



U.S. Department
of Transportation

Alaskan Region

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

**Federal Aviation
Administration**

July 12, 2011

Mr. Harvey M. Douthit, PE, Design Section Chief
Alaska Department of Transportation
Aviation Design Section
4111 Aviation Drive
Anchorage, AK 99502

Dear Mr. Douthit:

Kipnuk Airport (IHK), Kipnuk, Alaska
Revised Airport Layout Plan Conditional Approval
Airspace Case 1999-AAL-146NRA

We have completed our review of the Revised Airport Layout Plan (ALP) for the Kipnuk Airport, and find it acceptable from a planning standpoint. No Modifications to Standards are approved with this ALP approval. We note the following outstanding challenge with this ALP that may require further action from the airport sponsor:

Runway 17/35 Near Term reported as 3200' length, geodetic calculation shows 3190'. Ultimate shows 4000' length, geodetic calculation shows 3990'.

The conditional approval indicated by my signature is given subject to the condition that the proposed airport development that requires environmental processing shall not be undertaken without prior written environmental approval by the FAA. This approval considers only the safety, utility, and efficiency of the airport. We encourage you to work with appropriate agencies to encourage adoption of height and zoning restrictions.

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

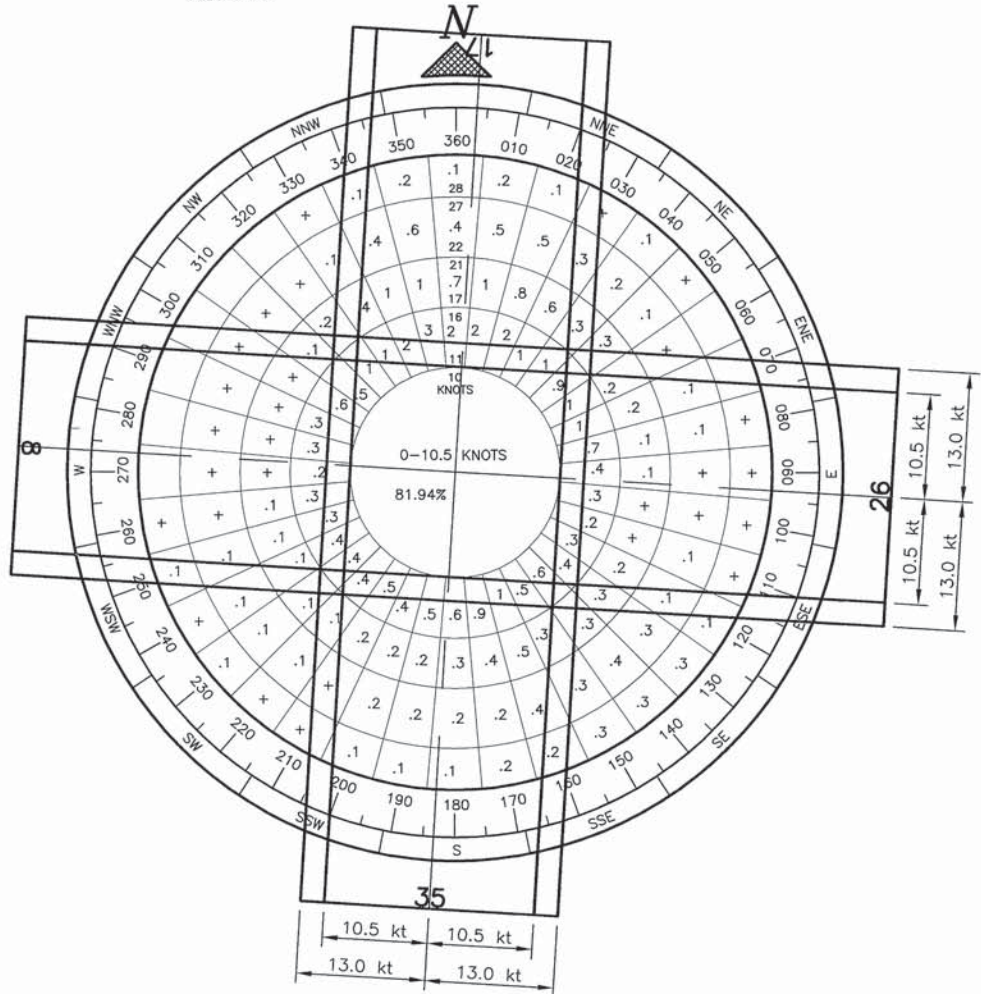
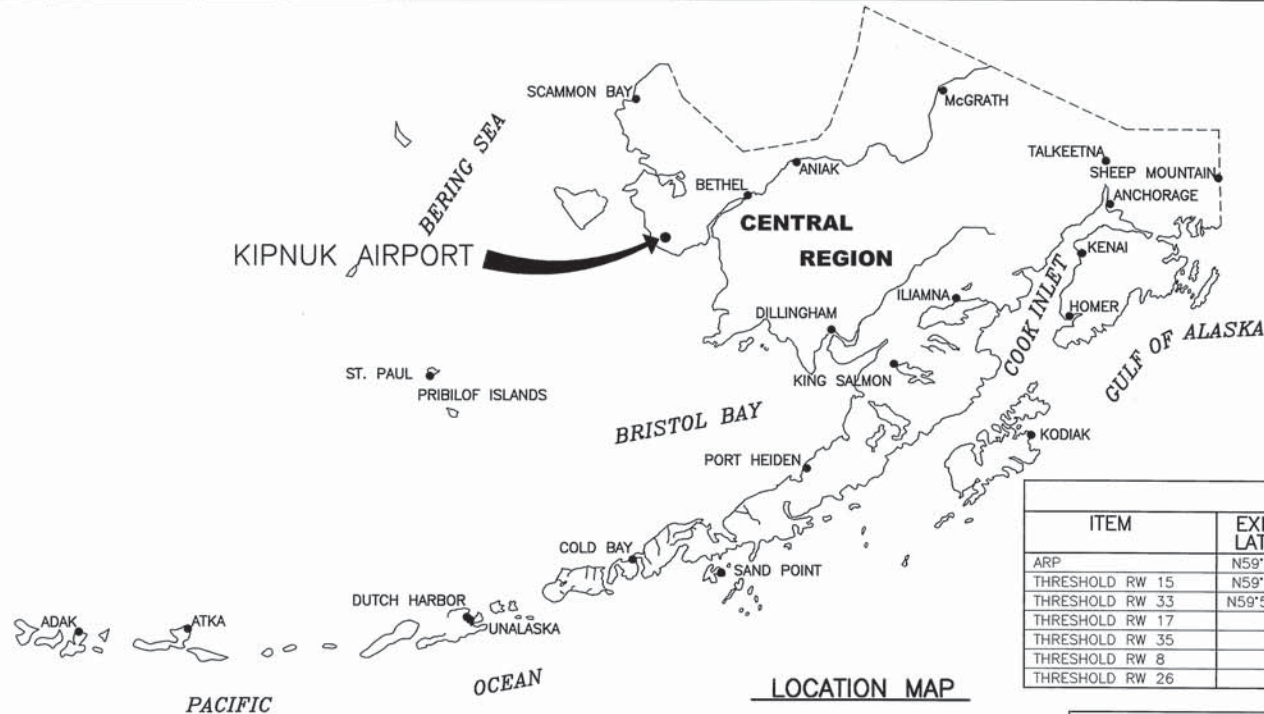
When airport construction, alteration, or deactivation is undertaken, such action requires FAA notification and review in accordance with the provisions of Part 77 and Part 157 of the Federal Aviation Regulations. In addition, all airport construction must be completed in accordance with FAA Advisory circulars current at the time of construction. Please attach this letter to the enclosed ALP and retain it in your files for future use.

If you have any questions, please contact Gabriel Mahns at 271-3665.

Sincerely,

John Lovett
Lead Engineer, Airports Division

Designed By: CRS/WH
Drawn By:
Checked By:
Date Plotted: 4/22/2010, 1:24 PM
Layout Name: Layout1
File Name: W:\Projects\KipnuK\ALPA\ALP 2010\Final Drawings (4000 ft. UTL)\DataSheet.dwg



WIND DATA TABLE				
RUNWAY	10.5 kt	13 kt	16 kt	20 kt
15/33	80.74%	-	-	-
17/35	85.41%	91.19%	-	-
8/26	63.46%	73.53%	-	-
COMBINED	93.58%	96.60%	-	-

SOURCE: HDR ALASKA INC IN CONJUNCTION WITH DRYDEN INSTRUMENTATION
DATA IS FOR KIPNUK, ALASKA

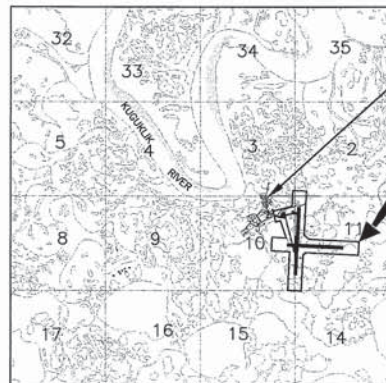
PERIOD: 10/1996-11/1998

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

GEOGRAPHIC COORDINATES TABLE						
ITEM	EXISTING LATITUDE	EXISTING LONGITUDE	NEAR TERM LATITUDE	NEAR TERM LONGITUDE	ULTIMATE LATITUDE	ULTIMATE LONGITUDE
ARP	N59°55'58.9"	W164°01'50.54"	N59°55'53.94"	W164°01'42.21"	N59°55'50.14"	W164°01'34.94"
THRESHOLD RW 15	N59°56'09.1"	W164°01'55.04"				
THRESHOLD RW 33	N59°55'48.71"	W164°01'46.05"				
THRESHOLD RW 17			N59°56'09.64"	W164°01'39.63"	N59°56'09.64"	W164°01'39.63"
THRESHOLD RW 35			N59°55'38.23"	W164°01'44.79"	N59°55'30.38"	W164°01'46.08"
THRESHOLD RW 8					N59°55'51.37"	W164°01'46.73"
THRESHOLD RW 26					N59°55'49.34"	W164°00'57.84"

MODIFICATION TO STANDARDS/ NON STANDARD CONDITIONS				
DESCRIPTION	STANDARD	NEAR TERM	ULTIMATE	
NONE				

RUNWAY 15/33 DATA TABLE		
ITEM	EXISTING	ULTIMATE
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY	UTILITY	UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	NPI/NPI	
APPROACH SURFACES	20:1	
VISIBILITY MINIMUM	1 SM	
RUNWAY SURFACE	GRAVEL	
PAVEMENT STRENGTH SW,DW,DTW,DDTW x1000lbs	-	
AIRCRAFT APPROACH CATEGORY	A	
AIRPLANE DESIGN GROUP	I	
MEAN GEODETIC BEARING	S13° 19' E	
EFFECTIVE GRADE	0.0%	
TOUCHDOWN ELEVATION NAVD88	-2.2' / -4.0'	
RUNWAY DIMENSIONS	36' X 2,119'	
RUNWAY SAFETY AREA (RSA) DIMENSIONS	82' X 2,247'	
LENGTH BEYOND R/W END	64' / 64'	
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	250' X 450' X 1000'	
RUNWAY OBJECT FREE AREA (OFA) DIMENSIONS	N/A	
LENGTH BEYOND R/W END OR STOPWAY		
RUNWAY OBSTACLE FREE ZONE (OFZ) DIMENSIONS	N/A	
RUNWAY LIGHTING	M.I.	
RUNWAY MARKING TYPE	NONE	
RUNWAY VISUAL APPROACH AIDS	NONE	



