

Federal Aviation Administration Alaskan Region Airports Division

222 W. 7th Avenue, Box 14 Anchorage, Alaska 99513-7587 Tel. (907) 271-5438 Fax (907) 271-2851

November 16, 2020

Luke Bowland, P.E. Central Region Aviation Design Section Chief Department of Transportation and Public Facilities, State of Alaska 4111 Aviation Avenue PO Box 196900 Anchorage, AK 99519

Dear Mr. Bowland,

Ekwok Airport, Ekwok, Alaska Airport Layout Plan Conditional Approval Airspace Case No. 2020-AAL-258-NRA

The Ekwok Airport Layout Plan (ALP), prepared by State of Alaska DOT&PF, and bearing your signature, is conditionally approved. A signed copy of the approved ALP is enclosed.

An aeronautical study (no. 2020-AAL-258-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

The FAA Reauthorization Act of 2018, Section 163(d), has limited the FAA's review and approval authority for ALPs. This approval is based on and limited to those portions of the ALP that:

- a. Materially impact the safe and efficient operation of aircraft at, to, or from the airport;
- b. Adversely affect the safety of people or property on the ground adjacent to the airport as a result of aircraft operations; or
- c. Adversely affect the value of prior Federal investments to a significant extent.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, avigation easements, letters of agreement or other means.

This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration.

When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

Please attach this letter to the Airport Layout Plan and retain it in your files. We look forward to working with you in the continued development of the Ekwok airport. If you have any questions, please contact Jonathan Linquist, Community Planner, at our office at 907-271-5040.

Sincerely,

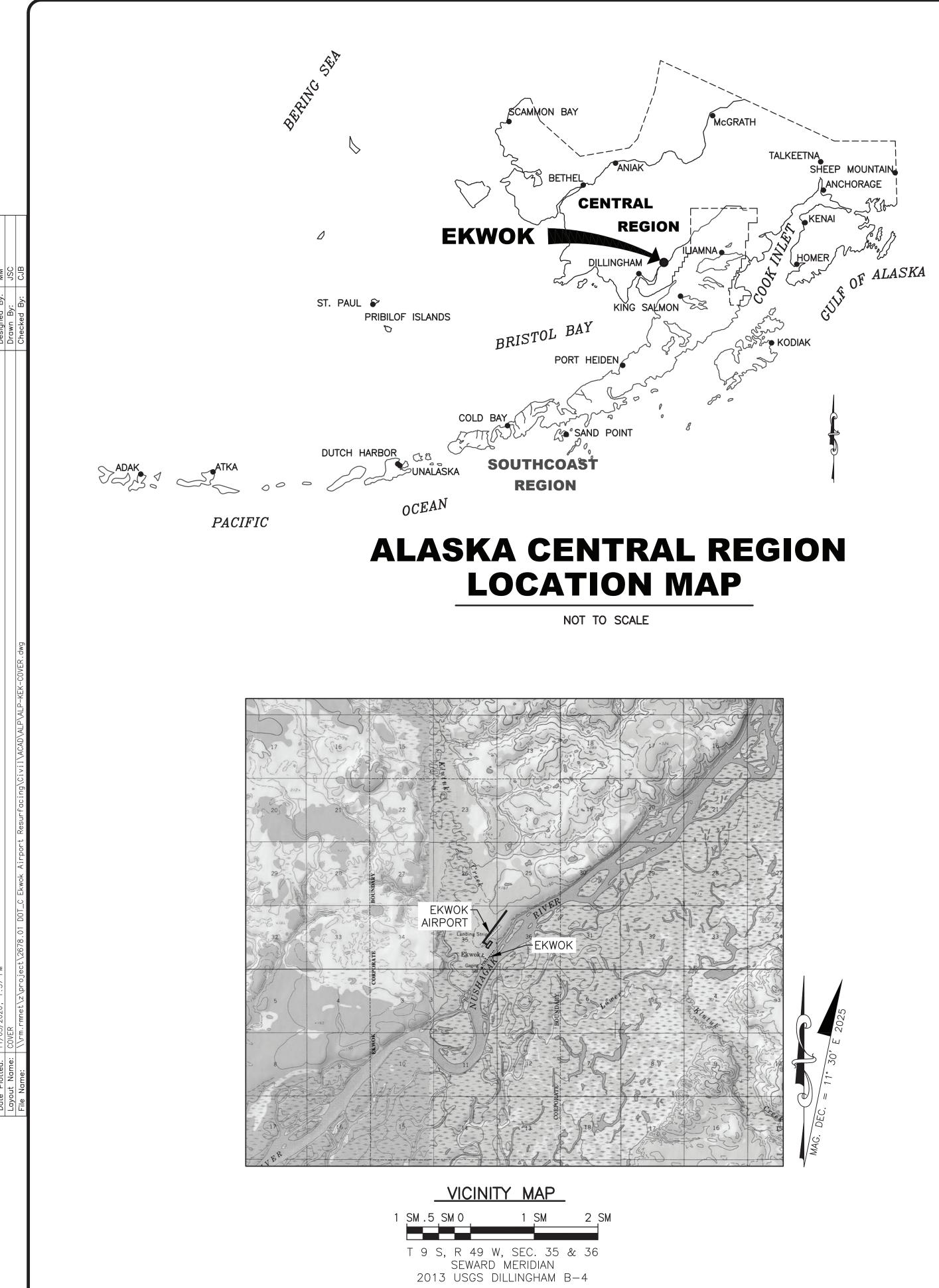
MOSS

Digitally signed by KATRINA C. -09'00'

KATRINA C. MOSS Date: 2020.11.16 15:56:36

Katrina C. Moss Lead Community Planner

Enclosure



EKWOK AIRPORT AIRPORT LAYOUT PLAN

EKWOK, ALASKA

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SPACE PROFILE
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OPERTY MAP

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ITEM	EXISTING	ULTIMATE	SHT#	TITLE
AIRPORT REFERENCE POINT (ARP)	\bigcirc		1	COVER SHEET
ANTENNA	人		2	
APPROACH	—··-AP—··-	— · · – AP— · · —	2	DATA SHEET
BUILDINGS			3	WIND DATA SHEET
BUILDING RESTRICTION LINE	BRL	BRL	4	EXISTING LAYOUT
DEPARTURE SURFACE	— · · — DS —	— · · — DS —	5	ULTIMATE LAYOUT
FAA WEATHER STATION	山		5	
FENCE	-XXX-	<u>-x x x</u>	6	EXISTING INNER PORTION OF THE APPROAC
PAPI	888			SURFACE – RUNWAY 3
PROPERTY LINE			7	EXISTING INNER PORTION OF THE APPROAD
REIL	-&	<u> </u>		SURFACE – RUNWAY 21
ROADWAYS			8	ULTIMATE INNER PORTION OF THE APPROA
ROTATING BEACON		\Rightarrow \bullet \in		SURFACE – RUNWAY 3
RUNWAY OBSTACLE FREE AREA	- · · ·	— — OFA — —	10	ULTIMATE INNER PORTION OF THE APPROA
RUNWAY OBSTACLE FREE ZONE		— — OFZ — —		SURFACE - RUNWAY 21
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RUNWAY SAFETY AREA	RSA	RSA RSA	12	RUNWAY 3-21 PROFILE
SEGMENTED CIRCLE			13	AIRPORT AIRSPACE
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SURVEY MONUMENT				
THRESHOLD MARKERS/LIGHTS	0000 0000	0000 0000	15	AIRPORT PROPERTY MAP
THRESHOLD SIGHTING SURFACE	<u> </u>	<u> </u>		
TOPOGRAPHIC CONTOURS		100		
TREE		<u> </u>		
UTILITY POLE	-0-			
WATER BODY				
WIND CONE		L F		
WIND CONE	APPROVED: John Linnell John Linnell Digitally signed by John Linnell Date: 2020.11.04 13:07:14-09'00' JOHN LINNELL, P.E. RECOMMENDED: Digitally signed by Luke	DATE:	INEER DE	STATE OF ALASKA EPARTMENT OF TRANSPORTATI
	Digitally signed by Luke	DATE:	— I	AND PUBLIC FACILITIES
	Luke Bowland Date: 2020.11.04 09:45:17 -09'00'			CENTRAL REGION
	LUKE BOWLAND, P.E.	AVIATION DESIGN GROUP		
		NDITIONAL APPROVAL SUBJECT T		EKWOK AIRPORT
	ALP APPROVAL LETTER DA	TED <u>11/10/202</u> 0 MBER: 2020–AAL–258–NRA		
		WIDLIN. ZUZU-AAL-ZJO-INKA		AIRPORT LAYOUT PLAN
	KATRINA C. Digitally signed by KATRINA C. MOSS			
	MOSS Date: 2020.11.16 15:57:43 -09'00'	DATE: ALASKAN REGION, AAL-612		COVER SHEET

AIRPORT DATA					
ITEM	EXISTING	ULTIMATE			
ICAO IDENTIFIER	NONE	NONE			
NATIONAL AIRPORT IDENTIFIER	KEK	KEK			
FAA SITE NUMBER	50182.*A	50182.*A			
AIRPORT ELEVATION NAVD88	140.7'	141.2'			
AIRPORT REFERENCE CODE	B-II(S)	B-II(S)			
MEAN MAX. TEMPERATURE, HOTTEST MONTH	61°F, JULY (DILLINGHAM)	61°F, JULY (DILLINGHAM)			
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	11°30'E, 2025, 14'W/YEAR				
CRITICAL AIRCRAFT OR AIRCRAFT GROUP	KING AIR 200	KING AIR 200			
AIRPORT AND TERMINAL NAVIGATION AND VISUAL AIDS	ROTATING BEACON, SEGMENTED CIRCLE, WIND CONE	WEATHER STATION, GPS, ROTATING BEACON, SEGMENTED CIRCLE, WIND CONE			
NPIAS SERVICE LEVEL	GENERAL AVIATION	GENERAL AVIATION			
STATE EQUIVALENT SERVICE ROLE	COMMUNITY OFF-ROAD	COMMUNITY OFF-ROAD			

GEOGRAPHIC COORDINATES				
ITEM	EXISTING	ULTIMATE		
ARP				
LATITUDE	59°21'24.62"	59°21'24.62"		
LONGITUDE	157°28'16.10"	157°28'16.10"		
THRESHOLD RW 03				
LATITUDE	59°21'11.93"	59°21′11.93″		
LONGITUDE	157°28'35.98"	157°28'35.98"		
STATION	100+00	100+00		
ELEVATION	119.3'	120.0'		
THRESHOLD RW 21				
LATITUDE	59°21'37.31"	59°21'37.31"		
LONGITUDE	157°27'56.22"	157°27'56.22"		
STATION	133+00	133+00		
ELEVATION	140.7'	141.2'		

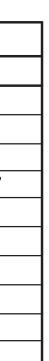
- ALL LATITUDE/LONGITUDE COORDINATES ARE NAD83.
 ALL ELEVATIONS ARE NAVD88, GEOID 12B.
 SURVEY DATA COLLECTED MAY 21, 2019 THRU JUNE 3, 2019, BY R&M CONSULTANTS, INC.
 ADDITIONAL BASE MAP LINEWORK, OBSTRUCTION DATA, AND GROUND CONTOURS WAS TAKEN FROM COMMUNITY PROFILE MAPPING, 2013 WAAS SURVEY BY WOOLPERT, AND MAY, 2019 PUBLISHED DATA BY THE LISCS THE USGS.
- 5. DRAWING UNITS ARE IN FEET UNLESS OTHERWISE SPECIFIED. 6. RUNWAY 3/21 MEETS LINE OF SIGHT REQUIREMENTS.

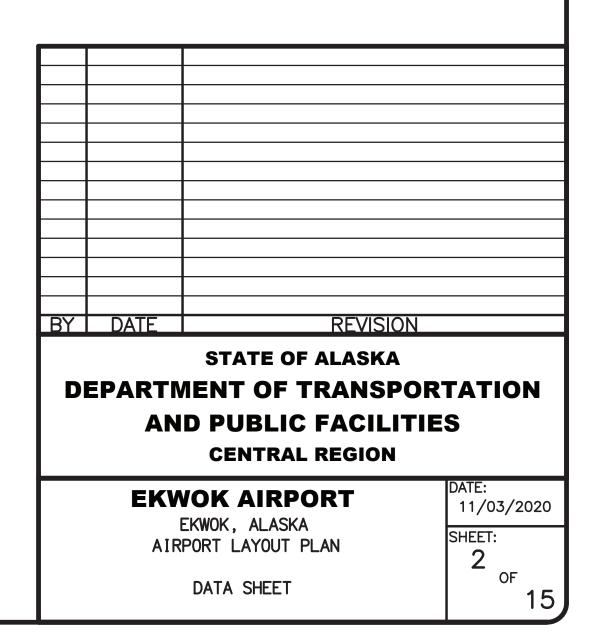
PRIMARY AIRPORT CONTROL STATIONS				
POINT	LATITUDE LONGITUDE	RW 03/21 STA & OFF	DESCRIPTION	
KEK A	N 59°21'07.1" W 157°28'38.8"	STA 95+25.7 OFF 191.9'RT	PACS	
KEK B	N 59°21'17.5" W 157°28'19.9"	STA 109+62.3 OFF 297.7'RT	SACS	
КЕК С	N 59°21'30.5" W 157°28'56.7"	STA 108+01.8 OFF 2,016.4'LT	SACS	

