



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

December 17, 2019

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,

Newtok Airport, Newtok, Alaska  
Airport Layout Plan Conditional Approval  
Airspace Case No. 2019-AAL-175-NRA

The Newtok 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. 2019-AAL-175-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, aviation 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 Newtok airport. If you have any questions, please contact Jonathan Linquist, Community Planner, at our office at 907-271-5040.

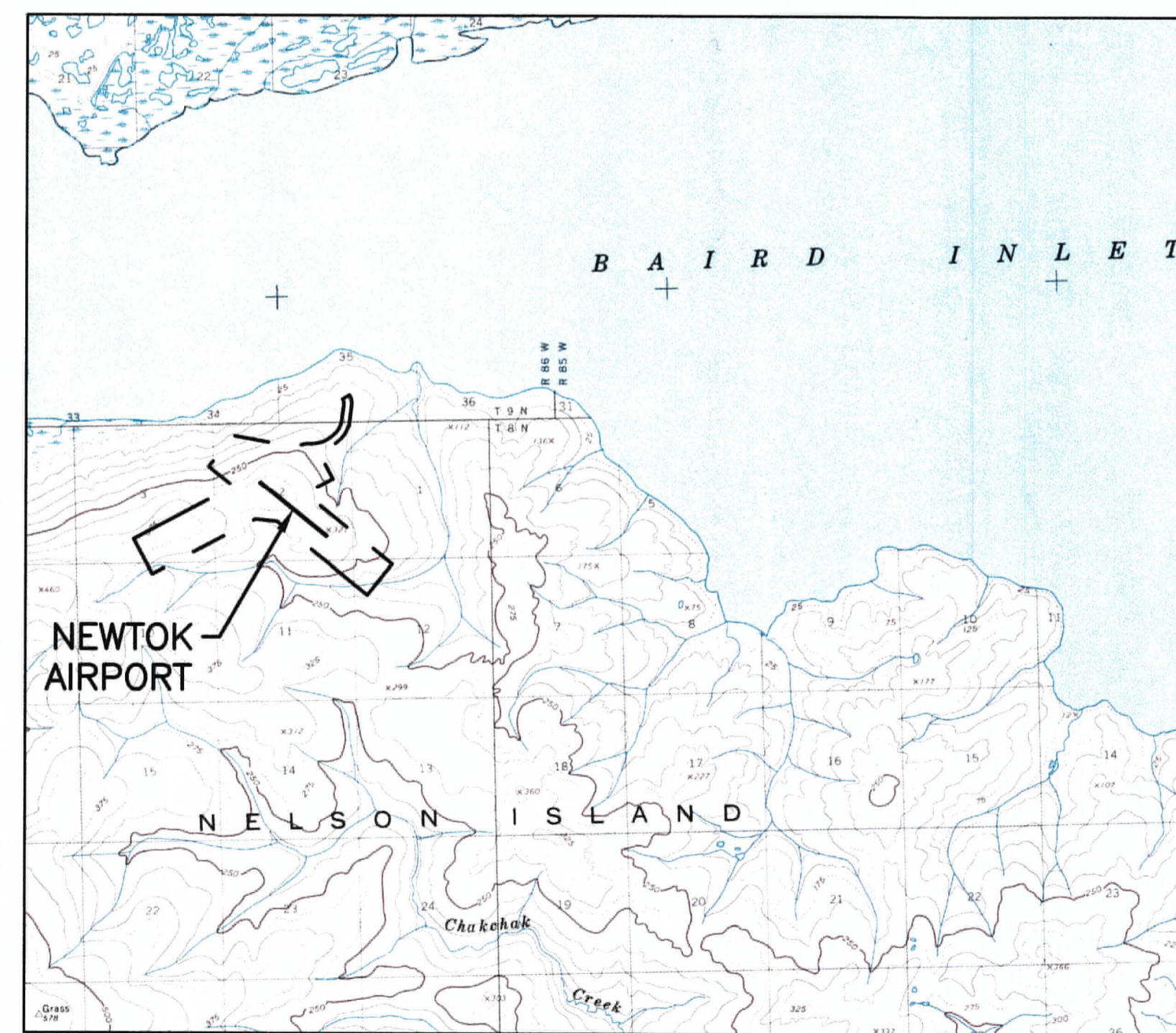
Sincerely,



Katrina C. Moss  
Lead Community Planner

Enclosure

Date Plotted: 12/06/2019, 11:35 AM  
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 File Name: Z:\Project\2852.01 DOT\_C Newtok Airport File Location Design\Civil\ACAD\ALP\ALP-EWP-Cover\_Sheet.dwg  
 Designed By: CJB  
 Drawn By: RJC  
 Checked By: EJJ



# NEWTOK AIRPORT AIRPORT LAYOUT PLAN NEWTOK, ALASKA

| ITEM                             | LEGEND              |                     |
|----------------------------------|---------------------|---------------------|
|                                  | EXISTING/NEAR-TERM  | ULTIMATE            |
| AIRCRAFT TIE-DOWN                | ┆                   | ┆                   |
| AIRPORT REFERENCE POINT (A.R.P.) | ⊙                   | ⊙                   |
| ANTENNA                          | ▲                   | ▲                   |
| APPROACH SURFACE                 | — · · · AP · · · —  | — · · · AP · · · —  |
| BUILDINGS                        | ▭                   | ▭                   |
| BUILDING RESTRICTION LINE        | — BRL —             | — BRL —             |
| DEPARTURE SURFACE                | — · · · DS · · · —  | — · · · DS · · · —  |
| FAA WEATHER STATION              | ⊠                   | ⊠                   |
| FENCE                            | — x — x — x —       | — x — x — x —       |
| PROPERTY LINE                    | — — — — —           | — — — — —           |
| ROADWAYS                         | — — — — —           | — — — — —           |
| 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 VISUAL ZONE               | — · · · RVZ · · · — | — · · · RVZ · · · — |
| SEGMENTED CIRCLE                 | ○                   | ○                   |
| SHORELINE                        | — · · · —           | — · · · —           |
| SURVEY MONUMENT                  | ⊠                   | ⊠                   |
| THRESHOLD MARKERS/LIGHTS         | — · · · —           | — · · · —           |
| THRESHOLD SITING SURFACE         | — · · · TSS · · · — | — · · · TSS · · · — |
| TOPOGRAPHIC CONTOURS             | — 100 —             | — 100 —             |
| UTILITY POLE                     | ⊙                   | ⊙                   |
| WATER BODY                       | — · · · —           | — · · · —           |
| WIND CONE                        | ┆                   | ┆                   |

| DRAWING INDEX |   |
|---------------|---|
| SHT#          | TITLE   |
| 1             | COVER SHEET   |
| 2             | DATA SHEET  |
| 3             | NEAR-TERM LAYOUT  |
| 4             | ULTIMATE LAYOUT   |
| 5             | NEAR-TERM INNER PORTION OF THE APPROACH SURFACE — RUNWAY 12 |
| 6             | NEAR-TERM INNER PORTION OF THE APPROACH SURFACE — RUNWAY 30 |
| 7             | ULTIMATE INNER PORTION OF THE APPROACH SURFACE — RUNWAY 12  |
| 8             | ULTIMATE INNER PORTION OF THE APPROACH SURFACE — RUNWAY 30  |
| 9             | ULTIMATE INNER PORTION OF THE APPROACH SURFACE — RUNWAY 5   |
| 10            | ULTIMATE INNER PORTION OF THE APPROACH SURFACE — RUNWAY 23  |
| 11            | RUNWAY 12-30 PROFILES                                       |
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| 13            | AIRPORT AIRSPACE  |
| 14            | AIRPORT AIRSPACE PROFILES                                   |
| 15            | AIRPORT PROPERTY MAP  |

|  |  |
|--|--|
| APPROVED:  | DATE: 12/11/19   |
| <i>John Linnell</i><br>JOHN LINNELL, P.E.<br>RECOMMENDED:  | PRECONSTRUCTION ENGINEER<br>DATE: 12/11/19                         |
| <i>Luke Bowland</i><br>LUKE BOWLAND, P.E.  | AVIATION DESIGN GROUP CHIEF  |
| AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 12/17/2019<br>FAA AIRSPACE REVIEW NUMBER: 2019-AAL-175-NRA |  |
| <i>Kathleen</i><br>KATHLEEN MANN, P.E.   | DATE: 12-17-2019<br>FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-612 |
| BY   | DATE   |
|  | REVISION   |

**STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
CENTRAL REGION**

**NEWTOK AIRPORT  
NEWTOK, ALASKA  
AIRPORT LAYOUT PLAN**

COVER SHEET

|        |            |
|--------|------------|
| DATE:  | 12/06/2019 |
| SHEET: | 1          |
|        | OF 15      |

Date Plotted: 12/06/2019, 11:55 AM  
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 Designed By: CJP  
 RLC/JSC  
 Drawn By: MIM  
 Checked By: MIM

| AIRPORT DATA                               |   |  |
|--|---|--|
| ITEM                                       | NEAR-TERM   | ULTIMATE   |
| ICAO IDENTIFIER                            | PAEW  | PAEW   |
| NATIONAL AIRPORT IDENTIFIER                | EWU   | EWU  |
| FAA SITE NUMBER                            | 50529.01*A  | 50529.01*A   |
| AIRPORT ELEVATION NAVD88                   | 345.5'  | 386.8'   |
| AIRPORT REFERENCE CODE                     | B-II(S)   | B-II   |
| MEAN MAX. TEMPERATURE, HOTTEST MONTH       | 57°F, JULY 2018 (BETHEL)                          | 57°F, JULY 2018 (BETHEL)   |
| MAGNETIC DECLINATION, YEAR, RATE OF CHANGE | 9.86° E, 2019, 0.31° W/YEAR                       |  |
| CRITICAL AIRCRAFT OR AIRCRAFT GROUP        | B-II(S)   | B-II   |
| AIRPORT AND TERMINAL NAVIGATION AIDS       | BEACON, SEGMENTED CIRCLE                          | BEACON, SEGMENTED CIRCLE   |
| MISCELLANEOUS FACILITIES                   | LIGHTED WIND CONE, LIGHTED SUPPLEMENTAL WIND CONE | LIGHTED WIND CONE, LIGHTED SUPPLEMENTAL WIND CONE, FAA WEATHER STATION |
| NPIAS SERVICE LEVEL                        | COMMERCIAL SERVICE                                | COMMERCIAL SERVICE   |
| STATE EQUIVALENT SERVICE ROLE              | COMMUNITY OFF-ROAD                                | COMMUNITY OFF-ROAD   |

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

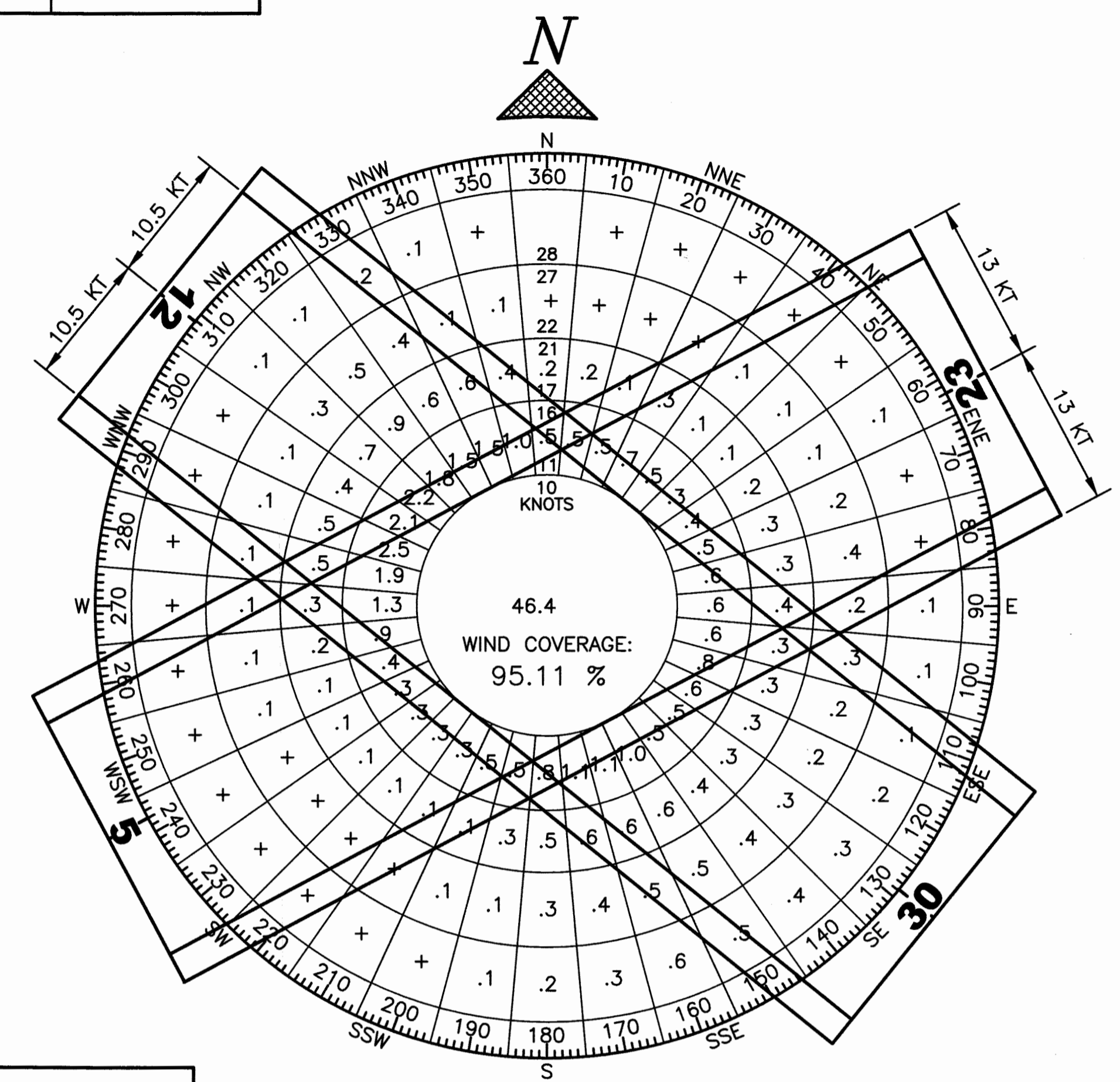
| RUNWAY DATA                                     |                      |                          |                          |
|---|----------------------|--------------------------|--------------------------|
| ITEM  | NEAR-TERM            | ULTIMATE                 | ULTIMATE                 |
| RUNWAY IDENTIFIER                               | 12/30                | 12/30                    | 5/23                     |
| RUNWAY TYPE UTILITY OR OTHER THAN UTILITY       | UTILITY              | OTHER THAN UTILITY       | OTHER THAN UTILITY       |
| FAR PART 77 APPROACH CATEGORY (V, NPI, P)       | V/V                  | NPI/NPI                  | NPI/NPI                  |
| FAR PART 77 VISIBILITY MINIMUM                  | VISUAL               | >3/4 MILE                | >3/4 MILE                |
| FAR PART 77 APPROACH SURFACES SLOPE             | 20:1 / 20:1          | 34:1 / 34:1              | 34:1 / 34:1              |
| APPROACH TYPE (VIS, NPA, APV(NP), APV(P), PREC) | VIS                  | NPA                      | NPA                      |
| THRESHOLD SITING SURFACE SLOPE                  | 20:1                 | 20:1                     | 20:1                     |
| RUNWAY DESIGN CODE                              | B-II(S)-VIS          | B-II-4000                | B-II-4000                |
| APPROACH RUNWAY REFERENCE CODE (APRC)           | D/IV/VIS / D/V/VIS   | D/VI/4000                | D/VI/4000                |
| DEPARTURE RUNWAY REFERENCE CODE (DPRC)          | D/IV / D/V           | D/VI                     | D/VI                     |
| RUNWAY SURFACE                                  | GRAVEL               | GRAVEL                   | GRAVEL                   |
| SURFACE TREATMENT                               | NONE                 | NONE                     | NONE                     |
| AIRPLANE GEAR CONFIG/PAVE STRENGTH (x1000 lbs)  | N/A                  | N/A                      | N/A                      |
| PAVEMENT STRENGTH BY PCN                        | N/A                  | N/A                      | N/A                      |
| DESIGN AIRCRAFT (>60,000 lbs)                   | N/A                  | N/A                      | N/A                      |
| MAXIMUM ELEVATION                               | 345.5'               | 345.5'                   | 386.8'                   |
| TOUCHDOWN ZONE ELEVATION                        | 345.5'/345.5'        | 345.5'/345.2'            | 386.8'/376.6'            |
| EFFECTIVE GRADE                                 | 0.25%                | 0.38%                    | 1.17%                    |
| MEAN GEODETIC BEARING                           | S 49°50'47.24" E     | S 49°50'42.55" E         | N 63°17'54.39" E         |
| RUNWAY DIMENSIONS                               | 75' x 3,300'         | 75' x 4,000'             | 75' x 4,000'             |
| RUNWAY SAFETY AREA (RSA)                        | 150' x 3,900'        | 150' x 4,600'            | 150' x 4,600'            |
| RSA LENGTH BEYOND DEPARTURE END                 | 300'                 | 300'                     | 300'                     |
| RSA LENGTH PRIOR TO THRESHOLD                   | 300'                 | 300'                     | 300'                     |
| RUNWAY OBJECT FREE AREA (OFA)                   | 500' x 3,900'        | 500' x 4,600'            | 500' x 4,600'            |
| ROFA LENGTH BEYOND DEPARTURE END                | 300'                 | 300'                     | 300'                     |
| ROFA LENGTH PRIOR TO THRESHOLD                  | 300'                 | 300'                     | 300'                     |
| RUNWAY OBSTACLE FREE ZONE (OFZ)                 | 250' x 3,700'        | 400' x 4,400'            | 400' x 4,400'            |
| PRECISION OBSTACLE FREE ZONE (POFZ)             | N/A                  | N/A                      | N/A                      |
| RUNWAY PROTECTION ZONE (RPZ)                    | 250' x 450' x 1,000' | 1,000' x 1,510' x 1,700' | 1,000' x 1,510' x 1,700' |
| RUNWAY LIGHTING                                 | MIRL                 | MIRL                     | MIRL                     |
| RUNWAY MARKING TYPE                             | NONE                 | NONE                     | NONE                     |
| RUNWAY NAVIGATIONAL AIDS                        | NONE                 | NONE                     | NONE                     |
| AERONAUTICAL SURVEY TYPE REQUIRED               | NVG                  | NVG                      | NVG                      |
| DEPARTURE SURFACE                               | NO                   | YES                      | YES                      |

