43	S 60°07'35" E	46.445	*152.38*
L44	S 54°34'40" E	14.795	*48.54*
L45	S 72°19'03" E	46.717	*153.27*
L46	S 62°15'50" E	25.237	*82.80*
L47	N 83°39'33" E	23.168	*76.01*
L48	S 76°13'37" E	24.945	*81.84*
L49	N 83°01'42" E	18.386	*60.32*
L50	S 88°40'20" E	26.295	*86.27*
L93	N 76°00'00" E	0.128	*0.42*
L96	N 37°26'31" E	74.057	*242.97*

BY	DATE	REVISIONS

DATE 2/15/02
DESIGN 9/13/01 RLC
DRAWN JS/KM/DAB
CHECKED DAB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

DESIGN SECTION CHIEF
PROJECT MANAGER

APPROVED: STEPHEN N. RYAN, P.E.
APPROVED: JOHN D. WASIL, P.E.

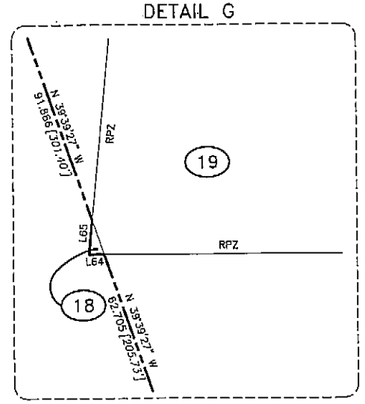
NAKNEK AIRPORT
PRELIMINARY PROPERTY PLAN

SHEET 12 OF 16

LINE TABLE

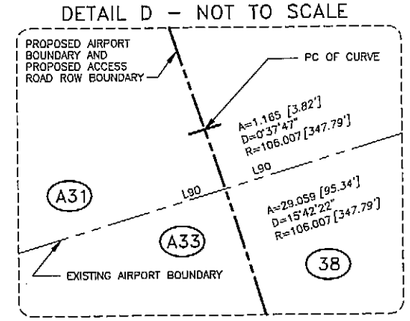
LINE	BEARING	LENGTH (M)	LENGTH (FT)
L51	N 53°24'19" E	26.740	87.73
L52	N 62°48'02" E	9.415	30.89
L53	S 83°44'30" E	21.360	70.08
L54	S 88°43'48" E	26.048	85.46
L55	S 81°36'49" E	15.002	49.22
L56	S 76°41'32" E	18.794	61.66
L57	S 42°32'22" E	27.435	90.01
L58	N 86°07'40" E	12.305	40.37
L59	S 83°34'33" E	26.377	86.54
L60	N 84°59'08" W	3.604	11.82
L61	N 00°39'37" E	0.419	1.37
L62	N 44°57'13" W	18.278	59.97
L63	N 45°02'47" E	15.240	50.00
L64	N 59°37'20" E	0.678	2.22
L65	S 14°40'02" E	1.515	4.97
L66	S 84°49'46" E	16.093	52.80
L67	N 83°04'14" E	18.105	59.40
L68	S 79°09'46" E	22.129	72.60
L69	N 70°40'14" E	10.058	33.00
L70	N 77°52'38" E	2.299	7.54
L71	S 33°16'06" W	12.411	40.72
L72	S 09°45'00" W	10.302	33.80
L73	N 15°52'16" E	19.965	65.50
L74	N 86°38'41" E	1.553	5.10
L75	N 27°45'34" W	21.909	71.88
L76	S 76°01'14" E	26.135	85.74
L77	N 00°03'00" W	2.671	8.76
L78	N 63°20'00" W	27.419	89.96
L79	N 17°31'00" W	18.105	59.40
L80	N 09°20'00" E	10.541	34.58
L81	S 41°03'00" E	28.225	92.60
L82	S 15°32'43" E	30.155	98.93
L83	S 73°12'47" W	2.334	7.66
L84	S 30°00'59" E	19.553	64.15
L85	S 83°38'35" W	12.772	41.90
L86	N 30°00'59" W	5.758	18.89
L87	S 73°12'47" W	7.958	26.11
L88	S 00°05'37" W	30.685	100.67
L89	N 30°00'59" W	30.163	98.96
L90	N 73°15'07" E	74.672	244.99
L91	N 00°03'00" W	15.088	49.50
L92	N 86°38'41" E	31.459	103.21
L94	N 62°48'02" E	9.415	30.89
L95	N 00°09'14" E	26.070	85.53
L101	N 69°37'20" E	18.194	59.69
L102	N 25°05'18" W	29.747	97.60