VICINITY MAP

T 3 S, R 86 W, SEC 10
T 3 S, R 86 W, SEC 11
SEWARD MERIDIAN
U.S.G.S. KUSKOKWIM BAY (D-6), ALASKA

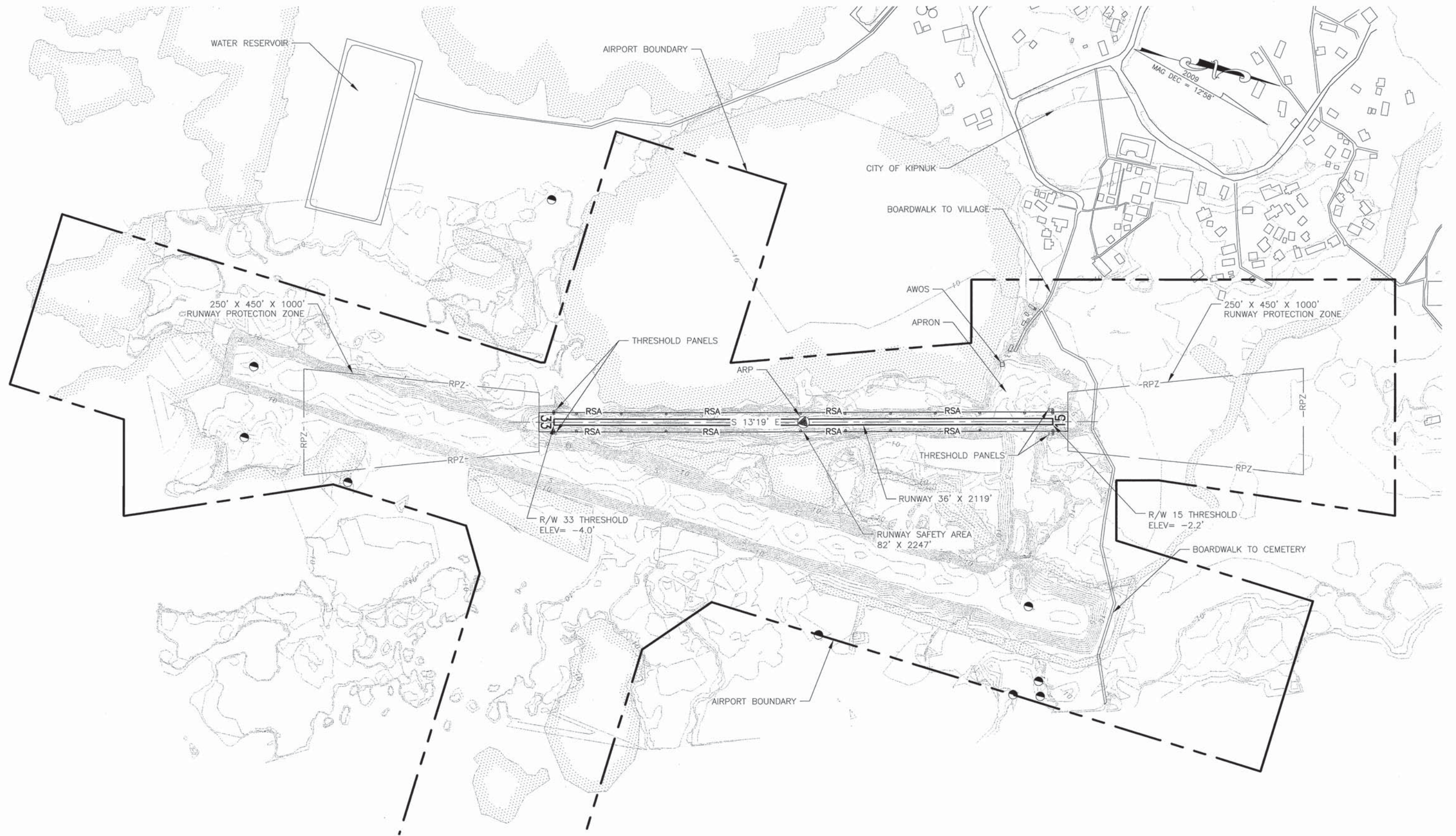
AIRPORT DATA TABLE			
ITEM	EXISTING	NEAR TERM	ULTIMATE
ICAO IDENTIFIER	PAKI	PAKI	PAKI
NATIONAL AIRPORT IDENTIFIER	IIK	IIK	IIK
FAA SITE NUMBER	50416.31*A	50416.31*A	50416.31*A
AIRPORT ELEVATION NAVD88	-1.0'	0.5'	0.5'
AIRPORT REFERENCE CODE	BI	BI	BI
MEAN MAX. TEMPERATURE, HOTTEST MONTH	57°F JULY	57°F JULY	57°F JULY
AIRPORT AND TERMINAL NAVIGATION AIDS	ROTATING BEACON	ROTATING BEACON	ROTATING BEACON
TAXIWAY LIGHTING/MARKING	NONE / NONE	M. I. / NA	M. I. / NA
OBSTRUCTION SURVEY SOURCE & TYPE		NAV	NAV
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	12°58'E AT 0°10'W / 2009		

RUNWAY 17/35 DATA TABLE		
ITEM	NEAR TERM	ULTIMATE
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY	UTILITY	UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	NPI/NPI	NPI/NPI
APPROACH SURFACES	34:1	34:1
VISIBILITY MINIMUM	1 SM	1 SM
RUNWAY SURFACE	GRAVEL	GRAVEL
PAVEMENT STRENGTH SW,DW,DTW,DDTW x1000lbs	-	-
AIRCRAFT APPROACH CATEGORY	B	B
AIRPLANE DESIGN GROUP	I	II
MEAN GEODETIC BEARING	N03° 00' 14"E	N03° 00' 14"E
EFFECTIVE GRADE	0.0%	0.0%
TOUCHDOWN ELEVATION NAVD88	0.5' / 0.5'	0.5' / 0.5'
RUNWAY DIMENSIONS	60' X 3200'	75' X 4000'
RUNWAY SAFETY AREA (RSA) DIMENSIONS	120' X 3680'	150' X 4600'
LENGTH BEYOND R/W END	240' / 240'	300' / 300'
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	500' X 700' X 1000'	500' X 700' X 1000'
RUNWAY OBJECT FREE AREA (OFA) DIMENSIONS	400' X 3680'	500' X 4600'
LENGTH BEYOND R/W END OR STOPWAY	240' / 240'	300' / 300'
RUNWAY OBSTACLE FREE ZONE (OFZ) DIMENSIONS	250' X 3600'	250' X 4400'
RUNWAY LIGHTING	M.I.	M.I.
RUNWAY MARKING TYPE	NONE	NONE
RUNWAY VISUAL APPROACH AIDS	PAPI, REIL	PAPI, REIL

RUNWAY 08/26 DATA TABLE		
ITEM	EXISTING	ULTIMATE
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY		UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)		V / V
APPROACH SURFACES		34:1 / 34:1
VISIBILITY MINIMUM		1 SM
RUNWAY SURFACE		GRAVEL
PAVEMENT STRENGTH SW,DW,DTW,DDTW x1000lbs		-
AIRCRAFT APPROACH CATEGORY		A
AIRPLANE DESIGN GROUP		II
MEAN GEODETIC BEARING		N86° 59' 46"E
EFFECTIVE GRADE		0.0%
TOUCHDOWN ELEVATION NAVD88		0.5'
RUNWAY DIMENSIONS		75' X 2500'
RUNWAY SAFETY AREA (RSA) DIMENSIONS		150' X 3100'
LENGTH BEYOND R/W END		300' / 300'
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS		500' X 700' X 1000'
RUNWAY OBJECT FREE AREA (OFA) DIMENSIONS		500' X 3100'
LENGTH BEYOND R/W END OR STOPWAY		300' / 300'
RUNWAY OBSTACLE FREE ZONE (OFZ) DIMENSIONS		250' X 2900'
RUNWAY LIGHTING		M.I.
RUNWAY MARKING TYPE		NONE
RUNWAY VISUAL APPROACH AIDS		PAPI, REIL

DRAWING INDEX		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION	
SHT #	TITLE	KIPNUK AIRPORT KIPNUK, ALASKA AIRPORT LAYOUT PLAN	
1	DATA	DATE: 4/22/2010 SHEET: 1 OF 12	
2	EXISTING LAYOUT RUNWAY 15/33		
3	NEAR TERM LAYOUT RUNWAY 17/35		
4	ULTIMATE LAYOUT RUNWAY 17/35		
5	ULTIMATE LAYOUT RUNWAY 8/26		
6	NEAR TERM INNER PORTION OF THE APPROACH SURFACES RUNWAY 17/35		
7	ULTIMATE INNER PORTION OF THE APPROACH SURFACES RUNWAY 17/35		
8	ULTIMATE INNER PORTION OF THE APPROACH SURFACES RUNWAY 8/26		
9	AIRPORT AIRSPACE PLAN		
10	AIRPORT AIRSPACE PROFILES		
11	AIRPORT PROPERTY MAP		
12			
BY DATE REVISION		APPROVED: K. Kim Rice K. KIM RICE, P.E. RECOMMENDED: Harvey M. Douthitt, P.E. HARVEY M. DOUTHITT, P.E. DATE: 4/28/10 PRECONSTRUCTION ENGINEER DATE: 4/23/2010 DESIGN SECTION CHIEF	
AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 1/1/11 FAA AIRSPACE REVIEW NUMBER: 99 AAL-016-NRA DATE: 7/12/2011 FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-612			

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 Designed By:
 Drawn By:
 Checked By:



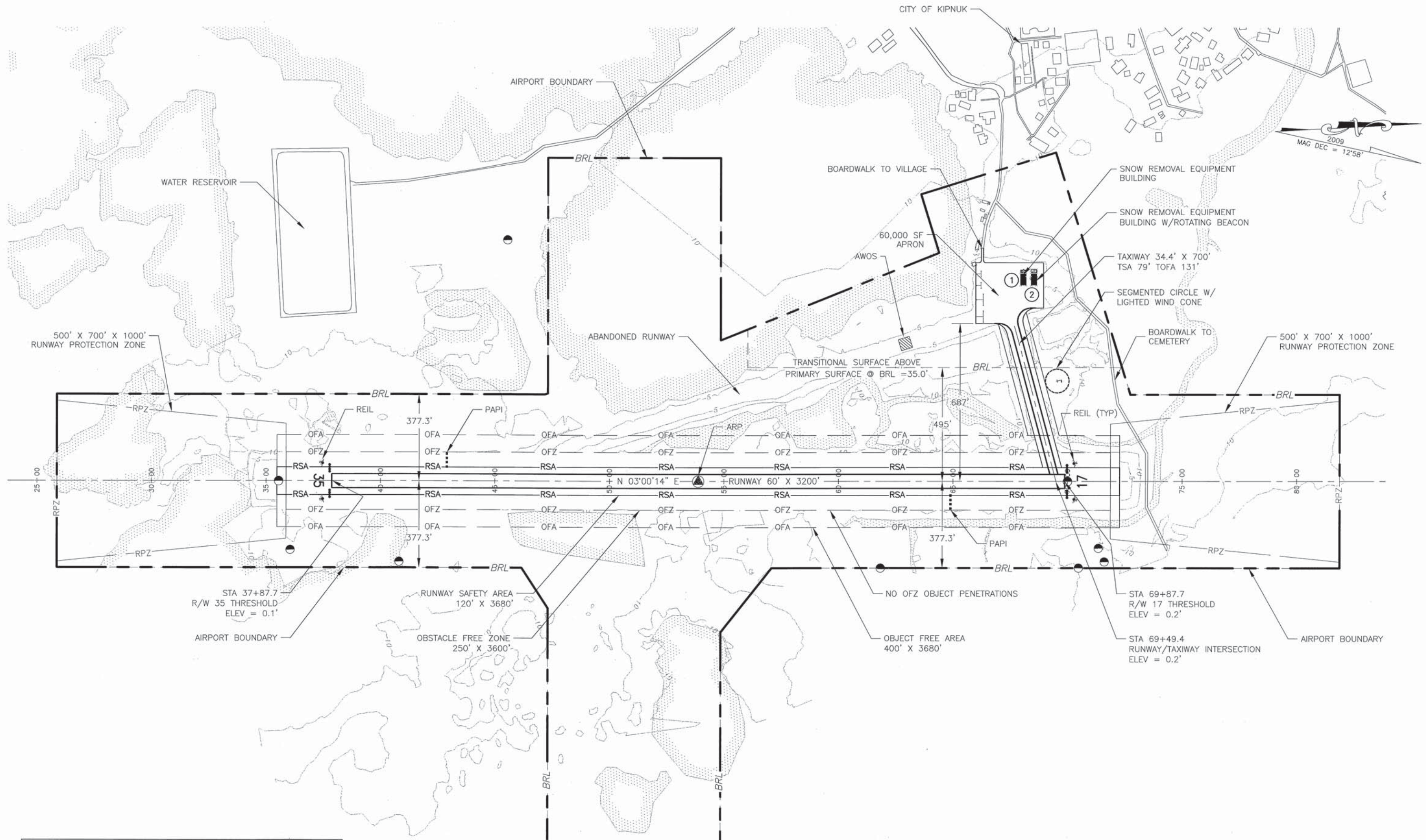
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KIPNUK AIRPORT
KIPNUK, ALASKA
AIRPORT LAYOUT PLAN
EXISTING LAYOUT
RUNWAY 15/33

