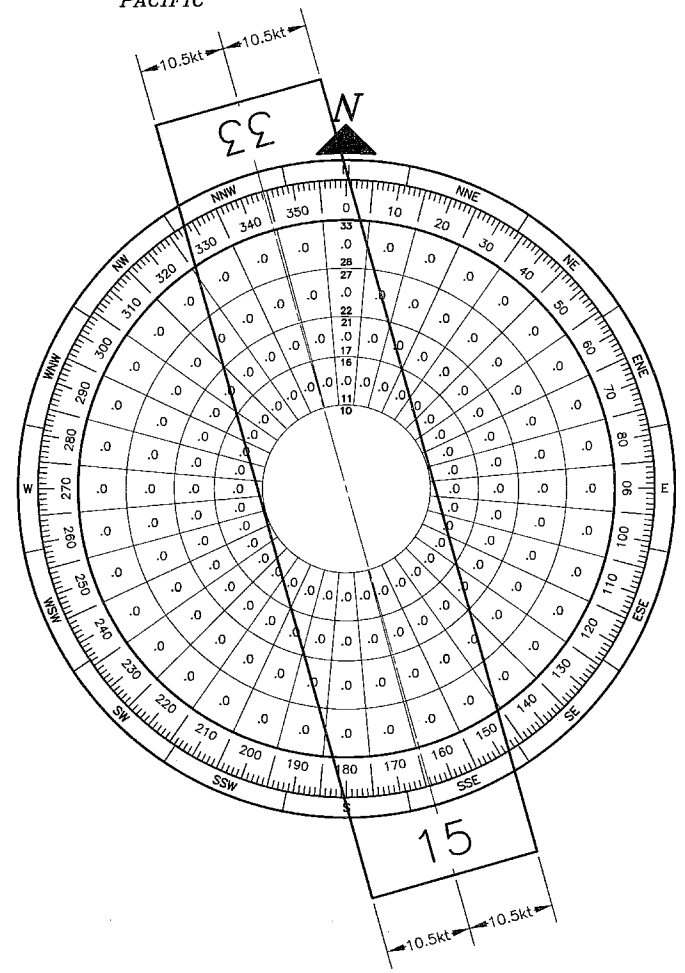


LEGEND		
ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (A.R.P.)		
ANTENNA		
BLUFF		
BUILDINGS		
BUILDING RESTRICTION LINE		
FENCE		
PAPI		
PROPERTY LINE		
RAIL		
ROADWAYS		
ROTATING BEACON		
SHORELINE		
SURVEY MONUMENT		
THRESHOLD MARKERS/LIGHTS		
TOPOGRAPHIC CONTOURS		
TREE (LARGE SINGLE)		
TREELINE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

AIRPORT DATA TABLE		
ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	NONE	
NATIONAL AIRPORT IDENTIFIER	5AB	
FAA SITE NUMBER	50027.53*A	
AIRPORT ELEVATION NAVD88	63'	
AIRPORT REFERENCE CODE	A-I	
MEAN MAX. TEMPERATURE, HOTTEST MONTH	61°F, JULY	
AIRPORT AND TERMINAL NAVIGATION AIDS	NONE	
TAXIWAY LIGHTING/MARKING	NONE	
OBSTRUCTION SURVEY SOURCE & TYPE	NONE	
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	14°55'E, 2010, -0°14'(W) / YEAR	

