U.S. Department
of Transportation

**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

August 21, 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,

Kasigluk Airport, Kasigluk, Alaska
Airport Layout Plan Conditional Approval
Airspace Case No. 2020-AAL-110-NRA

The Kasigluk 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-110-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 Kasigluk Airport. If you have any questions, please contact Jonathan Linquist, Community Planner, at our office at 907-271-5040.

Sincerely,

KATRINA C. MOSS

Digitally signed by KATRINA C. MOSS
Date: 2020.08.21 15:12:38 -08'00'

Katrina C. Moss
Lead Community Planner

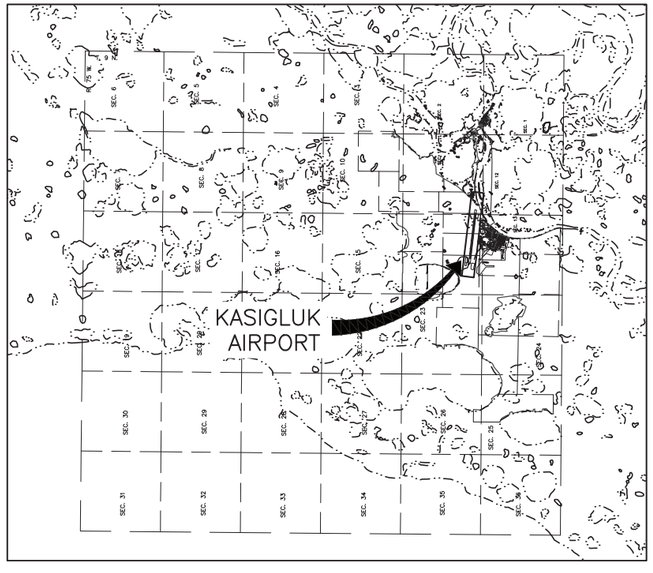
Enclosure

KASIGLUK AIRPORT
AIRPORT LAYOUT PLAN

KASIGLUK, ALASKA

ALASKA CENTRAL REGION LOCATION MAP

NOT TO SCALE



VICINITY MAP

5000' 2500' 0 5000' 10,000'

SEC. 02, T 9 N, R 75 W,
SEWARD MERIDIAN
U.S.G.S. BAIRD INLET (D-2), ALASKA

LEGEND		
ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (A.R.P.)		
ANTENNA		
APPROACH SURFACE	AP	AP
BUILDINGS		
BUILDING RESTRICTION LINE	BRL	BRL
DEPARTURE SURFACE	DP	DP
FAA WEATHER STATION		
FENCE	x x x	x x x
OVERHEAD ELECTRIC	OHE OHE	OHE OHE
PROPERTY LINE		
REIL		
ROADWAYS / GRAVEL EDGE		
ROTATING BEACON		
RUNWAY OBJECT FREE AREA	OFA	OFA
RUNWAY OBSTACLE FREE ZONE	OFZ	OFZ
RUNWAY PROTECTION ZONE	RPZ	RPZ
RUNWAY SAFETY AREA	RSA	RSA
RUNWAY / TAXIWAY EDGE LIGHT		
SEGMENTED CIRCLE		
SHORELINE		
SURVEY MONUMENT		
THRESHOLD MARKERS/LIGHTS		
THRESHOLD SITING SURFACE	TSS	TSS
TOPOGRAPHIC CONTOURS	100	100
TREELINE		
UTILITY POLE		
WATER BODY		
WIND CONE		
WIND TURBINE		

DRAWING INDEX	
SHEET #	TITLE
1	COVER
2	AIRPORT DATA
3	EXISTING LAYOUT
4	ULTIMATE LAYOUT
5	EXISTING INNER APPROACH
6	ULTIMATE INNER APPROACH
7	EXISTING DEPARTURE SURFACE
8	ULTIMATE DEPARTURE SURFACE
9	RUNWAY PROFILE
10	AIRPORT AIRSPACE, 14 CFR, PART 77
11	AIRPORT PROPERTY MAP

BY	DATE	REVISION

APPROVED: DATE:
John Linnell Digitally signed by John Linnell Date: 2020.07.30 10:38:56 -08'00'
JOHN LINNELL, P.E. PRECONSTRUCTION ENGINEER
RECOMMENDED: DATE:
Luke Bowland Digitally signed by Luke Bowland Date: 2020.07.29 13:28:35 -08'00'
LUKE BOWLAND, P.E. AVIATION DESIGN GROUP CHIEF

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO
ALP APPROVAL LETTER DATED 08/21/2020
FAA AIRSPACE REVIEW NUMBER: 2020-AAL-110-NRA
KATRINA C. MOSS Digitally signed by KATRINA C. MOSS Date: 2020.08.21 15:14:50 -08'00' DATE:
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-

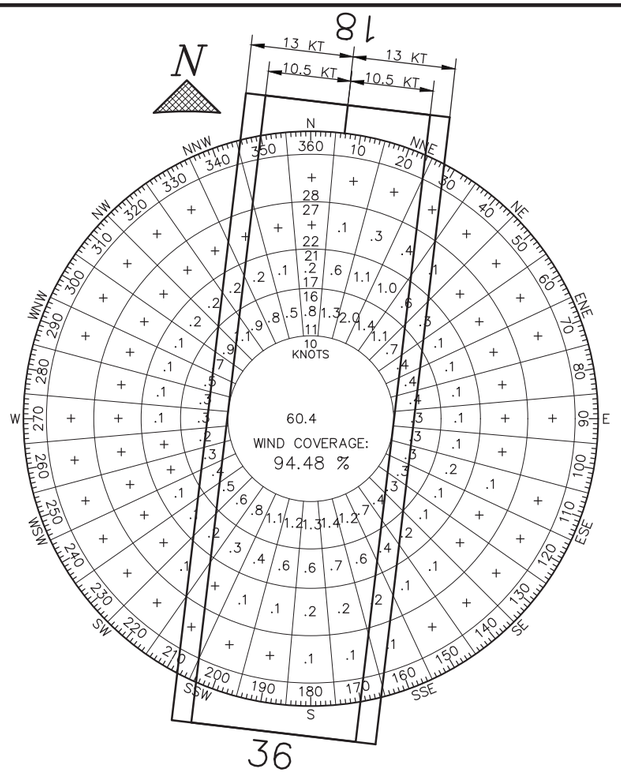
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

KASIGLUK AIRPORT
KASIGLUK, ALASKA
AIRPORT LAYOUT PLAN
COVER

DATE: 6/17/2020
SHEET: 1 OF 11

Designed By: GAB
Drawn By: RJB/RKB
Checked By: JLM

Date Plotted: 6/17/2020, 8:19 AM
Layout Name: COVER
File Name: U:\2047065800\drawing_kuk_alp\C\SHEETS\209-01-02-ALP-COVR-DATA.dwg

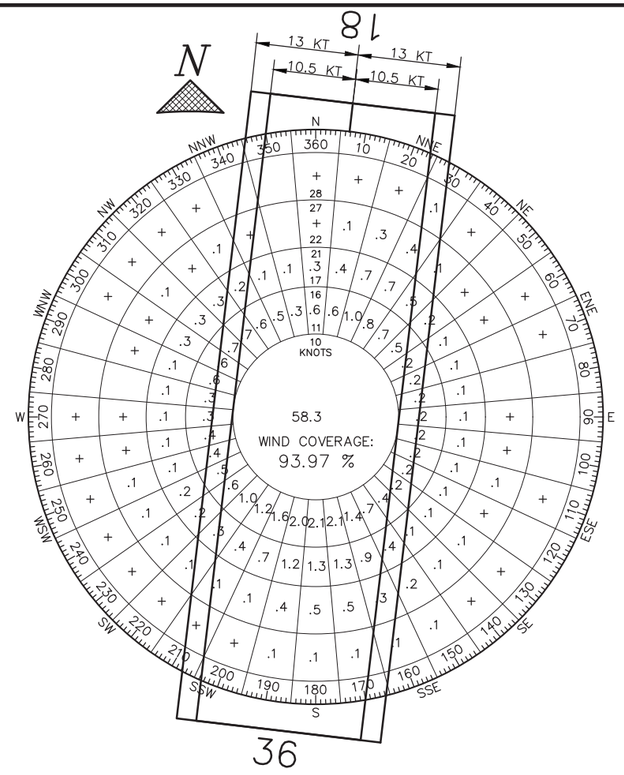


WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

ALL WEATHER WIND DATA			
RUNWAY	10.5 kt	13 kt	
RW 18/36	89.21%	94.48%	

SOURCE: BETHEL WIND DATA (24 MILES SOUTHEAST OF KASIGLUK)
FAA GIS NATIONAL CLIMATE DATA CENTER
PERIOD: 2009 – 2018



WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

IFR WIND DATA			
RUNWAY	10.5 kt	13 kt	
RW 18/36	89.25%	93.97%	

SOURCE: BETHEL WIND DATA (24 MILES SOUTHEAST OF KASIGLUK)
FAA GIS NATIONAL CLIMATE DATA CENTER
PERIOD: 2009 – 2018

AIRPORT DATA		
ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	PFKA	PFKA
NATIONAL AIRPORT IDENTIFIER	Z09	Z09
FAA SITE NUMBER	50405.5*A	50405.5*A
AIRPORT ELEVATION NAVD88	50.6	50.8
AIRPORT REFERENCE CODE	A–II(S)	A–II
CRITICAL AIRCRAFT	A–II(S)	A–II
MEAN MAX. TEMPERATURE, HOTTEST MONTH	62.6°F JULY	62.6°F JULY
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	9°14' E, 0°16' W/YEAR, 1/1/2025	
AIRPORT AND TERMINAL NAVIGATION AIDS	ROTATING BEACON, LIGHTED WINDCONE, SEGMENTED CIRCLE, GPS	ROTATING BEACON, LIGHTED WINDCONE, SEGMENTED CIRCLE, GPS
MISCELLANEOUS FACILITIES	SUPPLEMENTAL WINDCONE	SUPPLEMENTAL WINDCONE, WX CAM, WEATHER STATION
NPIAS SERVICE LEVEL	COMMERCIAL SERVICE	COMMERCIAL SERVICE
STATE EQUIVALENT SERVICE ROLE	COMMUNITY OFF–ROAD	COMMUNITY OFF–ROAD