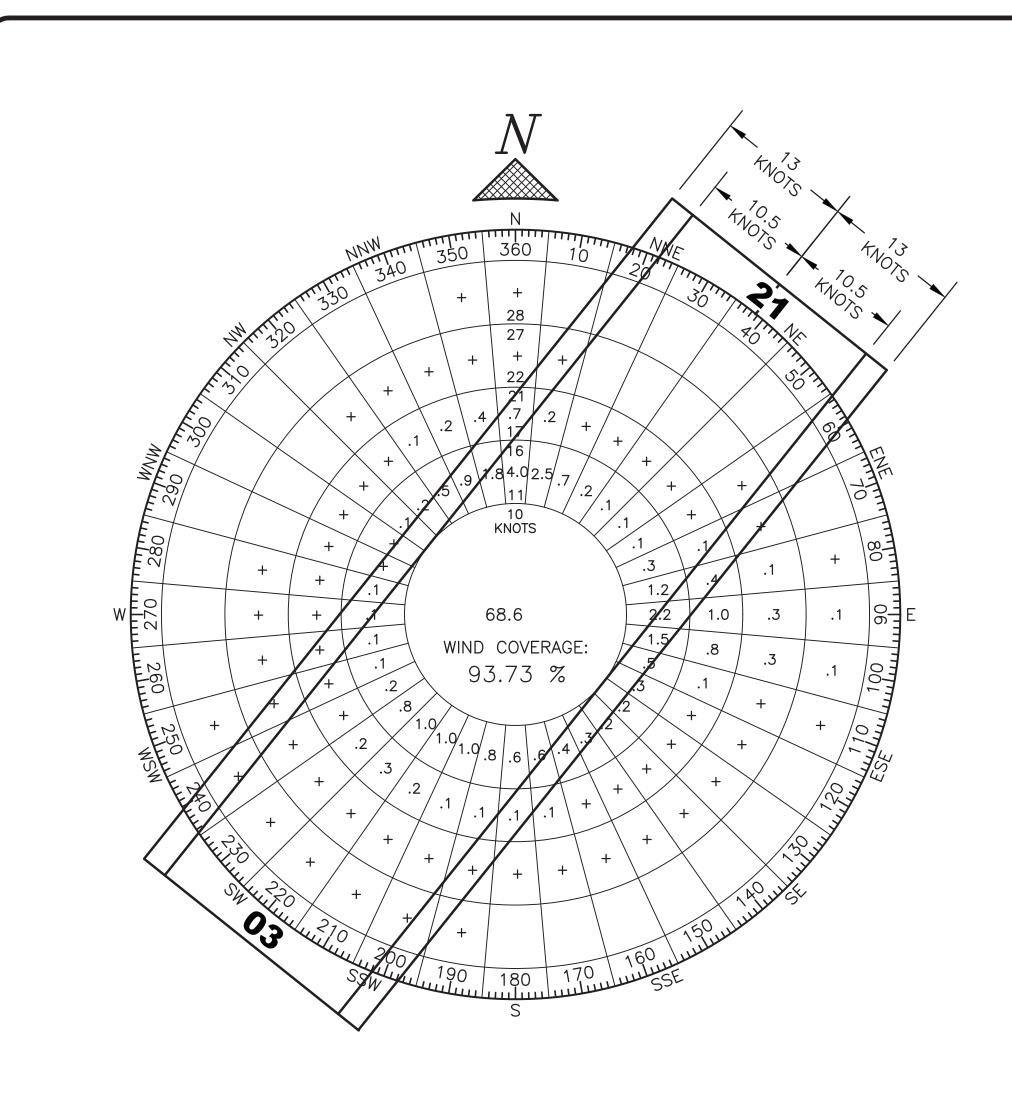
		MODIFICATIONS	TO STANDARDS		
ASN	DESCRIPTION	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED
	NONE REQUIRED				

RUNWA	AY DATA	
ITEM	EXISTING	ULTIMATE
RUNWAY IDENTIFIER	03/21	03/21
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY	UTILITY	UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	V/V	NPI/NPI
FAR PART 77 VISIBILITY MINIMUM	VISUAL	>1 SM
FAR PART 77 APPROACH SURFACES SLOPE	20:1 / 20:1	20:1 / 20:1
APPROACH TYPE (VIS, NPA, APV(NP), APV(P), PREC)	VIS	NPA
THRESHOLD SITING SURFACE SLOPE	20:1	20:1
RUNWAY DESIGN CODE	B-II(S)-VIS	B-II(S)-5000
APPROACH RUNWAY REFERENCE CODE (APRC)	D/IV/VIS D/V/VIS	D/IV/5000 D/V/5000
DEPARTURE RUNWAY REFERENCE CODE (DPRC)	D/IV D/V	D/IV D/V
RUNWAY SURFACE	GRAVEL	GRAVEL
SURFACE TREATMENT	NONE	NONE
AIRPLANE GEAR CONFIG/PAVE STRENGTH (x1000 lbs)	N/A	N/A
PAVEMENT STRENGTH BY PCN	N/A	N/A
DESIGN AIRCRAFT (>60,000 lbs)	N/A	N/A
MAXIMUM ELEVATION	140.7'	141.2'
TOUCHDOWN ZONE ELEVATION	138.3'/140.7'	138.7'/141.2'
MAXIMUM GRADE	0.85%	0.81%
TRUE BEARING	38.65°	38.65°
RUNWAY DIMENSIONS	75' X 3,300'	75' X 3,300'
RUNWAY SAFETY AREA (RSA)	150' X 3,900'	150' X 3,900'
RSA LENGTH BEYOND DEPARTURE END	300'	300'
RSA LENGTH PRIOR TO THRESHOLD	300'	300'
RUNWAY OBJECT FREE AREA (OFA)	500' X 3,900'	500' X 3,900'
ROFA LENGTH BEYOND DEPARTURE END	300'	300'
ROFA LENGTH PRIOR TO THRESHOLD	300'	300'
RUNWAY OBSTACLE FREE ZONE (OFZ)	250' X 3,700'	250' X 3,700'
PRECISION OBSTACLE FREE ZONE (POFZ)	N/A	N/A
RUNWAY PROTECTION ZONE (RPZ)	1,000' X 250' X 450'	1,000' X 250' X 450'
RUNWAY LIGHTING	MIRL	MIRL
RUNWAY MARKING TYPE	NONE	NONE
RUNWAY NAVIGATION AIDS	NONE	NONE
AERONAUTICAL SURVEY TYPE REQUIRED	NVG	NVG
DEPARTURE SURFACE	NO	YES

TAXIWAY DATA					
ITEM	EXISTING	ULTIMATE			
AIRPLANE DESIGN GROUP	II	II			
TAXIWAY DESIGN GROUP	2	2			
TAXIWAY SURFACE	GRAVEL	GRAVEL			
TAXIWAY DIMENSIONS	50'X362.5'	35'X362.5'			
SHOULDER WIDTH	20'	15'			
SAFETY AREA (TSA) WIDTH	118'	79'			
EDGE SAFETY MARGIN (TESM)	10'	7.5'			
OBJECT FREE AREA (TOFA) WIDTH	186'	131'			
TAXIWAY LIGHTING	MITL	MITL			
TAXIWAY MARKING	NONE	NONE			





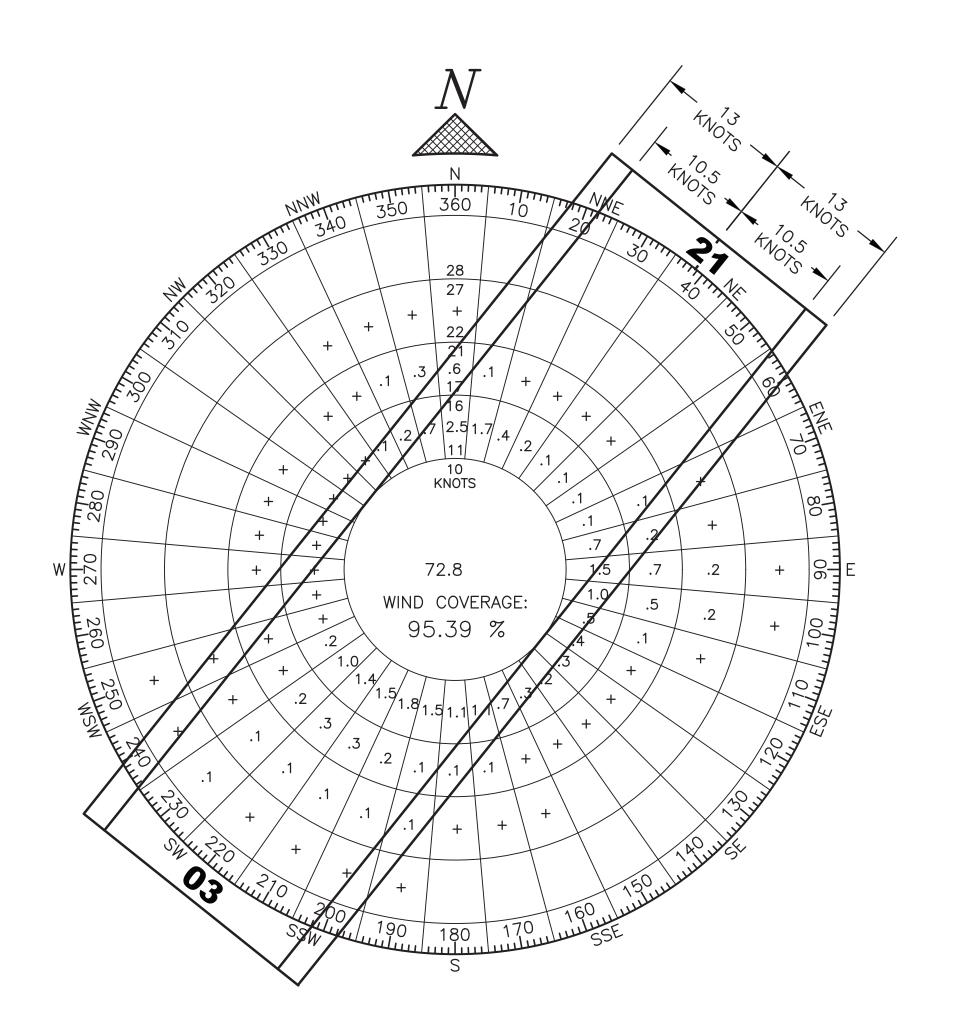


WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

	ALL WEATHER WIND DATA				
RUNWAY 10.5 kT 13	kT				
03/21 87.67% 93.	.73%				

SOURCE: NEW STUYAHOK WIND DATA (PANW) FAA GIS NOAA INTEGRATED SURFACE DATABASE APRIL 18, 2019 PERIOD: 2009 – 2018





NOTE: WIND SPEED IS INDICATED IN KNOTS.

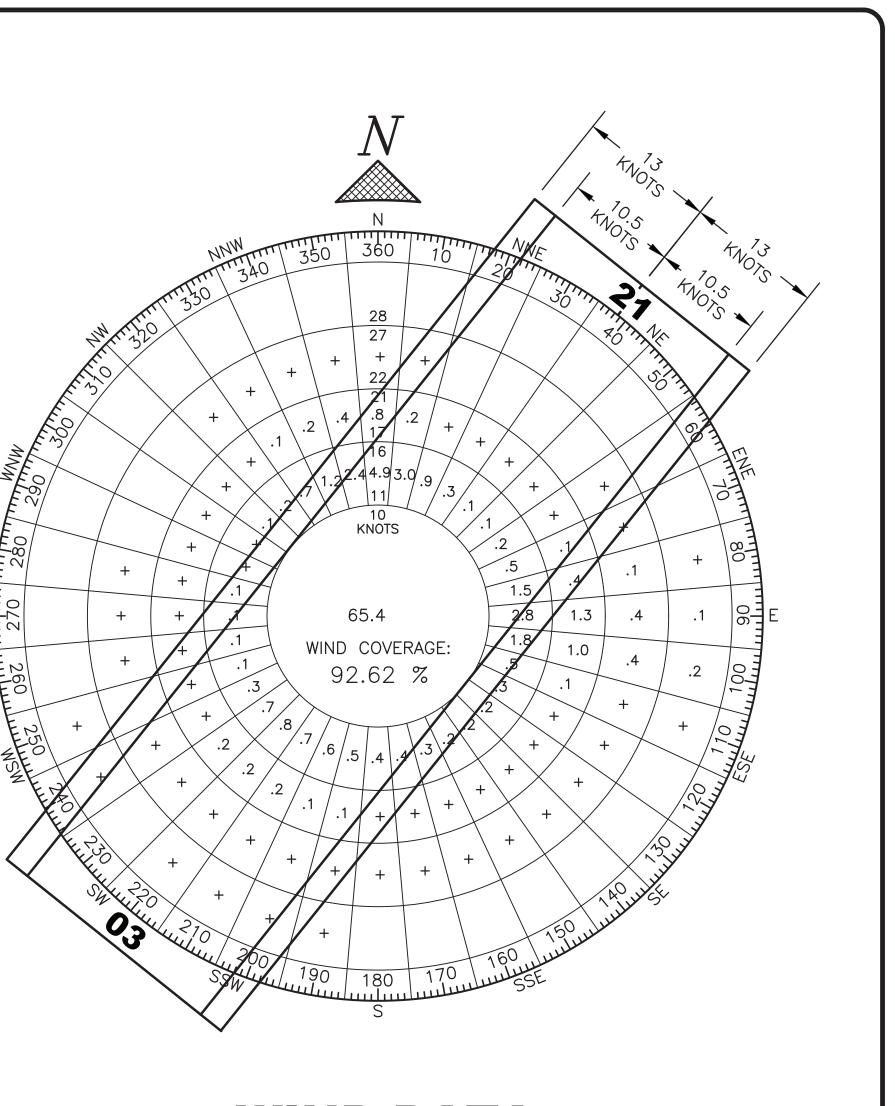
	WIND DAT	A
RUNWAY	10.5 kT	13 kT
03/21	90.74%	95.39%