| TAXIWAY DATA                  |              |              |              |
|-------------------------------|--------------|--------------|--------------|
| ITEM                          | TAXIWAY A    |              | TAXIWAY B    |
|                               | NEAR-TERM    | ULTIMATE     | ULTIMATE     |
| AIRPLANE DESIGN GROUP         | II           | II           | II           |
| TAXIWAY DESIGN GROUP          | 2            | 2            | 2            |
| TAXIWAY SURFACE               | GRAVEL       | GRAVEL       | GRAVEL       |
| TAXIWAY DIMENSIONS            | 362.5' x 35' | 520.4' x 35' | 492.5' x 35' |
| SHOULDER WIDTH                | 15'          | 15'          | 15'          |
| SAFETY AREA (TSA) WIDTH       | 79'          | 79'          | 79'          |
| EDGE SAFETY MARGIN (TESM)     | 7.5'         | 7.5'         | 7.5'         |
| OBJECT FREE AREA (TOFA) WIDTH | 131'         | 131'         | 131'         |
| TAXIWAY LIGHTING              | MITL         | MITL         | MITL         |
| TAXIWAY MARKING               | NONE         | NONE         | NONE         |

| PRIMARY AIRPORT CONTROL STATIONS |                                 |                               |             |
|----------------------------------|---------------------------------|-------------------------------|-------------|
| POINT                            | LATITUDE<br>LONGITUDE           | RW 12/30<br>STA & OFF         | DESCRIPTION |
| 551                              | 60°48'47.12"N<br>164°30'14.24"W | STA 107+00.2<br>OFF 231.2' LT | EWU D       |
| 552                              | 60°48'36.01"N<br>164°29'47.64"W | STA 124+36.2<br>OFF 219.0' LT | EWU E       |
| 553                              | 60°48'42.04"N<br>164°30'34.31"W | STA 102+72.3<br>OFF 805.6' RT | EWU F       |

| GEOGRAPHIC COORDINATES |                |                |
|------------------------|----------------|----------------|
| ITEM                   | NEAR-TERM      | ULTIMATE       |
| ARP                    |                |                |
| LATITUDE               | 60°48'37.45"N  | 60°48'37.41"N  |
| LONGITUDE              | 164°29'57.98"W | 164°30'22.19"W |
| THRESHOLD RW 12        |                |                |
| LATITUDE               | 60°48'47.92"N  | 60°48'47.92"N  |
| LONGITUDE              | 164°30'23.41"W | 164°30'23.41"W |
| STATION                | 103+00         | 103+00         |
| ELEVATION              | 344.1'         | 344.1'         |
| THRESHOLD RW 30        |                |                |
| LATITUDE               | 60°48'26.97"N  | 60°48'22.52"N  |
| LONGITUDE              | 164°29'32.56"W | 164°29'21.78"W |
| STATION                | 136+00         | 143+00         |
| ELEVATION              | 335.8'         | 328.8'         |
| THRESHOLD RW 05        |                |                |
| LATITUDE               | N/A            | 60°48'29.25"N  |
| LONGITUDE              | N/A            | 164°31'20.15"W |
| STATION                | N/A            | 202+00         |
| ELEVATION              | N/A            | 386.8'         |
| THRESHOLD RW 23        |                |                |
| LATITUDE               | N/A            | 60°48'46.95"N  |
| LONGITUDE              | N/A            | 164°30'08.11"W |
| STATION                | N/A            | 242+00         |
| ELEVATION              | N/A            | 340.1'         |

- NOTES:
- ALL LATITUDE/LONGITUDE COORDINATES ARE NAD83.
  - ALL ELEVATIONS ARE NAVD88.
  - SURVEY DATA CONDUCTED AUGUST 16-23, 2018, BY R&M CONSULTANTS, INC. DATA FROM AERO-METRIC 5 FOOT CONTOUR MAPPING BASED ON JUNE 6, 2005 PHOTOGRAMMETRY.
  - DRAWING UNITS ARE IN FEET UNLESS OTHERWISE SPECIFIED.



## WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

| ALL WEATHER WIND DATA |         |        |
|-----------------------|---------|--------|
| RUNWAY                | 10.5 kt | 13 kt  |
| RW 12/30              | 81.51%  | 88.47% |
| RW 05/23              | 64.87%  | 75.17% |
| COMBINED              | 90.68%  | 95.11% |

SOURCE: DRYDEN INSTRUMENTATION, DATA COLLECTED FOR THIS PROJECT. PERIOD: JANUARY 2007 - 2009

| BY | DATE | REVISION |
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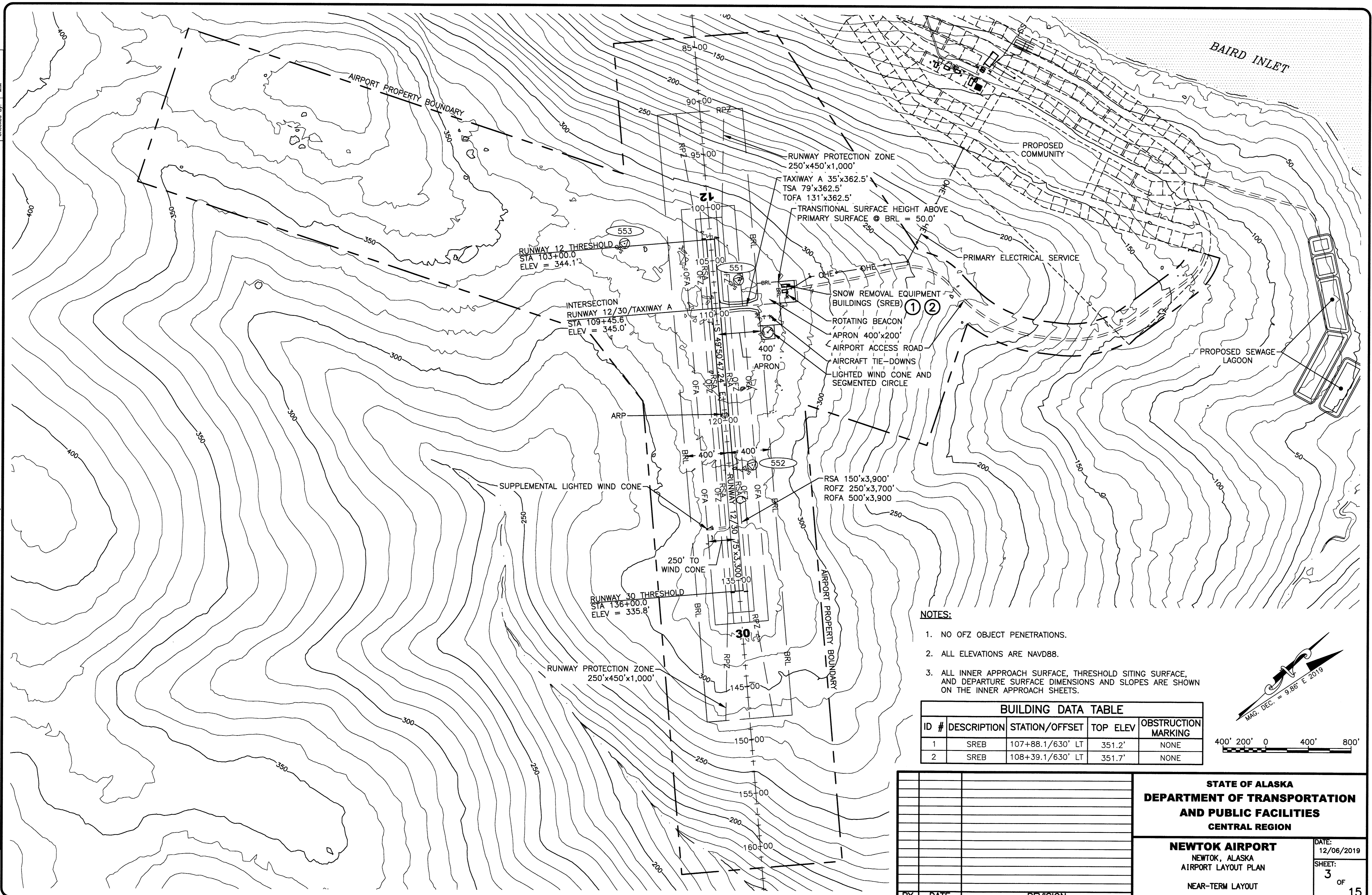
**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION**  
**AND PUBLIC FACILITIES**  
**CENTRAL REGION**