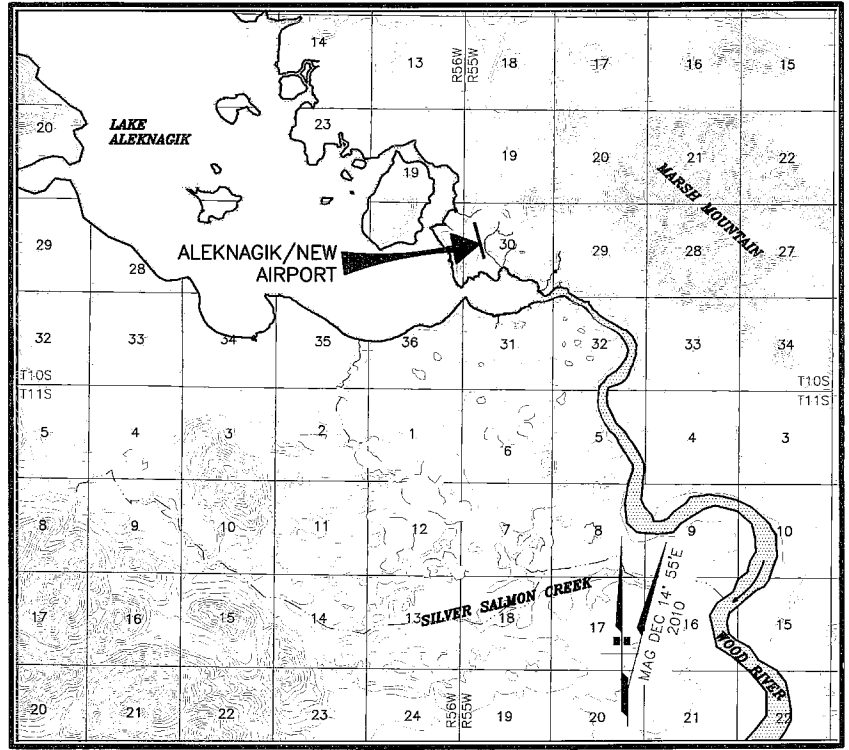
GEOGRAPHIC COORDINATES TABLE				
ITEM	EXISTING LATITUDE	EXISTING LONGITUDE	ULTIMATE LATITUDE	ULTIMATE LONGITUDE
ARP	59°16'57.20"N	158°37'04.32"W		
THRESHOLD RW 15	59°17'06.83"N	158°37'09.59"W		
THRESHOLD RW 33	59°16'47.57"N	158°36'59.06"W		

RUNWAY 15/33 DATA TABLE				
ITEM	EXISTING	NEAR TERM	ULTIMATE	
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY	UTILITY			
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	V/V			
APPROACH SURFACES	20:1/20:1			
VISIBILITY MINIMUM	≥1 SM			
RUNWAY SURFACE	GRAVEL			
PAVEMENT STRENGTH SW,DW,DTW,DDTW x1000lbs	N/A			
AIRCRAFT APPROACH CATEGORY	A			
AIRPLANE DESIGN GROUP	I			
TRUE BEARING	N15°37'48"W			
EFFECTIVE GRADE	0.55%			
TOUCHDOWN ELEVATION NAVD88 (ESTIMATED)	63' / 63'			
RUNWAY DIMENSIONS	60' x 2030'			
RUNWAY SAFETY AREA (RSA) DIMENSIONS	100' x 2095'			
LENGTH BEYOND R/W END	35' / 30'			
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	250' x 450' x 1000'			
RUNWAY OBJECT FREE AREA (ROFA) DIMENSIONS	250' x 2510'			
LENGTH BEYOND R/W END OR STOPWAY	240' / 240'			
RUNWAY OBSTACLE FREE ZONE (ROFZ) DIMENSIONS	250' x 2430'			
RUNWAY LIGHTING	NONE			
RUNWAY MARKING TYPE	NONE			
RUNWAY VISUAL APPROACH AIDS	NONE			



WIND DATA TABLE				
RUNWAY	10.5 kt	13 kt	16 kt	20 kt
15/33 *				

\* WIND DATA NOT AVAILABLE.