DETAIL G

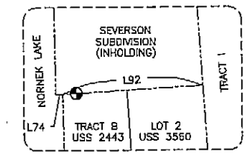


NOT TO SCALE

DETAIL D – NOT TO SCALE



DETAIL E



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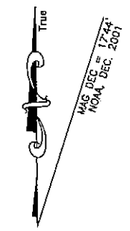
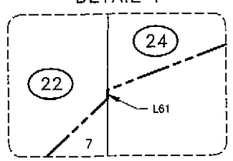
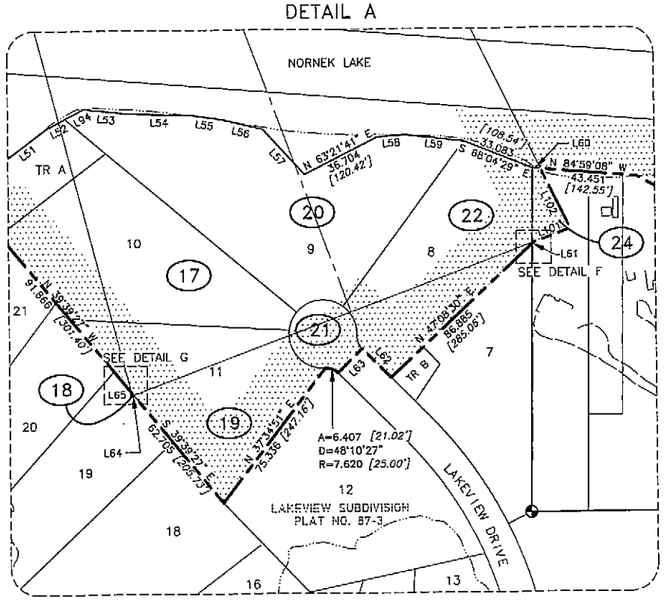