DATE:
4/22/2010
SHEET:
2
OF
12

4/27/2010, 8:27 AM
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Drawn By: [blank]
Checked By: [blank]
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BUILDING DATA TABLE				
ID #	DESCRIPTION	STATION/OFFSET	TOP ELEV	OBSTRUCT MARKING
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2	SRE BUILDING	68+52 853' LT	28.5'	NONE

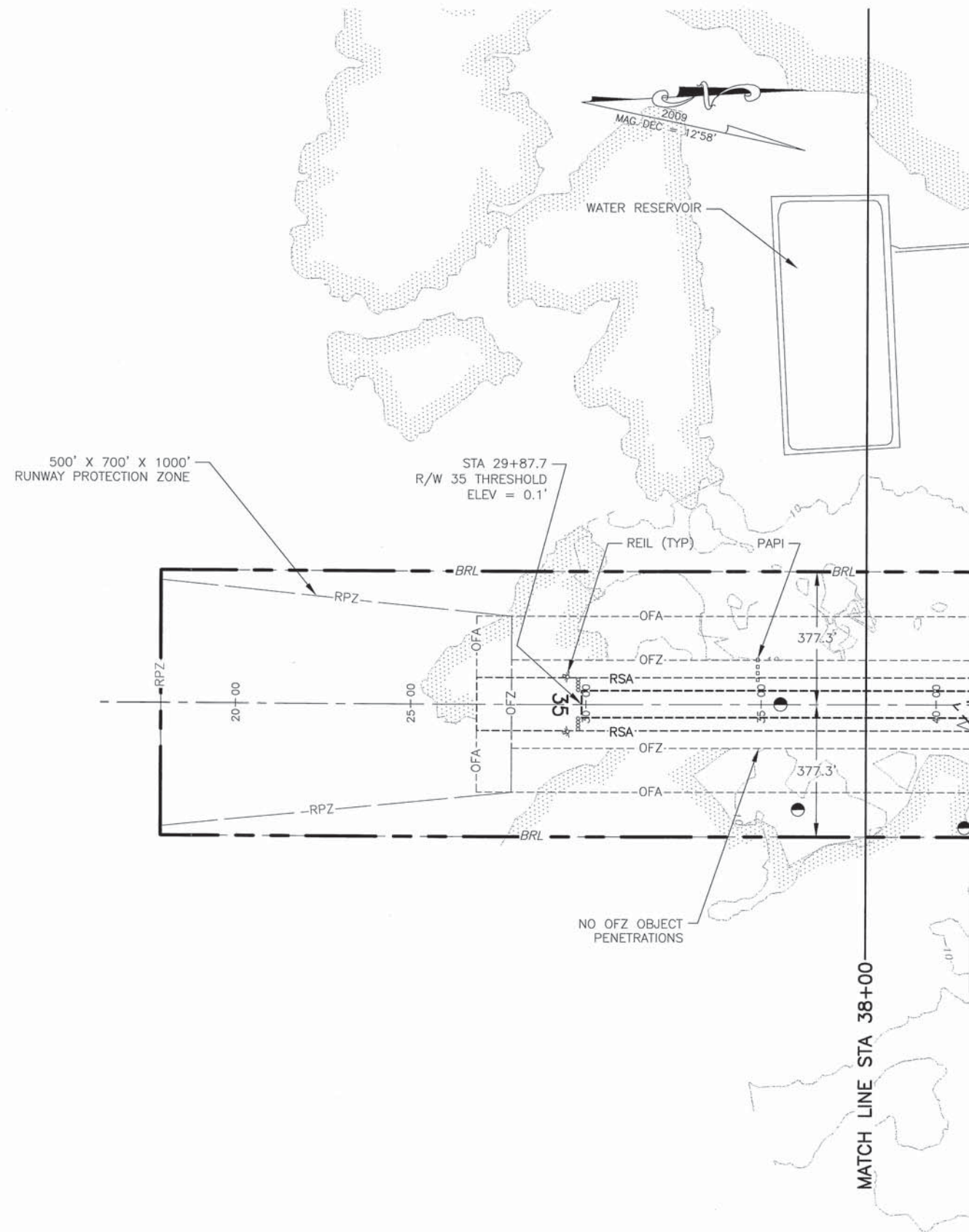
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KIPNUK AIRPORT
KIPNUK, ALASKA
AIRPORT LAYOUT PLAN
NEAR TERM LAYOUT
RUNWAY 17/35

DATE: 4/27/2010
SHEET: 3 OF 12

Date Plotted: 4/22/2010, 3:10 PM
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Designed By:
Drawn By:
Checked By:



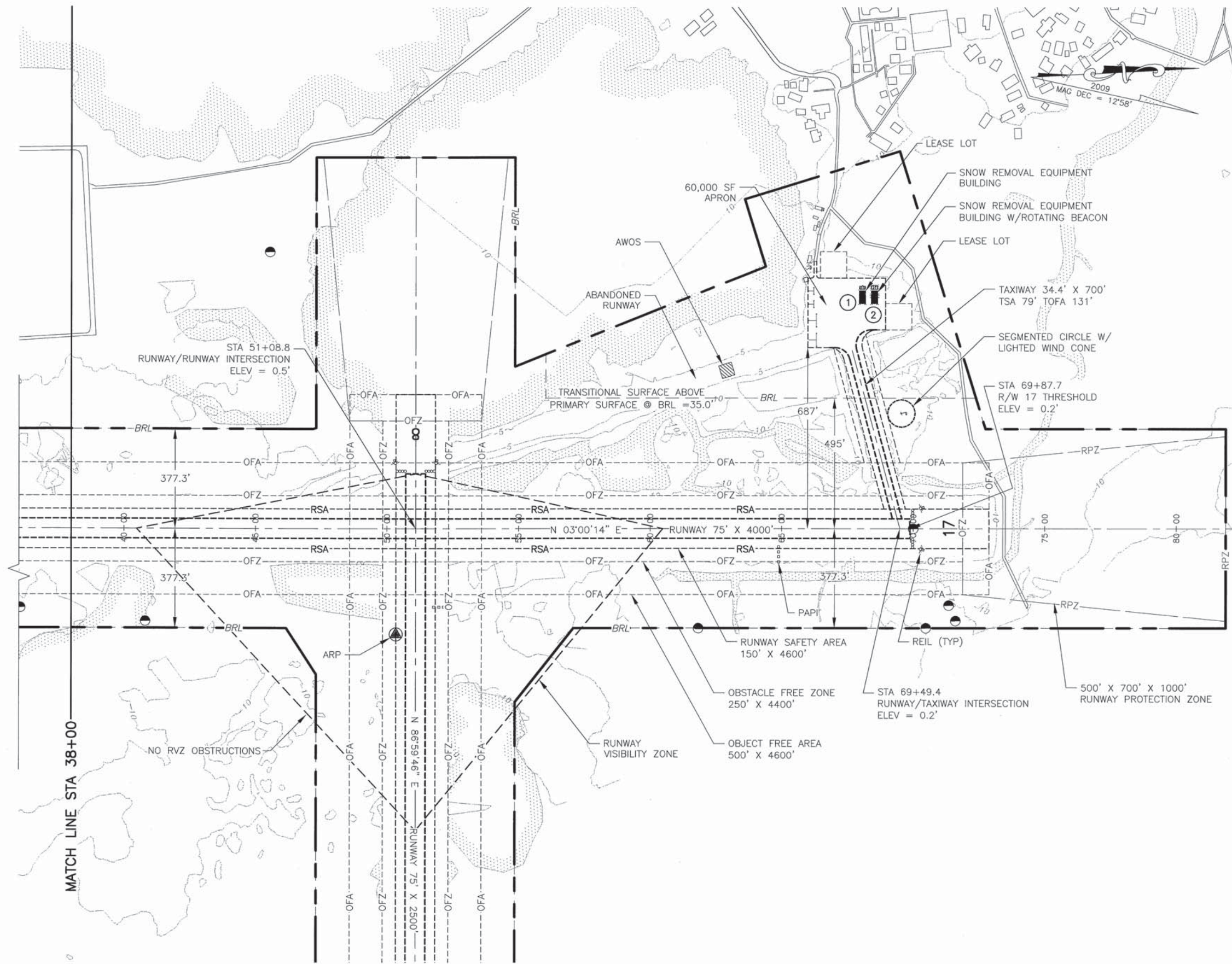
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KIPNUK AIRPORT
KIPNUK, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE LAYOUT
RUNWAY 17/35

DATE:
4/22/2010
SHEET:
4
OF
12

4/27/2010, 8:04 AM
Ultimate 17-35
W:\Projects\KIPNUK\KIPNUK 2010\17-35.dwg
File Name:
Designed By:
Drawn By:
Checked By:



BUILDING DATA TABLE				
ID #	DESCRIPTION	STATION/ OFFSET	TOP ELEV	OBSTRUCT MARKING
1	SRE BUILDING	68+06 853' LT	19.0'	NONE
2	SRE BUILDING	68+52 853' LT	28.5'	NONE

200' 100' 0' 200' 400'

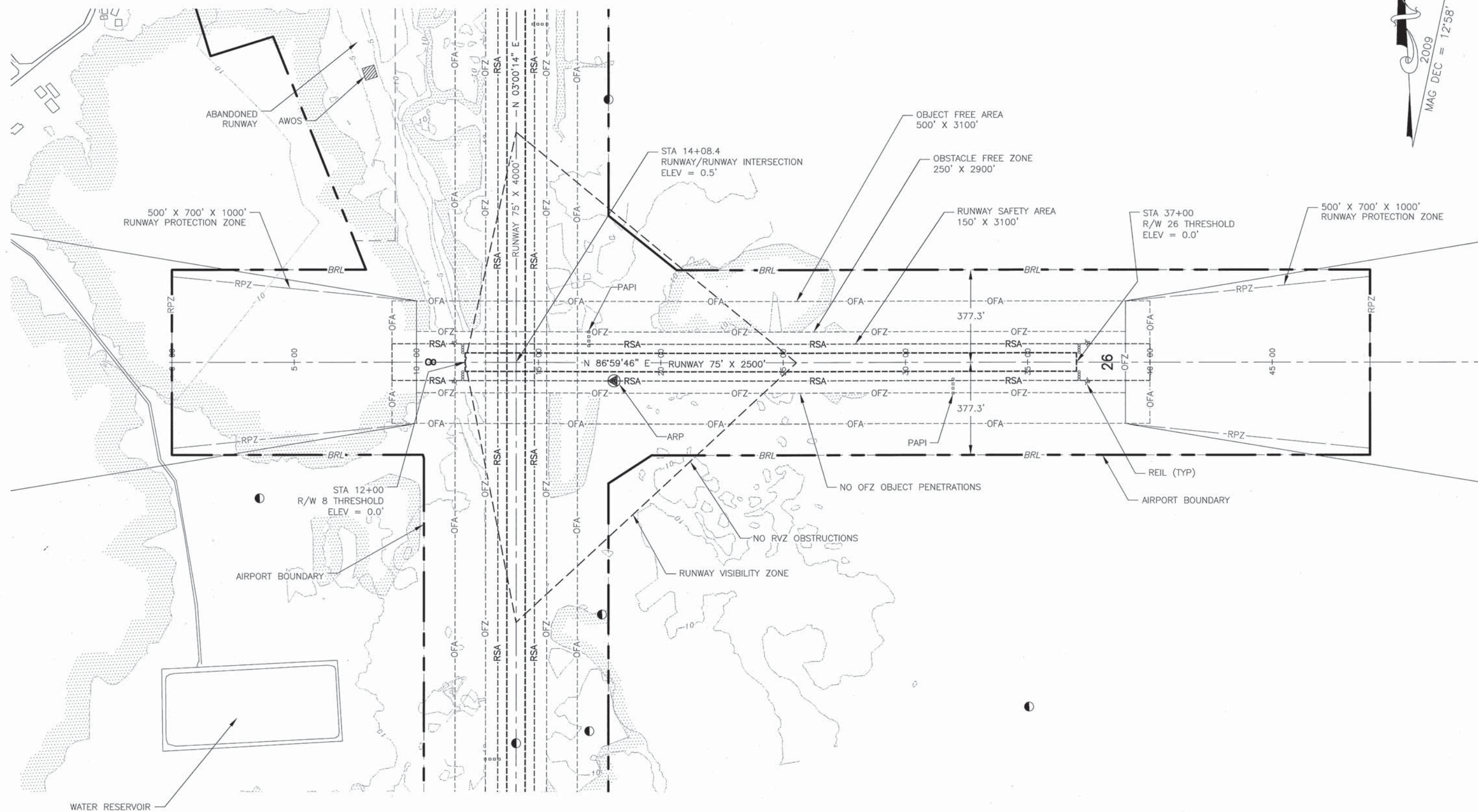
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