SOURCE: NEW STUYAHOK WIND DATA (PANW) FAA GIS NOAA INTEGRATED SURFACE DATABASE APRIL 18, 2019 PERIOD: 2009 - 2018

BY	DATE	

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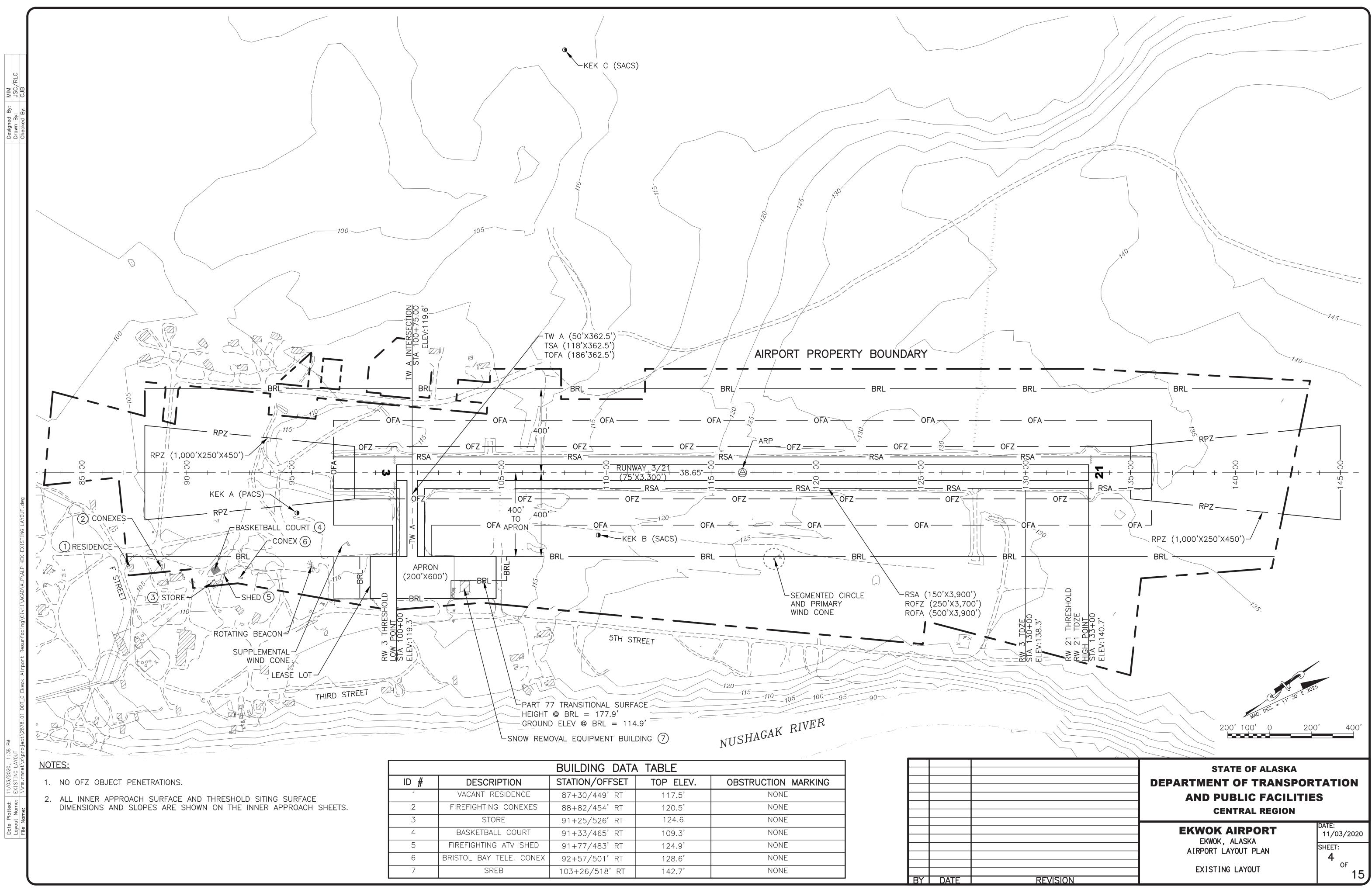
WIND DATA .

NOTE: WIND SPEED IS INDICATED IN KNOTS.

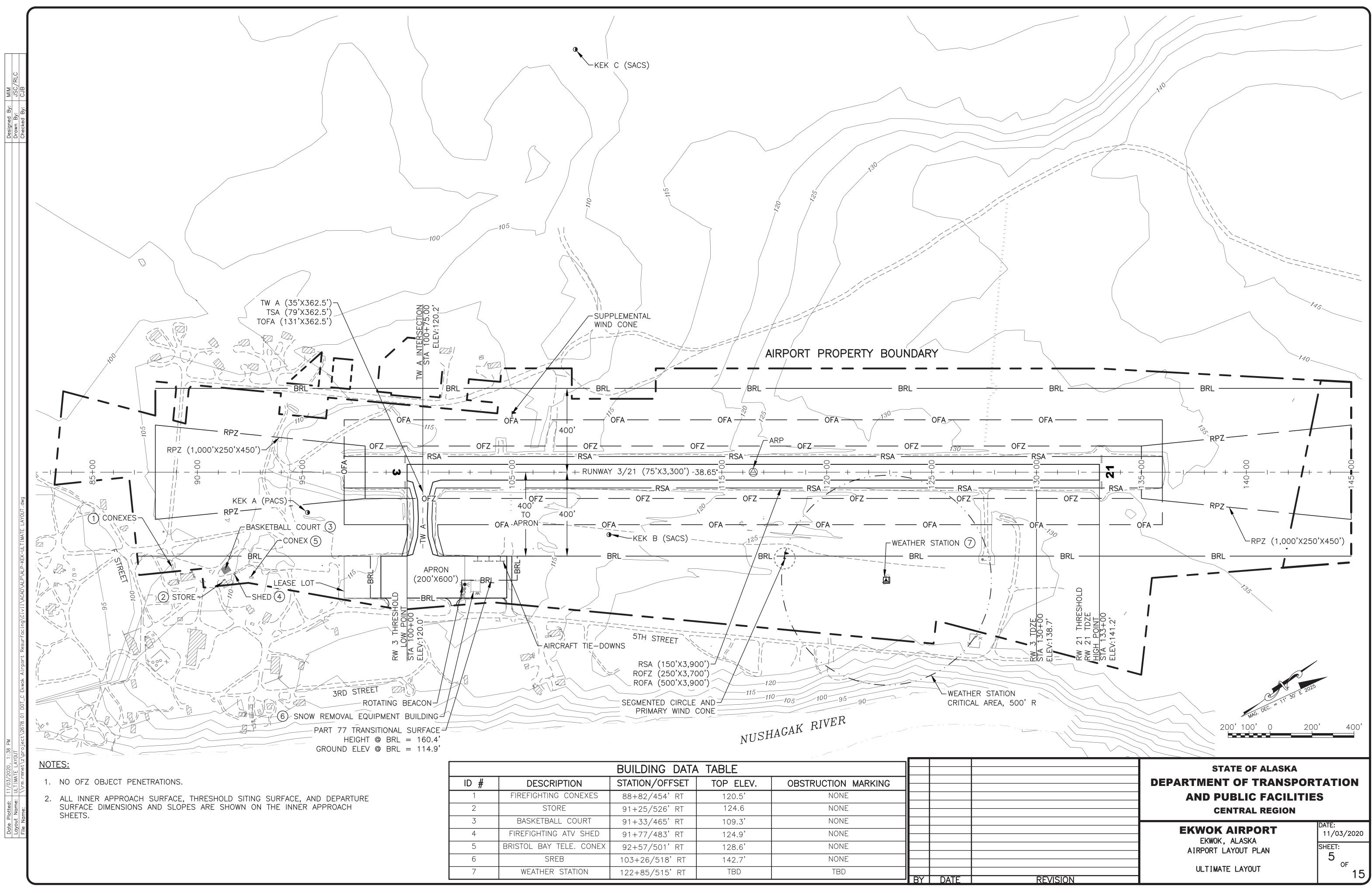
VFR	WIND DA	ATA
RUNWAY	10.5 kT	13 kT
03/21	85.67%	92.62%

SOURCE: NEW STUYAHOK WIND DATA (PANW) FAA GIS NOAA INTEGRATED SURFACE DATABASE APRIL 18, 2019 PERIOD: 2009 - 2018

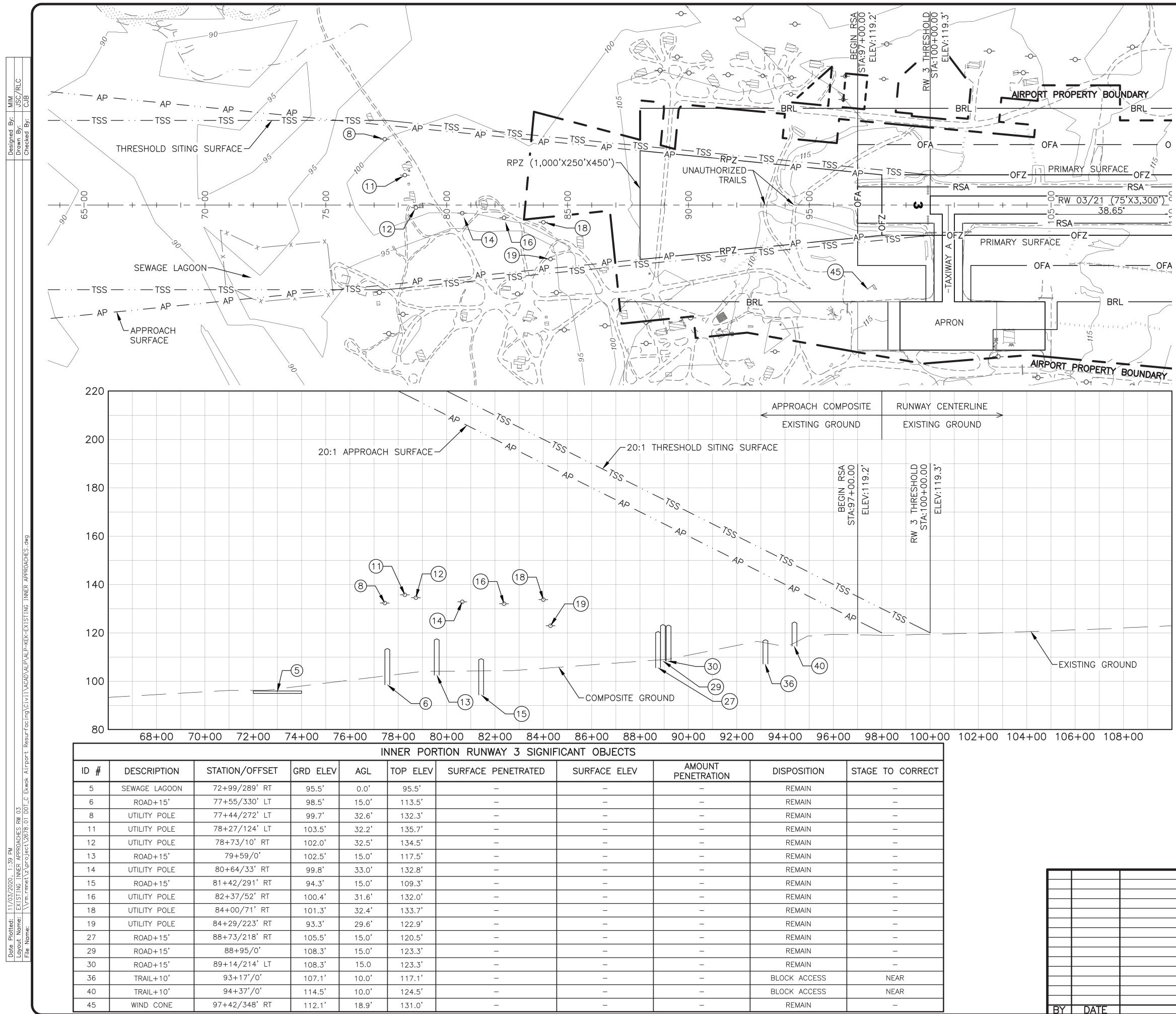
	STATE OF ALASKA DEPARTMENT OF TRANSP AND PUBLIC FACILI CENTRAL REGION	
ON	EKWOK AIRPORT EKWOK, ALASKA AIRPORT LAYOUT PLAN WIND DATA SHEET	DATE: 11/03/2020 SHEET: 3 OF 15



	BUILDING DATA	TABLE	
CRIPTION	STATION/OFFSET	TOP ELEV.	OBSTRUCTION MARKING
RESIDENCE	87+30/449'RT	117.5'	NONE
TING CONEXES	88+82/454'RT	120.5'	NONE
STORE	91+25/526'RT	124.6	NONE
BALL COURT	91+33/465'RT	109.3'	NONE
ING ATV SHED	91+77/483'RT	124.9'	NONE
AY TELE. CONEX	92+57/501'RT	128.6'	NONE
SREB	103+26/518'RT	142.7'	NONE



BUILDING DATA TABLE				
	DESCRIPTION	STATION/OFFSET	TOP ELEV.	OBSTRUCTION MARKING
	FIREFIGHTING CONEXES	88+82/454'RT	120.5'	NONE
	STORE	91+25/526'RT	124.6	NONE
	BASKETBALL COURT	91+33/465'RT	109.3'	NONE
	FIREFIGHTING ATV SHED	91+77/483'RT	124.9'	NONE
	BRISTOL BAY TELE. CONEX	92+57/501'RT	128.6'	NONE
	SREB	103+26/518'RT	142.7'	NONE
	WEATHER STATION	122+85/515'RT	TBD	TBD