DETAIL F



NOT TO SCALE

DETAIL A



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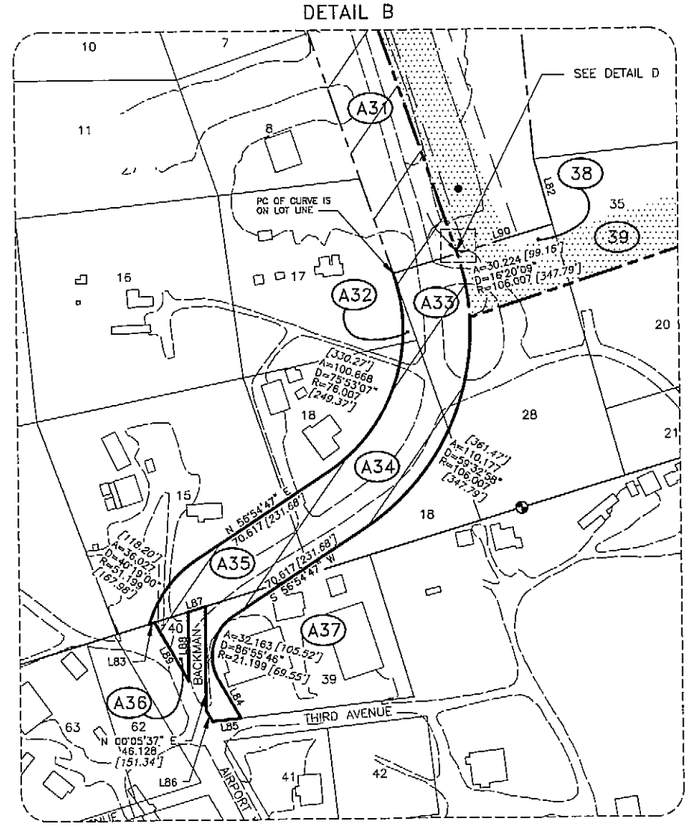
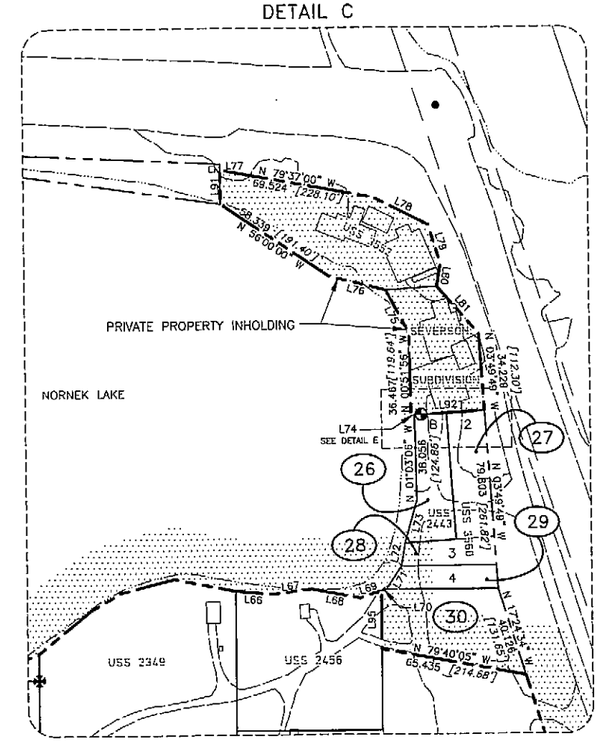


DETAIL C



GRAPHIC SCALE
(IN METERS)
25 0 12.5 25 50 75

1 : 1200
(DETAILS A, B, C)

BY	DATE	REVISIONS

DATE 9/13/01
DESIGN RLC
DRAWN JS/KM/DAB
CHECKED DAB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

DESIGN SECTION CHIEF
APPROVED: STEPHEN M. RYAN, P.E.
PROJECT MANAGER
APPROVED: JOHN E. WALL, P.E.

NAKNEK AIRPORT
PRELIMINARY PROPERTY PLAN

SHEET 13 OF 16

PROPERTY STATUS

PARCEL No.	SHEET No.	LARGER PARCEL Ha	LARGER PARCEL Acres	TAKE Ha	TAKE Acres	GRANTOR	DOT & PF INTEREST	DATE ACQUIRED	A.I.P. No.
TRACT I	11			13.149	32.49		QCD SURFACE ESTATE, 14(C)(4)	04/03/84	
TRACT II	11			3.201	7.91		A&H EASEMENT--14(C)(4)	04/03/84	
TRACT III	11			3.723	9.2		A&H EASEMENT	04/03/84	
TRACT IV	11			2.525	6.24		A&H EASEMENT	04/03/84	
TRACT II*	11			11.396	28.16		I.L.M.T. GRANTED BY ADL	05/17/64	
1	11	LARGE		44.640	110.307				
2	11	LARGE		0.116	0.287				
3	11	2.022	5.000	0.642	1.586				
4	11	0.546	1.349	0.546	1.349				
5	11	2.112	5.219	2.112	5.219				
6	11	2.095	5.177	2.095	5.177				
7	11	17.418	43.040	2.268	5.605				
8	11	7.392	18.266	7.392	18.266				
9	12	1.094	2.703	1.094	2.703				
10	12	1.802	4.453	1.802	4.453				
11	12	17.235	42.588	1.759	4.346				
12	12	0.234	0.578	0.234	0.578				
13	12	0.004	0.010	0.004	0.010				
14	12	2.087	5.157	2.087	5.157				
15	12	1.313	3.244	1.313	3.244				
16	12	0.748	1.848	0.748	1.848				
17	13	0.56	1.384	0.56	1.384				
18	13	0.476	1.176	0.001	0.002				

* Delineation of this Tract II is a duplication in identification and is not a part of the ANCSA reconveyance as is Tract I through IV.