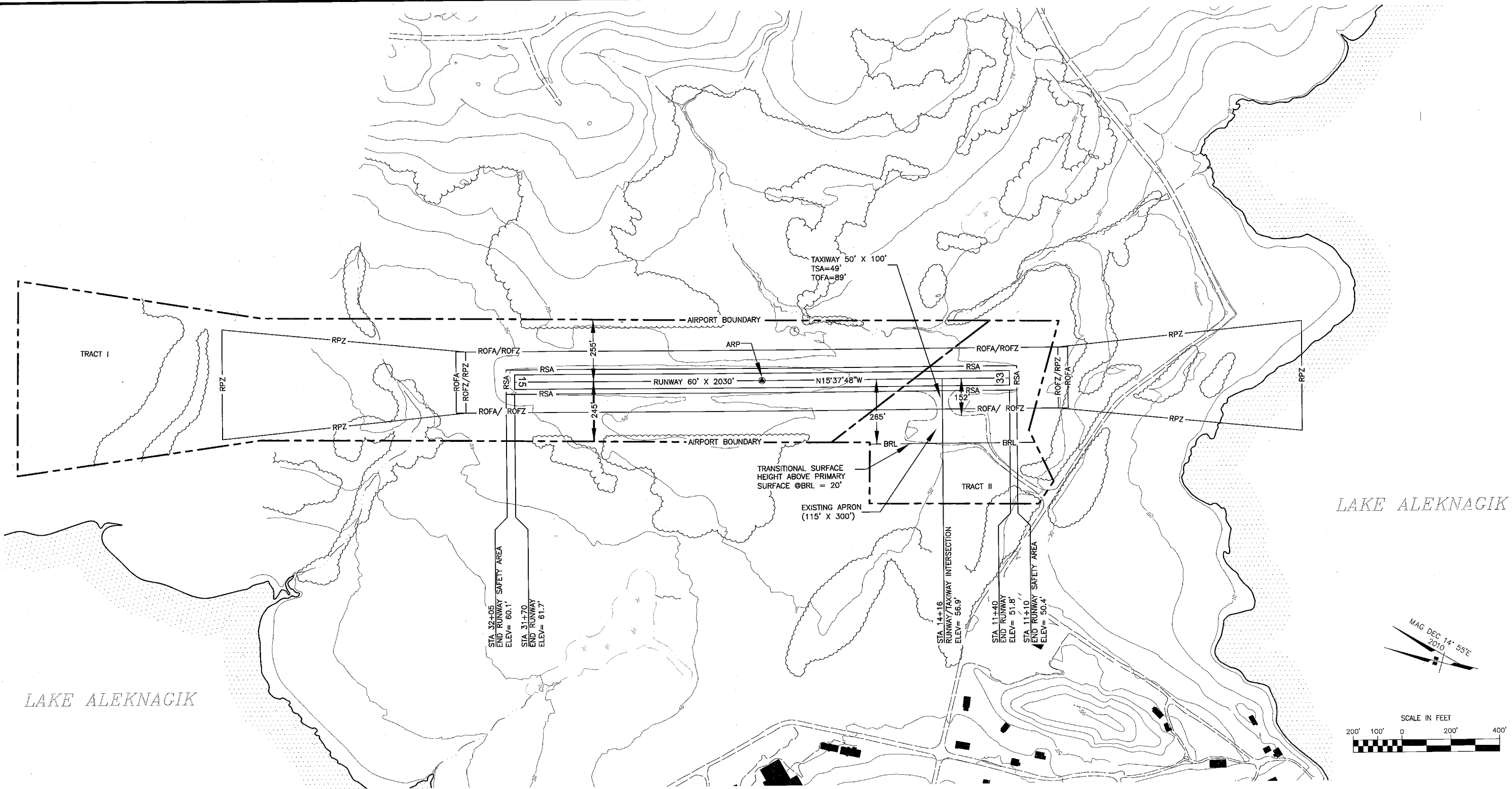


VICINITY MAP  
 WITHIN PROTRACTED SECTION 30  
 T10S, R55W, SEWARD MERIDIAN, ALASKA.  
 U.S.G.S. DILLINGHAM (B-7) AND (B-8)

NOTES

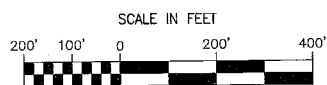
1. THE INFORMATION SHOWN HEREON IS BASED ON A FIELD SURVEY PERFORMED BY DOWL ENGINEERS ON MARCH 11, 2008.
2. THE HORIZONTAL DATUM IS NAD83(CORS96) (EPOCH:2003.0000) AS DETERMINED BY STATIC GPS OBSERVATIONS USING LEICA DUAL FREQUENCY GPS RECEIVERS AND PROCESSED USING THE NGS OPUS UTILITY. CONTROL CORS STATIONS USED FOR THE POSITION SOLUTION WERE TSEA, POT5 AND CH15.
3. THRESHOLD COORDINATES WERE DETERMINED USING A STATIC GPS NETWORK. THE TOPOGRAPHIC MAPPING IN THE AIRPORT VICINITY WAS DIGITIZED FROM USGS QUAD DILLINGHAM (B-7).