RUNWAY 18/36 DATA		
ITEM	EXISTING	ULTIMATE
RUNWAY IDENTIFIER	17/35	18/36
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY	UTILITY	OTU
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	NPI / NPI	NPI / NPI
FAR PART 77 VISIBILITY MINIMUM	1 SM	1 SM
FAR PART 77 APPROACH SURFACES SLOPE	20:1 / 20:1	20:1 / 20:1
THRESHOLD SITING SURFACE SLOPE	20:1 / 20:1	20:1 / 20:1
DEPARTURE SURFACE	Y / Y	Y / Y
RUNWAY DESIGN CODE	A–II(S)	A–II
APPROACH RUNWAY REFERENCE CODE (APRC)	B/I(S)/5000	B/II/5000
DEPARTURE RUNWAY REFERENCE CODE (DPRC)	B/I(S)	B/II
RUNWAY SURFACE	GRAVEL	GRAVEL
SURFACE TREATMENT	N/A	N/A
DESIGN GROUP OR AIRCRAFT IF > 60,000 LBS	N/A	N/A
AIRPLANE GEAR CONFIG/PAVE STRENGTH (x1000 lbs)	N/A	N/A
PAVEMENT STRENGTH BY PCN	N/A	N/A
MAXIMUM ELEVATION (NAVD88)	50.6	50.8
TOUCHDOWN ZONE ELEVATION (NAVD88)	50.6 / 50.6	50.8 / 50.8
EFFECTIVE GRADE	1.3%	1.3%
MEAN GEODETIC BEARING	6.30° / 186.30°	6.30° / 186.30°
RUNWAY DIMENSIONS	60 X 3000	75 X 3000
RUNWAY SAFETY AREA (RSA)	120 X 3480	150 X 3600
RSA LENGTH BEYOND DEPARTURE END	240	300
RSA LENGTH PRIOR TO THRESHOLD	240	300
RUNWAY OBJECT FREE AREA (OFA)	500 X 3600	500 X 3600
ROFA LENGTH BEYOND DEPARTURE END	300	300
ROFA LENGTH PRIOR TO THRESHOLD	300	300
RUNWAY OBSTACLE FREE ZONE (OFZ)	250 X 3400	400 X 3400
PRECISION OBSTACLE FREE ZONE (POFZ)	N/A	N/A
RUNWAY PROTECTION ZONE (RPZ)	250 X 450 X 1000	500 X 700 X 1000
RUNWAY LIGHTING	MIRL	MIRL
RUNWAY MARKING TYPE	NONE	NONE
RUNWAY NAVIGATION AIDS	GPS	GPS
AERONAUTICAL SURVEY TYPE REQUIRED	NVG	NVG

NOTE: THE NEW RUNWAY DESIGNATION WILL BE PUBLISHED WHEN THE ATO UPDATES THE MAGNETIC VARIATION OF RECORD.

GEOGRAPHIC COORDINATES								
ITEM	EXISTING LATITUDE	EXISTING LONGITUDE	EXISTING STATION	EXISTING ELEVATION	ULTIMATE LATITUDE	ULTIMATE LONGITUDE	ULTIMATE STATION	ULTIMATE ELEVATION
ARP	60° 52' 24.00" N	162° 31' 27.50" W	N/A	N/A	60° 52' 24.00" N	162° 31' 27.50" W	N/A	N/A
THRESHOLD RW 18	60° 52' 38.71" N	162° 31' 24.15" W	20+00	30.5	60° 52' 38.71" N	162° 31' 24.15" W	20+00	30.7
THRESHOLD RW 36	60° 52' 09.35" N	162° 31' 30.82" W	50+00	50.3	60° 52' 09.35" N	162° 31' 30.82" W	50+00	50.8

THE HORIZONTAL COORDINATE SYSTEM FOR THIS PROJECT IS NAD 83 (2011) (EPOCH 2010) ALASKA STATE PLANE ZONE 7, U.S. FEET. THE VERTICAL DATUM FOR THIS PROJECT IS NAVD 88 (GEOID 12B).

PACS & SACS								
PID	DESIGNATION	LATITUDE	LONGITUDE	ELLIPSOID HEIGHT	NORTHING	EASTING	ELEVATION	DESCRIPTION
TBD	Z09 D	60° 52' 26.68" N	162° 31' 21.64" W	50.90	2511749.25	1547275.05	26.87	PACS
TBD	Z09 E	60° 52' 13.32" N	162° 31' 24.40" W	82.12	2510393.69	1547127.63	49.08	SACS
TBD	Z09 F	60° 52' 39.29" N	162° 31' 30.18" W	59.86	2513033.79	1546862.80	26.85	SACS

PACS AND SACS POSITIONS SHOWN HEREIN ARE BASED ON STANTEC SURVEY RESULTS USING OPUS (TEMPORARY CONTROL). NATIONAL GEODETIC SURVEY (NGS) PUBLISHED POSITIONS ARE NOT AVAILABLE AT THIS TIME.

TAXIWAY DATA		
ITEM	EXISTING	ULTIMATE
AIRPLANE DESIGN GROUP	II	II
TAXIWAY DESIGN GROUP	1A	1A
TAXIWAY SURFACE	GRAVEL	GRAVEL
TAXIWAY DIMENSIONS	35X197	25X250
SHOULDER WIDTH	10	10
SAFETY AREA (TSA) WIDTH	79	79
EDGE SAFETY MARGIN (TESM)	5	5
OBJECT FREE AREA (TOFA) WIDTH	131	131
TAXIWAY LIGHTING	MITL	MITL
TAXIWAY MARKING	NONE	NONE

MODIFICATION OF STANDARDS					
ITEM	EXISTING	STANDARD	ULTIMATE	AIRSPACE #	APPROVAL DATE
NONE REQUIRED					

NON–STANDARD CONDITIONS:
1. THE RUNWAY IS 60 FEET WIDE. STANDARD IS 75 FEET WIDE.
2. THE RUNWAY CENTERLINE TO APRON SEPARATION IS 200 FEET. STANDARD IS 250 FOOT SEPARATION.
3. THE RUNWAY OBJECT FREE AREA IS NOT CLEAR OF OBSTRUCTIONS.
4. THE RUNWAY SAFETY AREA IS 120 FEET WIDE AND EXTENDS 240 FEET BEYOND THE RUNWAY THRESHOLDS. STANDARD IS 150 FEET WIDE AND EXTENDING 300 FEET BEYOND RUNWAY THRESHOLDS.
5. THERE IS A PUBLIC ROAD LOCATED WITHIN THE RUNWAY 36 RPZ.