**NEWTOK AIRPORT**  
 NEWTOK, ALASKA  
 AIRPORT LAYOUT PLAN

DATA SHEET

DATE: 12/06/2019  
 SHEET: 2 OF 15

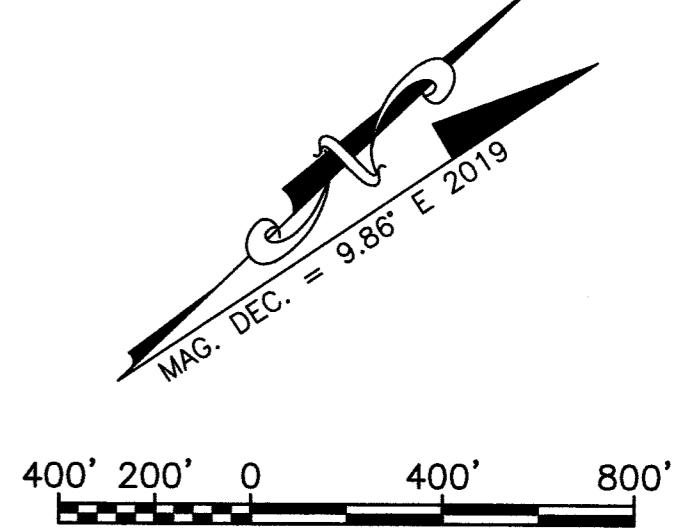
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 Designed By: CJB  
 Drawn By: RJC/JSC  
 Checked By: MW



**NOTES:**

1. NO OFZ OBJECT PENETRATIONS.
2. ALL ELEVATIONS ARE NAVD88.
3. ALL INNER APPROACH SURFACE, THRESHOLD SITING SURFACE, AND DEPARTURE SURFACE DIMENSIONS AND SLOPES ARE SHOWN ON THE INNER APPROACH SHEETS.

| BUILDING DATA TABLE |             |                  |          |                     |
|---------------------|-------------|------------------|----------|---------------------|
| ID #                | DESCRIPTION | STATION/OFFSET   | TOP ELEV | OBSTRUCTION MARKING |
| 1                   | SREB        | 107+88.1/630' LT | 351.2'   | NONE                |
| 2                   | SREB        | 108+39.1/630' LT | 351.7'   | NONE                |



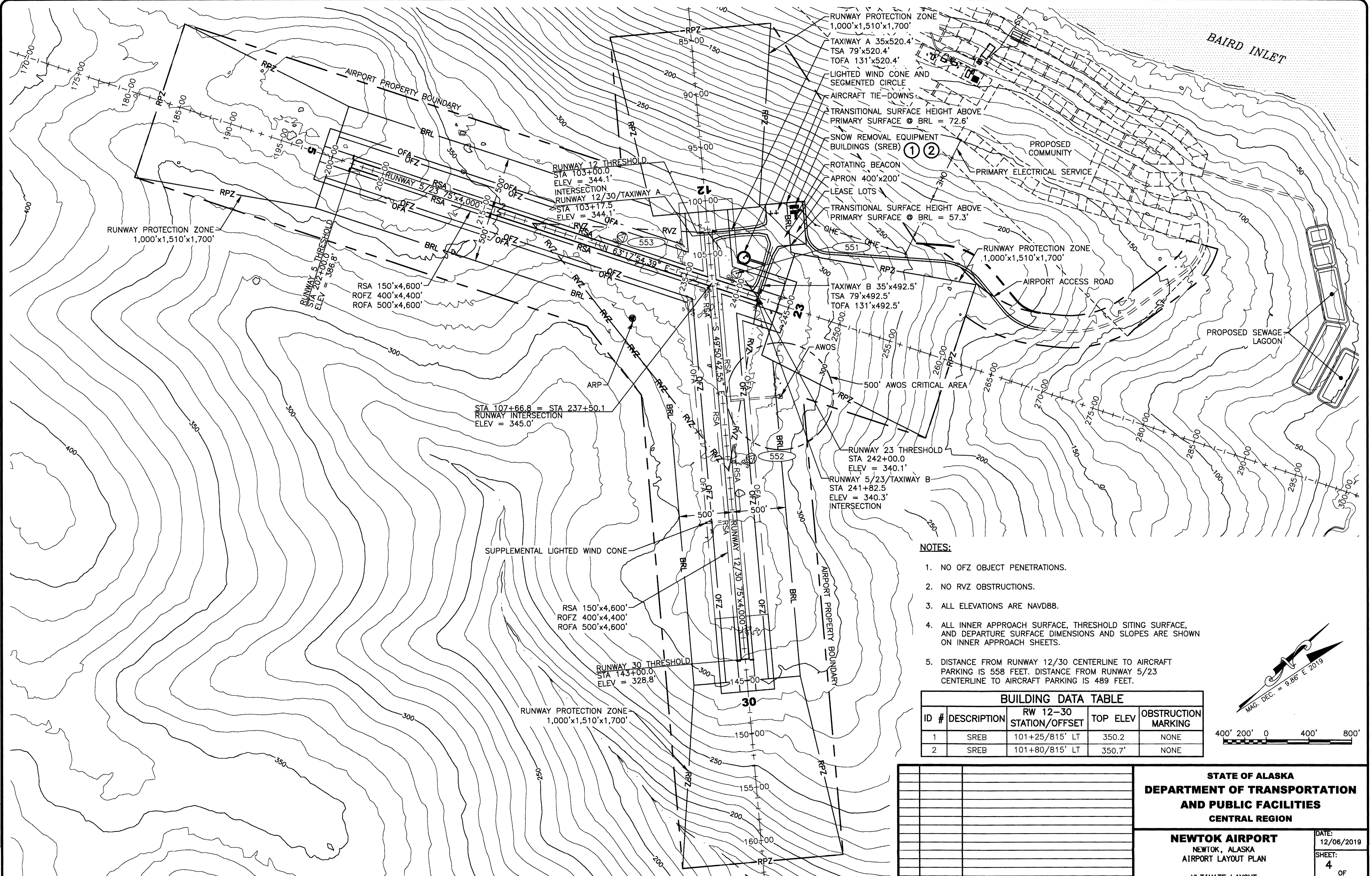
| BY | DATE | REVISION |
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**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION**  
**AND PUBLIC FACILITIES**  
**CENTRAL REGION**

**NEWTOK AIRPORT**  
 NEWTOK, ALASKA  
 AIRPORT LAYOUT PLAN  
 NEAR-TERM LAYOUT

DATE:  
 12/06/2019  
 SHEET:  
 3  
 OF  
 15

Designed By: CJB  
 Drawn By: RLC/JSC  
 Checked By: MIM  
 Date Plotted: 12/06/2019, 11:58 AM  
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 File Name: Z:\proj\act\2662 01 DOT\_C Newtok Airport Relocation Design\GIS\1\A00\A\F\A\F\A\ULTimate Layout.dwg

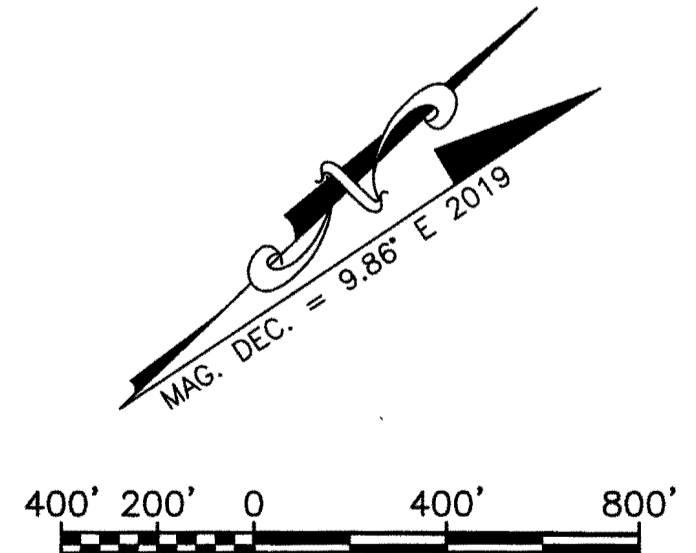


RUNWAY PROTECTION ZONE  
 1,000'x1,510'x1,700'  
 TAXIWAY A 35x520.4'  
 TSA 79'x520.4'  
 TOFA 131'x520.4'  
 LIGHTED WIND CONE AND  
 SEGMENTED CIRCLE  
 AIRCRAFT TIE-DOWNS  
 TRANSITIONAL SURFACE HEIGHT ABOVE  
 PRIMARY SURFACE @ BRL = 72.6'  
 SNOW REMOVAL EQUIPMENT  
 BUILDINGS (SREB) ① ②  
 PROPOSED COMMUNITY  
 PRIMARY ELECTRICAL SERVICE  
 ROTATING BEACON  
 APRON 400'x200'  
 LEASE LOTS  
 TRANSITIONAL SURFACE HEIGHT ABOVE  
 PRIMARY SURFACE @ BRL = 57.3'  
 RUNWAY PROTECTION ZONE  
 1,000'x1,510'x1,700'  
 AIRPORT ACCESS ROAD  
 PROPOSED SEWAGE  
 LAGOON  
 TAXIWAY B 35'x492.5'  
 TSA 79'x492.5'  
 TOFA 131'x492.5'  
 AWOS  
 500' AWOS CRITICAL AREA  
 RUNWAY 23 THRESHOLD  
 STA 242+00.0  
 ELEV = 340.1'  
 RUNWAY 5/23/TAXIWAY B  
 STA 241+82.5  
 ELEV = 340.3'  
 INTERSECTION  
 SUPPLEMENTAL LIGHTED WIND CONE  
 RSA 150'x4,600'  
 ROFZ 400'x4,400'  
 ROFA 500'x4,600'  
 RUNWAY 30 THRESHOLD  
 STA 143+00.0  
 ELEV = 328.8'  
 RUNWAY PROTECTION ZONE  
 1,000'x1,510'x1,700'  
 RUNWAY 12 THRESHOLD  
 STA 103+00.0  
 ELEV = 344.1'  
 INTERSECTION  
 RUNWAY 12/30/TAXIWAY A  
 STA 103+17.5  
 ELEV = 344.1'  
 RUNWAY 5 THRESHOLD  
 STA 202+00.0  
 ELEV = 336.8'  
 RSA 150'x4,600'  
 ROFZ 400'x4,400'  
 ROFA 500'x4,600'  
 STA 107+66.8 = STA 237+50.1  
 RUNWAY INTERSECTION  
 ELEV = 345.0'  
 RUNWAY PROTECTION ZONE  
 1,000'x1,510'x1,700'  
 AIRPORT PROPERTY BOUNDARY