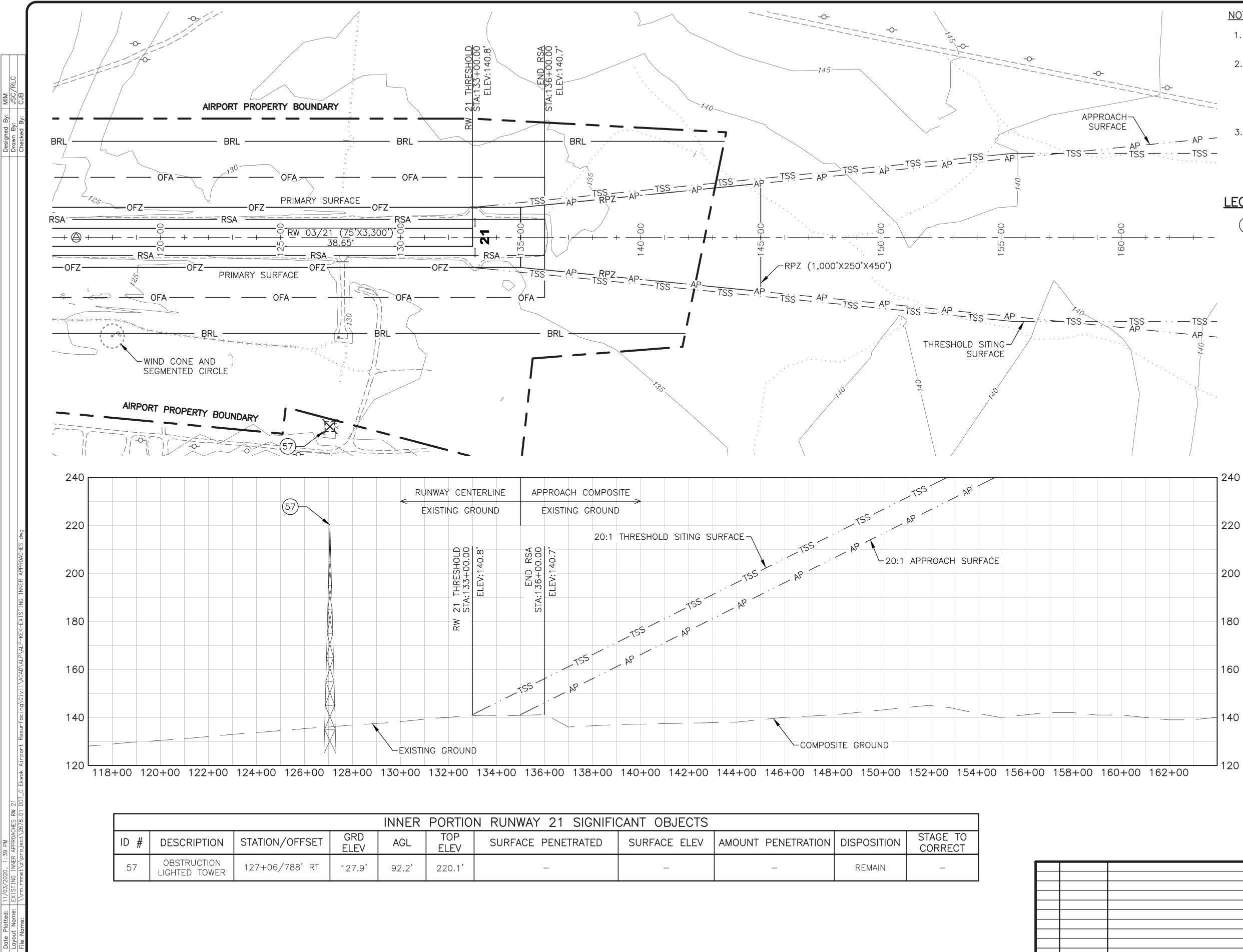


SNIFICANT OBJECTS AMOUNT PENETRATION DISPOSITION STAGE TO CORRECT - - REMAIN -	+00	86+00 88+0	0 90+00 92+00) 94+00 96+0	<u>0 98+00 100+0</u>	0 102+00	104+00	106+00	108+0
D SURPACE ELEV PENETRATION DISPOSITION STAGE TO CORRECT - REMAIN - -	SNIFI	CANT OBJECTS							
REMAIN	D	SURFACE ELEV		DISPOSITION	STAGE TO CORRECT				
REMAIN		-	-	REMAIN	-				
Image: Probability of the symbol sy		-	-	REMAIN	-				
REMAIN		-	-	REMAIN	-				
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- REMAIN - - BLOCK ACCESS NEAR - BLOCK ACCESS		-	-	REMAIN	-				
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		_	-	REMAIN	-			BY DA	

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-7	1.	THERE IS NO CONTROLLING OBSTRUCTION. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1.
	2.	THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS. THRESHOLD SITING CRITERIA FOR RUNWAY 3 IS BASED ON VISUAL APPROACHES EXPECTED TO SERVE SMALL AIRCRAFT WITH APPROACH SPEEDS GREATER THAN 50 KNOTS (VISUAL RUNWAYS ONLY, DAY/NIGHT), AS DEFINED BY ENGINEERING BRIEF No. 99, TABLE 3-2, LINE 2.
0	3.	NO INNER APPROACH PART 77 OR THRESHOLD SITING SURFACE PENETRATIONS.
		LEGEND: # SIGNIFICANT OBJECT IDENTIFIER
DFA		
220		
200		
180		
160		
140		
120		
100		
₈₀		DEC. = 11. 30' E 2025
		200'100'0 200' 400'
		HORIZONTAL SCALE VERTICAL SCALE RATIO = 1:10
		STATE OF ALASKA
		DEPARTMENT OF TRANSPORTATION

	DEPARTMENT OF TRANSPO AND PUBLIC FACILITI CENTRAL REGION	
REVISION	EKWOK AIRPORT EKWOK, ALASKA AIRPORT LAYOUT PLAN EXISTING INNER PORTION OF THE APPROACH SURFACE - RUNWAY 3	DATE: 11/03/2020 SHEET: 6 OF 15



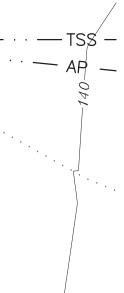
21 SIGNIFIC	1 SIGNIFICANT OBJECTS			
ENETRATED	SURFACE ELEV	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	_	_	REMAIN	_

BY	DATE	

- 1. THERE IS NO CONTROLLING OBSTRUCTION. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1.
- 2. THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS. THRESHOLD SITING CRITERIA FOR RUNWAY 21 IS BASED ON VISUAL APPROACHES EXPECTED TO SERVE SMALL AIRCRAFT WITH APPROACH SPEEDS GREATER THAN 50 KNOTS (VISUAL RUNWAYS ONLY, DAY/NIGHT), AS DEFINED BY ENGINEERING BRIEF No. 99, TABLE 3-2, LINE 2.
- 3. NO INNER APPROACH PART 77 OR THRESHOLD SITING SURFACE PENETRATIONS.

LEGEND:

(#) SIGNIFICANT OBJECT IDENTIFIER

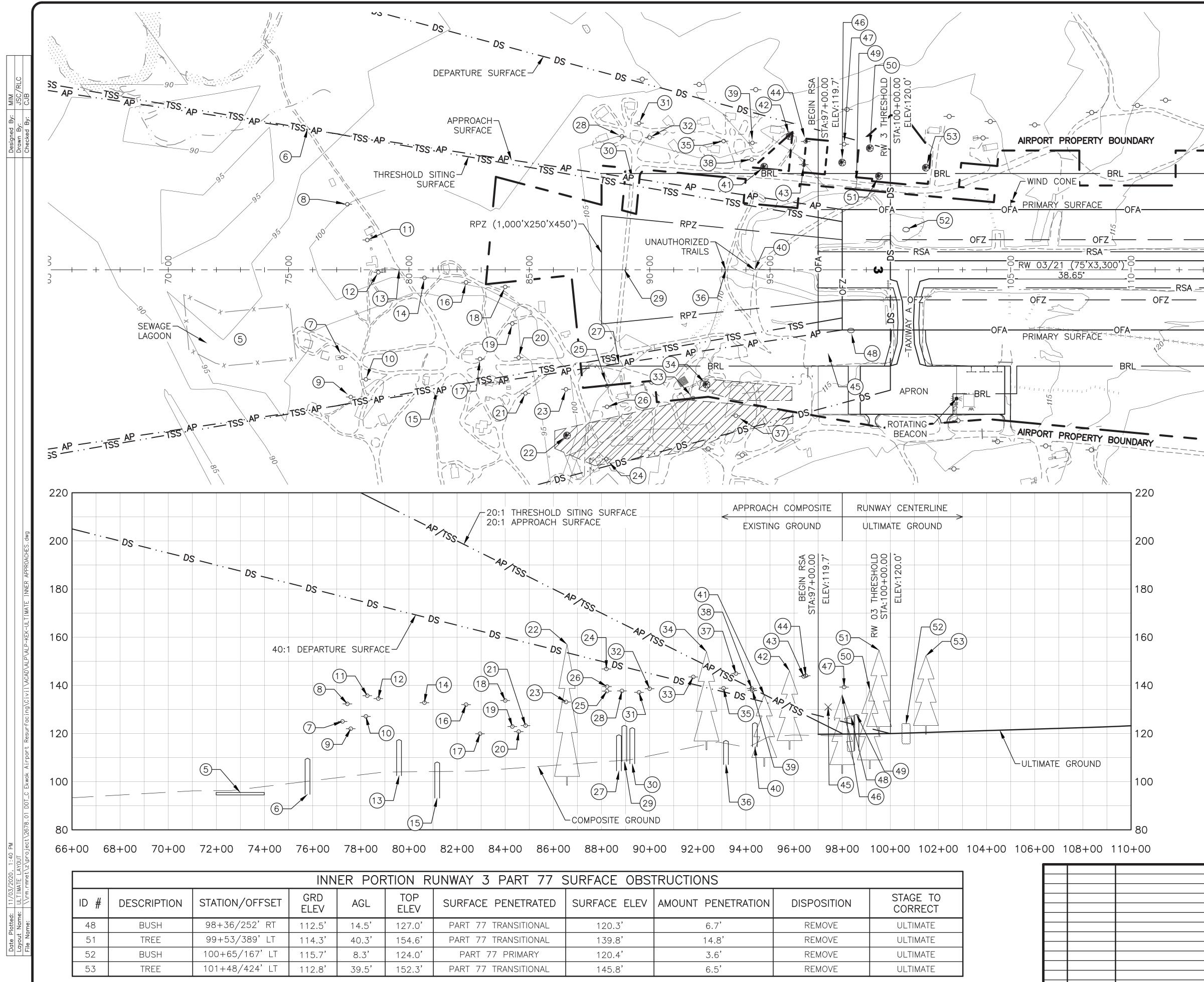


MAG. DEC. = 11. 30' E 2025
200' 100' 0 200' 400'
HORIZONTAL SCALE VERTICAL SCALE RATIO = 1:10
 STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION

EKWOK AIRPORT EKWOK, ALASKA	DATE: 11/03/2020
AIRPORT LAYOUT PLAN	SHEET: 7
EXISTING INNER PORTION OF THE APPROACH SURFACE - RUNWAY 21	^{ог} 15

REVISION



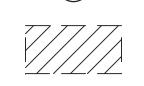
	OLIMATE
REMOVE	ULTIMATE
REMOVE	ULTIMATE



- 1. THERE IS NO CONTROLLING OBSTRUCTION. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 34:1.
- 2. THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS. THRESHOLD SITING CRITERIA FOR RUNWAY 3 IS BASED ON INSTRUMENT APPROACHES HAVING VISIBILITY GREATER THAN OR EQUAL TO $\frac{3}{4}$ statute mile, as defined by ENGINEERING BRIEF NO. 99, TABLE 3-2, LINE 4.
- 3. DEPARTURE SURFACE SLOPE IS 40:1 AS DEFINED BY ENGINEERING BRIEF No. 99, TABLE 3-2, LINE 7 FOR INSTRUMENT OPERATIONS.
- 4. NO INNER APPROACH PART 77, OR THRESHOLD SITING SURFACE PENETRATIONS.
- 5. SIGNIFICANT OBJECTS, DEPARTURE SURFACE OBSTRUCTIONS, AND PART 77 PRIMARY AND TRANSITIONAL SURFACE OBSTRUCTIONS ARE TABULATED ON THE ULTIMATE OBSTRUCTIONS TABLES SHEET.

LEGEND:

SIGNIFICANT OBJECT/OBSTRUCTION IDENTIFIER



(#)

OBSTRUCTION GROUPING

	201 E 2025	
MAG. DEC. =	200'	400'

HORIZONTAL SCALE VERTICAL SCALE RATIO = 1:10

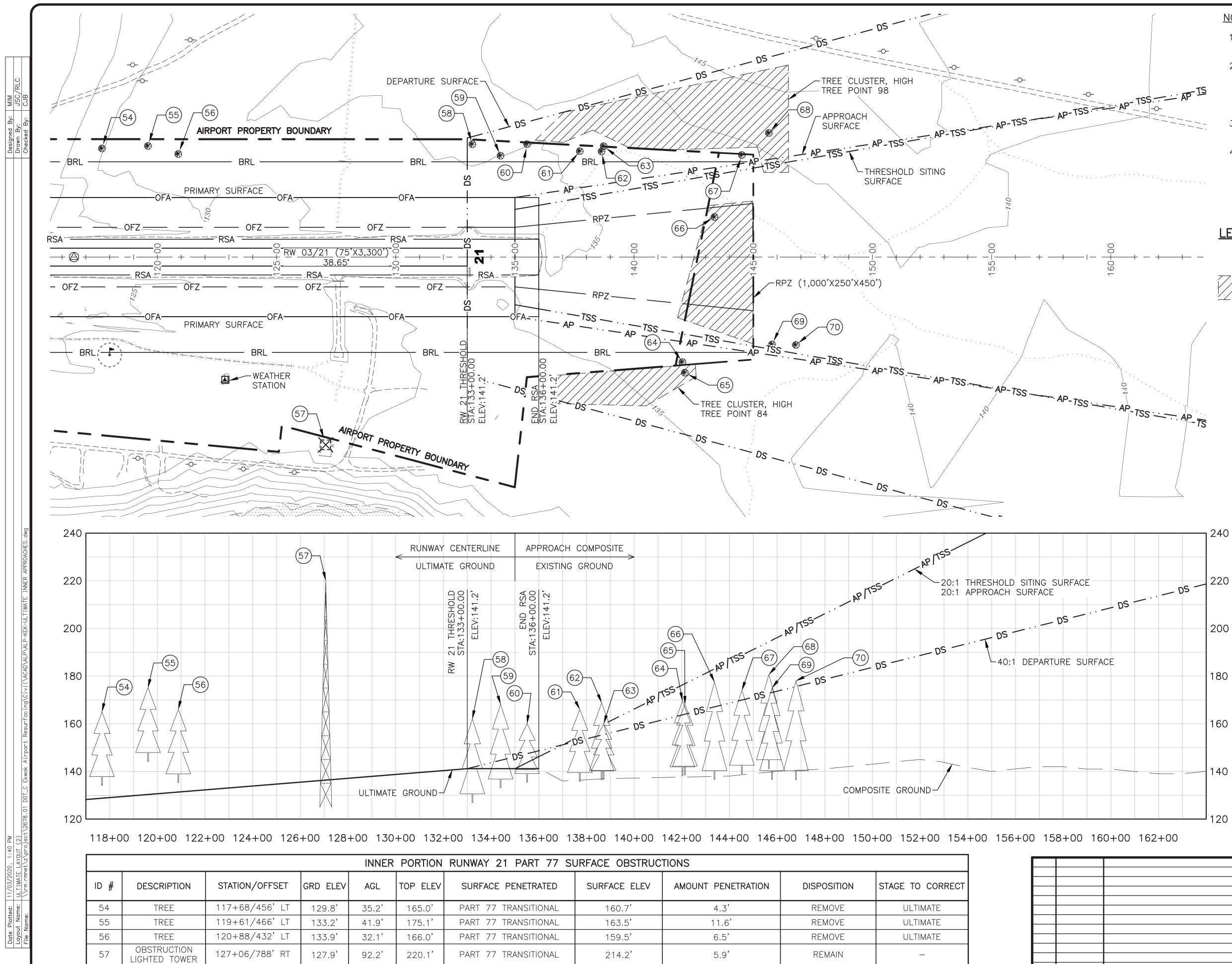
STATE OF ALASKA							
DEPARTMENT OF TRANSPORTATION							
AND PUBLIC FACILITIES							
CENTRAL REGION							