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

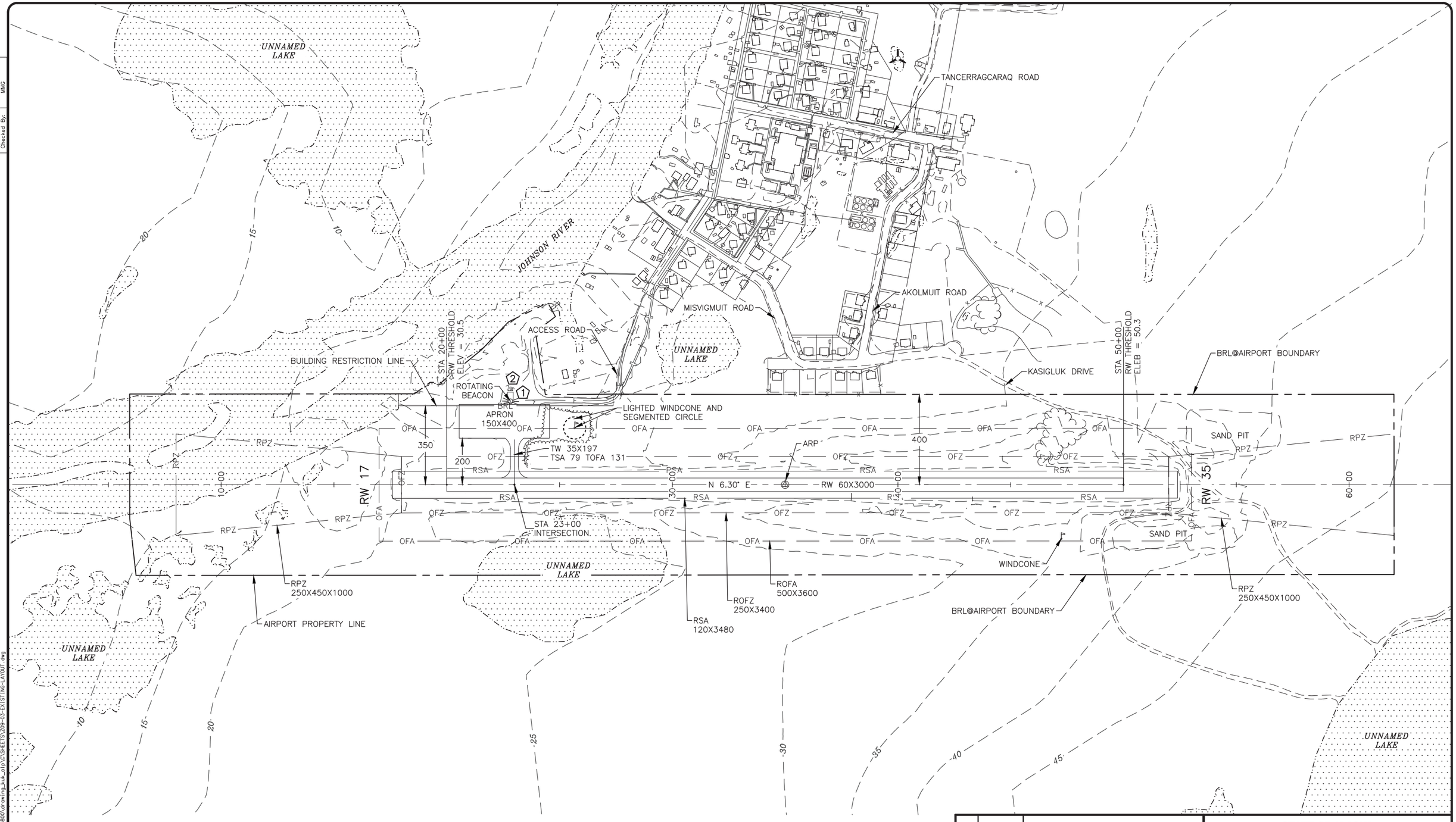
KASIGLUK AIRPORT
KASIGLUK, ALASKA
AIRPORT LAYOUT PLAN

AIRPORT DATA

DATE: 6/17/2020
SHEET: 2 OF 11

Designed By: LEN
Drawn By: ADC
Checked By: MMG

Date Plotted: 6/17/2020, 8:19 AM
Layout Name: DATA
File Name: U:\2047065800\drawing_kuk_alp\C\SHEETS\Z09-01-02-ALP-COVR-DATA.dwg



BUILDING DATA TABLE				
ID#	DESCRIPTION	STATION OFFSET	TOP ELEV (NAV88)	OBSTRUCT MARKING
1	SRE BUILDING	22+82, 362L	41.0	NONE
2	ELECTRICAL ENCLOSURE	22+78, 417L	32.0	NONE

NOTES:

1. SEE SHEET 9 FOR RUNWAY PROFILE.
2. NO OFZ PENETRATIONS.

MAG DEC 9° 14'E
2025

SCALE IN FEET
200' 100' 0 200' 400'

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

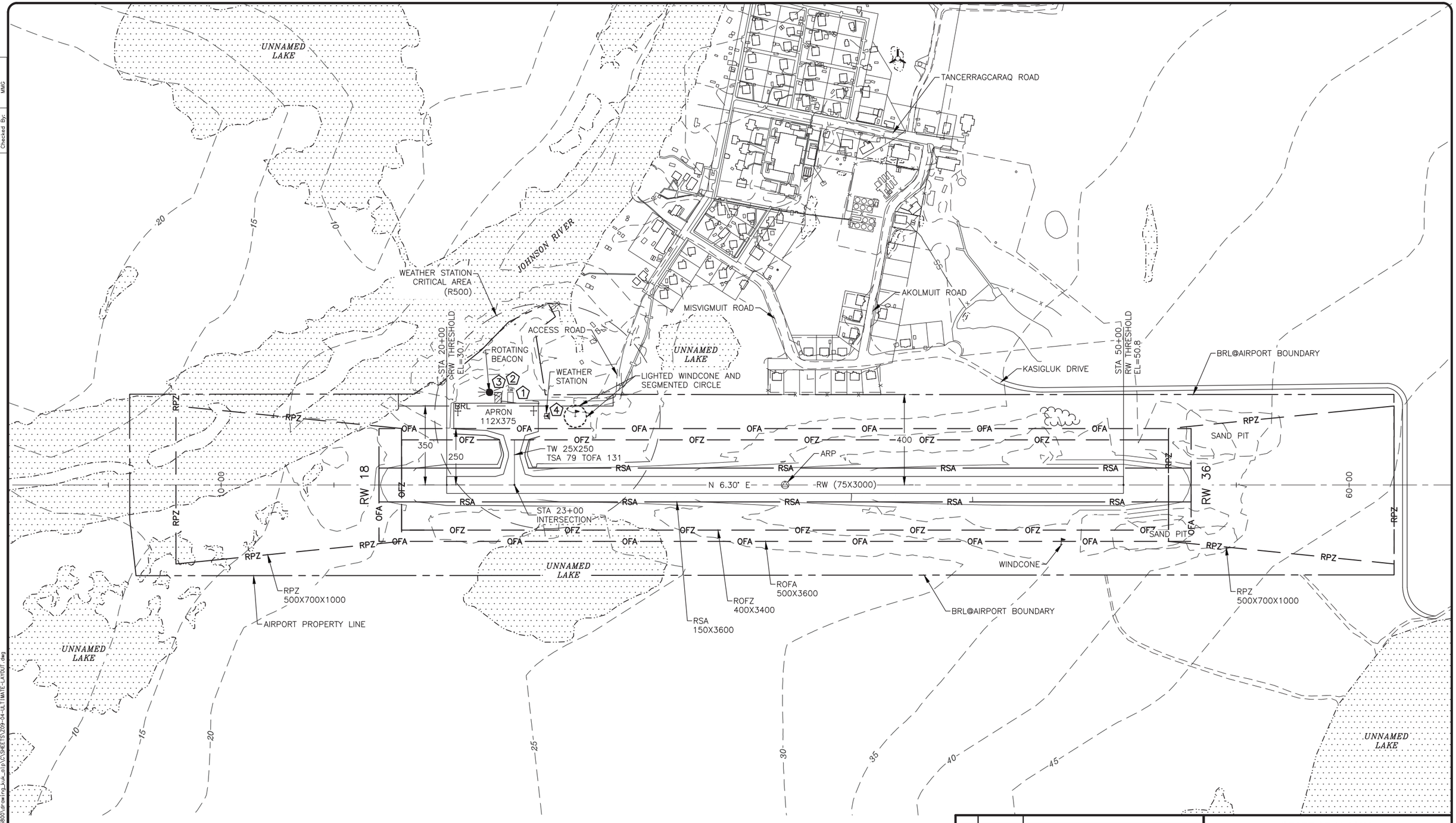
KASIGLUK AIRPORT
KASIGLUK, ALASKA
AIRPORT LAYOUT PLAN

EXISTING LAYOUT

DATE: 6/17/2020
SHEET: 3 OF 11

Designed By: LEN
Drawn By: ADC
Checked By: MMG

Date Plotted: 6/17/2020, 8:32 AM
Layout Name: EXISTING
File Name: U:\204706800\drawing_kuk_alp\CS\SHEETS\209-03-EXISTING-LAYOUT.dwg



BUILDING DATA TABLE				
ID#	DESCRIPTION	STATION OFFSET	TOP ELEV (NAV88)	OBSTRUCT MARKING
1	SRE BUILDING	22+82, 362L	41.0	NONE
2	ELECTRICAL ENCLOSURE	22+78, 417L	32.0	NONE
3	SRE BUILDING	22+50, 362L	41.0	NONE
4	WEATHER STATION	24+50, 305L	52.0	NONE

NOTES:

1. SEE SHEET 9 FOR RUNWAY PROFILE.
2. NO OFZ PENETRATIONS..

MAG DEC 9° 14'E 2025

SCALE IN FEET
200' 100' 0 200' 400'