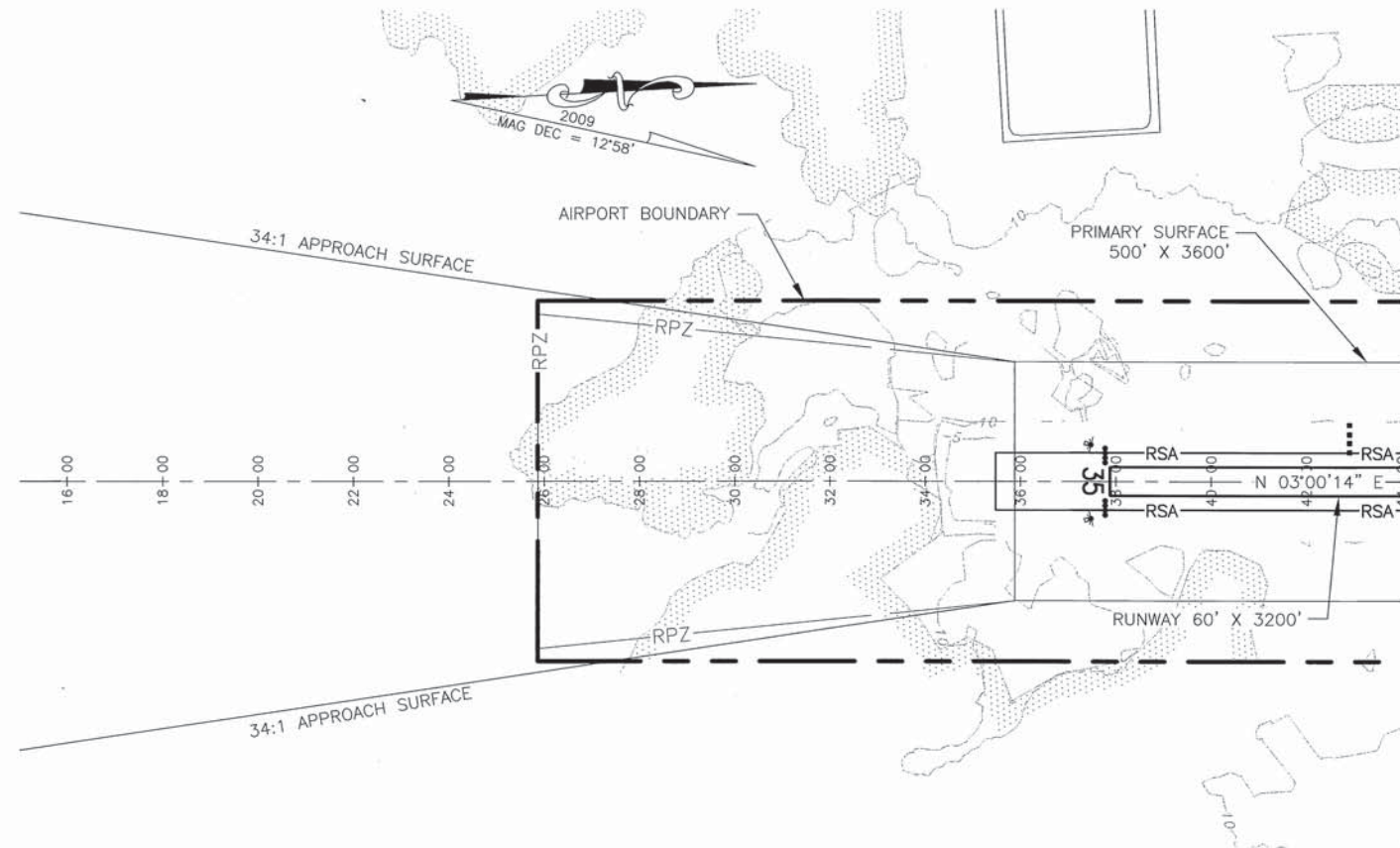
KIPNUK AIRPORT
KIPNUK, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE LAYOUT
RUNWAY 17/35

DATE:
4/27/2010
SHEET:
5
OF
12

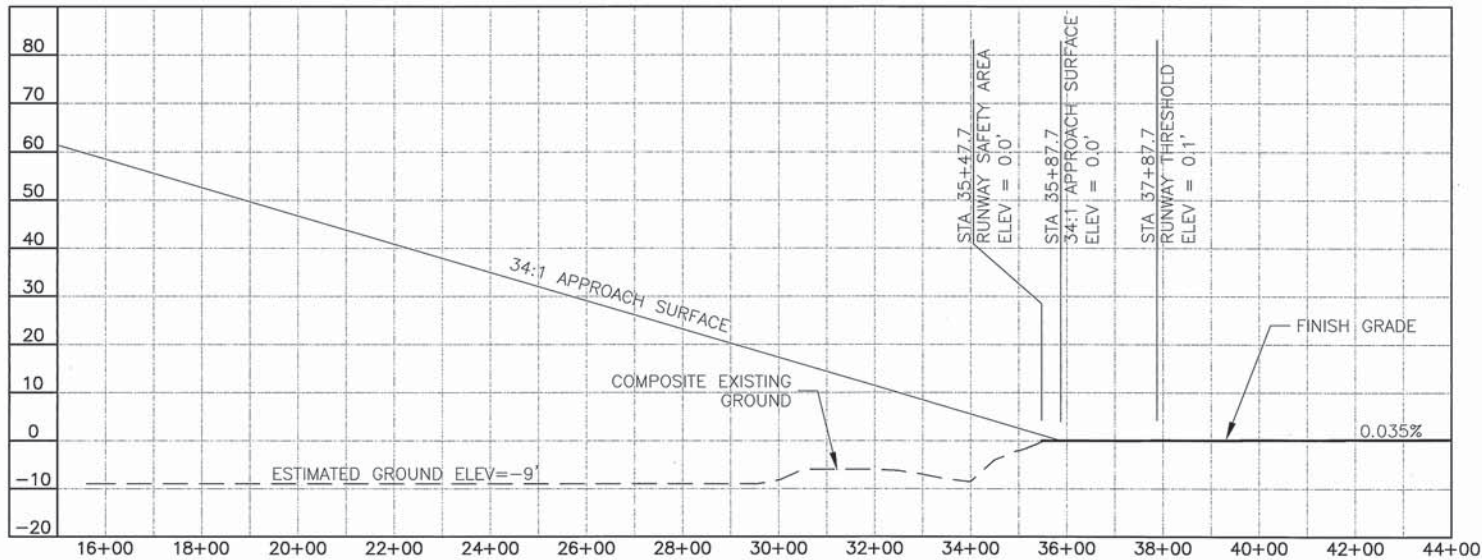
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File Name:
Designed By:
Drawn By:
Checked By:



4/23/2010, 9:02 AM
NT: NAI App RW 17-35
W:\Projects\KIPNUK\KIPNUK 2010\Final Drawings (4000 ft LTV)\Drawings.dwg
Date Plotted: 4/23/2010, 9:02 AM
Layout Name: NT: NAI App RW 17-35
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RUNWAY 35



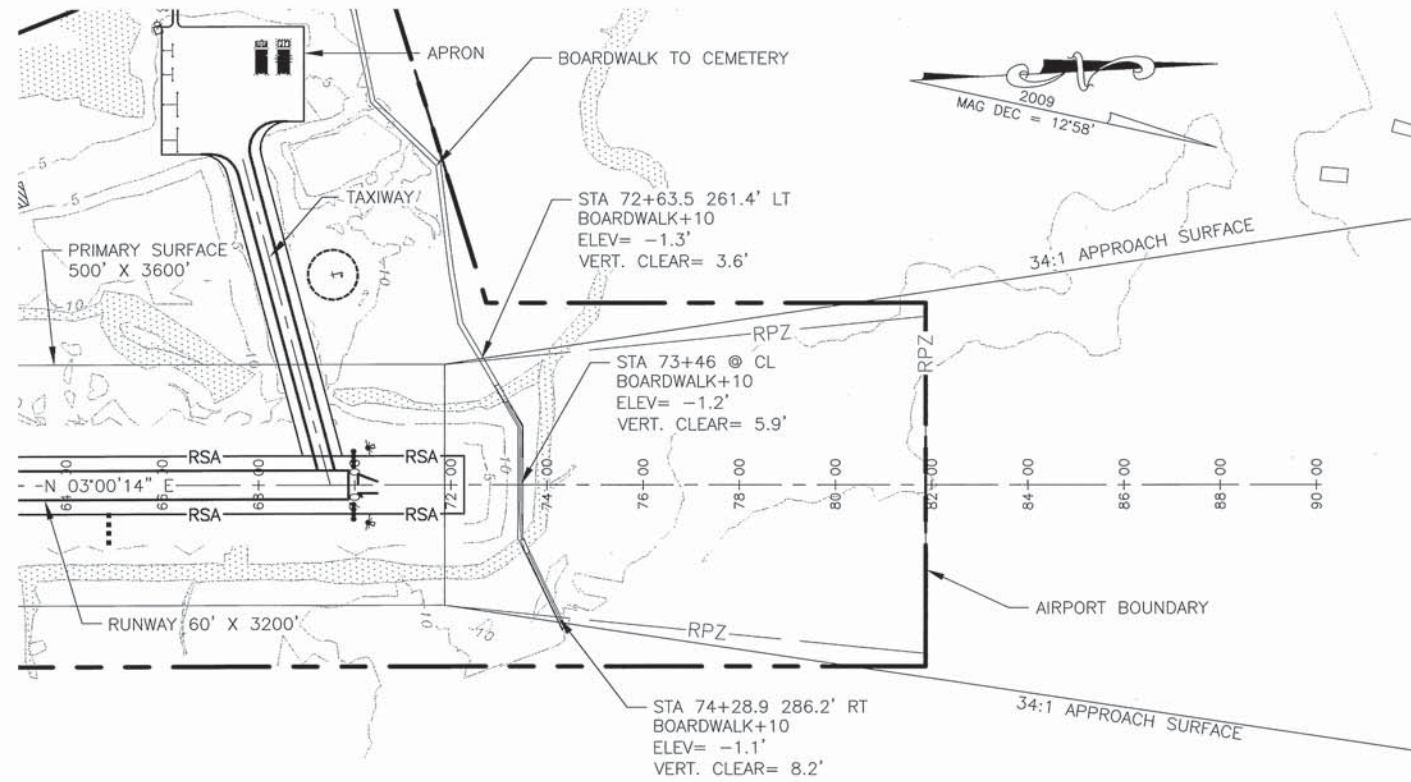
RUNWAY 35

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 35)								
ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

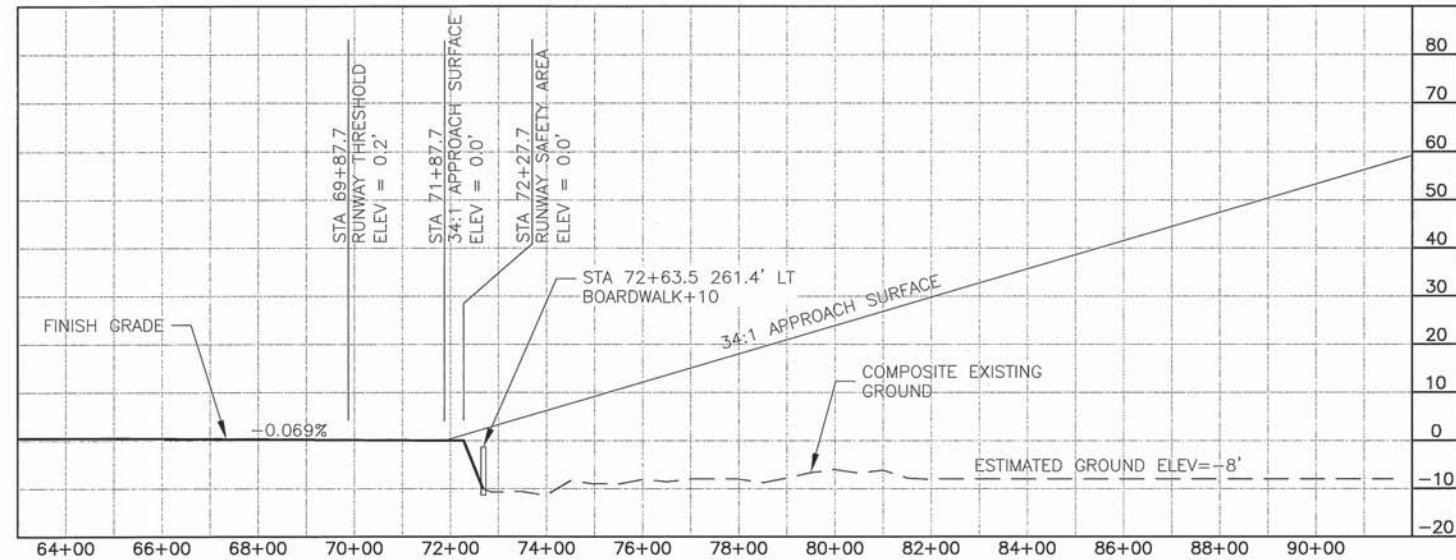
NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES

NOTES:

1. THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 35, THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
2. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 35, AS DEFINED IN FAA AC 150/5300-13, CHG 14, APPENDIX 2, TABLE A2-1, LINE 5.