	CENTRAL REGION	
	EKWOK AIRPORT	DATE: 11/03/2020
	AIRPORT LAYOUT PLAN	SHEET:
	ULTIMATE INNER PORTION OF THE APPROACH SURFACE - RUNWAY 3	OF 15
REVISION		10

						NWAY 3 DEPARTURE				
ID #	DESCRIPTION	STATION/OFFSET	GRD ELEV	AGL	TOP ELEV	SURFACE PENETRATED	SURFACE ELEV	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
22	TREES	86+57/688'RT	98.4'	58.6'	157.0'	DEPARTURE	152.7'	4.3'	REMOVE*	ULTIMATE
33	UTILITY POLE	91+81/533'RT	110.8'	32.7'	143.5'	DEPARTURE	139.6'	3.9'	OBSTRUCTION LIGHT	ULTIMATE
34	TREES	92+36/477'RT	113.2'	40.8'	154.0'	DEPARTURE	138.2'	15.8'	REMOVE	ULTIMATE
35	UTILITY POLE	93+07/534'LT	104.1'	34.7'	138.8'	DEPARTURE	136.4'	2.4'	OBSTRUCTION LIGHT	ULTIMATE
37	UTILITY POLE	93+58/606'RT	114.6'	30.3'	144.9'	DEPARTURE	135.2'	9.7'	OBSTRUCTION LIGHT	ULTIMATE
38	UTILITY POLE	94+24/458'LT	105.7'	33.0'	138.7'	DEPARTURE	133.5'	5.2'	OBSTRUCTION LIGHT	ULTIMATE
39	UTILITY POLE	94+27/527'LT	105.5'	32.4'	137.9'	DEPARTURE	133.4'	4.5'	OBSTRUCTION LIGHT	ULTIMATE
41	TREE	94+76/428' LT	106.3'	29.7'	136.0'	DEPARTURE	132.2'	3.8'	REMOVE*	ULTIMATE
42	TREE	95+81/555' LT	111.3'	34.7'	146.0'	DEPARTURE	129.6'	16.4'	REMOVE*	ULTIMATE
43	UTILITY POLE	96+40/437' LT	109.8'	33.9'	143.7'	DEPARTURE	128.1'	15.6'	OBSTRUCTION LIGHT	ULTIMATE
44	UTILITY POLE	96+48/533'LT	112.0'	32.0'	144.0'	DEPARTURE	127.9'	16.1'	OBSTRUCTION LIGHT	ULTIMATE
45	WIND CONE	97+42/348'RT	112.1'	18.9'	131.0'	DEPARTURE	125.6'	5.4'	OBSTRUCTION LIGHT	ULTIMATE
46	TREE	98+00/445' LT	113.3'	22.7'	136.0'	DEPARTURE	124.1'	11.9'	REMOVE*	ULTIMATE
47	UTILITY POLE	98+08/522' LT	113.2'	26.1'	139.3'	DEPARTURE	123.9'	15.4'	OBSTRUCTION LIGHT	ULTIMATE
48	BUSH	98+36/252'RT	112.5'	14.5'	127.0'	DEPARTURE	123.2'	3.8'	REMOVE	ULTIMATE
49	ROAD+15'	98+59/357' LT	113.5'	15.0'	128.5'	DEPARTURE	122.6'	5.4'	REMAIN	ULTIMATE
50	TREE	99+15/505' LT	113.6	24.4'	138.0'	DEPARTURE	121.2'	16.8'	REMOVE*	ULTIMATE
51	TREE	99+53/389' LT	114.3'	40.3'	154.6'	DEPARTURE	120.3'	34.3'	REMOVE	ULTIMATE
01			117.0	+0.0	104.0		120.5	04.0		021100/012
				INNE	ER POR	TION RUNWAY 3 SIGN	VIFICANT OBJE	CTS		
ID #	DESCRIPTION	STATION/OFFSET	GRD ELEV	AGL	TOP ELEV	SURFACE PENETRATED	SURFACE ELEV	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORREC
5	SEWAGE LAGOON	72+99/289'RT	95.5'	0.0'	95.5'	_	_	_	REMAIN	_
6	ROAD+15'	75+79/585'LT	94.7'	15.0'	109.7'	_	_	_	REMAIN	_
7	UTILITY POLE	77+24/364'RT	93.6'	31.4'	125.0'	_	_	_	REMAIN	_
	UTILITY POLE	77+44/272' LT	99.7'	32.6'	132.3'					
8	UTILITY PULE	1 / 7 + 4 / 2 / 2 L	55.7	02.0	102.0	—	-	-	REMAIN	—
8	UTILITY POLE	77+58/528' RT	94.0'	28.0'	122.0'				REMAIN	
		,		28.0'						
9	UTILITY POLE UTILITY POLE	77+58/528' RT 78+21/455' RT	94.0' 94.5'	28.0' 32.6'	122.0' 127.0'	_	_	_	REMAIN	_
9 10 11	UTILITY POLE UTILITY POLE UTILITY POLE	77+58/528' RT 78+21/455' RT 78+27/124' LT	94.0' 94.5' 103.5'	28.0' 32.6' 32.2'	122.0' 127.0' 135.7'			_ 	REMAIN REMAIN REMAIN	_
9 10 11 12	UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE	77+58/528' RT 78+21/455' RT 78+27/124' LT 78+73/10' RT	94.0' 94.5' 103.5' 102.0'	28.0' 32.6' 32.2' 32.5'	122.0' 127.0' 135.7' 134.5'				REMAIN REMAIN REMAIN REMAIN	
9 10 11	UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE ROAD+15'	77+58/528' RT 78+21/455' RT 78+27/124' LT 78+73/10' RT 79+59/0'	94.0' 94.5' 103.5' 102.0' 102.5'	28.0' 32.6' 32.2' 32.5' 15.0'	122.0' 127.0' 135.7' 134.5' 117.5'				REMAIN REMAIN REMAIN REMAIN REMAIN	
9 10 11 12 13 14	UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE ROAD+15' UTILITY POLE	77+58/528' RT 78+21/455' RT 78+27/124' LT 78+73/10' RT 79+59/0' 80+64/33' RT	94.0' 94.5' 103.5' 102.0' 102.5' 99.8'	28.0' 32.6' 32.2' 32.5' 15.0' 33.0'	122.0' 127.0' 135.7' 134.5' 117.5' 132.8'				REMAIN REMAIN REMAIN REMAIN REMAIN	
9 10 11 12 13 14 15	UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE ROAD+15' UTILITY POLE ROAD+15'	77+58/528' RT 78+21/455' RT 78+27/124' LT 78+73/10' RT 79+59/0' 80+64/33' RT 81+17/502' RT	94.0' 94.5' 103.5' 102.0' 102.5' 99.8' 93.2'	28.0' 32.6' 32.2' 32.5' 15.0' 33.0' 15.0'	122.0' 127.0' 135.7' 134.5' 117.5' 132.8' 108.2'				REMAIN REMAIN REMAIN REMAIN REMAIN REMAIN	
9 10 11 12 13 14 15 16	UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE ROAD+15' UTILITY POLE ROAD+15' UTILITY POLE	77+58/528' RT 78+21/455' RT 78+27/124' LT 78+73/10' RT 79+59/0' 80+64/33' RT 81+17/502' RT 82+37/52' RT	94.0' 94.5' 103.5' 102.0' 102.5' 99.8' 93.2' 100.4'	28.0' 32.6' 32.2' 32.5' 15.0' 33.0' 15.0' 31.6'	122.0' 127.0' 135.7' 134.5' 117.5' 132.8' 108.2' 132.0'				REMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAIN	
9 10 11 12 13 14 15 16 17	UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE ROAD+15' UTILITY POLE ROAD+15' UTILITY POLE UTILITY POLE UTILITY POLE	77+58/528' RT 78+21/455' RT 78+27/124' LT 78+73/10' RT 79+59/0' 80+64/33' RT 81+17/502' RT 82+37/52' RT 82+95/370' RT	94.0' 94.5' 103.5' 102.0' 102.5' 99.8' 93.2' 100.4' 93.3'	28.0' 32.6' 32.2' 32.5' 15.0' 33.0' 15.0' 31.6' 26.6'	122.0' 127.0' 135.7' 134.5' 117.5' 132.8' 108.2' 132.0' 119.9'				REMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAIN	
9 10 11 12 13 14 15 16 17 18	UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE ROAD+15' UTILITY POLE ROAD+15' UTILITY POLE UTILITY POLE UTILITY POLE	77+58/528' RT 78+21/455' RT 78+27/124' LT 78+73/10' RT 79+59/0' 80+64/33' RT 81+17/502' RT 82+37/52' RT 82+95/370' RT 84+00/71' RT	94.0' 94.5' 103.5' 102.0' 102.5' 99.8' 93.2' 100.4' 93.3' 101.3'	28.0' 32.6' 32.2' 32.5' 15.0' 33.0' 15.0' 31.6' 26.6' 32.4'	122.0' 127.0' 135.7' 134.5' 117.5' 132.8' 108.2' 132.0' 119.9' 133.7'				REMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAIN	
9 10 11 12 13 14 15 16 17 18 19	UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE ROAD+15' UTILITY POLE ROAD+15' UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE	77+58/528' RT 78+21/455' RT 78+27/124' LT 78+73/10' RT 79+59/0' 80+64/33' RT 81+17/502' RT 82+37/52' RT 82+95/370' RT 84+00/71' RT 84+29/223' RT	94.0' 94.5' 103.5' 102.0' 102.5' 99.8' 93.2' 100.4' 93.3' 101.3' 93.3'	28.0' 32.6' 32.2' 32.5' 15.0' 33.0' 15.0' 31.6' 26.6' 32.4' 29.6'	122.0' 127.0' 135.7' 134.5' 117.5' 132.8' 108.2' 132.0' 119.9' 133.7' 122.9'				REMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAINREMAIN	
9 10 11 12 13 14 15 16 17 18 19 20	UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE ROAD+15' UTILITY POLE ROAD+15' UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE	77+58/528' RT 78+21/455' RT 78+27/124' LT 78+73/10' RT 79+59/0' 80+64/33' RT 81+17/502' RT 82+37/52' RT 82+95/370' RT 84+00/71' RT 84+29/223' RT 84+56/365' RT	94.0' 94.5' 103.5' 102.0' 102.5' 99.8' 93.2' 100.4' 93.3' 101.3' 93.3' 94.1'	28.0' 32.6' 32.2' 32.5' 15.0' 33.0' 15.0' 31.6' 26.6' 32.4' 29.6' 26.7'	122.0' 127.0' 135.7' 134.5' 117.5' 132.8' 108.2' 132.0' 119.9' 133.7' 122.9' 120.8'				REMAIN	
9 10 11 12 13 14 15 16 17 18 19 20 21	UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE ROAD+15' UTILITY POLE ROAD+15' UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE	77+58/528' RT 78+21/455' RT 78+27/124' LT 78+73/10' RT 79+59/0' 80+64/33' RT 81+17/502' RT 82+37/52' RT 82+95/370' RT 84+00/71' RT 84+29/223' RT 84+56/365' RT 84+84/513' RT	94.0' 94.5' 103.5' 102.0' 102.5' 99.8' 93.2' 100.4' 93.3' 101.3' 93.3' 94.1' 93.7'	28.0' 32.6' 32.2' 32.5' 15.0' 33.0' 15.0' 31.6' 26.6' 32.4' 29.6' 26.7' 29.6'	122.0' 127.0' 135.7' 134.5' 117.5' 132.8' 108.2' 132.0' 119.9' 133.7' 122.9' 120.8' 123.3'				REMAIN	
9 10 11 12 13 14 15 16 17 18 19 20 21 23	UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE ROAD+15' UTILITY POLE ROAD+15' UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE	77+58/528' RT 78+21/455' RT 78+27/124' LT 78+73/10' RT 79+59/0' 80+64/33' RT 81+17/502' RT 82+37/52' RT 82+95/370' RT 82+95/370' RT 84+00/71' RT 84+29/223' RT 84+56/365' RT 84+84/513' RT 86+52/496' RT	94.0' 94.5' 103.5' 102.0' 102.5' 99.8' 93.2' 100.4' 93.3' 101.3' 93.3' 94.1' 93.7' 99.1'	28.0' 32.6' 32.2' 32.5' 15.0' 33.0' 15.0' 31.6' 26.6' 32.4' 29.6' 26.7' 29.6' 34.0'	122.0' 127.0' 135.7' 134.5' 117.5' 132.8' 108.2' 132.0' 119.9' 133.7' 122.9' 120.8' 123.3' 133.1'				REMAIN	
9 10 11 12 13 14 15 16 17 18 19 20 21 20 21 23 24	UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE ROAD+15' UTILITY POLE ROAD+15' UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE	77+58/528' RT 78+21/455' RT 78+27/124' LT 78+73/10' RT 79+59/0' 80+64/33' RT 81+17/502' RT 82+37/52' RT 82+37/52' RT 82+95/370' RT 84+00/71' RT 84+00/71' RT 84+29/223' RT 84+56/365' RT 84+84/513' RT 86+52/496' RT 88+20/786' RT	94.0' 94.5' 103.5' 102.0' 102.5' 99.8' 93.2' 100.4' 93.3' 101.3' 93.3' 94.1' 93.7' 99.1' 110.0'	28.0' 32.6' 32.2' 32.5' 15.0' 33.0' 15.0' 31.6' 26.6' 32.4' 29.6' 26.7' 29.6' 34.0' 36.8'	122.0' 127.0' 135.7' 134.5' 117.5' 132.8' 108.2' 132.0' 119.9' 133.7' 122.9' 120.8' 123.3' 133.1' 146.8'				REMAIN	