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

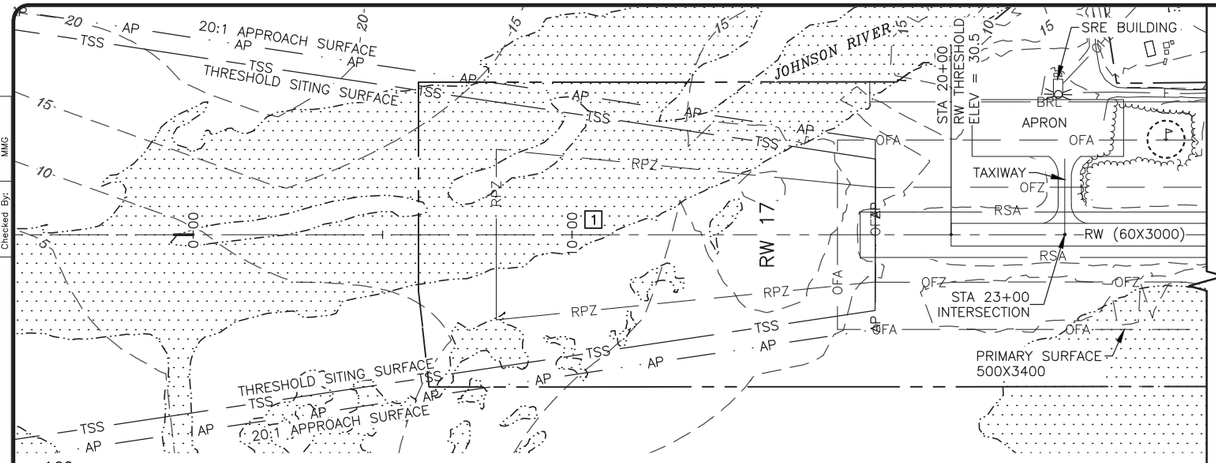
KASIGLUK AIRPORT
KASIGLUK, ALASKA
AIRPORT LAYOUT PLAN

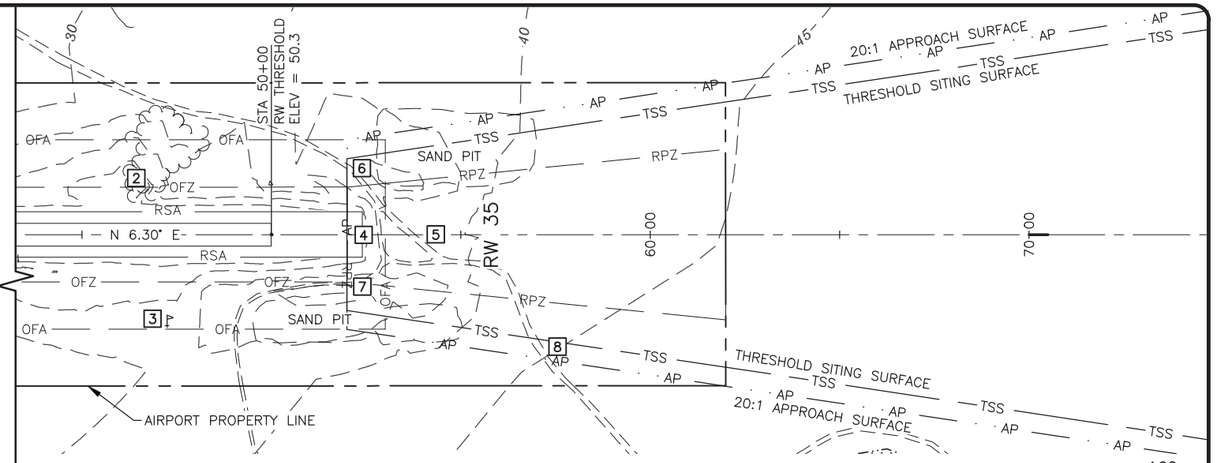
ULTIMATE LAYOUT

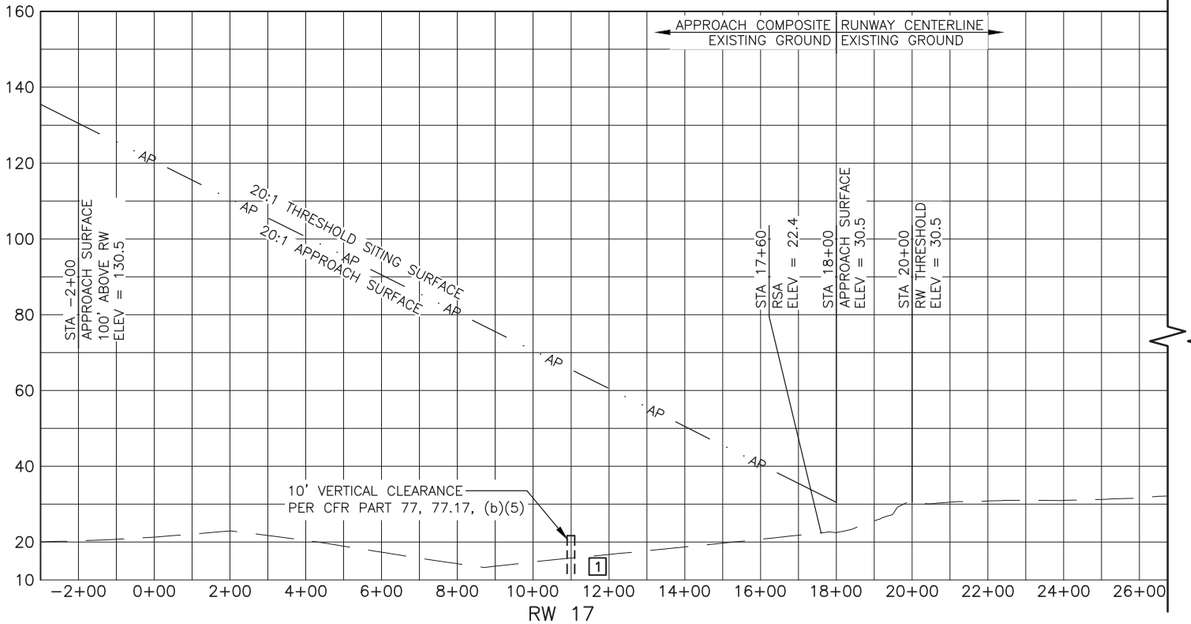
DATE: 6/17/2020
SHEET: 4 OF 11

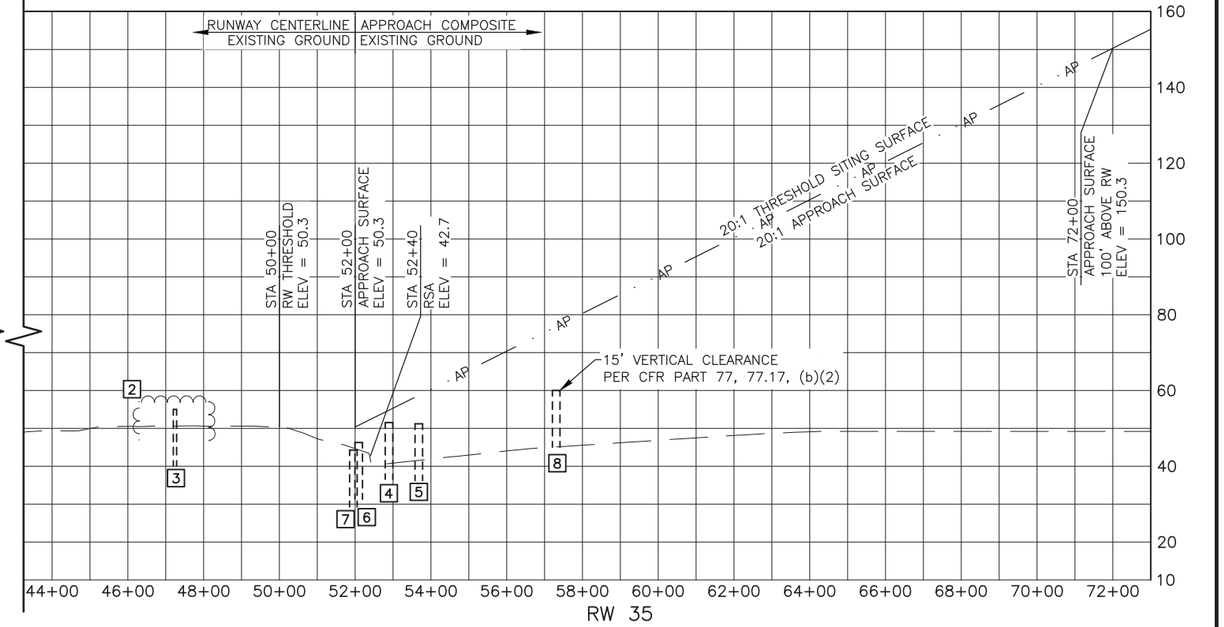
Designed By: LEN
Drawn By: ADC
Checked By: MMG

Date Plotted: 6/17/2020, 8:46 AM
Layout Name: ULTIMATE LAYOUT
File Name: U:\2047065800\drawing_kuk_alp\C\SHEETS\209-04-ULTIMATE_LAYOUT.dwg









PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 17)

ID#	DESCRIPTION	STATION OFFSET	TOP ELEV (NAV88)	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
1	RIVER + 10	11+00, CL	22.0	NONE	65.6	−38.6	TO REMAIN	N/A

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

NOTE:

1. THERE ARE NO OBSTRUCTIONS IN THE APPROACH TO RUNWAY 17, THEREFORE THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 120/5200−35, SECTION 4, DATA NUMBER 57.
2. THERE ARE NO OBJECT PENETRATIONS IN THE THRESHOLD SITING SURFACE OF THE RUNWAY 17, AS DEFINED IN FAA ENGINEERING BRIEF #99, TABLE 3−2, TYPE 4.