RUNWAY 17



RUNWAY 17

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 17)								
ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

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

NOTES:

1. THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 17, THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
2. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 17, AS DEFINED IN FAA AC 150/5300-13, CHG 14, APPENDIX 2, TABLE A2-1, LINE 5.

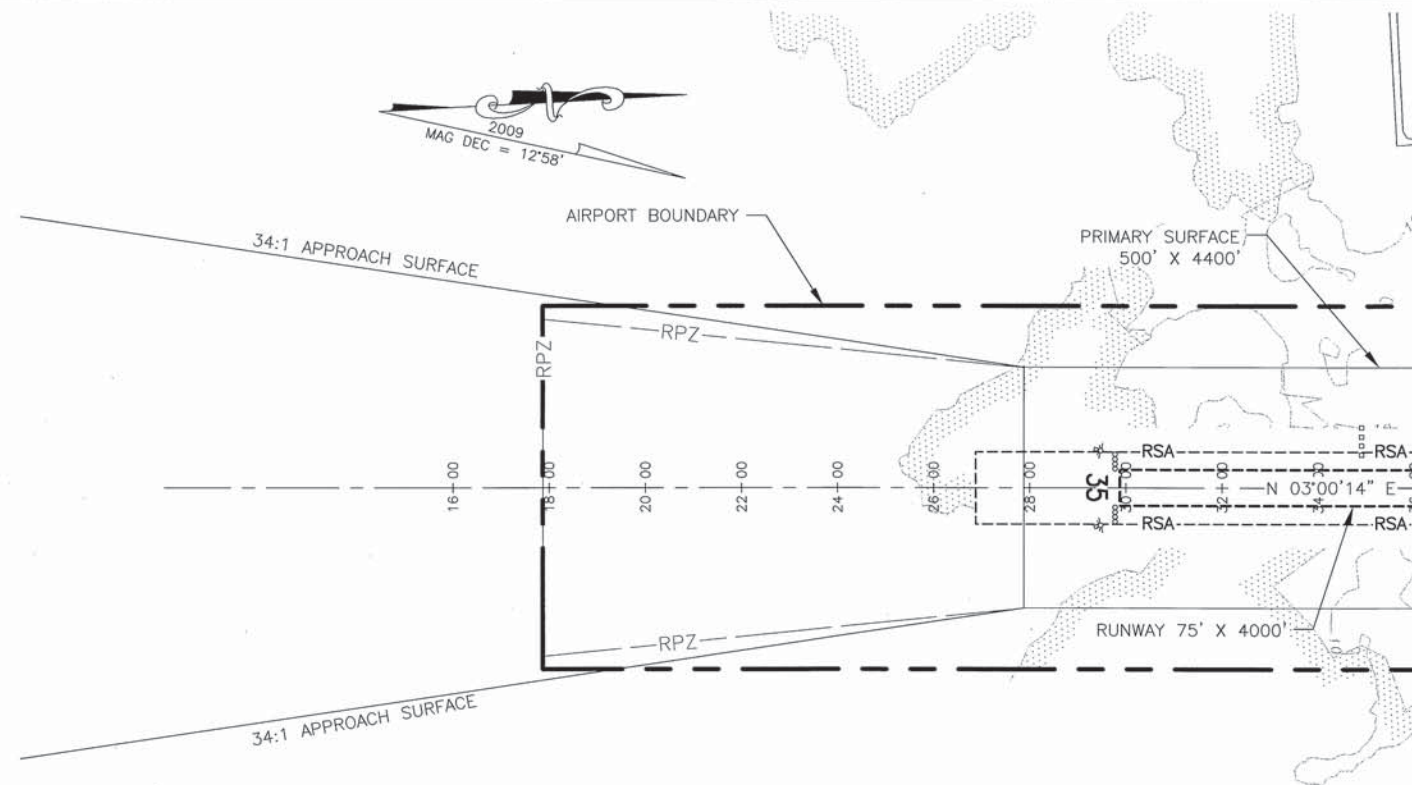
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

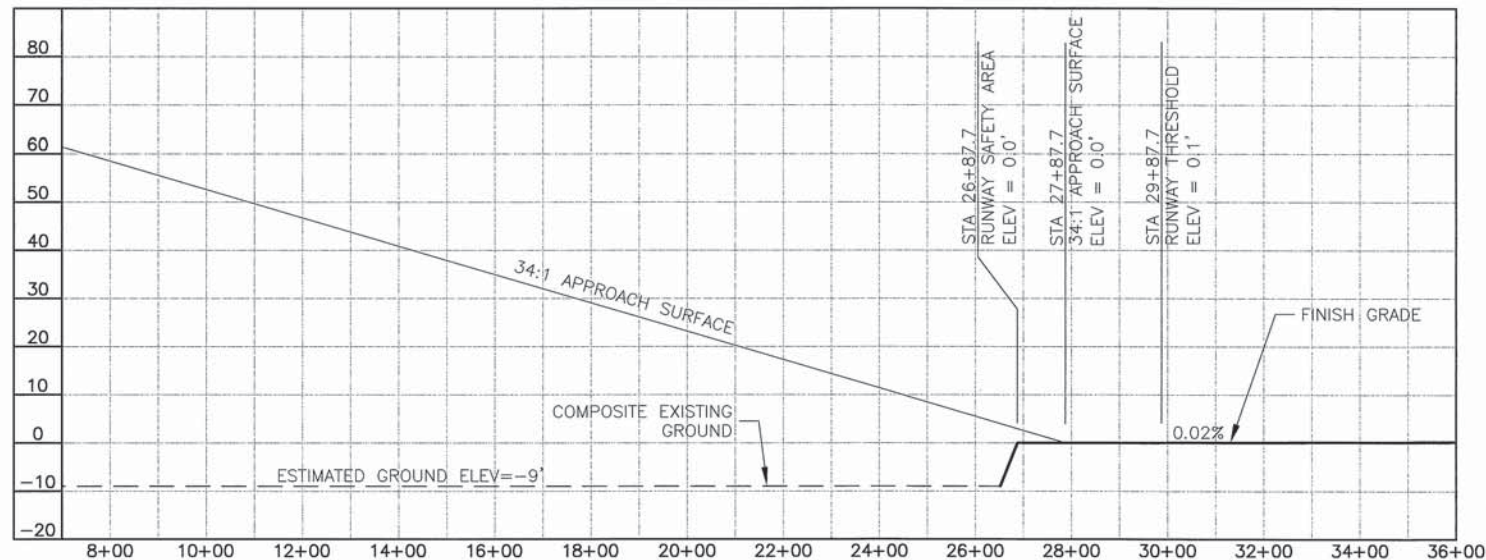
KIPNUK AIRPORT
KIPNUK, ALASKA
AIRPORT LAYOUT PLAN
NEAR TERM INNER PORTION OF
THE APPROACH SURFACES
RUNWAY 17/35

DATE:
4/23/2010
SHEET:
7 OF
12

Date Plotted: 4/26/2010, 10:32 AM
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 File Name: W:\Projects\KIPNUK\ALP\2010\17-35.dwg
 Designed By: [blank]
 Drawn By: [blank]
 Checked By: [blank]



RUNWAY 35



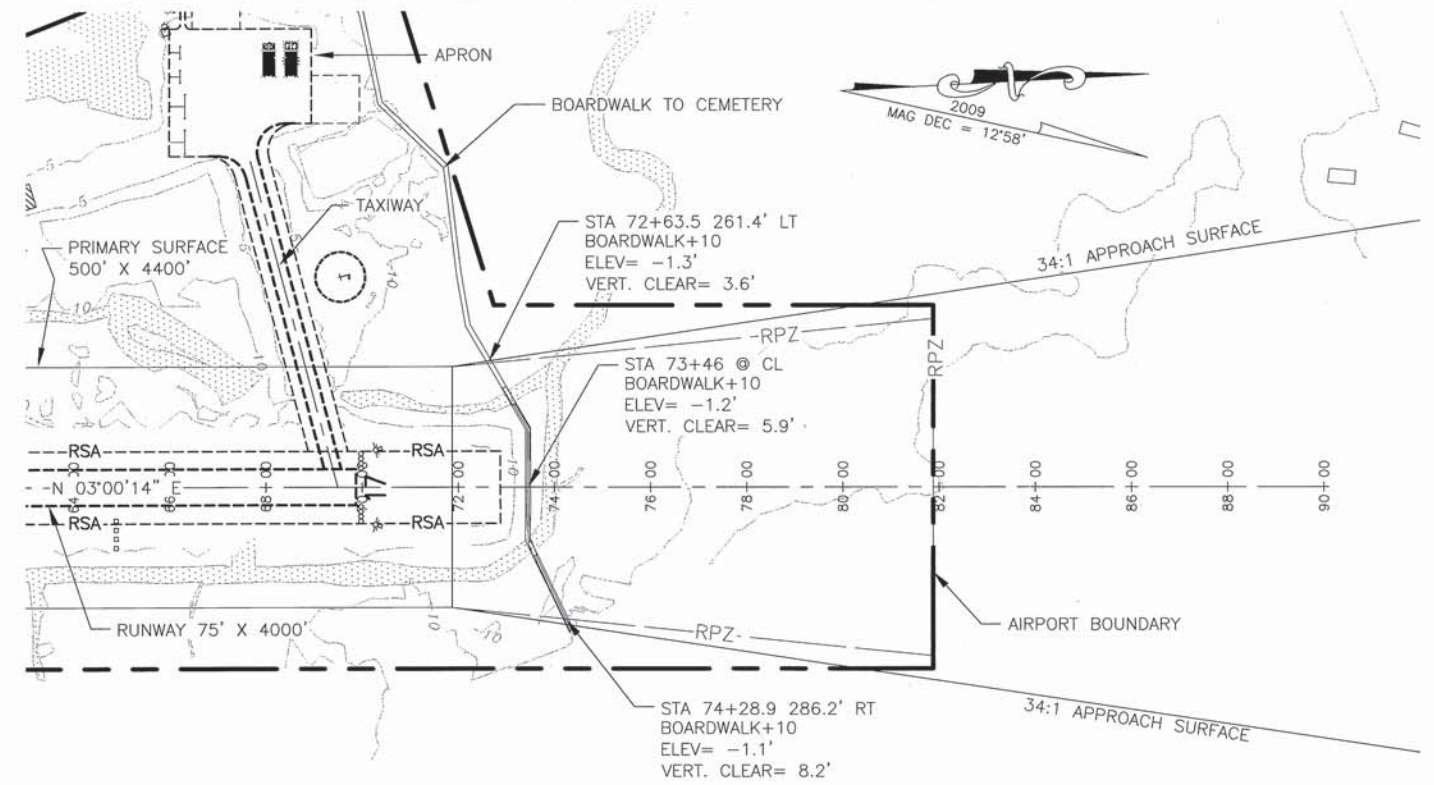
RUNWAY 35

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 35)								
ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