**NOTES:**

1. NO OFZ OBJECT PENETRATIONS.
2. NO RVZ OBSTRUCTIONS.
3. ALL ELEVATIONS ARE NAVD88.
4. ALL INNER APPROACH SURFACE, THRESHOLD SITING SURFACE, AND DEPARTURE SURFACE DIMENSIONS AND SLOPES ARE SHOWN ON INNER APPROACH SHEETS.
5. DISTANCE FROM RUNWAY 12/30 CENTERLINE TO AIRCRAFT PARKING IS 558 FEET. DISTANCE FROM RUNWAY 5/23 CENTERLINE TO AIRCRAFT PARKING IS 489 FEET.

| BUILDING DATA TABLE |             |                         |          |                     |
|---------------------|-------------|-------------------------|----------|---------------------|
| ID #                | DESCRIPTION | RW 12-30 STATION/OFFSET | TOP ELEV | OBSTRUCTION MARKING |
| 1                   | SREB        | 101+25/815' LT          | 350.2    | NONE                |
| 2                   | SREB        | 101+80/815' LT          | 350.7'   | NONE                |



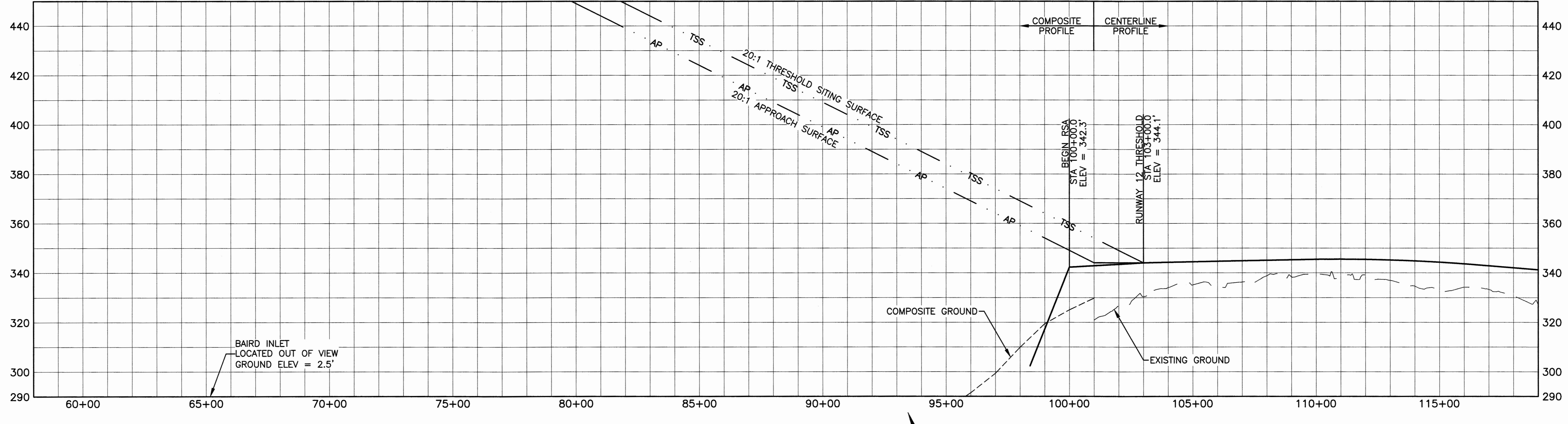
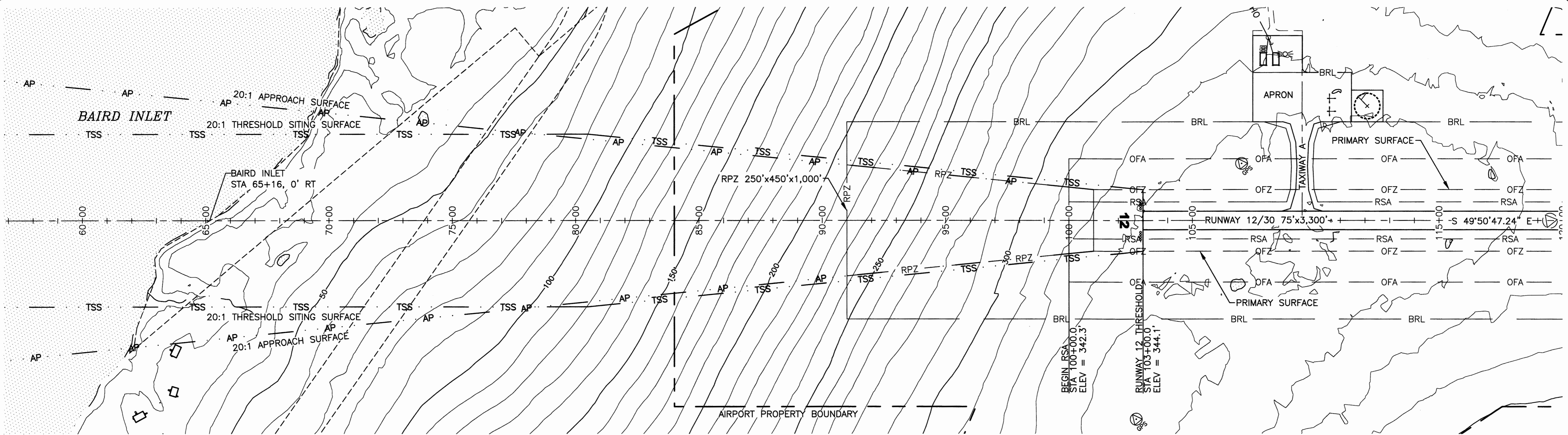
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**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION**  
**AND PUBLIC FACILITIES**  
**CENTRAL REGION**

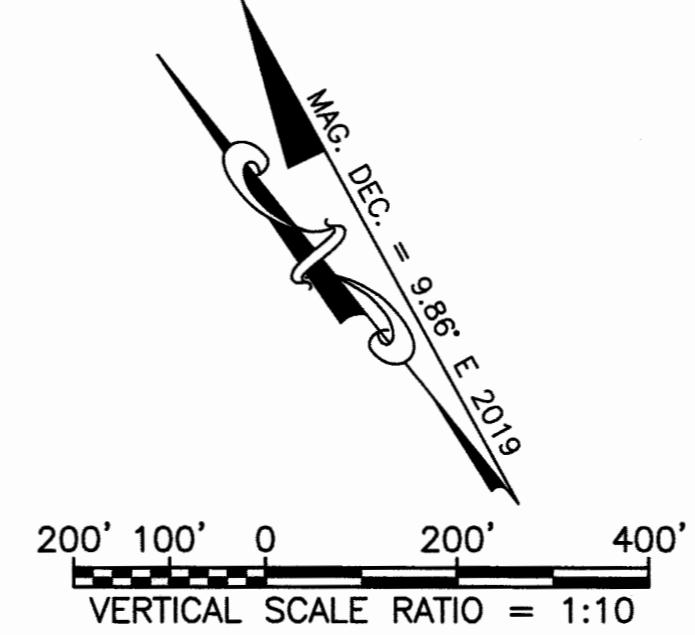
**NEWTOK AIRPORT**  
 NEWTOK, ALASKA  
 AIRPORT LAYOUT PLAN  
 ULTIMATE LAYOUT

DATE:  
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Designed By: CJB  
 RLC/JSC  
 Drawn By: MIM  
 Checked By: MIM  
 Date Plotted: 12/06/2019, 11:59 AM  
 Layout Name: Near-Term Inner RM 12  
 File Name: Z:\proj\act\2852\_01\DOT\_C\_NearTerm\_Airport\_Relocation\_Design\11\A000\ALP-ALP-Near-Term Inner Portion of the Approach.dwg



- NOTES:**
1. THERE IS NO CONTROLLING OBSTRUCTION. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1 PER AC 150/5200-35A, CHAPTER 4, DATA ELEMENT 57.
  2. THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS. THRESHOLD SITING CRITERIA FOR RUNWAY 12 IS BASED ON VISUAL APPROACHES EXPECTED TO SERVE SMALL AIRCRAFT WITH APPROACH SPEEDS OF 50 KNOTS OR MORE, AS DEFINED BY ENGINEERING BRIEF No. 99, TABLE 3-2, LINE 2.
  3. NO INNER APPROACH OR APPROACH SURFACE PENETRATIONS.