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 35)

ID#	DESCRIPTION	STATION OFFSET	TOP ELEV (NAV88)	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
2	BRUSH	46+50, 103L	59.0	PRIMARY	47.7	11.3	REMOVE	ULTIMATE
3	WINDCONE	47+25, 240R	54.3	PRIMARY	50.6	3.7	RELOCATE	ULTIMATE
4	ROADWAY + 15	52+89, CL	51.4	NONE	54.6	−3.2	TO REMAIN	N/A
5	ROADWAY + 15	53+68, CL	51.1	NONE	58.9	−7.8	TO REMAIN	N/A
6	ROADWAY + 15	52+00, 180L	46.8	NONE	50.3	−3.5	TO REMAIN	N/A
7	ROADWAY + 15	52+00, 141R	44.8	NONE	50.3.	−5.5	TO REMAIN	N/A
8	ROADWAY + 15	57+27, 329R	60.0	NONE	76.7	−16.7	TO REMAIN	N/A

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

NOTE:

1. THERE ARE NO OBSTRUCTIONS IN THE APPROACH TO RUNWAY 35, THEREFORE THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISEHD AS 50:1 PER FAA AC 150/5200−35, SECTION 4, DATA ELEMENT NUMBER 57.
2. THERE ARE NO OBJECT PENETRATIONS IN THE THRESHOLD SITING SURFACE OF RUNWAY 35, AS DEFINED IN FAA ENGINEERING BRIEF #99, TABLE 3−2, TYPE 4.

MAG DEC 9° 14'E
2025

HORIZONTAL SCALE IN FEET
200' 100' 0 200' 400'
HORIZONTAL TO VERTICAL RATIO = 1:10

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

KASIGLUK AIRPORT
KASIGLUK, ALASKA
AIRPORT LAYOUT PLAN

EXISTING INNER APPROACH

DATE: 6/17/2020
SHEET: 5 OF 11

Designed By: LEN
Drawn By: ADC
Checked By: MMG

Date Plotted: 6/17/2020, 9:34 AM
Layout Name: EXISTING INNER APPROACH
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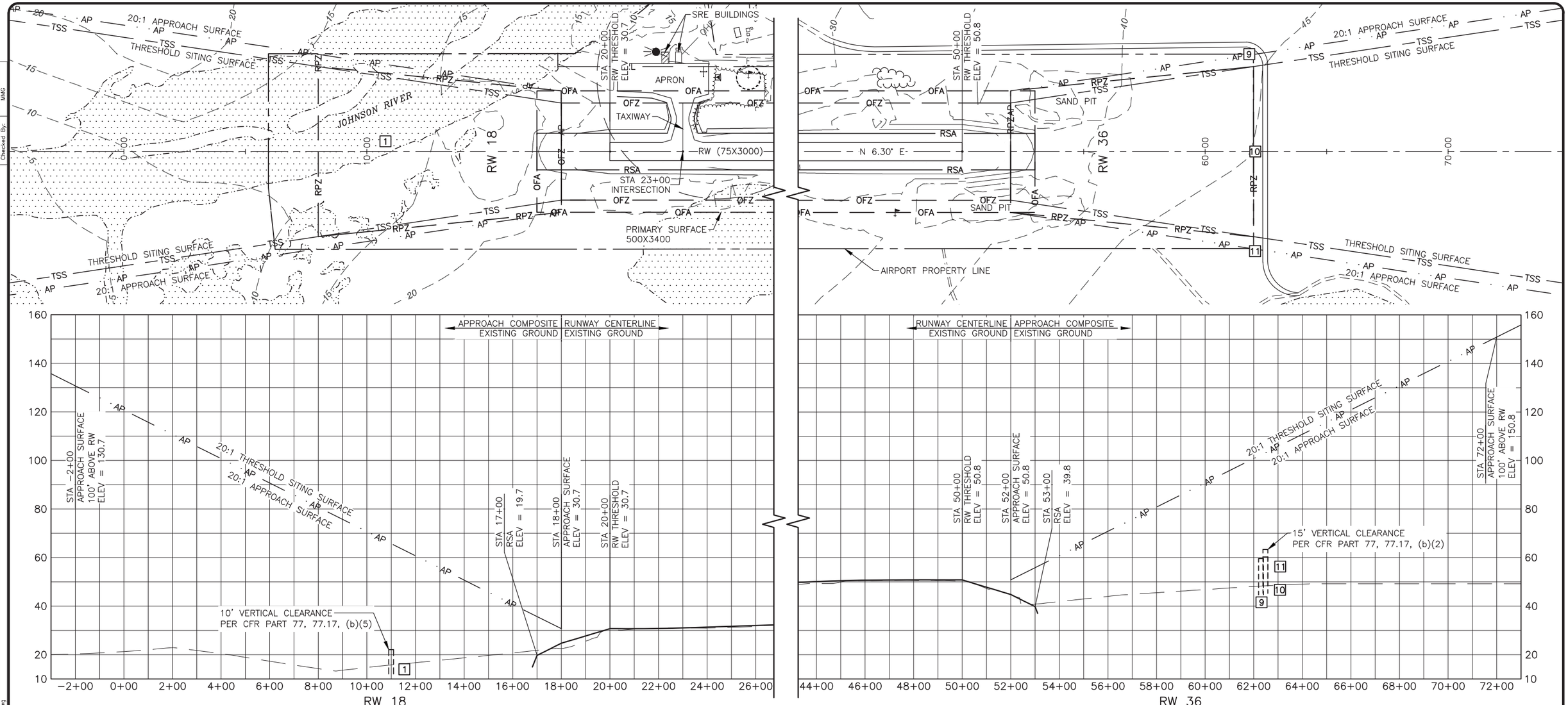


PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 18)

ID#	DESCRIPTION	STATION OFFSET	TOP ELEV (NAV88)	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
1	RIVER + 10	11+00, CL	22.0	NONE	65.6	−43.6	TO REMAIN	N/A

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

NOTE:

1. THERE ARE NO OBSTRUCTIONS IN THE APPROACH TO RUNWAY 18, THEREFORE THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 120/5200−35, SECTION 4, DATA NUMBER 57.
2. THERE ARE NO OBJECT PENETRATIONS IN THE THRESHOLD SITING SURFACE OF THE RUNWAY 18, AS DEFINED IN FAA ENGINEERING BRIEF #99, TABLE 3−2, TYPE 4.

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 36)

ID#	DESCRIPTION	STATION OFFSET	TOP ELEV (NAV88)	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
9	ROADWAY + 15	62+30, 405L	59.6	NONE	102.3	−42.7	TO REMAIN	N/A
10	ROADWAY + 15	62+48, CL	60.3	NONE	103.2	−42.9	TO REMAIN	N/A
11	ROADWAY + 15	62+48, 407R	63.4	NONE	103.2	−39.8	TO REMAIN	N/A

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

NOTE:

1. THERE ARE NO OBSTRUCTIONS IN THE APPROACH TO RUNWAY 36, THEREFORE THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISEHD AS 50:1 PER FAA AC 150/5200−35, SECTION 4, DATA ELEMENT NUMBER 57.
2. THERE ARE NO OBJECT PENETRATIONS IN THE THRESHOLD SITING SURFACE OF RUNWAY 36, AS DEFINED IN FAA ENGINEERING BRIEF #99, TABLE 3−2, TYPE 4.

MAG DEC 9° 14'E
2025

HORIZONTAL SCALE IN FEET
200' 100' 0 200' 400'