DRAWING INDEX		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION	
SHT #	TITLE		
1	DATA		
2	EXISTING LAYOUT		
3	AIRPORT AIRSPACE, 14 CFR, PART 77		
BY DATE REVISION		APPROVED: DATE: 12/3/2010	
APPROVED: K. Kim Rice		RECOMMENDED: DATE: 12/3/2010	
K. KIM RICE, P.E. PRECONSTRUCTION ENGINEER		HARVEY M. DOUZHIT, P.E. DESIGN SECTION CHIEF	
AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 2/11/2011		DATE: 2/11/2011	
FAA AIRSPACE REVIEW NUMBER: 2010-AAL-158-NRA		DATE: 2/11/2011	
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-612		DATE: 2/11/2011	
ALEKNAGIK/NEW AIRPORT ALEKNAGIK, ALASKA AIRPORT LAYOUT PLAN		DATE: 10/20/2010 SHEET: 1 OF 3	



LAKE ALEKNAGIK

LAKE ALEKNAGIK



PROPERTY STATUS							
ID #	INTEREST	GRANTOR	GRANTEE	PARCEL SIZE	DATE ACQUIRED	RECORDED DOC NO.	ACQUIRED AIP NO.
TRACT I	30 YEAR LEASE-SURFACE ESTATE	CITY OF ALEKNAGIK		45.5± ac	08-13-81		3-02-0176-02
TRACT II	30 YEAR LEASE-SURFACE ESTATE	CITY OF ALEKNAGIK		10.4± ac	02-27-96		3-02-0176-02

PROPERTY AND TRACT LINES ARE UNSURVEYED AND BASED ON 2002 DCED DATA AND 1997 PROPERTY PLAN.

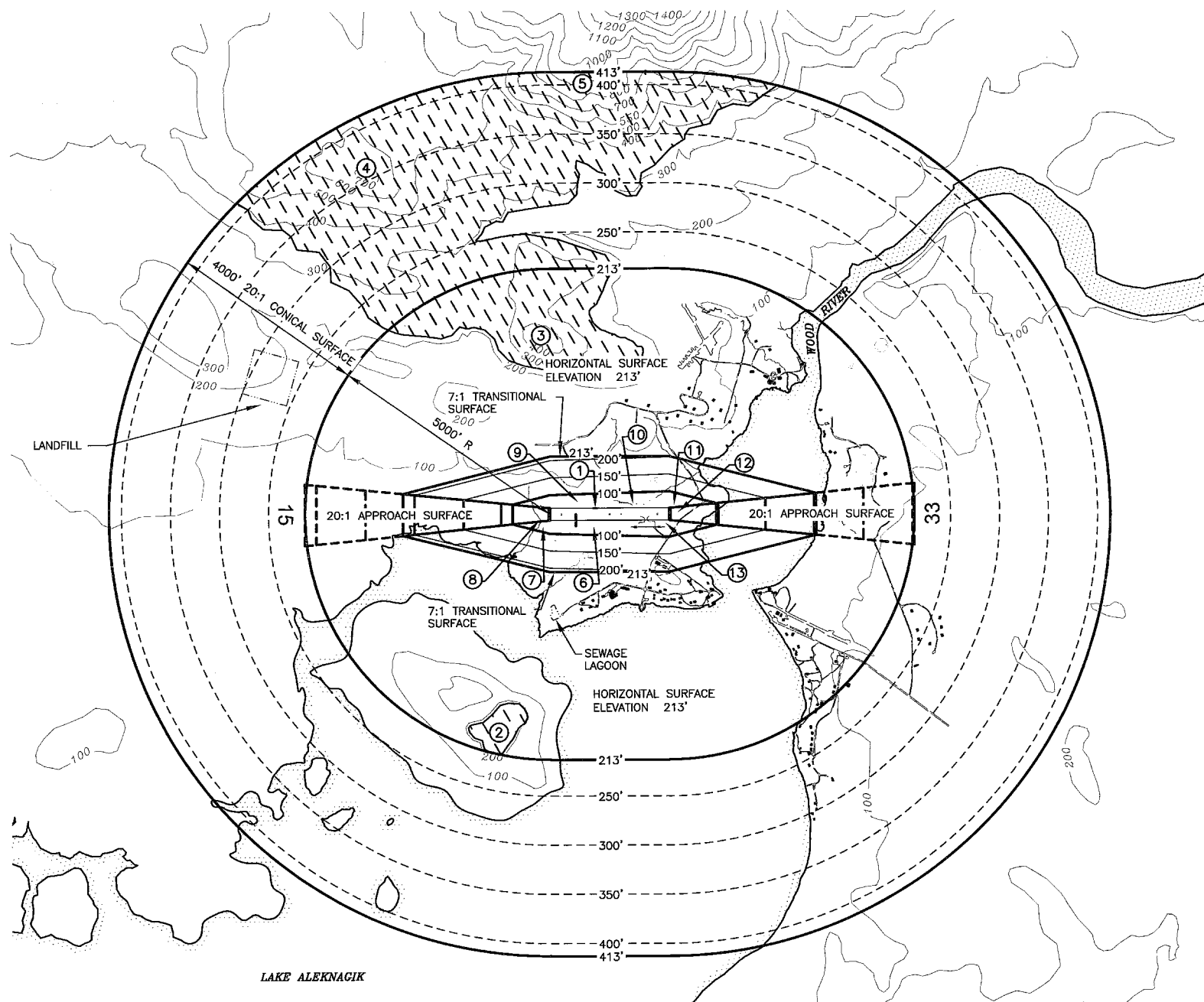
BUILDING DATA TABLE				
ID #	DESCRIPTION	STATION/OFFSET	TOP ELEV (NAVD88)	OBSTRUCT MARKING