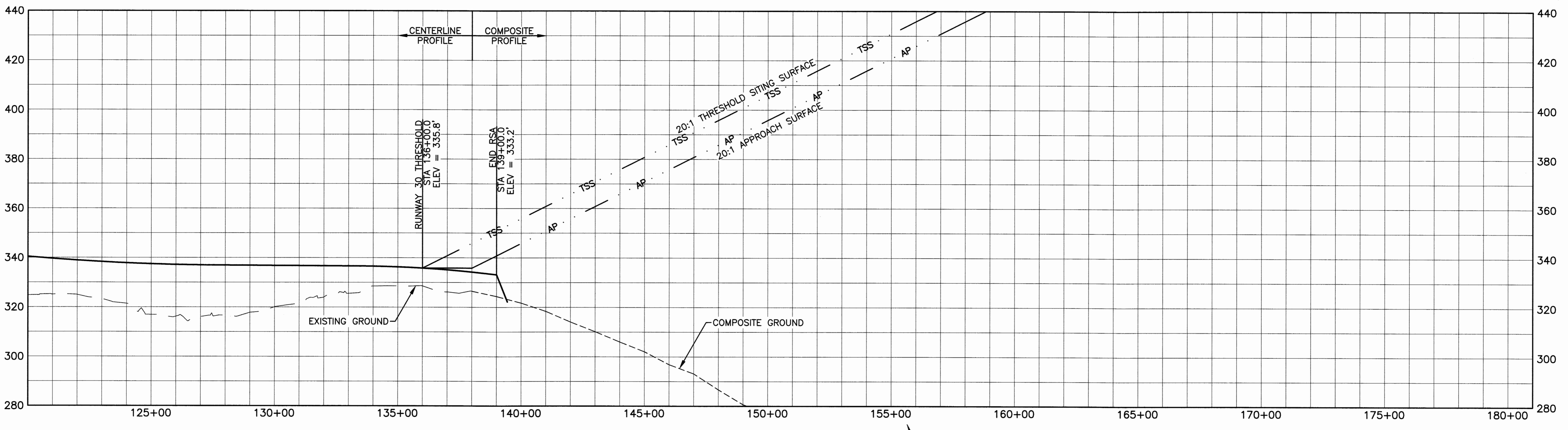
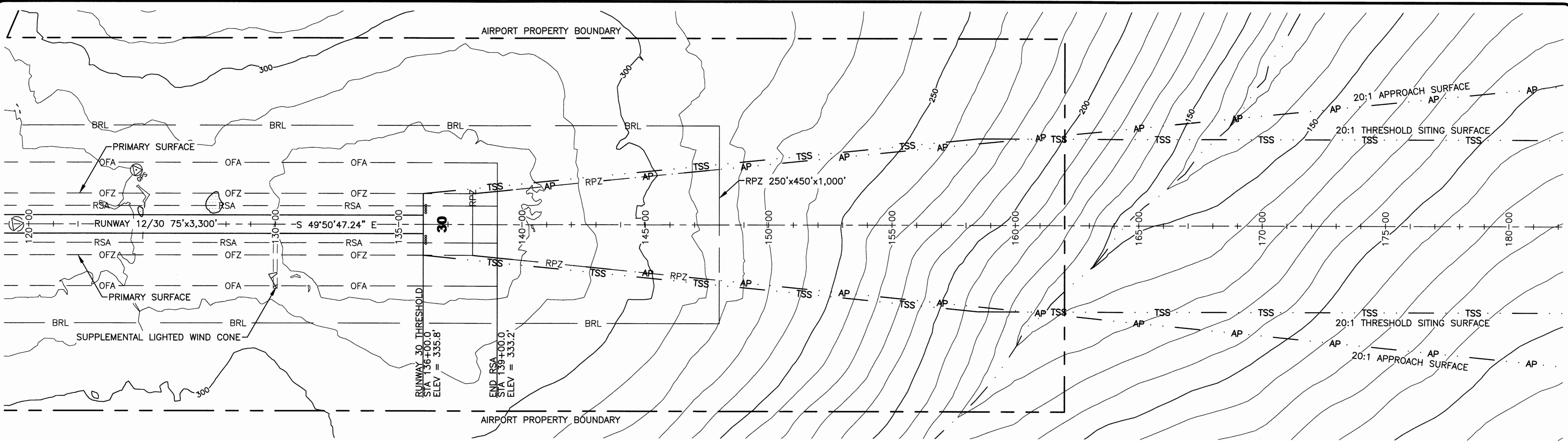
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**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION**  
**AND PUBLIC FACILITIES**  
**CENTRAL REGION**

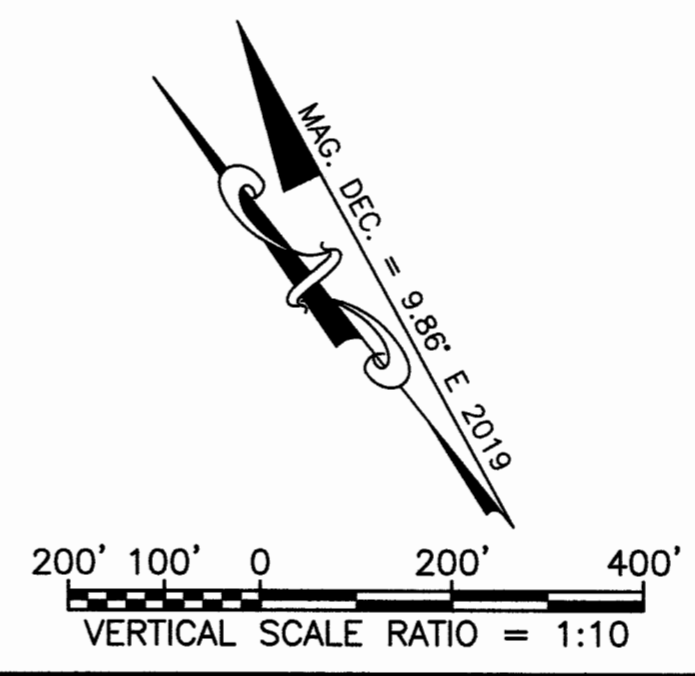
**NEWTOK AIRPORT**  
 NEWTOK, ALASKA  
 AIRPORT LAYOUT PLAN  
 NEAR-TERM INNER PORTION OF THE APPROACH SURFACE - RUNWAY 12

DATE: 12/06/2019  
 SHEET: 5 OF 15

Date Plotted: 12/06/2019, 11:59 AM  
 Layout Name: Near-Term Inner RW 30  
 File Name: Z:\Project\2852.01 001\_C Newtok Airport Relocation Design\Civil\VALP-EW-Near-Term Inner Portion of the Approach.dwg  
 Designed By: CJB  
 Drawn By: RLC/ASC  
 Checked By: MM



- NOTES:**
1. THERE IS NO CONTROLLING OBSTRUCTION. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1 PER AC 150/5200-35A, CHAPTER 4, DATA ELEMENT 57.
  2. THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS. THRESHOLD SITING CRITERIA FOR RUNWAY 30 IS BASED ON VISUAL APPROACHES EXPECTED TO SERVE SMALL AIRCRAFT WITH APPROACH SPEEDS OF 50 KNOTS OR MORE, AS DEFINED BY ENGINEERING BRIEF No. 99, TABLE 3-2, LINE 2.
  3. NO INNER APPROACH OR APPROACH SURFACE PENETRATIONS.



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**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION**  
**AND PUBLIC FACILITIES**  
**CENTRAL REGION**

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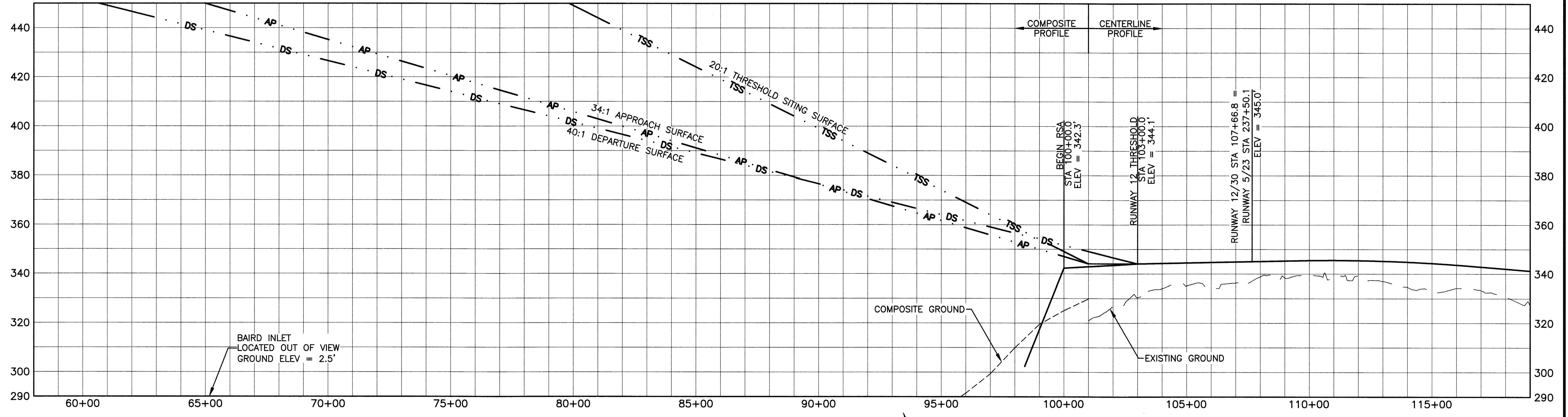
**NEWTOK AIRPORT**  
 NEWTOK, ALASKA  
 AIRPORT LAYOUT PLAN  
 NEAR-TERM INNER PORTION OF THE APPROACH SURFACE - RUNWAY 30