HORIZONTAL TO VERTICAL RATIO = 1:10

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

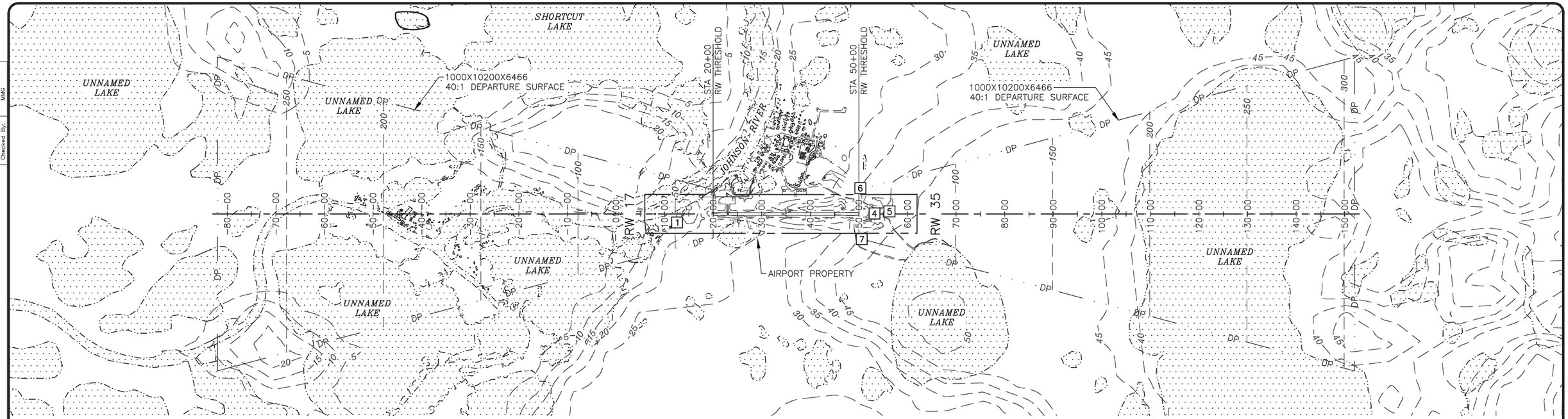
KASIGLUK AIRPORT
KASIGLUK, ALASKA
AIRPORT LAYOUT PLAN

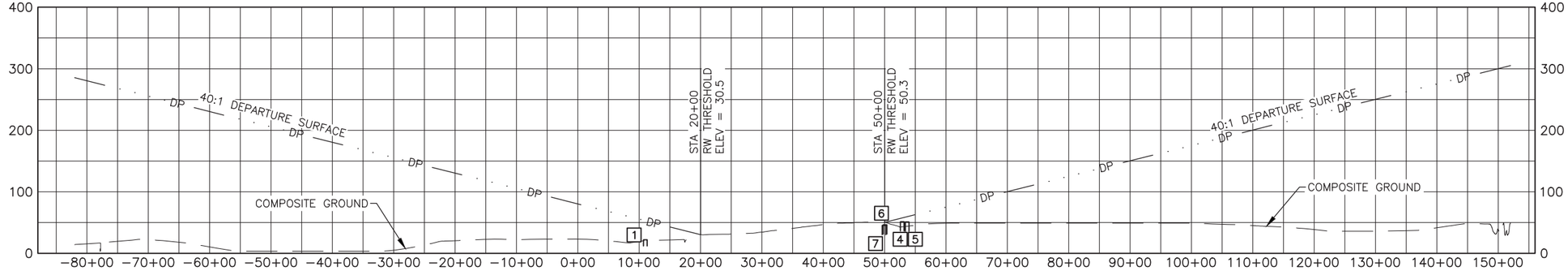
ULTIMATE INNER APPROACH

DATE: 6/17/2020
SHEET: 6 OF 11

Designed By: LEN
Drawn By: ADC
Checked By: MMG

Date Plotted: 6/17/2020, 10:47 AM
Layout Name: ULTIMATE INNER APPROACH
File Name: U:\2047065800\drawing_kuk_alp\C\SHEETS\209-06-ULTIMATE-SURFACES.dwg





RW 17

DEPARTURE SURFACE OBSTRUCTION TABLE								
ID#	DESCRIPTION	STATION OFFSET	TOP ELEV (NAV88)	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
1	ROADWAY + 10	11+00, 0.00	22.0	NONE	53.6	−31.6	TO REMAIN	N/A

RW 35

DEPARTURE SURFACE OBSTRUCTION TABLE								
ID#	DESCRIPTION	STATION OFFSET	TOP ELEV (NAV88)	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
4	ROADWAY + 15	52+89, CL	51.4	NONE	57.4	−6.0	TO REMAIN	N/A
5	ROADWAY + 15	53+69, CL	51.1	NONE	59.5	−8.4	TO REMAIN	N/A
6	ROADWAY + 15	50+00, 280L	46.8	NONE	50.3	−3.5	TO REMAIN	N/A
7	ROADWAY + 15	50+00, 152R	45.8	NONE	50.3	−4.5	TO REMAIN	N/A

NOTE:

1. DEPARTURE SURFACES ARE DEFINED PER FAA ENGINEERING BRIEF #99, TABLE 3−2, LINE 7 (FIGURE 3−4).

MAG DEC 9° 14'E
2025

HORIZONTAL SCALE IN FEET
1000' 500' 0 1000' 2000'

HORIZONTAL TO VERTICAL RATIO = 1:10

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

KASIGLUK AIRPORT
KASIGLUK, ALASKA
AIRPORT LAYOUT PLAN

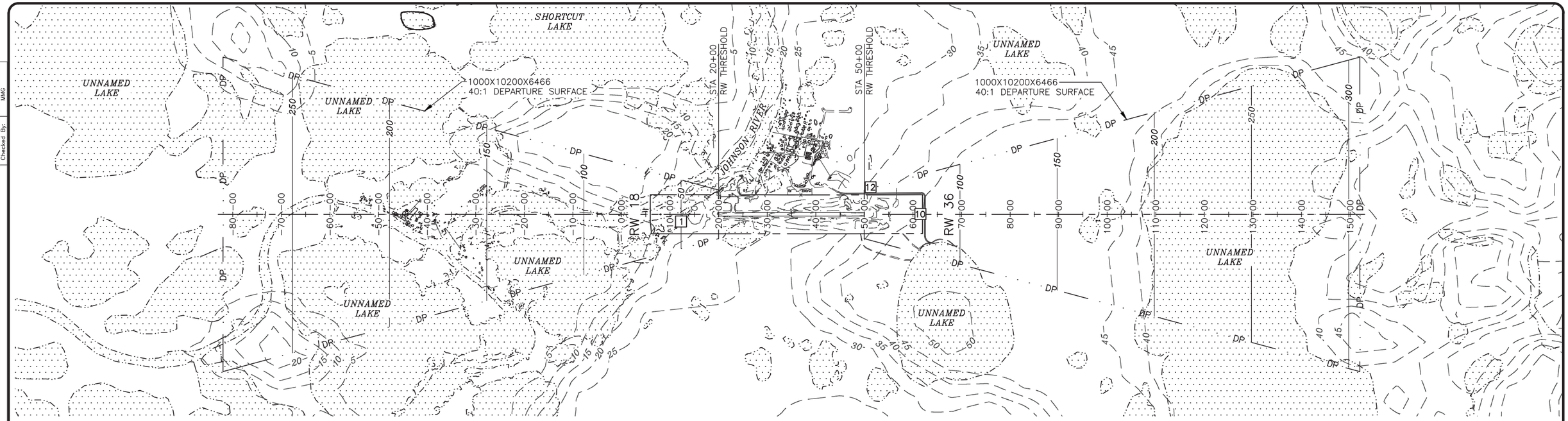
EXISTING DEPARTURE SURFACE

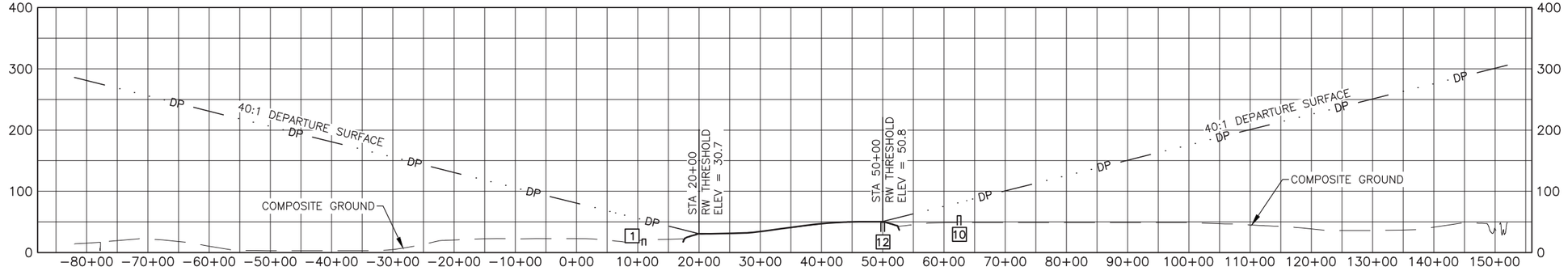
DATE: 6/17/2020

SHEET: 7 OF 11

Designed By: LEN
Drawn By: ADC
Checked By: MMG

Date Plotted: 6/17/2020, 9:21 AM
Layout Name: EXISTING DEPARTURE SURFACE
File Name: U:\2047065800\drawing_kuk_alp\C\SHEETS\V09-07-EXISTING-DEPARTURE.dwg





RW 18

DEPARTURE SURFACE OBSTRUCTION TABLE								
ID#	DESCRIPTION	STATION OFFSET	TOP ELEV (NAV88)	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
1	RIVER + 10	11+00, CL	22.0	NONE	53.9	−31.9	TO REMAIN	N/A

RW 36

DEPARTURE SURFACE OBSTRUCTION TABLE								
ID#	DESCRIPTION	STATION OFFSET	TOP ELEV (NAV88)	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
10	ROADWAY + 15	62+48, CL	60.3	NONE	82.0	−21.7	TO REMAIN	N/A
12	ROADWAY + 15	50+00, 360L	49.5	NONE	50.8	−1.3	TO REMAIN	N/A

MAG DEC 9° 14'E
2025

HORIZONTAL SCALE IN FEET
1000' 500' 0 1000' 2000'

