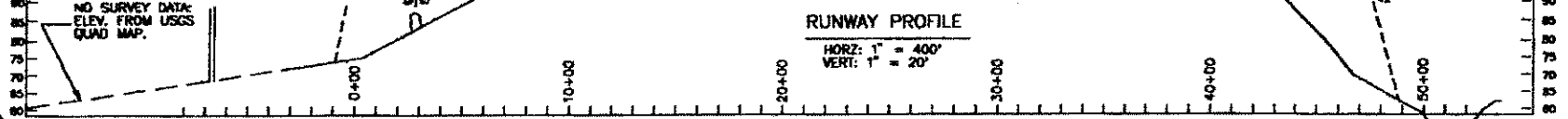
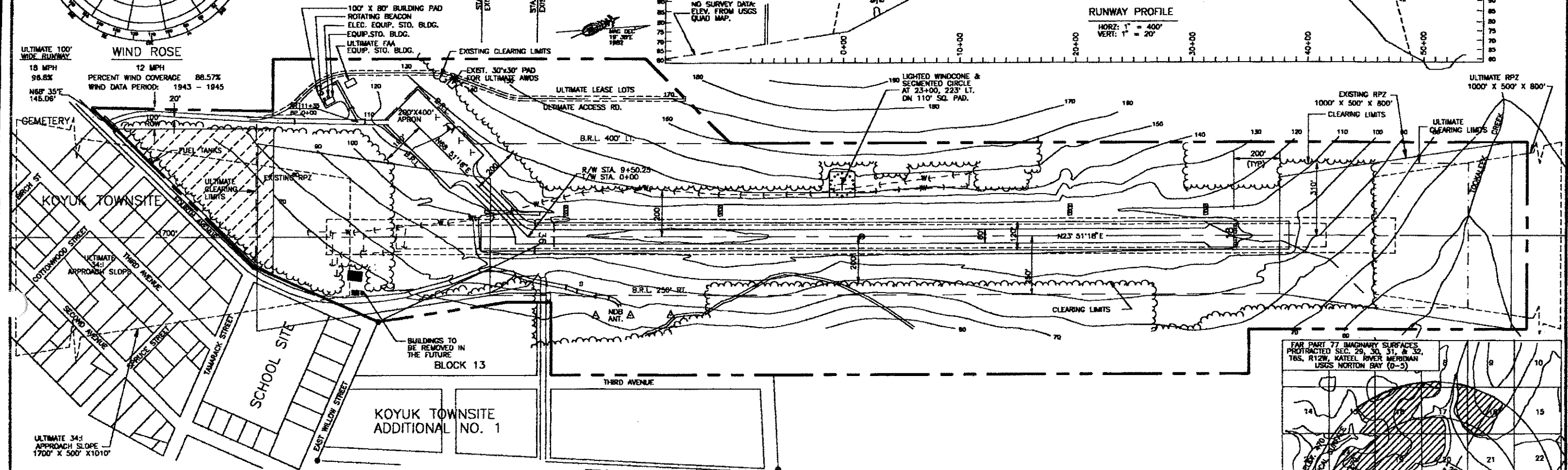


LOCATION MAP
NO SCALE

ULTIMATE 100' WIDE RUNWAY
18 MPH
96.6%
N68° 35'E
145.06'

WIND ROSE
12 MPH
PERCENT WIND COVERAGE 88.57%
WIND DATA PERIOD: 1943 - 1945



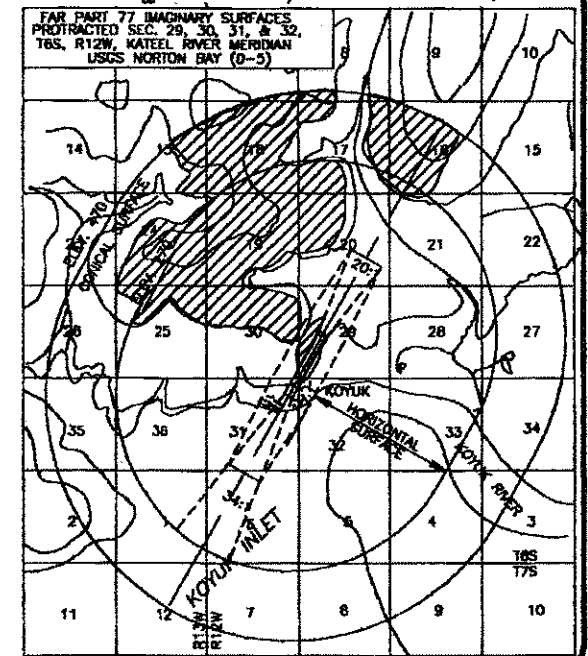
RUNWAY PROFILE
HORIZ: 1" = 400'
VERT: 1" = 20'