9 10 11 12 13 14 15 16 17 18 19 20 21 20 21 23 24 25	UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE ROAD+15' UTILITY POLE ROAD+15' UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE	77+58/528' RT 78+21/455' RT 78+27/124' LT 78+73/10' RT 79+59/0' 80+64/33' RT 81+17/502' RT 82+37/52' RT 82+37/52' RT 82+95/370' RT 82+95/370' RT 84+00/71' RT 84+00/71' RT 84+29/223' RT 84+56/365' RT 84+84/513' RT 86+52/496' RT 88+20/786' RT 88+22/482' RT	94.0' 94.5' 103.5' 102.0' 102.5' 99.8' 93.2' 100.4' 93.3' 101.3' 93.3' 94.1' 93.7' 99.1' 110.0' 104.8'	28.0' 32.6' 32.2' 32.5' 15.0' 33.0' 15.0' 31.6' 26.6' 32.4' 29.6' 26.7' 29.6' 34.0' 36.8' 32.8'	122.0' 127.0' 135.7' 134.5' 117.5' 132.8' 108.2' 132.0' 119.9' 133.7' 122.9' 120.8' 123.3' 123.3' 133.1' 146.8' 137.6'				REMAIN	
9 10 11 12 13 14 15 16 17 18 19 20 21 20 21 23 24 23 24 25 26	UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE ROAD+15' UTILITY POLE ROAD+15' UTILITY POLE UTILITY POLE	77+58/528' RT 78+21/455' RT 78+27/124' LT 78+73/10' RT 79+59/0' 80+64/33' RT 81+17/502' RT 82+37/52' RT 82+95/370' RT 82+95/370' RT 84+00/71' RT 84+29/223' RT 84+29/223' RT 84+56/365' RT 84+56/365' RT 84+84/513' RT 84+84/513' RT 88+22/496' RT 88+22/482' RT 88+22/482' RT	94.0' 94.5' 103.5' 102.0' 102.5' 99.8' 93.2' 100.4' 93.3' 101.3' 93.3' 94.1' 93.7' 99.1' 110.0' 104.8' 106.4'	28.0' 32.6' 32.2' 32.5' 15.0' 33.0' 15.0' 31.6' 26.6' 32.4' 29.6' 26.7' 29.6' 34.0' 36.8' 32.8' 33.1'	122.0' 127.0' 135.7' 134.5' 117.5' 132.8' 108.2' 132.0' 119.9' 133.7' 122.9' 120.8' 123.3' 123.3' 133.1' 146.8' 137.6' 139.5'				REMAIN	
9 10 11 12 13 14 15 16 17 18 19 20 21 20 21 23 24 25	UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE ROAD+15' UTILITY POLE ROAD+15' UTILITY POLE UTILITY POLE ROAD+15'	77+58/528' RT 78+21/455' RT 78+27/124' LT 78+73/10' RT 79+59/0' 80+64/33' RT 81+17/502' RT 82+37/52' RT 82+95/370' RT 84+00/71' RT 84+29/223' RT 84+29/223' RT 84+56/365' RT 84+56/365' RT 84+84/513' RT 84+84/513' RT 86+52/496' RT 88+22/482' RT 88+22/482' RT 88+23/569' RT 88+72/389' RT	94.0' 94.5' 103.5' 102.0' 102.5' 99.8' 93.2' 100.4' 93.3' 101.3' 93.3' 94.1' 93.7' 99.1' 110.0' 104.8' 106.4' 104.5'	28.0' 32.6' 32.2' 32.5' 15.0' 33.0' 15.0' 31.6' 26.6' 32.4' 29.6' 26.7' 29.6' 34.0' 36.8' 32.8' 33.1' 15.0'	122.0' 127.0' 135.7' 134.5' 117.5' 132.8' 108.2' 132.0' 132.0' 132.0' 133.7' 122.9' 120.8' 123.3' 123.3' 133.1' 146.8' 137.6' 139.5' 119.5'				REMAIN	
9 10 11 12 13 14 15 16 17 18 19 20 21 20 21 23 24 23 24 25 26	UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE ROAD+15' UTILITY POLE ROAD+15' UTILITY POLE UTILITY POLE	77+58/528' RT 78+21/455' RT 78+27/124' LT 78+73/10' RT 79+59/0' 80+64/33' RT 81+17/502' RT 82+37/52' RT 82+95/370' RT 84+00/71' RT 84+29/223' RT 84+29/223' RT 84+56/365' RT 84+56/365' RT 84+84/513' RT 84+84/513' RT 84+84/513' RT 84+84/513' RT 88+22/482' RT 88+22/482' RT 88+22/482' RT 88+22/482' RT 88+23/569' RT 88+72/389' RT	94.0' 94.5' 103.5' 102.0' 102.5' 99.8' 93.2' 100.4' 93.3' 101.3' 93.3' 94.1' 93.7' 99.1' 110.0' 104.8' 106.4'	28.0' 32.6' 32.2' 32.5' 15.0' 33.0' 15.0' 31.6' 26.6' 32.4' 29.6' 26.7' 29.6' 34.0' 36.8' 32.8' 33.1'	122.0' 127.0' 135.7' 134.5' 117.5' 132.8' 108.2' 132.0' 132.0' 132.0' 133.7' 122.9' 120.8' 123.3' 123.3' 133.1' 146.8' 137.6' 139.5' 119.5' 137.7'				REMAIN	
9 10 11 12 13 14 15 16 17 18 19 20 21 20 21 23 24 23 24 25 26 27	UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE ROAD+15' UTILITY POLE ROAD+15' UTILITY POLE UTILITY POLE ROAD+15'	77+58/528' RT 78+21/455' RT 78+27/124' LT 78+73/10' RT 79+59/0' 80+64/33' RT 81+17/502' RT 82+37/52' RT 82+95/370' RT 84+00/71' RT 84+29/223' RT 84+29/223' RT 84+56/365' RT 84+56/365' RT 84+84/513' RT 84+84/513' RT 86+52/496' RT 88+22/482' RT 88+22/482' RT 88+23/569' RT 88+72/389' RT	94.0' 94.5' 103.5' 102.0' 102.5' 99.8' 93.2' 100.4' 93.3' 101.3' 93.3' 94.1' 93.7' 99.1' 110.0' 104.8' 106.4' 104.5'	28.0' 32.6' 32.2' 32.5' 15.0' 33.0' 15.0' 31.6' 26.6' 32.4' 29.6' 26.7' 29.6' 34.0' 36.8' 32.8' 33.1' 15.0'	122.0' 127.0' 135.7' 134.5' 117.5' 132.8' 108.2' 132.0' 132.0' 132.0' 133.7' 122.9' 120.8' 123.3' 123.3' 133.1' 146.8' 137.6' 139.5' 119.5'				REMAIN	
9 10 11 12 13 14 15 16 17 18 19 20 21 20 21 23 24 23 24 25 26 27 28	UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE ROAD+15' UTILITY POLE ROAD+15' UTILITY POLE UTILITY POLE	77+58/528' RT 78+21/455' RT 78+27/124' LT 78+73/10' RT 79+59/0' 80+64/33' RT 81+17/502' RT 82+37/52' RT 82+95/370' RT 84+00/71' RT 84+29/223' RT 84+29/223' RT 84+56/365' RT 84+56/365' RT 84+84/513' RT 84+84/513' RT 84+84/513' RT 84+84/513' RT 88+22/482' RT 88+22/482' RT 88+22/482' RT 88+22/482' RT 88+23/569' RT 88+72/389' RT	94.0' 94.5' 103.5' 102.0' 102.5' 99.8' 93.2' 100.4' 93.3' 101.3' 93.3' 94.1' 93.7' 99.1' 110.0' 104.8' 106.4' 104.5' 104.8'	28.0' 32.6' 32.2' 32.5' 15.0' 33.0' 15.0' 31.6' 26.6' 32.4' 29.6' 26.7' 29.6' 34.0' 36.8' 32.8' 33.1' 15.0' 32.9'	122.0' 127.0' 135.7' 134.5' 117.5' 132.8' 108.2' 132.0' 132.0' 132.0' 133.7' 122.9' 120.8' 123.3' 123.3' 133.1' 146.8' 137.6' 139.5' 119.5' 137.7'				REMAIN	
9 10 11 12 13 14 15 16 17 18 19 20 21 20 21 23 24 23 24 25 26 27 28 29	UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE ROAD+15' UTILITY POLE ROAD+15' UTILITY POLE UTILITY POLE ROAD+15'	77+58/528' RT 78+21/455' RT 78+27/124' LT 78+73/10' RT 79+59/0' 80+64/33' RT 81+17/502' RT 82+37/52' RT 82+37/52' RT 82+95/370' RT 84+00/71' RT 84+29/223' RT 84+29/223' RT 84+56/365' RT 84+56/365' RT 84+84/513' RT 84+84/513' RT 84+84/513' RT 88+22/482' RT 88+22/482' RT 88+22/482' RT 88+22/482' RT 88+23/569' RT 88+23/569' RT 88+72/389' RT 88+85/554' LT 88+95/0'	94.0' 94.5' 103.5' 102.0' 102.5' 99.8' 93.2' 100.4' 93.3' 101.3' 93.3' 94.1' 93.7' 99.1' 110.0' 104.8' 106.4' 104.5' 104.8' 104.8' 108.3'	28.0' 32.6' 32.2' 32.5' 15.0' 33.0' 15.0' 31.6' 26.6' 32.4' 29.6' 26.7' 29.6' 34.0' 36.8' 32.8' 33.1' 15.0' 32.9' 15.0'	122.0' 127.0' 135.7' 134.5' 117.5' 132.8' 108.2' 132.0' 132.0' 132.0' 133.7' 122.9' 120.8' 123.3' 133.1' 146.8' 137.6' 139.5' 119.5' 137.7' 123.3'				REMAIN	
9 10 11 12 13 14 15 16 17 18 19 20 21 23 24 23 24 25 26 27 28 27 28 29 30	UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE ROAD+15' UTILITY POLE ROAD+15' UTILITY POLE UTILITY POLE ROAD+15' ROAD+15' ROAD+15'	77+58/528' RT 78+21/455' RT 78+27/124' LT 78+73/10' RT 79+59/0' 80+64/33' RT 81+17/502' RT 82+37/52' RT 82+37/52' RT 82+95/370' RT 84+29/223' RT 84+29/223' RT 84+29/223' RT 84+56/365' RT 84+56/365' RT 84+84/513' RT 84+84/513' RT 84+84/513' RT 88+22/482' RT 88+22/482' RT 88+22/482' RT 88+23/569' RT 88+23/569' RT 88+72/389' RT 88+72/389' RT 88+85/554' LT 88+95/0' 89+28/381' LT	94.0' 94.5' 103.5' 102.0' 102.5' 99.8' 93.2' 100.4' 93.3' 101.3' 93.3' 94.1' 93.7' 99.1' 110.0' 104.8' 106.4' 104.8' 104.8' 104.8' 104.8' 104.8'	28.0' 32.6' 32.2' 32.5' 15.0' 33.0' 15.0' 31.6' 26.6' 32.4' 29.6' 26.7' 29.6' 34.0' 36.8' 32.8' 33.1' 15.0' 32.9' 15.0' 15.0' 15.0'	122.0' 127.0' 135.7' 134.5' 117.5' 132.8' 108.2' 132.0' 132.0' 132.0' 133.7' 122.9' 120.8' 123.3' 133.1' 146.8' 137.6' 139.5' 119.5' 137.7' 123.3' 122.4'				REMAIN	
9 10 11 12 13 14 15 16 17 18 19 20 21 23 24 23 24 25 26 27 28 25 26 27 28 29 30 31	UTILITY POLE UTILITY POLE UTILITY POLE UTILITY POLE ROAD+15' UTILITY POLE ROAD+15' UTILITY POLE UTILITY POLE ROAD+15' ROAD+15' ROAD+15' UTILITY POLE	77+58/528' RT 78+21/455' RT 78+27/124' LT 78+73/10' RT 79+59/0' 80+64/33' RT 81+17/502' RT 82+37/52' RT 82+37/52' RT 82+95/370' RT 84+29/223' RT 84+29/223' RT 84+56/365' RT 84+56/365' RT 84+84/513' RT 84+84/513' RT 84+84/513' RT 88+22/482' RT 88+22/482' RT 88+22/482' RT 88+22/482' RT 88+23/569' RT 88+23/569' RT 88+72/389' RT 88+72/389' RT 88+85/554' LT 88+95/0' 89+28/381' LT 89+56/609' LT	94.0' 94.5' 103.5' 102.0' 102.5' 99.8' 93.2' 100.4' 93.3' 101.3' 93.3' 94.1' 93.7' 94.1' 93.7' 99.1' 110.0' 104.8' 106.4' 104.8' 104.8' 104.8' 104.8' 104.8' 104.7' 104.8'	28.0' 32.6' 32.2' 32.5' 15.0' 33.0' 15.0' 31.6' 26.6' 32.4' 29.6' 26.7' 29.6' 34.0' 36.8' 32.8' 33.1' 15.0' 32.9' 15.0' 15.0' 34.8'	122.0' 127.0' 135.7' 134.5' 117.5' 132.8' 108.2' 132.0' 132.0' 132.0' 132.0' 122.9' 120.8' 123.3' 123.3' 133.1' 146.8' 137.6' 139.5' 119.5' 137.7' 123.3' 122.4' 137.1'				REMAIN	

*REMOVAL OF OFF PROPERTY TREES SUBJECT TO ACQUISITION OF AN AVIGATION AND HAZARD EASEMENT.