HORIZONTAL TO VERTICAL RATIO = 1:10

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

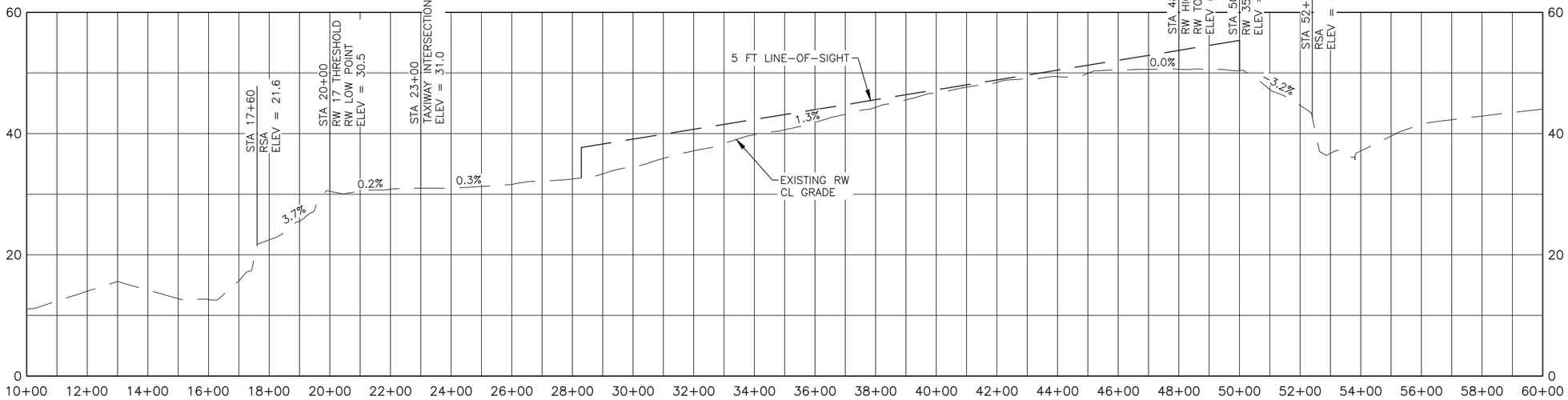
KASIGLUK AIRPORT
KASIGLUK, ALASKA
AIRPORT LAYOUT PLAN

ULTIMATE DEPARTURE SURFACE

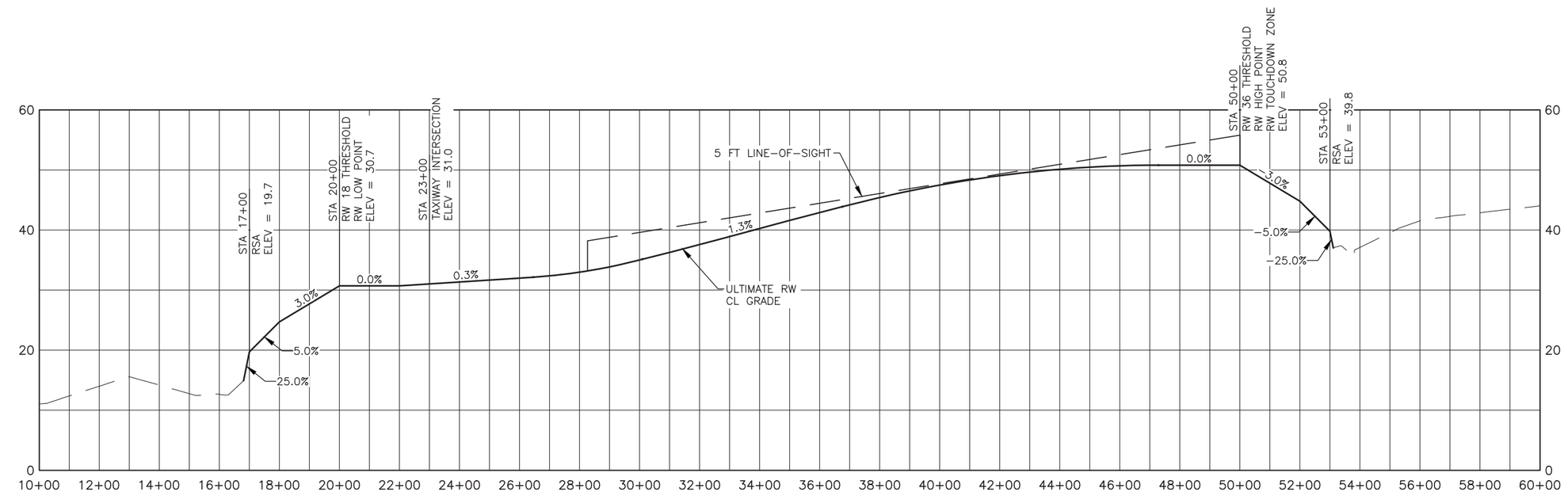
DATE: 6/17/2020
SHEET: 8 OF 11

Designed By: LEN
Drawn By: ADC
Checked By: MMG

Date Plotted: 6/17/2020, 9:02 AM
Layout Name: ULTIMATE DEPARTURE SURFACE
File Name: U:\2047065800\drawing_kuk_alp\C\SHEETS\C09-08-ULTIMATE-DEPARTURE.dwg



EXISTING RW 17-35 PROFILE



ULTIMATE RW 18-36 PROFILE

HORIZONTAL SCALE IN FEET
200' 100' 0 200' 400'

HORIZONTAL TO VERTICAL RATIO = 1:20

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

KASIGLUK AIRPORT
KASIGLUK, ALASKA
AIRPORT LAYOUT PLAN

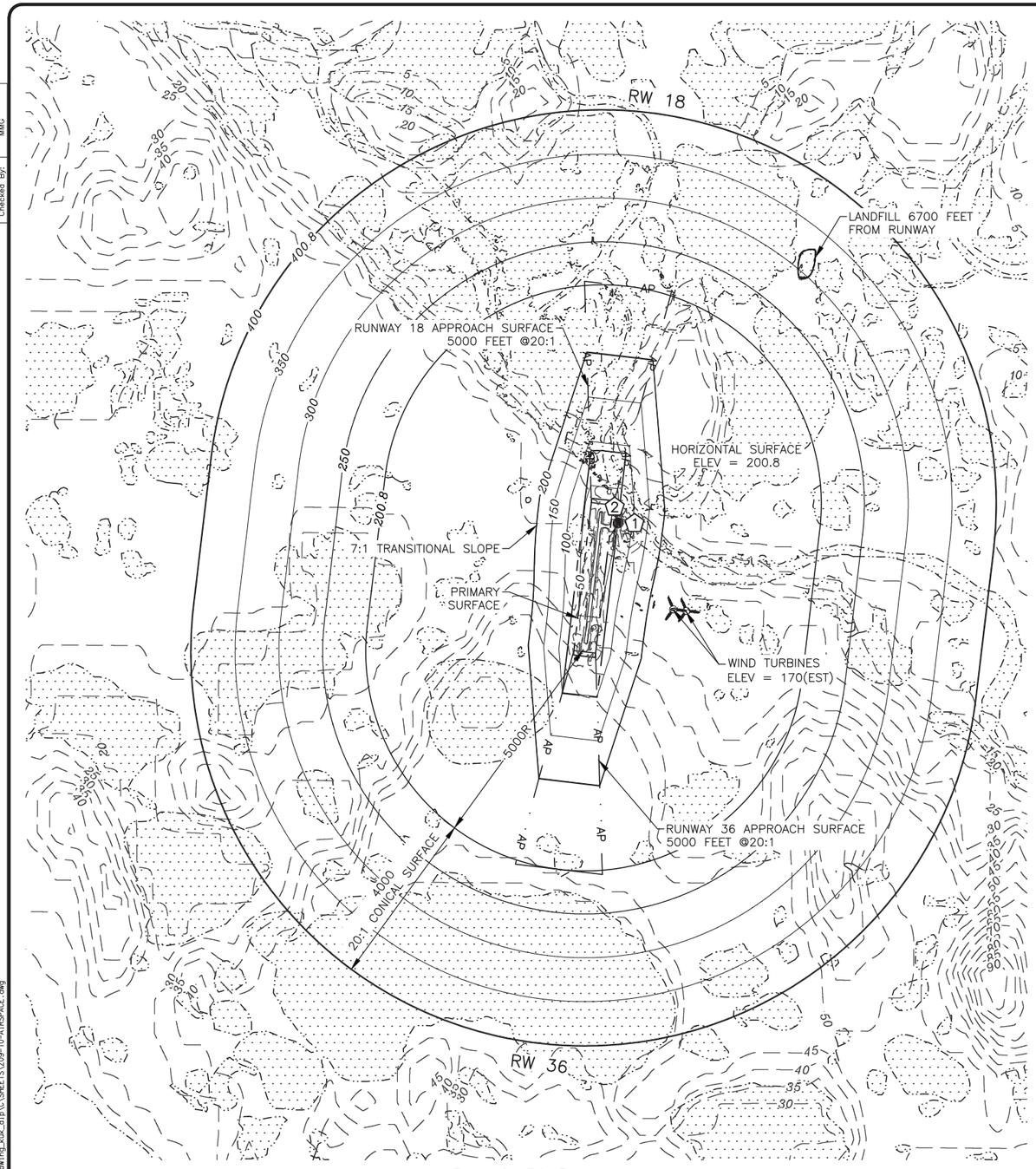
RUNWAY PROFILE

DATE: 6/17/2020

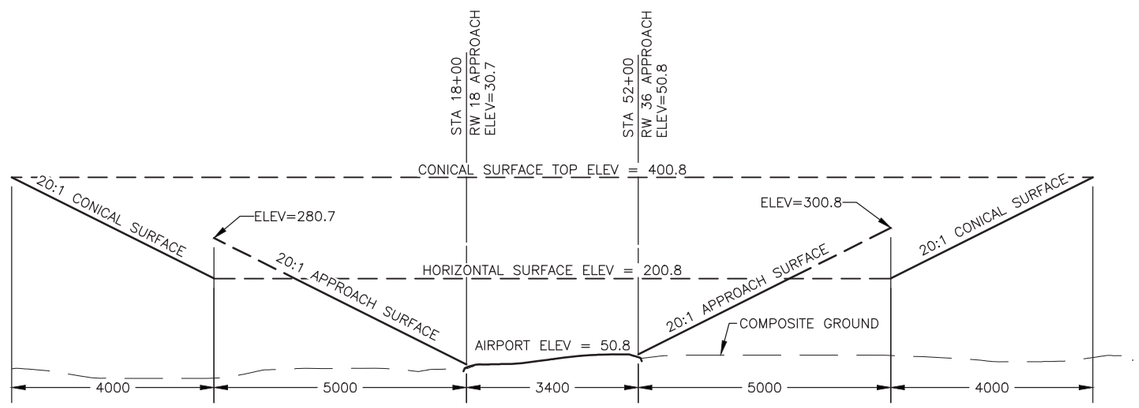
SHEET: 9 OF 11

Designed By: LEN
Drawn By: ADC
Checked By: MMG

Date Plotted: 6/17/2020, 9:35 AM
Layout Name: RUNWAY PROFILE
File Name: U:\2047065800\drawing_kuk_alp\C\SHEETS\Z09-09-PROFILES.dwg