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| DATE: 12/06/2019 | SHEET: 6 OF 15 |
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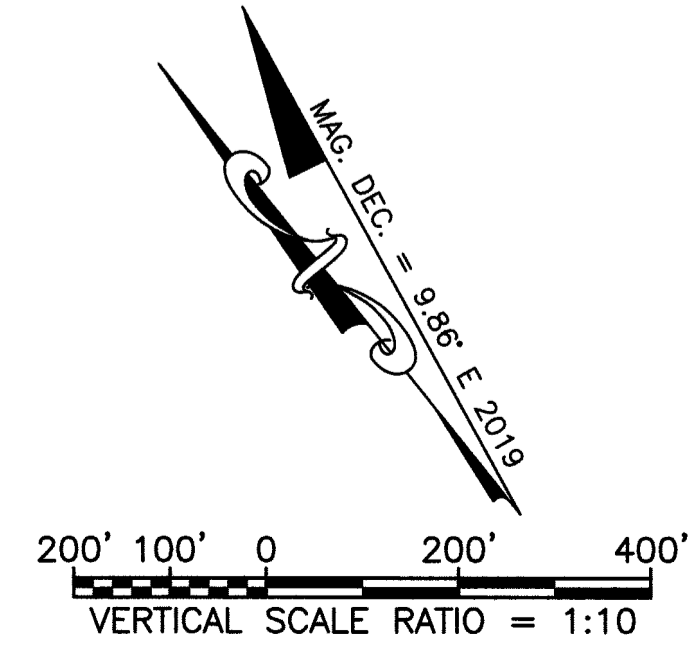


Designed By: CJB  
 Drawn By: RLG/JSC  
 Checked By: MM

Date Plotted: 12/06/2019 12:01 PM  
 Layout Name: Ultimate Inner RW 12  
 File Name: Z:\project\2652.01\DOT\_C Newtok Airport Relocation Design\CVI\ACAD\ALP-EMU-Ultimate Inner Portion of the Approach.dwg



- NOTES:**
1. THERE IS NO CONTROLLING OBSTRUCTION. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 34:1 PER AC 150/5200-35A, CHAPTER 4, DATA ELEMENT 57.
  2. THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS. THRESHOLD SITING CRITERIA FOR RUNWAY 12 IS BASED ON INSTRUMENT APPROACHES HAVING VISIBILITY GREATER THAN OR EQUAL 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 RUNWAYS.
  4. NO INNER APPROACH, APPROACH, OR DEPARTURE SURFACE PENETRATIONS.



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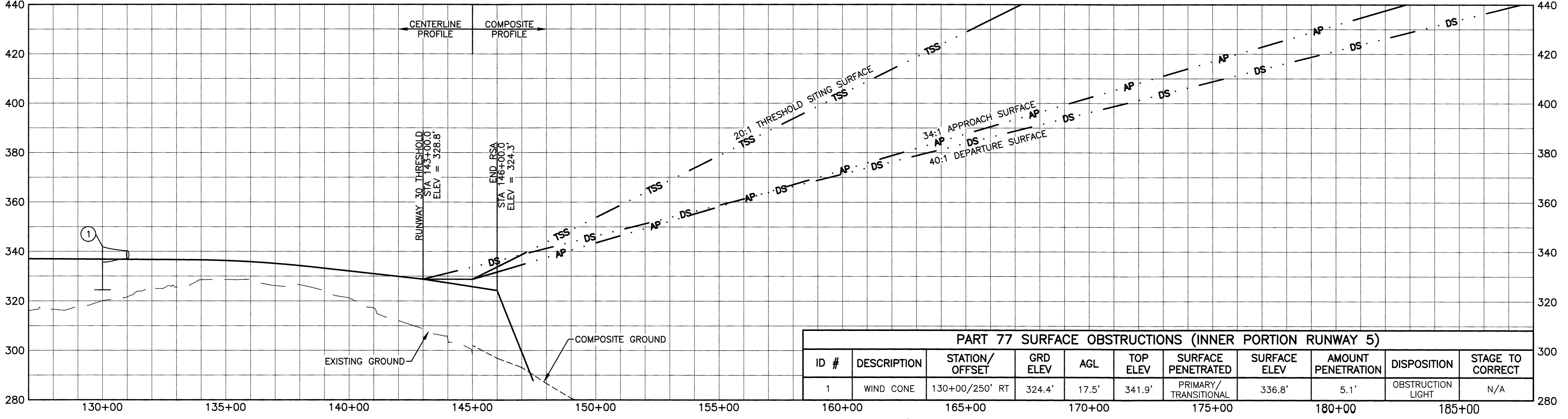
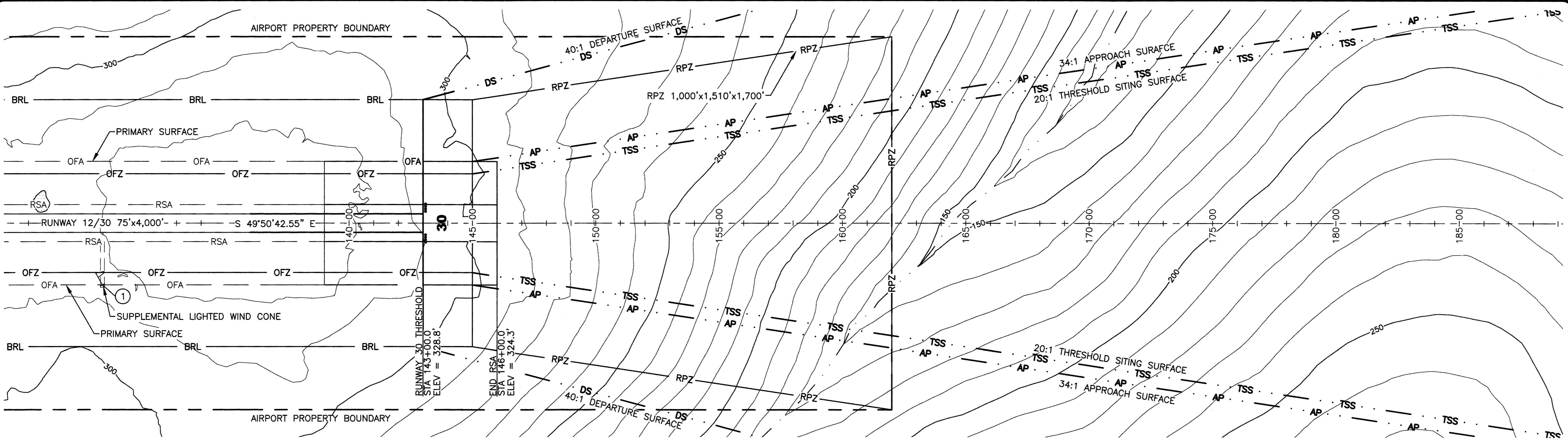
**STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES  
 CENTRAL REGION**

**NEWTOK AIRPORT**  
 NEWTOK, ALASKA  
 AIRPORT LAYOUT PLAN

ULTIMATE INNER PORTION OF THE APPROACH SURFACE - RUNWAY 12

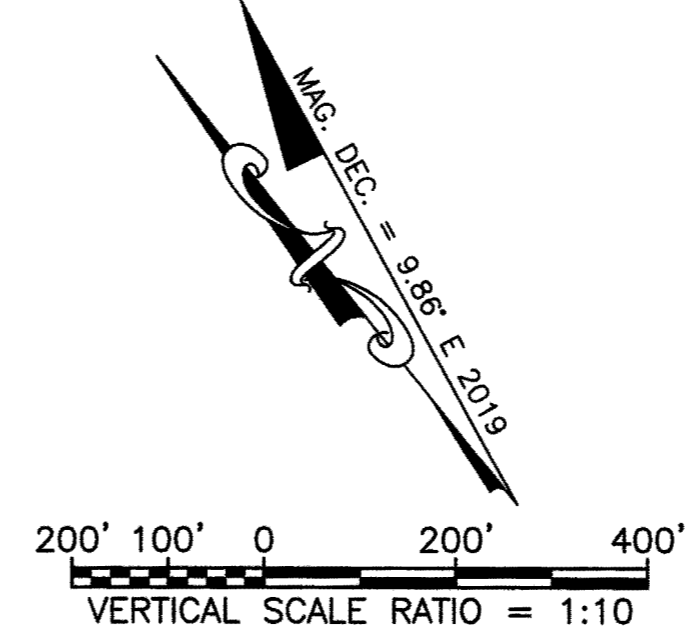
DATE: 12/06/2019  
 SHEET: 7 OF 15

Date Plotted: 12/08/2019, 12:01 PM  
 Layout Name: Ultimate - Inner - RW 30  
 File Name: Z:\proj\sect\2682\_01\_DOT\_C\_Newtok\_Airport\_Relocation\_Design\CVI\AKAD\VALP-EMU-Ultimate\_Inner\_Portion\_of\_the\_Approach.dwg  
 Designed By: CJB  
 Drawn By: RLZ/JSC  
 Checked By: MM