BY	DATE		REVISION			
D	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION					
	E	YOK AIRPO EKWOK, ALASKA PORT LAYOUT PL		DATE: 11/03/2020 SHEET:		
	ULTIMATE	OBSTRUCTIONS RUNWAY 3	TABLES -	9 ^{0F}		



7 SURFACE OBSTRUCTIONS							
ED	SURFACE ELEV	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT			
IAL	160.7'	4.3'	REMOVE	ULTIMATE			
IAL	163.5'	11.6'	REMOVE	ULTIMATE			
IAL	159.5'	6.5'	REMOVE	ULTIMATE			
IAL	214.2'	5.9'	REMAIN	_			

			STATE OF ALASKA DEPARTMENT OF TRANSPORTATI AND PUBLIC FACILITIES CENTRAL REGION			
BY	DATE	REVISION	EKWOK AIRPORT EKWOK, ALASKA AIRPORT LAYOUT PLAN ULTIMATE INNER PORTION OF THE APPROACH SURFACE - RUNWAY 21	DATE: 11/03/2020 SHEET: 10 OF 15		

- 1. THE CONTROLLING OBSTRUCTION FOR RUNWAY 21 IS A TREE. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 28:1.
- 2. THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS. THRESHOLD SITING CRITERIA FOR RUNWAY 21 IS BASED ON INSTRUMENT APPROACHES HAVING VISIBILITY GREATER THAN OR EQUAL TO $\frac{3}{4}$ STATUTE MILE, AS DEFINED BY ENGINEERING BRIEF NO. 99, TABLE 3-2, LINE 4.
- DEPARTURE SURFACE SLOPE IS 40:1 AS DEFINED BY ENGINEERING 3. BRIEF No. 99, TABLE 3-2, LINE 7 FOR INSTRUMENT OPERATIONS.
- 4. DEPARTURE SURFACE OBSTRUCTIONS AND PART 77 APPROACH AND TRANSITIONAL SURFACE OBSTRUCTIONS ARE TABULATED ON THE ULTIMATE OBSTRUCTIONS TABLES SHEET.

LEGEND:

SIGNIFICANT OBJECT/OBSTRUCTION IDENTIFIER



(#)

OBSTRUCTION GROUPING

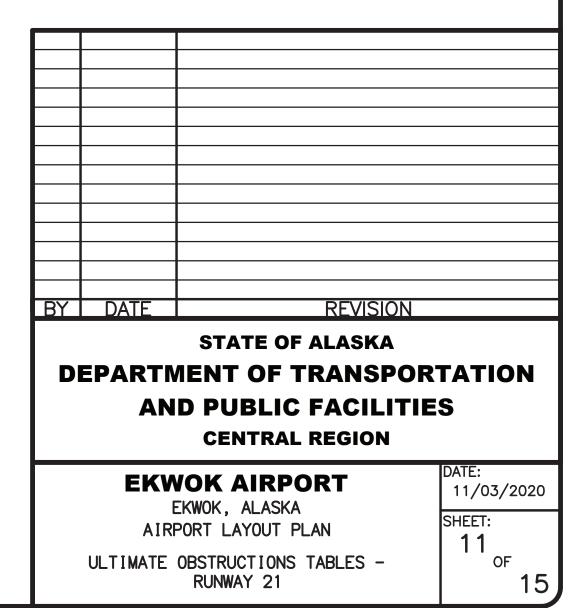
200' 200

HORIZONTAL SCALE VERTICAL SCALE RATIO = 1:10

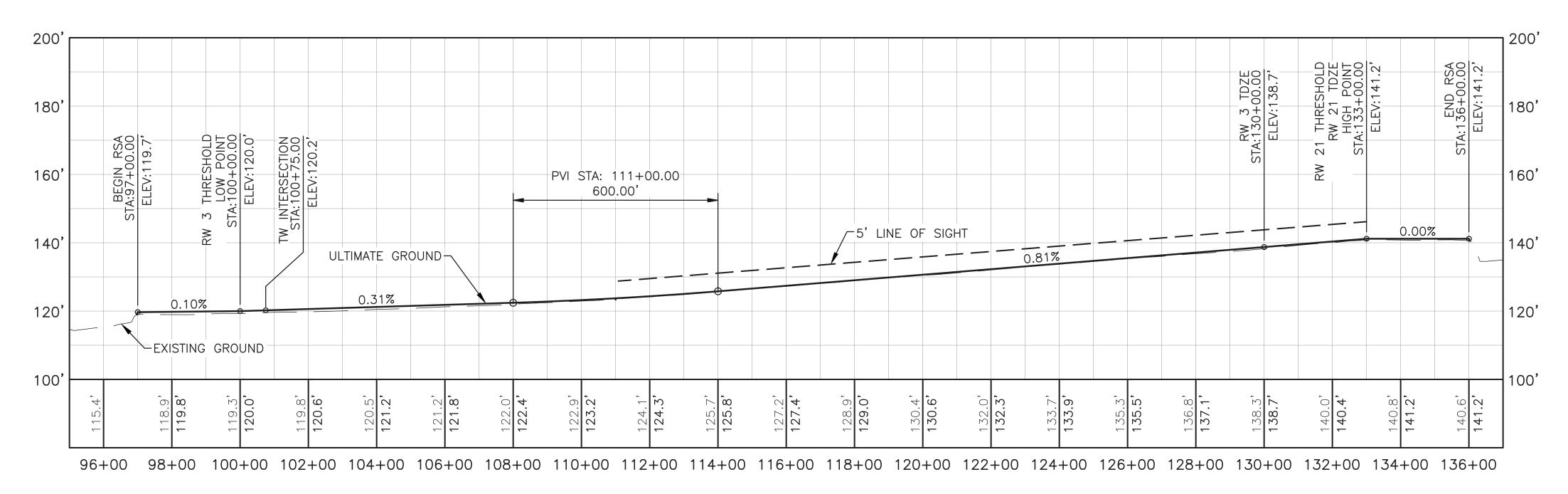
ſ	INNER PORTION RUNWAY 21 DEPARTURE SURFACE OBSTRUCTIONS										
	ID #	DESCRIPTION	STATION/OFFSET	GRD ELEV	AGL	TOP ELEV	SURFACE PENETRATED	SURFACE ELEV	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	58	TREE	133+21/473'LT	136.7'	25.3 '	162.0'	DEPARTURE	141.1'	20.9'	REMOVE	ULTIMATE
	59	TREE	134+40/425' LT	135.0'	33.2'	168.2'	DEPARTURE	144.1'	24.1'	REMOVE	ULTIMATE
	60	TREE	135+51/474'LT	135.4'	24.6'	160.0'	DEPARTURE	146.9'	13.1'	REMOVE	ULTIMATE
	61	TREE	137+72/444' LT	135.9'	30.1'	166.0'	DEPARTURE	152.4'	13.6'	REMOVE	ULTIMATE
H By:	62	TREE	138+64/443' LT	136.6'	32.2'	168.8'	DEPARTURE	154.7'	14.1'	REMOVE	ULTIMATE
ecked	63	TREE	138+72/465'LT	136.7'	23.3'	160.0'	DEPARTURE	154.9'	5.1'	REMOVE*	ULTIMATE
చ్ చ్	64	TREE	142+03/441'RT	138.3'	31.2'	169.5'	DEPARTURE	163.2'	6.3'	REMOVE	ULTIMATE
	65	TREES	142+13/485' RT	138.4'	29.6'	168.0'	DEPARTURE	163.4'	4.6'	REMOVE*	ULTIMATE
	66	TREES	143+37/168' LT	136.7'	40.8'	177.5'	DEPARTURE	166.5'	11.0'	REMOVE	ULTIMATE
	67	TREE	144+52/428'LT	139.2'	34.8'	174.0'	DEPARTURE	169.4'	4.6'	REMOVE	ULTIMATE
	68	TREES	145+65/521'LT	141.2'	39.4'	180.6'	DEPARTURE	172.2'	8.4'	REMOVE*	ULTIMATE
	69	TREE	145+79/367'RT	136.7'	38.3'	175.0'	DEPARTURE	172.5'	2.5'	REMOVE*	ULTIMATE
	70	TREE	146+79/369'RT	136.8'	41.2'	178.0'	DEPARTURE	175.1'	2.9'	REMOVE*	ULTIMATE

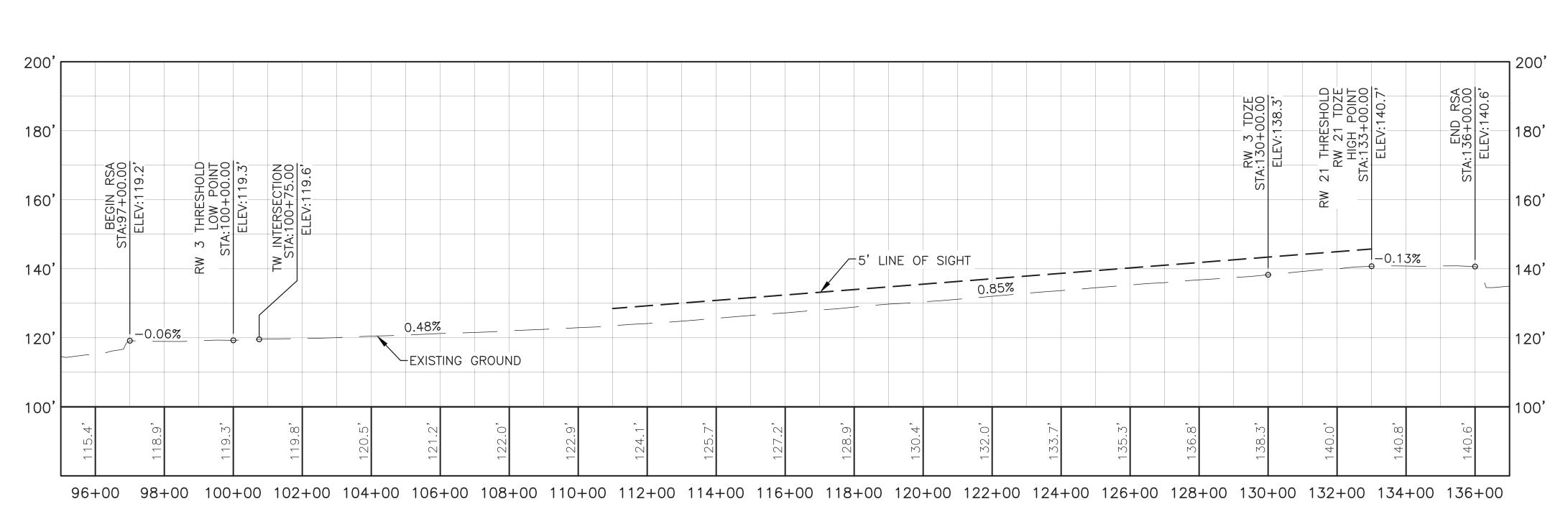
By: MIM

gned vn By: *REMOVAL OF OFF PROPERTY TREES SUBJECT TO ACQUISITION OF AN AVIGATION AND HAZARD EASEMENT.