RW 18–36 PLAN



RW 18–36 PROFILE
NTS

PART 77 SURFACE OBSTRUCTIONS (OUTER PORTION)								
ID#	DESCRIPTION	STATION/OFFSET	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
①	BEACON	22+42, 400L	56.0	TRANSITIONAL	52.2	4.2	LIGHTED	N/A
②	PARKED AIRCRAFT	23+85, 310L	39.9	TRANSITIONAL	39.9	1.1	TEMPORARY	N/A

MAG DEC 9° 14'E
2025

SCALE IN FEET
1,500' 750' 0 1,500' 3,000'

HORIZONTAL TO VERTICAL RATIO = 1:10

NOTES:

1. AIRPORT ELEVATION IS 50.8 FEET.
2. ALL CONTOURS ARE IN FEET. BASEMAP DATA IS FROM USGS BAIRD INLET (D–2), USGS DATAM IS WGS84.
3. PRIMARY SURFACE WIDTH IS 500 FEET.
4. REFER TO INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE–IN OBSTRUCTIONS.
5. LANDFILL LOCACATED 6700 FEET FROM NEAREST POINT ON THE RUNWAY.
6. THERE ARE NO KNOWN ORDINACES OR STATUES IN EFFECT THAT SPECIFY HEIGHT RESTRICTIONS.
7. APPROACH SURFACES ARE 20:1 BEGINNING AT 200 FEET BEYOND THE THRESHOLDS.

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

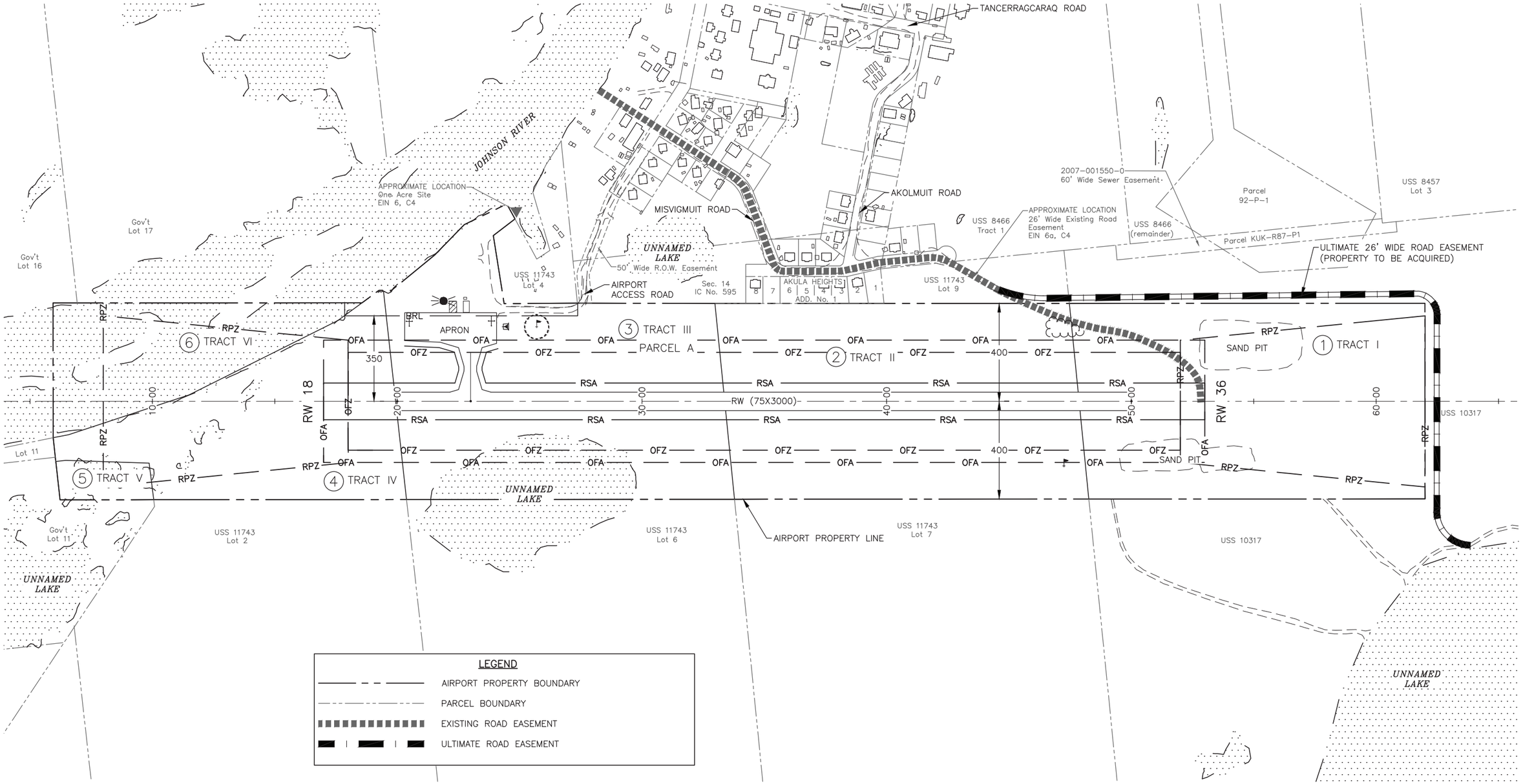
KASIGLUK AIRPORT
KASIGLUK, ALASKA
AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE, 14 CFR, PART 77

DATE: 6/17/2020
SHEET: 10 OF 11

Designed By: LEN
Drawn By: ADC
Checked By: MMG

Date Plotted: 6/17/2020, 10:41 AM
Layout Name: AIRSPACE
File Name: U:\2047066800\drawing_kuk_alp\CVSHEETS\209-10-AIRSPACE.dwg



LEGEND

- AIRPORT PROPERTY BOUNDARY
- PARCEL BOUNDARY
- EXISTING ROAD EASEMENT
- ULTIMATE ROAD EASEMENT

BUILDING DATA TABLE

ID#	INTEREST	GRANTOR	GRANTEE	PARCEL SIZE	DATE AQUIRED	RECORDED DOC NO.	AQUIRED AIP NO.
1	FEE SIMPLE	NELLIE SLIM	STATE OF ALASKA, DOT/PF	160.0 AC±	01/24/97	BK 74 PG 475	3-02-0341-01
2	FEE SIMPLE	IRENE NICHOLAS	STATE OF ALASKA, DOT/PF	79.02 AC±	01/24/97	BK 74 PG 483	3-02-0341-01
3 A	FEE SIMPLE	ANNA NECK	STATE OF ALASKA, DOT/PF	80.0 AC±	01/24/97	BK 74 PG 487	3-02-0341-01
4	FEE SIMPLE	JOAN NECK	STATE OF ALASKA, DOT/PF	80.0 AC±	01/24/97	BK 74 PG 479	3-02-0341-01
5	I.L.M.A.	STATE OF ALASKA, DNR	STATE OF ALASKA, DOT/PF	LARGE	02/05/97	BK 74 PG 582	3-02-0341-01
6	I.L.M.A.	STATE OF ALASKA, DNR	STATE OF ALASKA, DOT/PF	LARGE	02/05/97	BK 74 PG 582	3-02-0341-01

MAG DEC 9° 14'E
2025

SCALE IN FEET
200' 100' 0 200' 400'

NOTES:

1. THE EXISTING ROAD EASEMENT WILL BE VACATED WITHIN AIRPORT PROPERTY LIMITS.
2. THE ULTIMATE ROAD EASEMENT WILL GO THROUGH USS 11743 LOT 9 AND USS 11317. BOTH ARE NATIVE ALLOTMENTS.

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

KASIGLUK AIRPORT
KASIGLUK, ALASKA
AIRPORT LAYOUT PLAN

AIRPORT PROPERTY MAP

DATE: 6/17/2020
SHEET: 11 OF 11

Designed By: LEN
Drawn By: ADC
Checked By: MMG

Date Plotted: 6/17/2020, 10:11 AM
Layout Name: PROPERTY
File Name: U:\2047065800\drawing_kuk_alp\C\SHEETS\209-11-PROPERTY-MAP.dwg