	RUNWAY 30-18	
	EXISTING	ULTIMATE
EFFECTIVE GRADIENT	0.38%	
% WIND COVERAGE	NONE	NONE
INSTRUMENT RUNWAY	NONE	NONE
RUNWAY SURFACE TYPE	GRAVEL	GRAVEL
APPROACH SURFACES	204/204	342/204
RUNWAY LIGHTING	MRL	MRL
NAVIGATION AIDS	VRS	VRS
COMMUNICATION AIDS	NONE	ROD
R/W DIMENSIONS	80'x3000'	100'x4000'
R/W SAFETY AREA	150'x3400'	150'x4800'
WIDTH BETWEEN R/W LIGHTS	60'	120'

AIRPORT DATA		EXISTING	ULTIMATE
AIRPORT ELEVATION (ESTIMATED SEA LEVEL)		120.00	120.00
AIRPORT REFERENCE CATEGORY		A 1	A 1b
MEAN TEMP. HOTTEST MONTH (JULY)		54.5° F	54.5° F
TAXIWAY LIGHTING		MFL	MFL
RAMP LIGHTING		FLOODLIGHT	SAME
AIRPORT REFERENCE POINT (A.R.P.)	LONG.	64° 58' 25" N	
	LAT.	151° 06' 18" W	
AIRPORT AND TERMINAL MARKS		NDB	NDB
WEATHER OBSERVATION		AWOS	AWOS
THRESHOLD STA. 9+85	LONG.	84° 56' 05" N	
	LAT.	151° 06' 27" W	
THRESHOLD STA. 30+85	LONG.	84° 58' 46" N	
	LAT.	151° 06' 07" W	

LEGEND		EXISTING	ULTIMATE
PROPERTY LINE			SAME
BUILDING RESTRICTION LINE (B.R.L.)		B.R.L.	SAME
AVIATION & HAZARDOUS EASEMENT			SAME
DEVELOPMENT			SAME
WIND CONE & SEGMENTED CIRCLE			SAME
BUILDINGS			SAME
ROADWAYS			SAME
PIPES W-WATER			SAME
W/S 4 SYSTEM			SAME
AIRPORT REFERENCE POINT			FLOODLIGHT
ROTATING BEACON			
TREELINE			
CONTOUR LINES			

DEVIATION FROM STANDARD			
ITEM	STANDARD	EXISTING	ULTIMATE
FAR PART 77 SURFACES:			
PRIMARY	500'	123' LT / 250' RT	500'
TRANSITION	75'	2.5:1 LT / 7:1 RT	3:1 LT / 7:1 RT
LAND ACQUISITION:			
R/W - 30 CLEAR ZONE	A & H EASEMENT (MIN)	NO ADDITIONAL INTEREST	NO ADDITIONAL INTEREST
R/W - 15 CLEAR ZONE	A & H EASEMENT (MIN)	NO ADDITIONAL INTEREST	NO ADDITIONAL INTEREST
RUNWAY WIDTH	75'	60'	100'
ULTIMATE RUNWAY SAFETY AREA	300'x500'		150'x800'



* PLUS OCCASIONAL USE (-350 OPS/VIS) DESIGN GROUP II AIRCRAFT

SCALE: 1" = 200'

DESIGN	CML	DATE	REVISIONS
DESIGN	CML	9/28/84	FAA APPROVED
DRAWN	CAT	8/15/83	AS-BUILT & UPDATED
CHECKED	CML	7/23/91	CORRECTED COORDINATES
		6/17/90	FAA APPROVED
		1/10/90	ADDED R/W S.A. DEVIATION
		6/4/88	ADDED ULTIMATE ROD
		9/21/88	ADDED FUEL TANKS, CORRECTED PROPERTY LINE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION

APPROVED *Daniel D. Urbach* DATE 8/30/89
ORIGINALLY SIGNED: DANIEL D. URBACH, P.E. CHIEF AVIATION DESIGN GROUP



THIS ALP HAS BEEN PREPARED FROM THE PROPERTY PLAN DATED 8/20/89 AND FROM THE AS-BUILTS DATED 5/18/83.

KOYUK AIRPORT
AIRPORT LAYOUT PLAN

SHEET 1 OF 1