PROPERTY STATUS

PARCEL No.	SHEET No.	LARGER PARCEL Ha	LARGER PARCEL Acres	TAKE Ha	TAKE Acres	GRANTOR	DOT & PF INTEREST	DATE ACQUIRED	A.I.P. No.
19	13	0.463	1.144	0.463	1.144				
20	13	0.77	1.903	0.77	1.903				
21	13	0.77	1.903	0.77	1.903				
22	13	0.458	1.132	0.458	1.132				
23	11	17.418	43.040	0.074	0.183				
24	13	0.385	0.951	0.033	0.081				
25	12	15.49	38.276	0.020	0.050				
26	13	0.095	0.235	0.095	0.235				
27	13	0.097	0.240	0.097	0.240				
28	13	0.047	0.116	0.047	0.116				
29	13	0.048	0.119	0.048	0.119				
30	13	0.185	0.457	0.185	0.457				
31	13	0.725	1.791	0.725	1.791				
32	13	0.562	1.389	0.007	0.017				
33	13	0.830	2.053	0.151	0.373				
34	13	0.704	1.740	0.282	0.697				
35	13	0.89	2.199	0.165	0.408				
36	13	0.023	0.057	0.023	0.057				
37	13	0.493	1.218	0.05	0.124				
38	13	0.830	2.053	0.128	0.316				
39	13	0.957	2.365	0.451	1.114				
40	13	1.705	4.213	0.208	0.514				

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SUBJECT TO ALP APPROVAL LETTER DATED 7.10.02
By: [signature] DATE: 7-10-02
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

BY	DATE	REVISIONS

DATE 7/15/02
DESIGN 9/13/01 RLC
DRAWN CFP
CHECKED DAB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: STEPHEN M. RYAN, P.E. — DESIGN SECTION CHIEF
APPROVED: JOHN O. WAHL, P.E. — PROJECT MANAGER

NAKNEK AIRPORT
PRELIMINARY PROPERTY PLAN

SHEET 14 OF 16

PROPERTY STATUS

PARCEL No.	SHEET No.	LARGER PARCEL Ha	LARGER PARCEL Acres	TAKE Ha	TAKE Acres	GRANTOR	DOT & PF INTEREST	DATE ACQUIRED	A.I.P. No.
41	12	0.854	2.110	0.854	2.110				
42	12	0.486	1.201	0.486	1.201				
43	12	0.964	2.382	0.964	2.382				
44	12	0.769	1.900	0.769	1.900				
45	12	2.185	5.399	2.185	5.399				
46	12	2.045	5.053	2.045	5.053				
47	11	3.209	7.929	3.209	7.929				
48	11	2.269	5.607	2.267	5.602				
49	11	0.845	2.088	0.846	2.091				
50	11	6.547	16.425	6.479	16.010				
51	11	12.155	30.035	0.222	0.549				
52	11	0.022	0.054	0.022	0.054				
53	11	19.871	49.101	19.870	49.099				
54	11	2.018	4.986	2.018	4.986				
55	11	2.021	4.994	1.410	3.484				
56	11	0.968	2.392	0.485	1.199				
57	11	2.024	5.001	2.024	5.001				
58	11	2.024	5.001	0.976	2.411				
59	11	2.023	4.999	2.023	4.999				
60	11	2.023	4.999	0.599	1.481				
61	12	0.033	0.082	0.033	0.082				

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: [signature] DESIGN SECTION CHIEF
STEPHEN M. RYAN, P.E.
APPROVED: [signature] PROJECT MANAGER
JOHN G. WAHL, P.E.