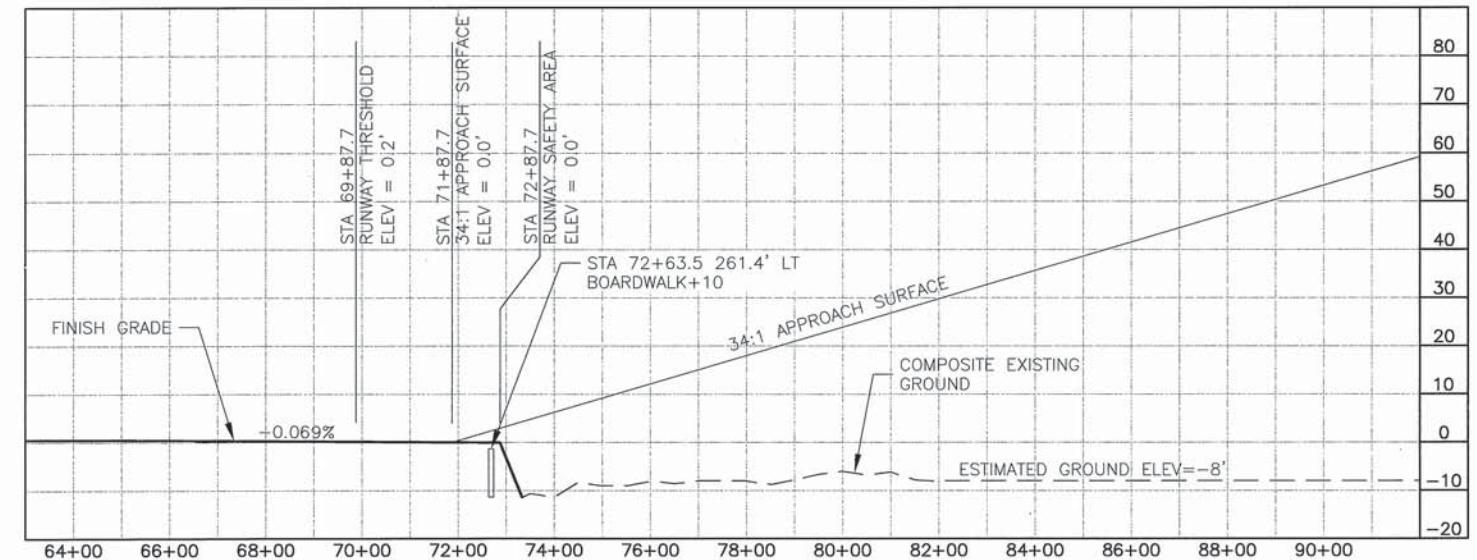
NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES

NOTES:

1. THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 35, THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
2. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 35, AS DEFINED IN FAA AC 150/5300-13, CHG 14, APPENDIX 2, TABLE A2-1, LINE 5.



RUNWAY 17



RUNWAY 17

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION 17)								
ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

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

NOTES:

1. THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 17, THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
2. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 17, AS DEFINED IN FAA AC 150/5300-13, CHG 14, APPENDIX 2, TABLE A2-1, LINE 5.

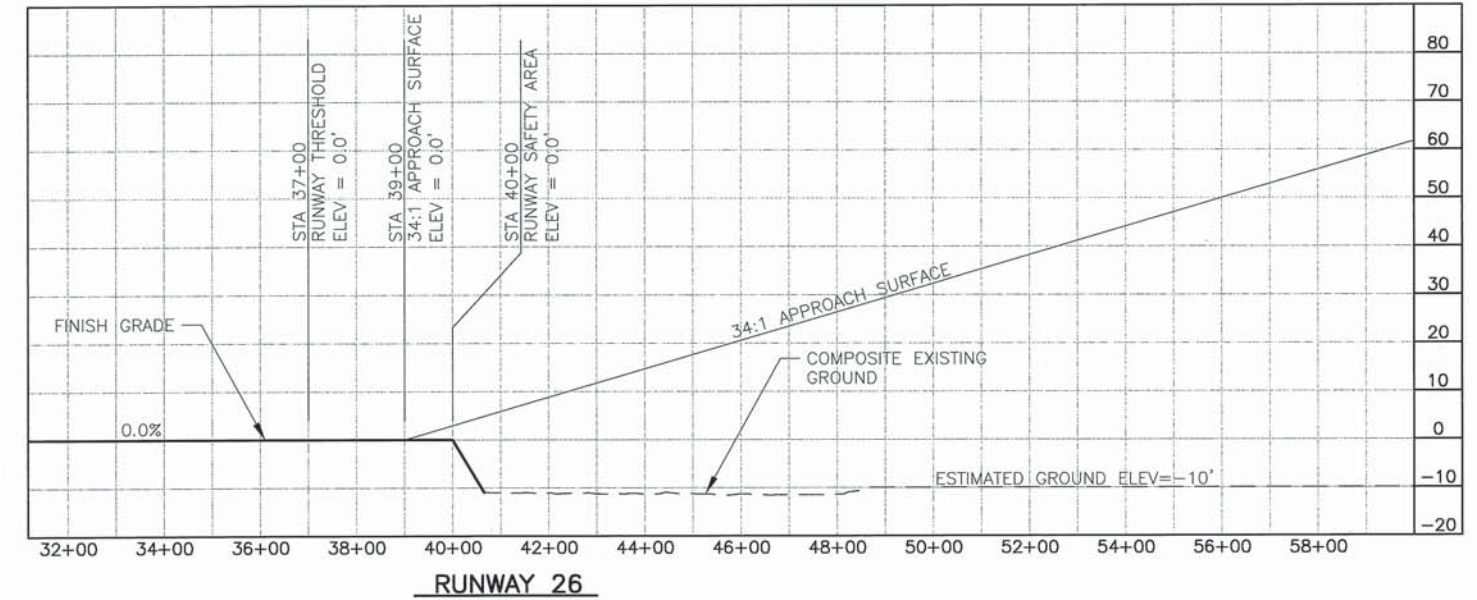
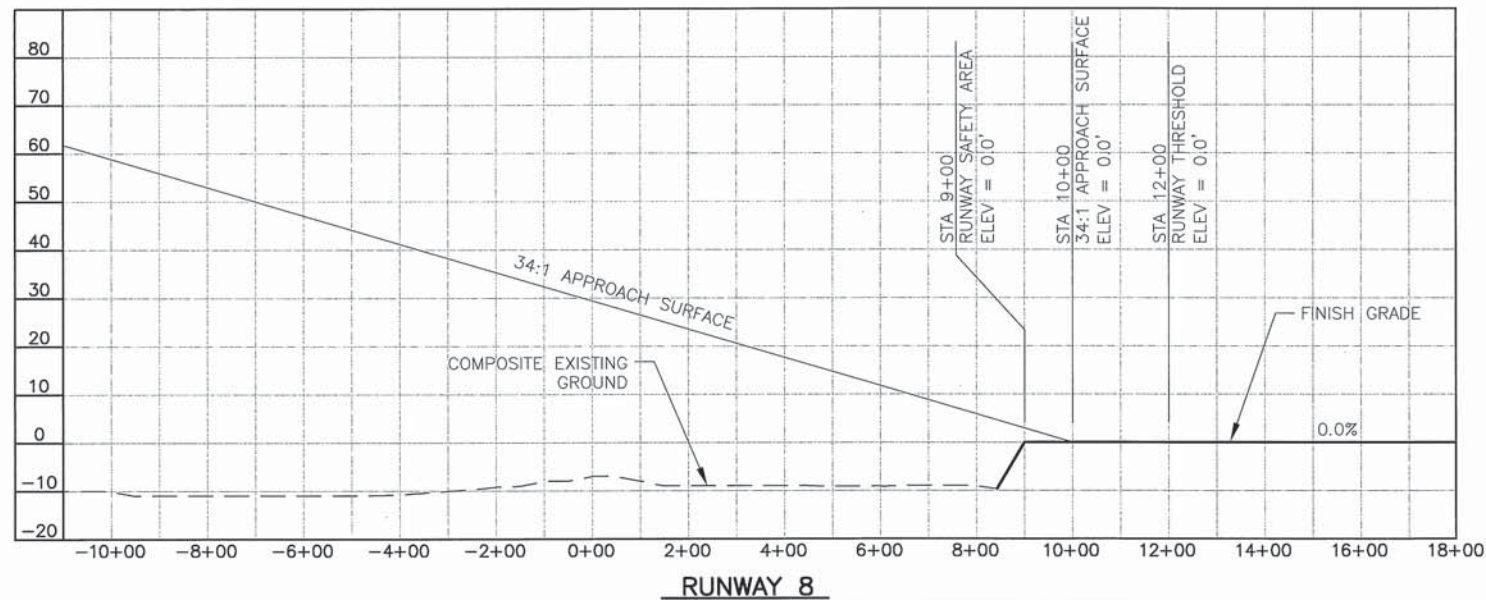
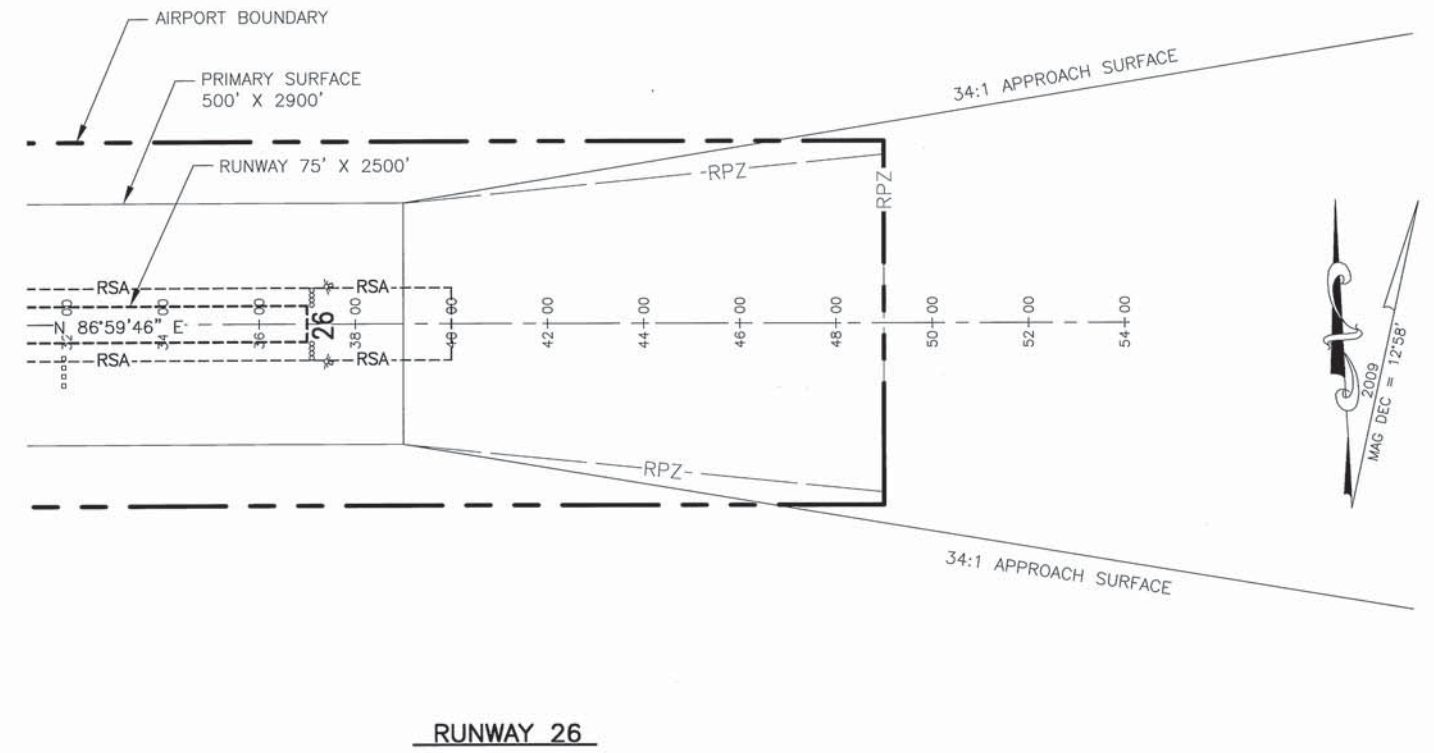
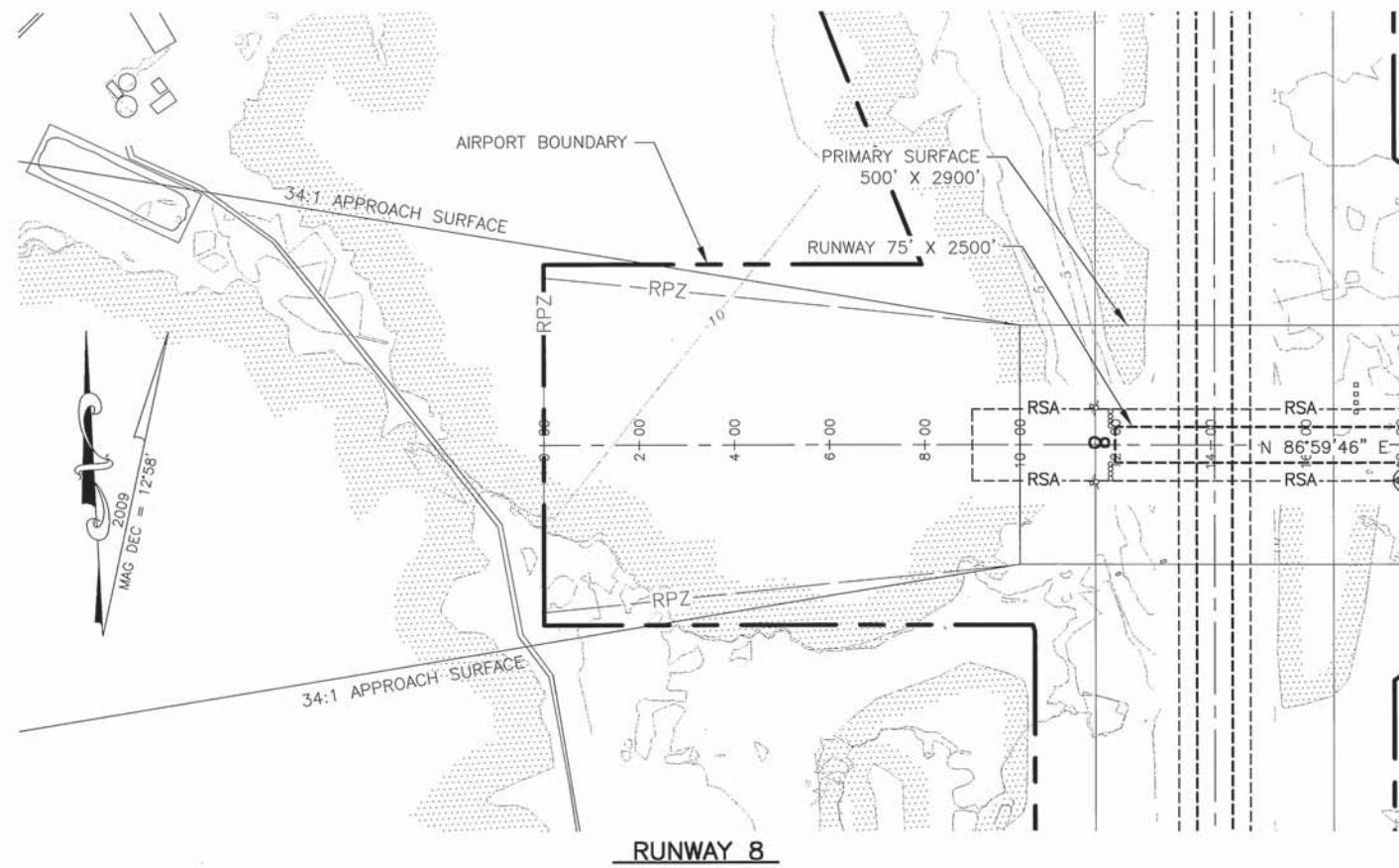
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KIPNUK AIRPORT
 KIPNUK, ALASKA
 AIRPORT LAYOUT PLAN
 ULTIMATE INNER PORTION OF
 THE APPROACH SURFACES
 RUNWAY 17/35