1. RUNWAY 3/21 MEETS LINE OF SIGHT REQUIREMENTS.

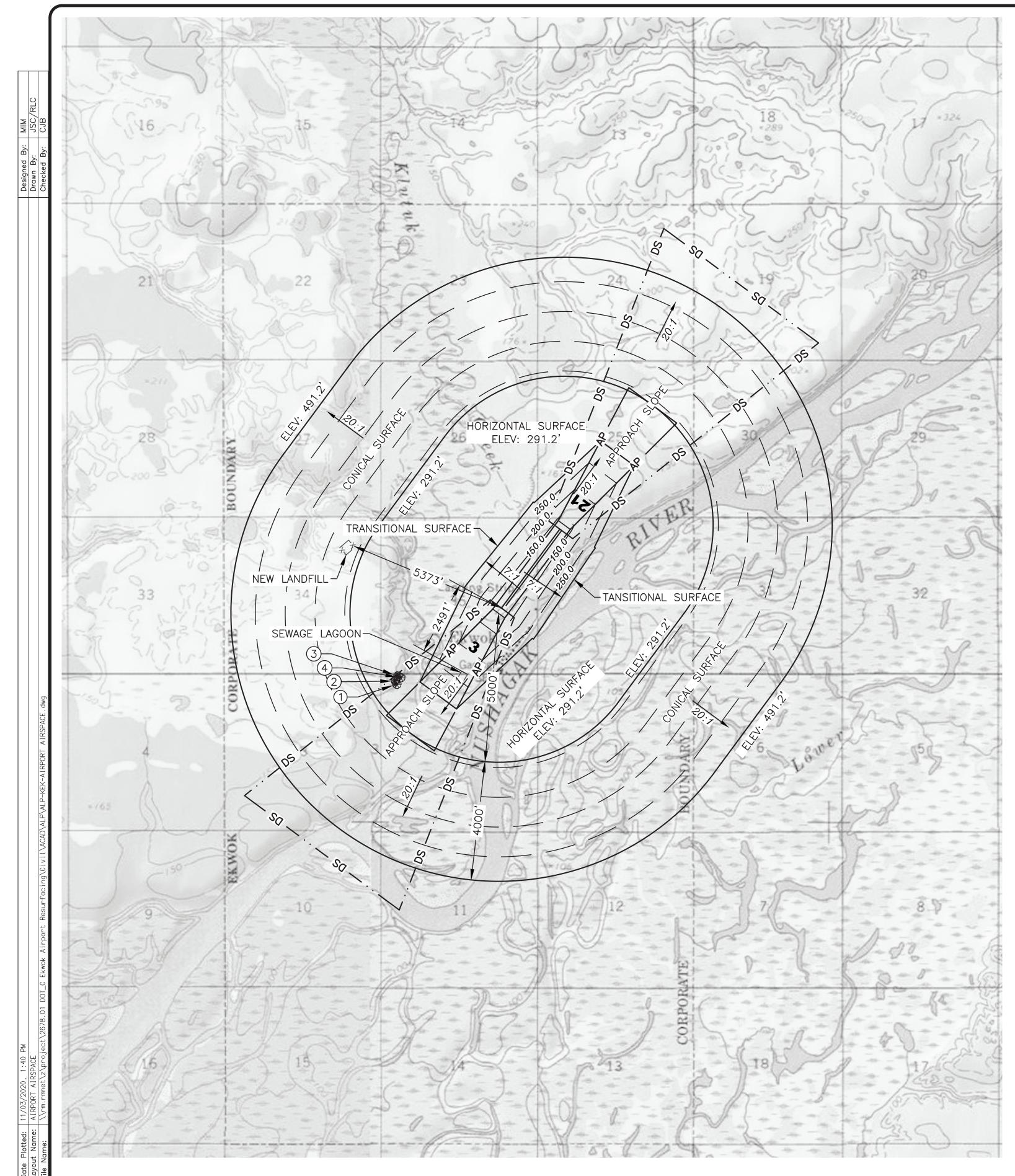




		STATE OF ALASKA DEPARTMENT OF TRANSP AND PUBLIC FACILI CENTRAL REGION	ORTATION
 DATE	REVISION	EKWOK AIRPORT EKWOK, ALASKA AIRPORT LAYOUT PLAN RUNWAY 3-21 PROFILE	DATE: 11/03/2020 SHEET: 12 OF 15

ULTIMATE RUNWAY 3/21

EXISTING RUNWAY 3/21



	SURFACE OBSTRUCTIONS (OUTER PORTION)									
ID #	DESCRIPTION	STATION/OFFSET	GRD ELEV	AGL	TOP ELEV	SURFACE PENETRATED	SURFACE ELEV	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
1	TREE	58+51/1,339'LT	168.1'	57.9'	226.0'	DEPARTURE	222.8'	3.2'	to remain	_
2	TREE	59+14/1,440' LT	168.1'	58.9'	225.0'	DEPARTURE	221.3'	5.7'	TO REMAIN	—
3	TREE	60+94/1,478'LT	173.5'	49.5'	223.0'	DEPARTURE	216.8'	6.2'	TO REMAIN	_
4	TREE	61+08/1,365'LT	175.5'	46.5'	222.0'	DEPARTURE	216.4'	5.6'	TO REMAIN	_

- 1. REFER TO INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE IN OBSTRUCTIONS.
- 2. PRIMARY SURFACE WIDTH IS 500 FEET.
- 3. THERE ARE NO KNOWN HEIGHT RESTRICTIONS.
- 4. AIRPORT ELEVATION IS 141.2 FEET.
- 6. THERE ARE NO OBSTRUCTIONS IN THE HORIZONTAL AND CONICAL PART 77 SURFACES.
- 7. ADDITIONAL TOPOGRAPHY OBTAINED FROM THE USGS, DATA PUBLISHED MAY 2019.
- 8. USGS QUAD DILLINGHAM (B-4) 2013, ALASKA.

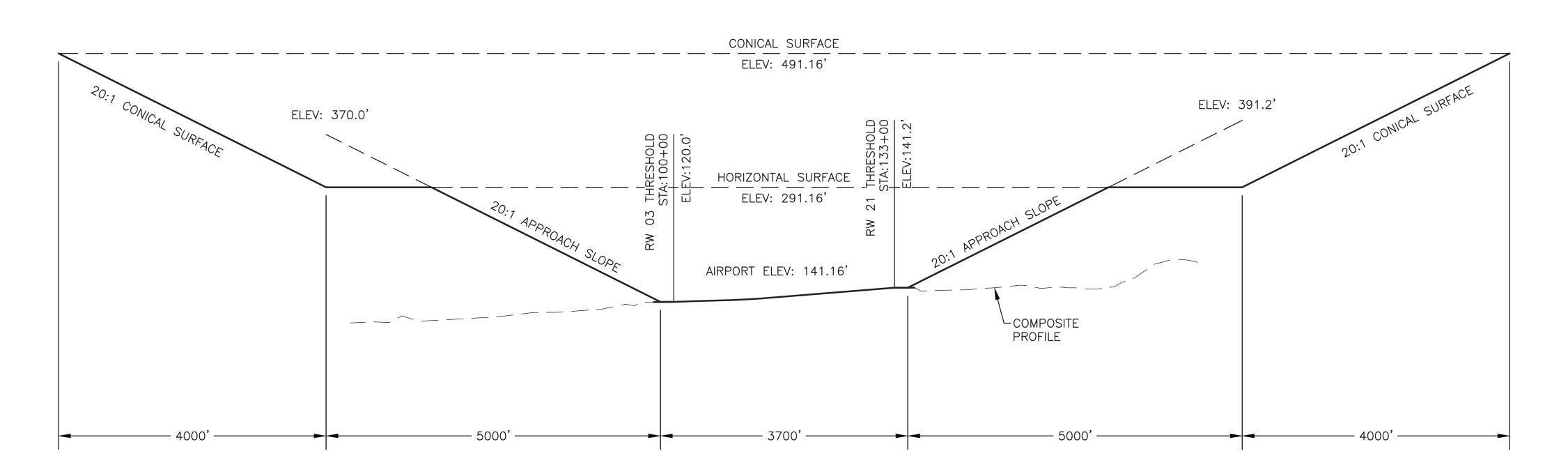
BY	DATE	

REVISION

5. OBSTRUCTION DATA FROM R&M FIELD SURVEY CONDUCTED MAY 21 THRU JUNE 3, 2019, AND FROM WOOLPERT WAAS SURVEY CONDUCTED IN 2013.

MAG. DEC. = 11: 30' E 2025	
	0' 4000'
STATE OF ALASKA	
 DEPARTMENT OF TRANSPOR	TATION
 AND PUBLIC FACILITIE CENTRAL REGION	S
 EKWOK AIRPORT	DATE: 11/03/2020
 EKWOK, ALASKA AIRPORT LAYOUT PLAN	SHEET: 13
AIRPORT AIRSPACE	о _г 15

Date Plotted: 11/03/2020, 1:40 PM	Designed By: MIM
Layout Name: AIRPORT AIRSPACE PROFILE	Drawn By: JSC/RLC
File Name: \\rm.rmnet\z\project\2678.01 D0T_C Ekwok Airport Resurfacing\Civil\ACAD\ALP\ALP-KEK-AIRPORT AIRSPACE.dwg	Checked By: CJB



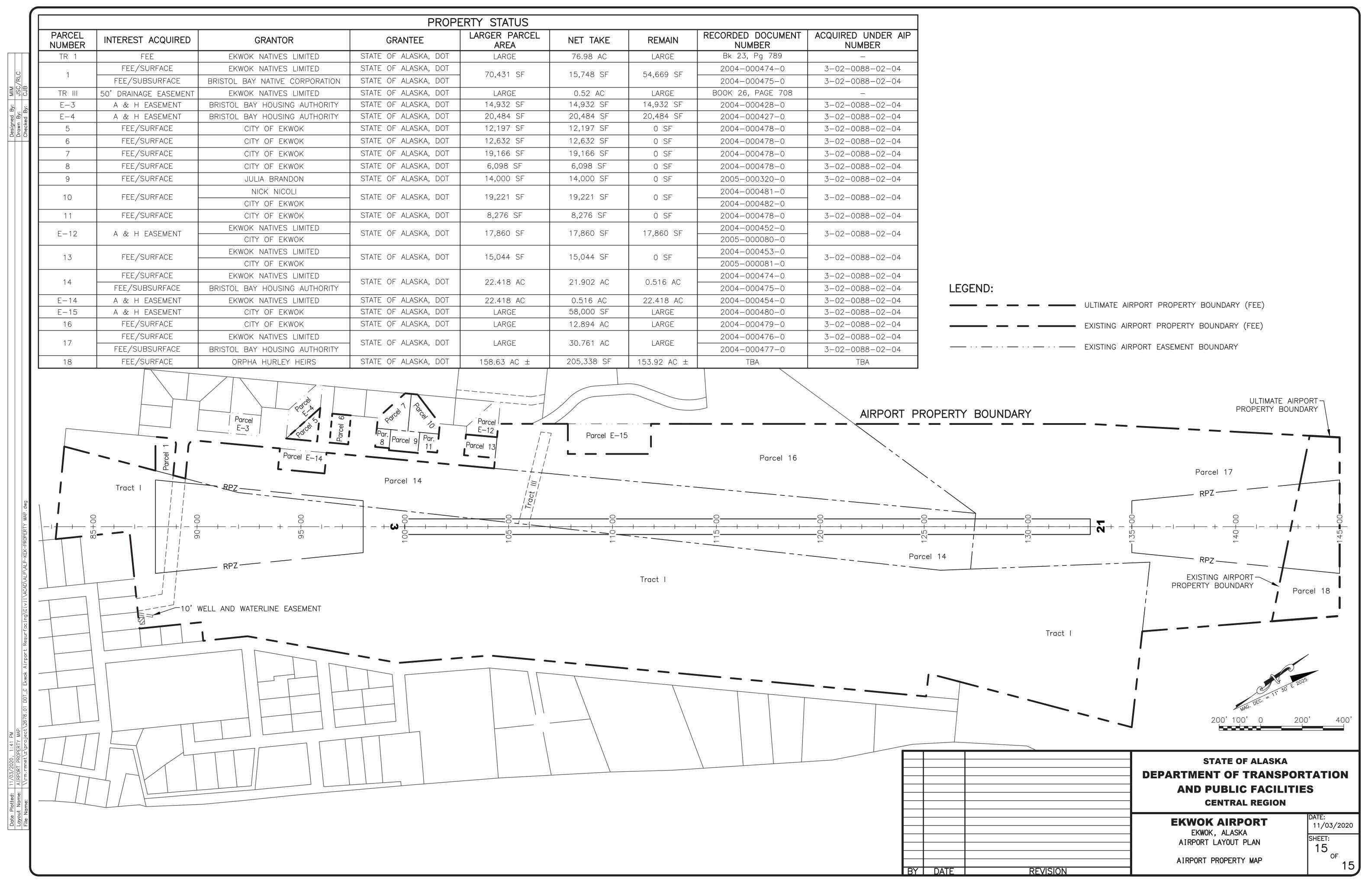
RUNWAY 03/21 AIRSPACE PROFILE

BY	DATE	

1000'500' 0 1000' 2000'

HORIZONTAL SCALE VERTICAL SCALE RATIO = 1:10

	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION		
REVISION	EKWOK AIRPORT EKWOK, ALASKA AIRPORT LAYOUT PLAN AIRPORT AIRSPACE PROFILE	DATE: 11/03/2020 SHEET: 14 OF 15	



					STATUS
	ACQUIRED UNDER AI NUMBER	RECORDED DOCUMENT NUMBER	REMAIN	NET TAKE	GER PARCEL AREA
	_	Bk 23, Pg 789	LARGE	76.98 AC	LARGE
-02-04	3-02-0088-02-04	2004-000474-0	54,669 SF	15,748 SF	70,431 SF
-02-04	3-02-0088-02-04	2004-000475-0	54,009 31	13,740 31	70,431 31
	_	BOOK 26, PAGE 708	LARGE	0.52 AC	LARGE
-02-04	3-02-0088-02-04	2004-000428-0	14,932 SF	14,932 SF	14,932 SF
-02-04	3-02-0088-02-04	2004-000427-0	20,484 SF	20,484 SF	20,484 SF
-02-04	3-02-0088-02-04	2004-000478-0	0 SF	12,197 SF	12,197 SF
-02-04	3-02-0088-02-04	2004-000478-0	0 SF	12,632 SF	12,632 SF
-02-04	3-02-0088-02-04	2004-000478-0	0 SF	19,166 SF	19,166 SF
-02-04	3-02-0088-02-04	2004-000478-0	0 SF	6,098 SF	6,098 SF
-02-04	3-02-0088-02-04	2005-000320-0	0 SF	14,000 SF	14,000 SF
-02-04	3-02-0088-02-04	2004-000481-0	0 SF	19,221 SF	19,221 SF
-02-04	3-02-0000-02-04	2004-000482-0	0.51	13,221 31	10,221 01
-02-04	3-02-0088-02-04	2004-000478-0	0 SF	8,276 SF	8,276 SF
-02-04	3-02-0088-02-04	2004-000452-0	17,860 SF	17,860 SF	17,860 SF
		2005-000080-0		17,000 01	
-02-04	3-02-0088-02-04	2004-000453-0	0 SF	15,044 SF	15,044 SF
		2005-000081-0			,
	3-02-0088-02-04	2004-000474-0	0.516 AC	21.902 AC	22.418 AC
	3-02-0088-02-04	2004-000475-0			
	3-02-0088-02-04	2004-000454-0	22.418 AC	0.516 AC	22.418 AC
	3-02-0088-02-04	2004-000480-0	LARGE	58,000 SF	LARGE
	3-02-0088-02-04	2004-000479-0	LARGE	12.894 AC	LARGE
	3-02-0088-02-04	2004-000476-0	LARGE	30.761 AC	LARGE
-02-04	3-02-0088-02-04	2004-000477-0			
	ТВА	TBA	153.92 AC ±	205,338 SF	58.63 AC ±
RPORT PROPERTY BOUN	AIRPORT				
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