NAKNEK AIRPORT
PRELIMINARY PROPERTY PLAN

SHEET 15 OF 16

A. Purpose

This Narrative Report is included with the Airport Layout Plan (ALP) for Naknek, Alaska, in accordance with Federal Aviation Administration (FAA) Airport Design Advisory Circular (AC) 150/5300-13. This project is being designed in SI (metric) units, and all airport features are in accordance with FAA AC 150/5300-13. The rationale for improvements to Naknek Airport is outlined in this report.

B. Introduction

Naknek is situated at the head of Bristol Bay, on the north shore of the Naknek River. The Naknek area was first settled 6,000 years ago by Yupik Eskimo and Athabascan Indians. The area has historically been used for hunting camps and fur trapping. Currently, Naknek's economy is based on salmon fishing and processing, government employment, and retail trade.

The current permanent population is 624, of whom 41% are Alaska Native. Population fluctuates greatly during fishing season. The Alaska Department of Labor projects annual growth through 2017 at 1.44–2.0%.

The lands in and surrounding Naknek consist of privately owned parcels, Native allotments, state-owned properties, and land owned by Paug-Vik, Ltd., the local village corporation.

C. Airport Usage and Forecasts

The Alaska Aviation System Plan (AASP) classifies Naknek Airport as a "Local" airport. However, the airport also functions as a mini-district airport serving outlying communities, since the Bristol Bay Borough government and many of the community centers are located in Naknek.

Aircraft operations at Naknek Airport support local fishing industry activities, medical evacuations, and passenger traffic, including the daily transportation of children from South Naknek to and from school in Naknek.

Passenger enplanement (the total number of people departing an airport by plane) reported for Naknek Airport from 1990–1996 ranged from 2,054 to 2,559, showing no consistent pattern of growth or decline. Reporting passenger enplanement is voluntary on the part of the air carriers, however, and it is likely that these figures are low; the daily transport of school children alone would result in approximately 3,420 enplanements.

Based upon data from the 1990 FAA Master Record, confirmed by surveys of air taxi operators and local registered pilots, the total of annual aircraft operations at Naknek is approximately 53,500. Of these, approximately 25,000 are air taxi operations and 28,500 are local and itinerant general aviation (GA) operations.

The Alaska Department of Labor projects that Naknek's population will increase by 1.44–2.0 % per year during the planning period. Applied to the data from the FAA Master Record, these figures result in forecasted operations at Naknek as shown below:

Table 1 – Forecasted Aircraft Operations

Growth Rate	1997 (Est.)	2002 (Proj.)	2007 (Proj.)	2017 (Proj.)
1.44%	53,500	57,464	61,723	71,210

D. Design Rationale

1. Airport Reference Code
Design Group A–I and B–I aircraft account for approximately 99% of operations at Naknek Airport. Of these, the most demanding is the Piper Navajo PA–31, a B–I aircraft. (The Caravan, an A–II aircraft, is also used, but only on an occasional basis.) Thus, the ultimate facility development is designed to meet the standards required for B–I aircraft.

2. Wind Coverage
Site specific wind coverage was not available for Naknek Airport; however, conversations with local pilots indicate that wind directions are similar to those at King Salmon, with wind speeds slightly higher at Naknek. The King Salmon wind data indicates south and south-southeast winds during the summer, and north and east winds during the winter. The FAA recommends wind coverage of 95% or better; wind coverage of 97.6% will be obtained from the alignment of the new primary and crosswind runways at 159 and 93 degrees, respectively.

3. Runways and Waterlane

Existing and proposed airport design dimensions are summarized in Table 2.

Waterlane floatplane facilities on Nornek Lake were deemed essential by the local users. The need to keep Nornek Lake "open" was strongly expressed by the local pilots. As a result, a Memorandum of Resolution Regarding the Nornek Lake Float/ Ski Plane Facility was developed and agreed upon by both FAA and DOT&PF.

The Memorandum of Resolution is a plan for maintaining the lake for limited operations. This plan provides a tentative agreement with FAA regarding conditions for approval of this Master Plan. The conditions of the plan address safety issues associated with the lack of sight between the waterlane and runways, while allowing the community to continue essential use of float/ski planes on Nornek Lake. No construction would be completed on the Nornek Lake facilities, other than providing a public access point that is not currently available. The intent is that operations will be kept close to current levels by limiting improvements to the lake and development of properties surrounding the lake.