NOTE:  
 1. RUNWAY STATIONING APPROXIMATED FROM THE 1981 AIRPORT PROPERTY PLAN.  
 2. THERE ARE NO OFZ OBJECT PENETRATIONS.

BY	DATE	REVISION	DATE

**ALEKNAGIK/NEW AIRPORT**  
 ALEKNAGIK, ALASKA  
 AIRPORT LAYOUT PLAN  
 EXISTING LAYOUT

DATE: 10/20/2010  
 SHEET: 2 OF 3

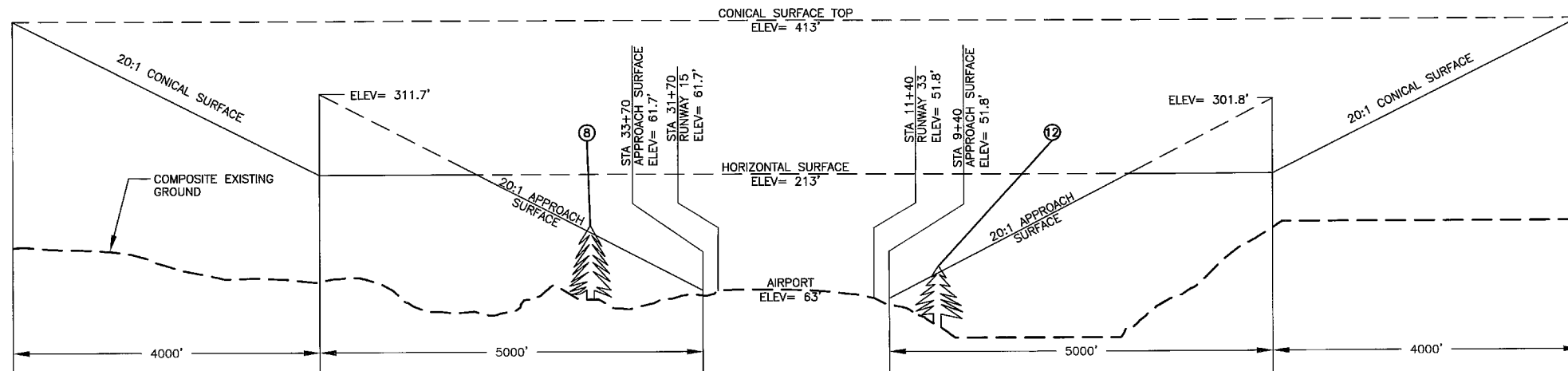
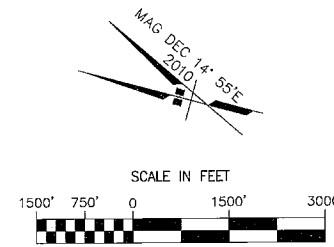


ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
1*	TERRAIN	24+50/115'RT	64'	PRIMARY	63'	1'	REMAIN	
2**	TERRAIN	43+60/4420'LT	250'	HORIZONTAL	213'	37'	REMAIN	
3**	TERRAIN	36+60/3550'RT	450'	HORIZONTAL	213'	237'	REMAIN	
4**	TERRAIN	70+00/6850'RT	700'	CONICAL	350'	350'	REMAIN	
5**	TERRAIN	22+50/8900'RT	950'	CONICAL	413'	537'	REMAIN	
6***	TREES	24+80/260'LT	102'	TRANSITIONAL	82'	20'	REMOVE	
7***	TREES	35+30/265'LT	87'	TRANSITIONAL	86'	1'	REMOVE	
8***	TREES	35+90/114'LT	82'	APPROACH	73'	9'	REMOVE	
9***	TREES	28+05/251'RT	114'	TRANSITIONAL	81'	33'	REMOVE	
10***	TREES	16+80/235'RT	97'	TRANSITIONAL	75'	22'	REMOVE	
11***	TREES	8+50/188'RT	86'	TRANSITIONAL	64'	22'	REMOVE	
12***	TREES	7+60/41'RT	78'	APPROACH	61'	17'	REMOVE	
13***	TREES	10+15/180'LT	89'	TRANSITIONAL	60'	29'	REMOVE	

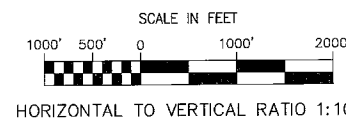
\* POINT OF OBSTRUCTION NEAREST TO RUNWAY CENTERLINE.  
 \*\* HIGHEST FEATURE IN AN EXTENSIVE AREA OF TERRAIN PENETRATION; REFER TO HATCHED AREAS ON MAP FOR EXTENT OF OBSTRUCTION.  
 \*\*\* HIGHEST MEASURED FEATURE IN VEGETATED AREA.

**NOTES**

- AIRPORT ELEVATION IS 63.0'.
- PRIMARY SURFACE WIDTH IS 250'.
- TOPO CONTOURS ARE SHOWN IN FEET. BASEMAP DATA FROM USGS DILLINGHAM (B-7).
- A RANGEFINDER WITH BUILT-IN INCLINOMETER WAS USED TO IDENTIFY OBSTRUCTIONS CLOSE TO THE RUNWAY IN THE PRIMARY AND TRANSITIONAL SURFACES.
- APPROACH SURFACES ARE 20:1, BEGINNING 200' BEYOND THE THRESHOLDS.
- THE RUNWAY 15 CONTROLLING OBSTRUCTION IS TREES AT STATION 35+90, 114' LT OF RUNWAY CENTERLINE, ELEVATION IS 20' ABOVE RUNWAY. THE OBSTRUCTION CLEARANCE SLOPE IS 11:1, PER FAA AC 150/5200-35, SECTION 4.
- THE RUNWAY 33 CONTROLLING OBSTRUCTION IS TREES AT STATION 7+60, 41' RT OF RUNWAY CENTERLINE, ELEVATION IS 26.5' ABOVE RUNWAY. THE OBSTRUCTION CLEARANCE SLOPE IS 6:1, PER FAA AC 150/5200-35, SECTION 4.
- THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACE OF RUNWAY 15, AS DEFINED IN FAA AC 150/5300-13, chg 15, APPENDIX 2, TABLE A2-1, LINE 3.
- THE RUNWAY 33 APPROACH END SITING SURFACES DO NOT MEET ANY THRESHOLD SITING CRITERIA BECAUSE OF VEGETATION (TREE) PENETRATIONS. IF THE PENETRATIONS WERE REMOVED, THERE WOULD BE NO OBJECT PENETRATIONS IN THE APPROACH END SITING SURFACE OF RUNWAY 33, AS DEFINED IN FAA AC 150/5300-13, TABLE A2-1, LINE 5.
- THERE ARE NO ORDINANCES SPECIFYING HEIGHT RESTRICTIONS IN ALEKNAGIK. ALEKNAGIK IS A 2ND CLASS CITY IN AN UNORGANIZED BOROUGH.
- THE LANDFILL IS LOCATED 5980' FROM THE NEAREST POINT ON THE RUNWAY AND THE SEWAGE SLUDGE DISPOSAL SITE IS LOCATED 1820' FROM THE NEAREST POINT ON THE RUNWAY.



**RUNWAY PROFILE**



BY	DATE	REVISION
<b>ALEKNAGIK/NEW AIRPORT</b>		
ALEKNAGIK, ALASKA		
AIRPORT LAYOUT PLAN		
AIRPORT AIRSPACE		
DATE:	10/20/2010	
SHEET:	3 OF 3	