DATE:
 4/26/2010
 SHEET:
 8 OF 12

Date Plotted: 4/23/2010, 9:38 AM
 Layout Name: I:\N APP RW P-26
 File Name: W:\Projects\KIPNUK\ALP\ALP 2010\Final Drawings (4000 Ft ULT)\Options.dwg
 Designed By:
 Drawn By:
 Checked By:



PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 8)								
ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

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

NOTES:

- THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 8, THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
- THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 8, AS DEFINED IN FAA AC 150/5300-13, CHG 14, APPENDIX 2, TABLE A2-1, LINE 5.

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 26)								
ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

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

NOTES:

- THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 26, THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
- THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 26, AS DEFINED IN FAA AC 150/5300-13, CHG 14, APPENDIX 2, TABLE A2-1, LINE 5.



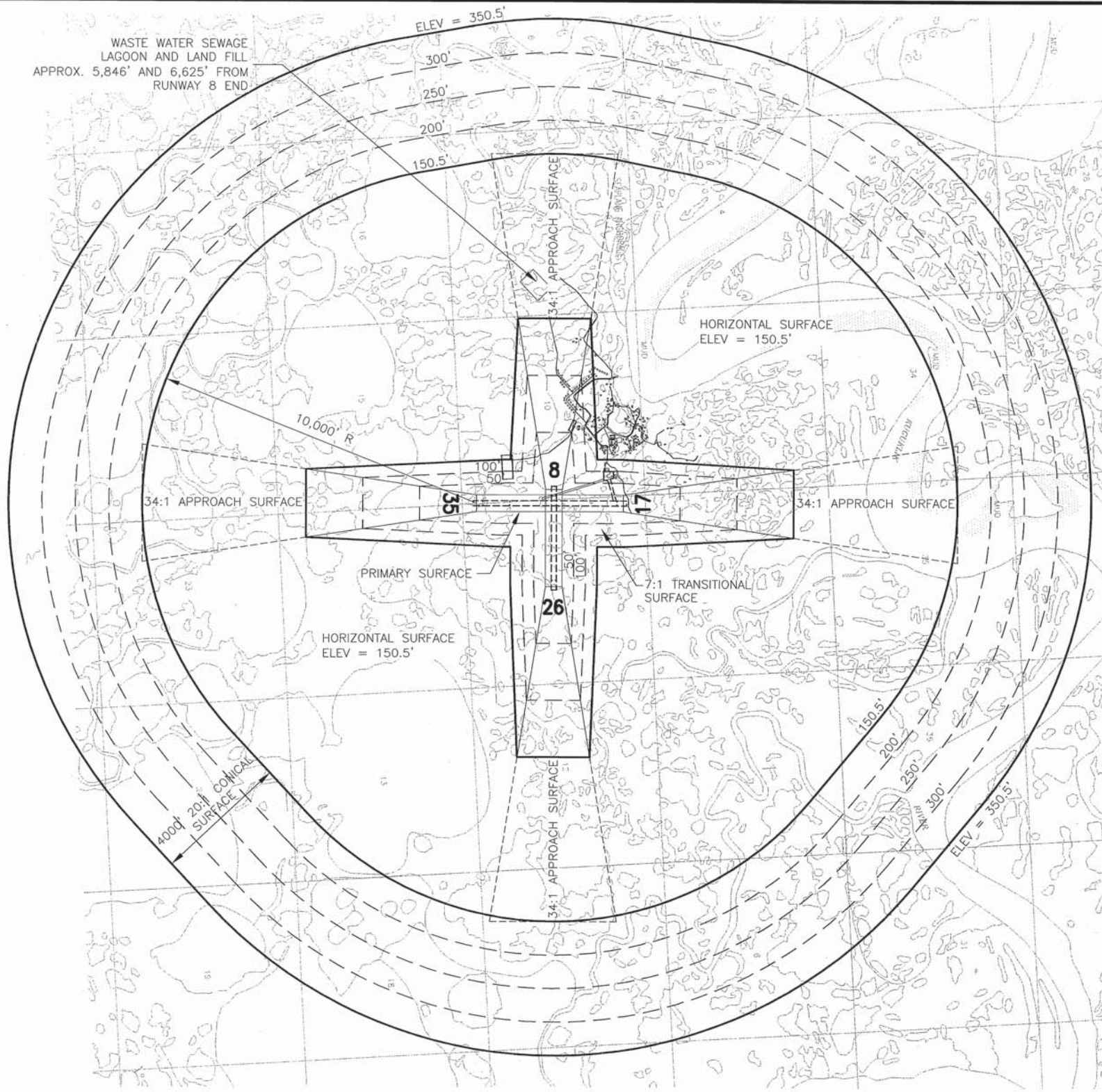
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KIPNUK AIRPORT
KIPNUK, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE INNER PORTION OF
THE APPROACH SURFACES
RUNWAY 8/26

DATE:
4/23/2010
SHEET:
9 OF
12

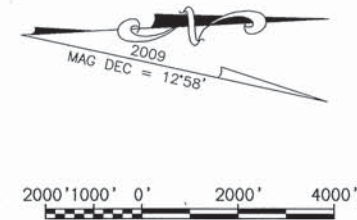
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PART 77
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Date Plotted: 4/27/2010, 8:28 AM
Layout Name: PART 77
File Name: K:\Projects\KIPNUK\ALP\ALP 2010\Drawings (4000 ft LL)\VPlans.dwg



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

NOTES

- AIRPORT ELEVATION IS 0.5'
- APPROACH SURFACES ARE 34:1 BEGINNING AT 200' FROM THE THRESHOLDS
- BASE MAP DATA FROM USGS QUAD KUSKOKWIM BAY (D-6)
- REFER TO THE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN OBSTRUCTIONS
- PRIMARY SURFACE WIDTH IS 500'
- THERE ARE NO KNOWN HEIGHT RESTRICTIONS.



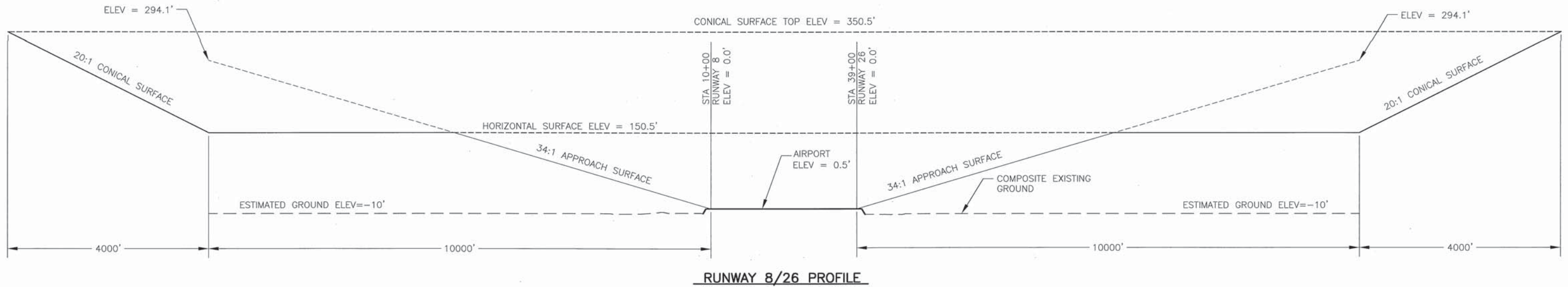
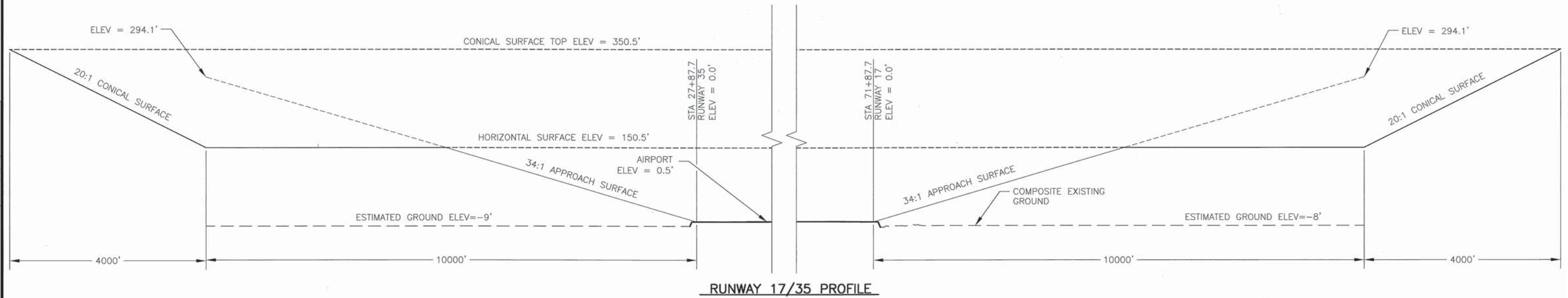
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KIPNUK AIRPORT
KIPNUK, ALASKA
AIRPORT LAYOUT PLAN
AIRPORT AIRSPACE
PLAN

DATE:
4/27/2010
SHEET:
10
OF
12

Date Plotted: 4/23/2010, 10:38 AM
 Layout Name: PART 77 PROFILE
 File Name: W:\Projects\KIPNUK\KIPNUK.dwg
 Designed By:
 Drawn By:
 Checked By:



1000' 500' 0' 1000' 2000'
 HORIZONTAL TO VERTICAL RATIO 10:1

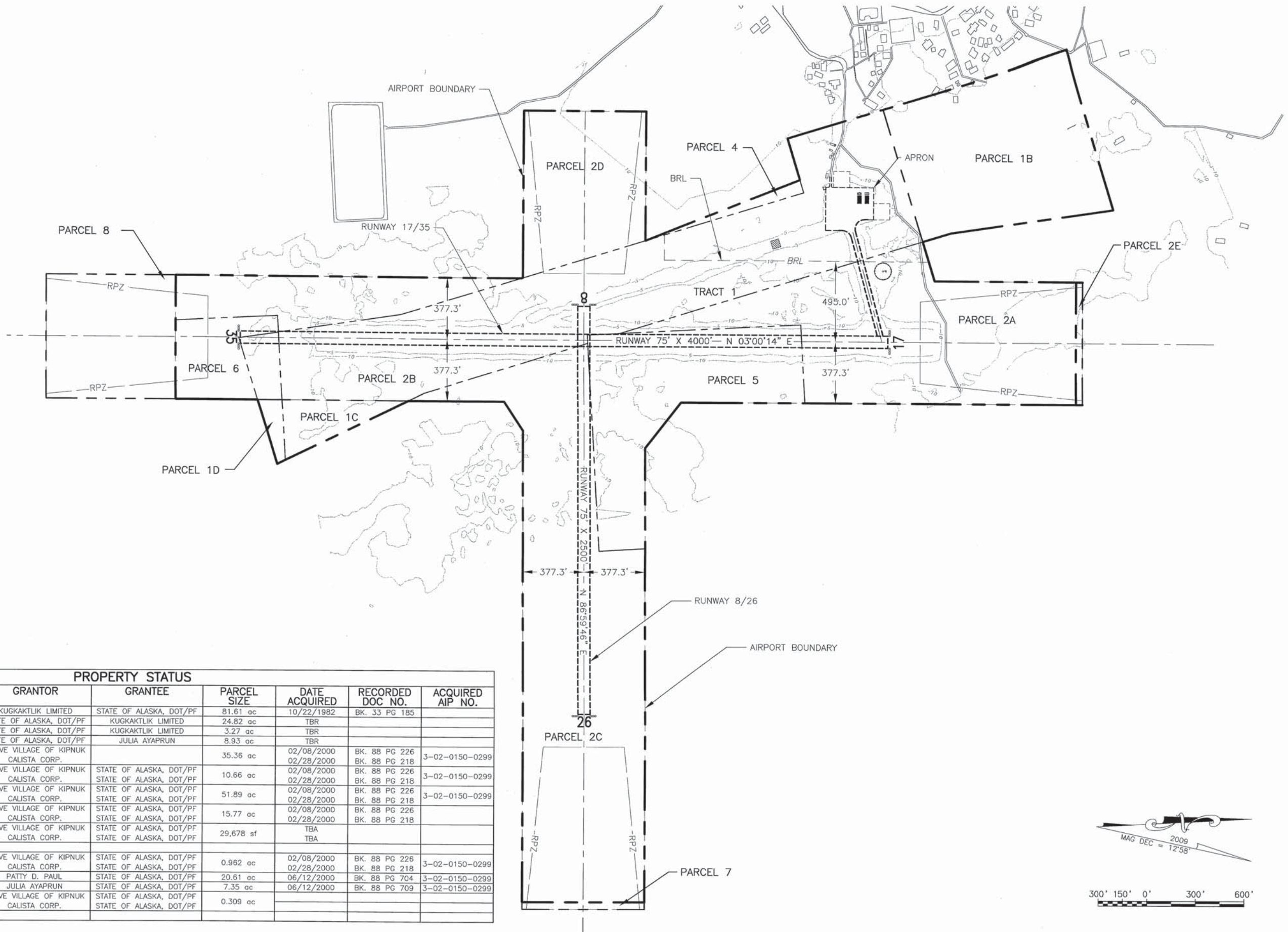
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KIPNUK AIRPORT
 KIPNUK, ALASKA
 AIRPORT LAYOUT PLAN
 AIRPORT AIRSPACE
 PROFILES

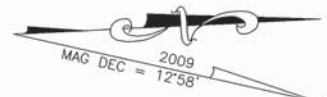
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Date Plotted: 4/23/2010, 10:51 AM
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 Designed By:
 Drawn By:
 Checked By:



PROPERTY STATUS

ID #	INTEREST	GRANTOR	GRANTEE	PARCEL SIZE	DATE ACQUIRED	RECORDED DOC NO.	ACQUIRED AIP NO.
TRACT 1	QCD, FEE (SURFACE)	KUGKAKTLIK LIMITED	STATE OF ALASKA, DOT/PF	81.61 ac	10/22/1982	BK. 33 PG 185	
PARCEL 1B	FEE (SURFACE)	STATE OF ALASKA, DOT/PF	KUGKAKTLIK LIMITED	24.82 ac	TBR		
PARCEL 1C	FEE (SURFACE)	STATE OF ALASKA, DOT/PF	KUGKAKTLIK LIMITED	3.27 ac	TBR		
PARCEL 1D	FEE (SURFACE)	STATE OF ALASKA, DOT/PF	JULIA AYAPRUN	8.93 ac	TBR		
PARCEL 2A	FEE (SURFACE)	NATIVE VILLAGE OF KIPNUK CALISTA CORP.		35.36 ac	02/08/2000 02/28/2000	BK. 88 PG 226 BK. 88 PG 218	3-02-0150-0299
PARCEL 2B	FEE (SURFACE)	NATIVE VILLAGE OF KIPNUK CALISTA CORP.	STATE OF ALASKA, DOT/PF	10.66 ac	02/08/2000 02/28/2000	BK. 88 PG 226 BK. 88 PG 218	3-02-0150-0299
PARCEL 2C	FEE (SURFACE)	NATIVE VILLAGE OF KIPNUK CALISTA CORP.	STATE OF ALASKA, DOT/PF	51.89 ac	02/08/2000 02/28/2000	BK. 88 PG 226 BK. 88 PG 218	3-02-0150-0299
PARCEL 2D	FEE (SURFACE)	NATIVE VILLAGE OF KIPNUK CALISTA CORP.	STATE OF ALASKA, DOT/PF	15.77 ac	02/08/2000 02/28/2000	BK. 88 PG 226 BK. 88 PG 218	
PARCEL 2E	FEE (SURFACE)	NATIVE VILLAGE OF KIPNUK CALISTA CORP.	STATE OF ALASKA, DOT/PF	29,678 sf	TBA TBA		
PARCEL 3	DELETED						
PARCEL 4	FEE (SURFACE)	NATIVE VILLAGE OF KIPNUK CALISTA CORP.	STATE OF ALASKA, DOT/PF	0.962 ac	02/08/2000 02/28/2000	BK. 88 PG 226 BK. 88 PG 218	3-02-0150-0299
PARCEL 5	FEE (SUBSURFACE)	PATTY D. PAUL	STATE OF ALASKA, DOT/PF	20.61 ac	06/12/2000	BK. 88 PG 704	3-02-0150-0299
PARCEL 6	FEE	JULIA AYAPRUN	STATE OF ALASKA, DOT/PF	7.35 ac	06/12/2000	BK. 88 PG 709	3-02-0150-0299
PARCEL 7	TO BE ACQUIRED	NATIVE VILLAGE OF KIPNUK CALISTA CORP.	STATE OF ALASKA, DOT/PF	0.309 ac			
PARCEL 8	TO BE ACQUIRED						



BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KIPNUK AIRPORT
 KIPNUK, ALASKA
 AIRPORT LAYOUT PLAN
 AIRPORT PROPERTY MAP

DATE:
 4/23/2010
 SHEET:
 12
 OF
 12

KIPNUK AIRPORT LAYOUT PLAN

NARRATIVE REPORT

A. INTRODUCTION

This ALP proposes improvements to upgrade the Kipnuk Airport to current FAA standards for an Airport Reference Code (ARC) B-II Utility Airport with a non-precision instrument (NPI) approach. The near term improvements will upgrade the airport to a B-I Utility airport with an NPI approach.

B. BASIS FOR PROPOSED DEVELOPMENT

The population in Kipnuk has grown steadily since 1940. According to the 2000 US Census, the village of Kipnuk has 644 residents. The 2008 population was 696 (Alaska Department of Labor and Workforce Development, Research & Analysis Section).

Air service to Kipnuk originates primarily from Bethel, Alaska. Historical enplanement data was extracted from the FAA Office of Airports Aviation Safety Information Analysis and Sharing System (ASAIS). The number of annual and itinerant operations is estimated based on discussions with air carriers and local residents.

Forecasts are based on a combination of factors including past airport activity, available information about aircraft operations, socio-economic factors, and demographics. With a larger and longer runway, the Kipnuk Airport will be able to accommodate larger and faster twin engine planes more safely. It is possible that the number of operations will not increase as rapidly as the number of enplanements because some of the aircraft will be carrying more passengers per flight than the aircraft serving the community today. With a larger runway, air freight will also likely increase.

Table 1 - Forecast

Item	0-5 years	6-10 years	11-20 years
Total Annual Operations	7,000	8,500	10,800
Annual Itinerant Operations	7,000	8,500	10,800
Number of Based Aircraft	0	0	0
Enplanements	6,400	7,700	8,800

Table 2 - Kipnuk Airport Fleet Mix

Design Group	Aircraft	Approach Speed (knots)
A-I	Cessna 172, 185, 207, 208, Piper Chieftain	75-80 90
A-II	Cessna 208 (Caravan)	75-80
B-I	Piper Navajo	100

As listed in Table 2 above, the fleet mix that serves Kipnuk includes design group A-I aircraft, design group A-II aircraft, and design group B-I aircraft. To accommodate the anticipated fleet mix over the next 20 years, design group B-II aircraft are the critical design aircraft for ultimate or long-term facility development.

C. Rationale for Unusual Design Features, Non-Standard Conditions and/or Modification to Standards

There are no non-standard conditions at the Kipnuk Airport.

D. Summary of Staged Development

Development of Kipnuk Airport for the 20-year planning period will be in two stages: near term (0-10 years) and ultimate (11-20 years). The primary objectives of the near term airport development are relocating the airport to provide adequate separation between the apron and runway, and upgrading airport features to Category B-I standards. The ultimate development will upgrade the airport by constructing an A-II crosswind runway and upgrading the B-I runway to a B-II runway.

Near-Term Development

Near-term development will construct a new airport on and adjacent to the existing airport. The new airport will be constructed to B-I standards. Components that will be constructed by the project include a new runway, taxiway, apron, navigational aids, and maintenance areas. Construction costs of the items below are estimated to be \$20,800,000.00.

1. Runway landing surface 60 ft wide and 3200 ft long with a runway safety area 120 ft wide and 3680 ft long.
2. Taxiway surface 34.44' wide by 700 ft long with a safety area width of 79 ft.
3. Apron with maintenance and operations lot (approximately 75,000 sf)
4. Other work will include installation of medium intensity runway and taxiway lighting; construction of two snow removal equipment buildings (24 ft x 50 ft); installation of a rotating beacon; installation of a segmented circle with a lighted wind cone; relocation of the Automated Weather Observatory System (AWOS).

Ultimate Development

Ultimate development will improve aircraft operations at the Kipnuk Airport during variable winds and poor weather. The B-I runway will be improved to a B-II runway 75 ft x 4000 ft with a safety area of 150 ft x 4600 ft, a category A-II crosswind runway 75 ft x 2500 ft will be built with a safety area of 150 ft x 3100 ft, and an aviation support area will be constructed near the apron.

E. Property Status

The Kipnuk Airport rests on one tract and 12 parcels of land totaling 261.23 Acres. Parcels 1B, 1C and 1D (37.02 acres) are scheduled to be released once the near term developments are completed. An additional parcel 2E (29,678 sf) is scheduled to be acquired for the RPZ.

F. Waste Disposal Facilities

The distances from the airport (RW 8 Threshold) to the landfill and honey-bucket lagoon are approximately 6,625 ft and 5,846 ft respectively.

G. Part 77 Surface Penetrations

There are no encroachments in the FAR Part 77 imaginary surface.

H. Airport Access

An existing boardwalk connects the airport to the community of Kipnuk.

I. Community Involvement

The Alaska DOT&PF Planning Section have informed and updated the residents of Kipnuk of the proposed airport development through written correspondence, and community meetings held in Kipnuk. The project included preparation of an environmental assessment (EA) and a Finding of No Significant Impact (FONSI) was approved by FAA on February 1, 2002. The EA and permitting process provided additional opportunity for community involvement and comment. Correspondence from residents is on file with the DOT&PF at their Central Region office in Anchorage, Alaska.