4. Taxiways
Each runway must be connected to the apron and aviation support area by taxiways or taxilanes. The current and projected volume of traffic at Naknek warrants construction of parallel taxiways along the full length of each runway. The taxiway operational widths are planned for Design Group II aircraft, to provide more efficient maneuvering during peak operational demands and during the winter months. The extra width will accommodate higher speed operations and winter conditions such as slippery surface and the accumulation of snow along the edge of the taxiway.

5. Apron
Two separate aircraft parking areas, providing a total of 100 aircraft parking spaces. Once the primary runway is relocated, the existing R/W 14/32 area will be expanded to accommodate 79 aircraft. The tie-down arrangement was established for Design Group I aircraft, with the tie down spacing being 15.2m (50 ft) center to center. The second aircraft parking area will reuse the existing R/W 08/26. The tie-down arrangement in this area was established to larger aircraft, with a spacing of 21.3 m (70 ft).

6. Airport Access
Legal access will be obtained for the existing access road. The road will provide access to the apron and lease lot areas, as well as to any in-holdings on the airport property.

7. Unusual design features
The need to include protection from occasional high winds was emphasized by the local pilots. Slatted fence, earthen berms and/or natural vegetation should be considered in the design phase. The exact spacing an location of wind breaks will require further design.

Feature	Existing Condition	Facility Requirement
Primary Runway 14/32		
Length	518 m (1700 ft)	975 m (3200 ft)
Width	15 m (50 ft)	18 m (60 ft)
Runway Safety Area	640 x 20 m (2100 x 66 ft)	1119 x 36 m (3680 x 120 ft)
Runway Surface	unpaved, soft & rutted	smoothly graded, well compacted
Taxiway	none	parallel taxiway
Apron	21,370 sq m (230,000 sq ft) 50' x 3000' along edges of the runways + 200' x 400' private apron	±33,663 sq m (362,340 sq ft)
Apron Offset	0'	400'
Runway Protection Zone	visual approach	North End: NPI, not lower than 3/4 mile– 300 x 453 x 510m (1000 x 1510 x 1700ft)
	visual approach	South End: Visual/NPI not lower than 1 mile– 150 x 210 x 300 m (500 x 710 x 1000 ft)
Lighting	poor condition, system is failing	medium intensity (MIRL)
Lease Lots	none provided	Note (1)
Access	existing roadway – no ROW	secondary road
(1) Although no minimum amount of lease area is specified, DOT&PF Leasing anticipates a fair amount of desire for lease space at Naknek; thus lease area should be provided along all apron frontage where practical.		
Crosswind Runway 08/26		
Length	605 m (2000 ft)	780 m (2560 ft)
Width	15 m (50 ft)	18 m (60 ft)
Runway Safety Area	750 x 30 m (2460 x 98 ft)	924 x 30 m (3031 x 98 ft)
Runway Surface	unpaved, soft & rutted	–
Taxiway	none	parallel taxiway
Runway Protection Zone	visual approach	East End: Visual/NPI not lower than 1 mile 150 x 210 x 300m (492 x 689 x 984ft)
	visual approach	West End: NPI, not lower than 3/4 mile 300 x 453 x 510 m (984 x 1486 x 1673 ft)
Lighting	lighting in poor condition	medium intensity (MIRL)
Nornek Lake Float / Ski Plane Facility		
Length	690 m (2263 ft)	780 m (2560 ft)
Width	31 m (100 ft)	18 m (60 ft)
Runway Safety Area	obstructed on west end by terrain & structures	No obstructions allowed

E. Non-Standard Conditions

The Nornek Lake waterlane will remain at 690 m (2,264 ft.) long, shorter than the FAA standard of 2,500 ft. Some potential for airspace conflicts with Naknek airport will continue to exist, but these will be minimized according to the following plan, developed and tentatively accepted by DOT&PF and the FAA. Nornek Lake would be a private facility under the control of DOT&PF, published in the Alaska Supplement with the following operational restrictions: 1) permission required prior to use of the facility; 2) use of radios required; 3) departure limited to the west only; and 4) use of a radio-controlled warning light, installed on Runway 14/32, to warn pilots of float/ski plane operations.
Signs will be placed on the lakeshore indicating required operations on the lake and a contact number. The proposed crosswind runway will be oriented parallel to the waterlane to reduce potential approach/departure conflicts. Available property surrounding Nornek Lake will be acquired. The land will be managed in order to discourage development of facilities that would increase operations on the lake.

F. Phased Development

Development of the Naknek Airport over the 20-year planning period will occur in three phases: 0–5 years, 6–10 years, and 11–20 years. Phase I's primary objectives are to provide legal access to the airport, to reduce or eliminate airspace conflicts, and to construct the new primary runway. Phase II's primary objectives are to relocate the crosswind runway and to provide taxiways, expanded apron areas, and vehicle parking. Phase III's primary objectives are to complete the taxiways, to provide aircraft parking and aviation support areas, and to resurface operational areas as required. The table below shows the tasks to be accomplished during each development phase. (See also the Phased Development Plan Sketch, Figure 5 of the Master Plan.)

Phase I (0–5 Years)
- Acquire airport property
- Acquire R-O-W for public access
- Construct primary runway relocation with MIRL
- Remove terrain obstructions between primary and crosswind runways
- Construct taxiway, aircraft parking, and aviation support areas
- Recondition west access road
- Construct east access road
- Construct Snow Removal Equipment Building and acquire loader w/ appurtenances

Phase II (6–10 Years)
- Relocate crosswind runway with MIRL
- Construct parallel taxiway (adjacent to crosswind runway)
- Construct partial parallel taxiway (adjacent to primary runway)
- Expand apron area
- Extend access road to new apron area and construct vehicle parking

Phase III (11–20 Years)
- Construct taxiway, aircraft parking, and aviation support areas
- Extend parallel taxiway
- Resurface operational areas as required

G. Property Status

The State of Alaska owns the existing airport; however, the existing apron is owned by Paug-Vik. Also, the existing access road crosses several privately owned parcels without a legal right-of-way, and a private residence can only be accessed by crossing the ends of both existing runways.

The proposed relocation site for the primary and crosswind runways is on a combination of the existing airport site owned by DOT&PF, and mostly undeveloped land owned by Paug-Vik. DOT&PF will acquire these properties, as well as the private residence near the intersection of the existing runways (see Sheets 11–15 for the Property Plan). In addition, DOT&PF will acquire right-of-ways through the properties crossed by the existing access road.

Due to the high level of development adjacent to the airport and long time boundary crossing activities, effort to immediately eliminate boundary crossings would be extremely difficult and highly controversial. Currently, 6–7 boundary crossing access points exist. The DOT&PF Leasing and ROW Department needs to develop a detailed plan to address the boundary crosing issue. This plan will supplement the Master Plan and ALP once complete. In an effort to control aircraft and vehicle access onto the airport property DOT&PF may want to consider acquistion of properties as they become available. As part of its efforts to limit development of commercial interests and increased traffic on Nornek Lake, DOT&PF will also acquire available property surrounding the lake.

H. Waste Disposal Facilities

The solid waste facility serving Naknek and King Salmon is located approximately 6 miles east of Naknek, well outside the 1,524 m (5,000 ft.) distance recommended by the FAA.

I. Community Involvement

The residents of Naknek have been involved in the planning process through public meetings, a telephone survey, pilot and user questionnaires, and a series of newsletters keeping them informed of the status and progress of the project. The project included preparation of an Environmental Assessment (EA), which also provided opportunity for community involvement and comment. Documentation of the coordination of public involvement is included in the Environmental Assessment and in the project files.

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NAKNEK AIRPORT
AIRPORT LAYOUT PLAN
PROJECT NOTES

SHEET 16 OF 16

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