| PART 77 SURFACE OBSTRUCTIONS (INNER PORTION RUNWAY 5) |             |                |          |       |          |                      |              |                    |                   |                  |
|---|-------------|----------------|----------|-------|----------|----------------------|--------------|--------------------|-------------------|------------------|
| ID #  | DESCRIPTION | STATION/OFFSET | GRD ELEV | AGL   | TOP ELEV | SURFACE PENETRATED   | SURFACE ELEV | AMOUNT PENETRATION | DISPOSITION       | STAGE TO CORRECT |
| 1   | WIND CONE   | 130+00/250' RT | 324.4'   | 17.5' | 341.9'   | PRIMARY/TRANSITIONAL | 336.8'       | 5.1'               | OBSTRUCTION LIGHT | N/A              |

- NOTES:**
- THERE IS NO CONTROLLING OBSTRUCTION. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 34:1 PER AC 150/5200-35A, CHAPTER 4, DATA ELEMENT 57.
  - THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS. THRESHOLD SITING CRITERIA FOR RUNWAY 30 IS BASED ON INSTRUMENT APPROACHES HAVING VISIBILITY GREATER THAN OR EQUAL 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 BRIEF No. 99, TABLE 3-2, LINE 7 FOR INSTRUMENT RUNWAYS.
  - NO APPROACH OR DEPARTURE SURFACE PENETRATIONS.



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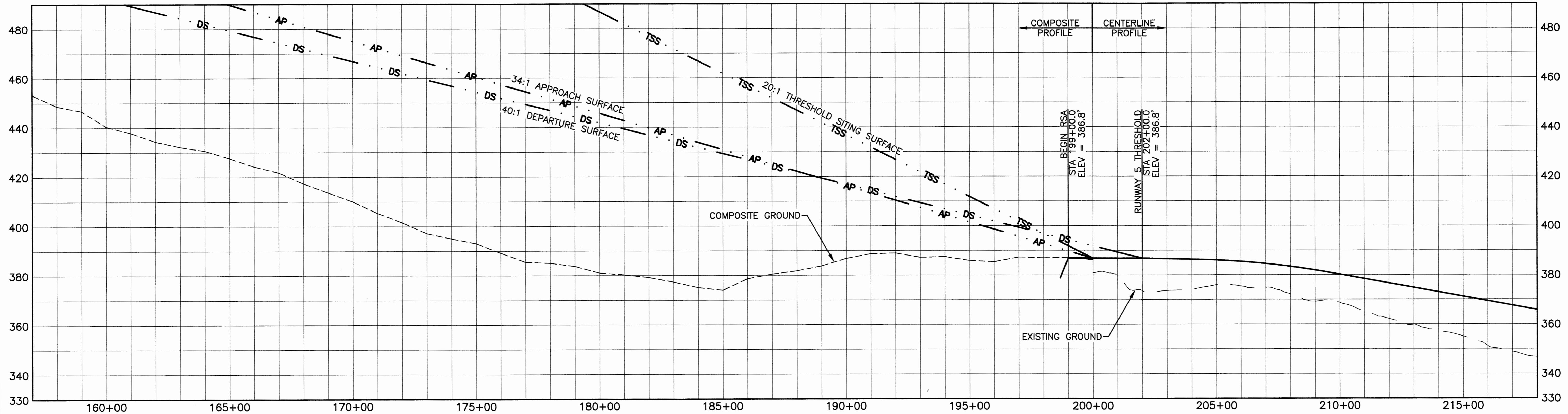
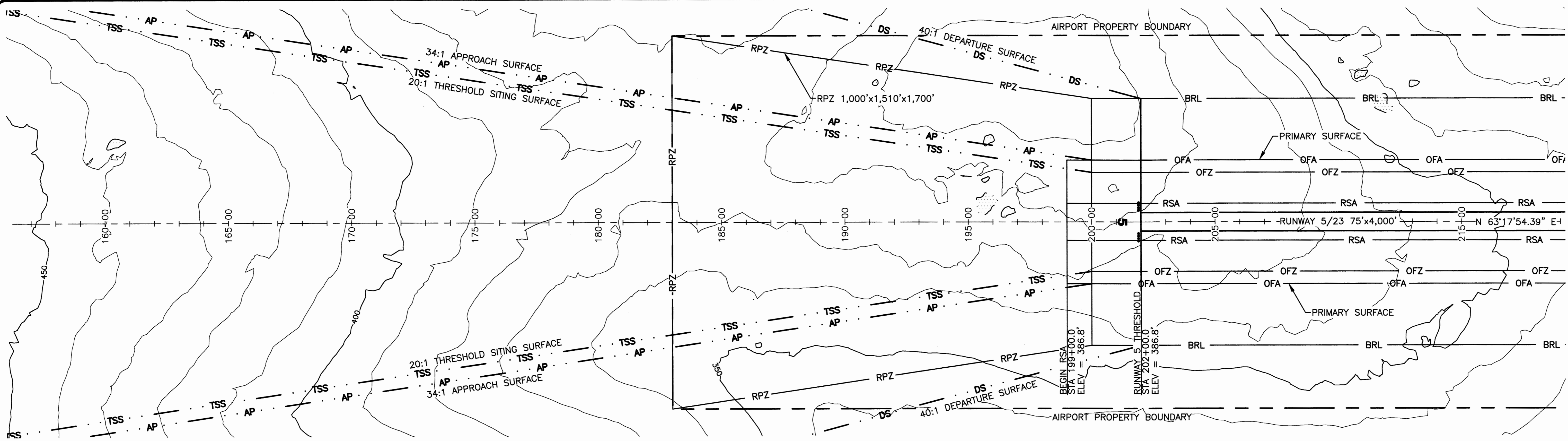
**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION**  
**AND PUBLIC FACILITIES**  
**CENTRAL REGION**

**NEWTOK AIRPORT**  
 NEWTOK, ALASKA  
 AIRPORT LAYOUT PLAN

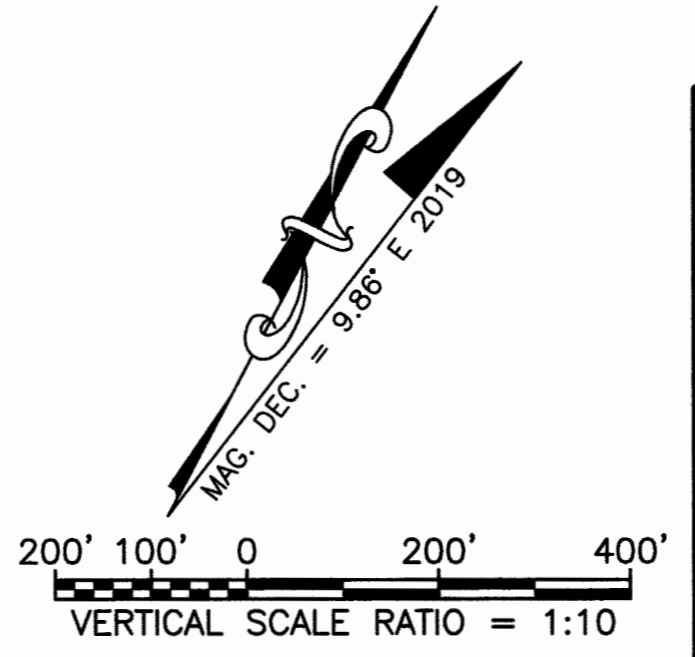
ULTIMATE INNER PORTION OF THE APPROACH SURFACE - RUNWAY 30

DATE: 12/06/2019  
 SHEET: 8 OF 15

Date Plotted: 12/06/2019, 12:01 PM  
 Layout Name: U:\Limits\Inner\_RW 5  
 File Name: Z:\project\2822-01 201\_2 Newtok Airport Relocation Design\GIS\XREF\ALP-EMU-UL\Inner Portion of the Approach.dwg  
 Designed By: CUB  
 Drawn By: CUB  
 Checked By: JSC  
 Date: 12/06/2019



- NOTES:**
1. THERE IS NO CONTROLLING OBSTRUCTION. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 34:1 PER AC 150/5200-35A, CHAPTER 4, DATA ELEMENT 57.
  2. THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS. THRESHOLD SITING CRITERIA FOR RUNWAY 5 IS BASED ON INSTRUMENT APPROACHES HAVING VISIBILITY GREATER THAN OR EQUAL 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 RUNWAYS.
  4. NO INNER APPROACH, APPROACH, OR DEPARTURE SURFACE PENETRATIONS.



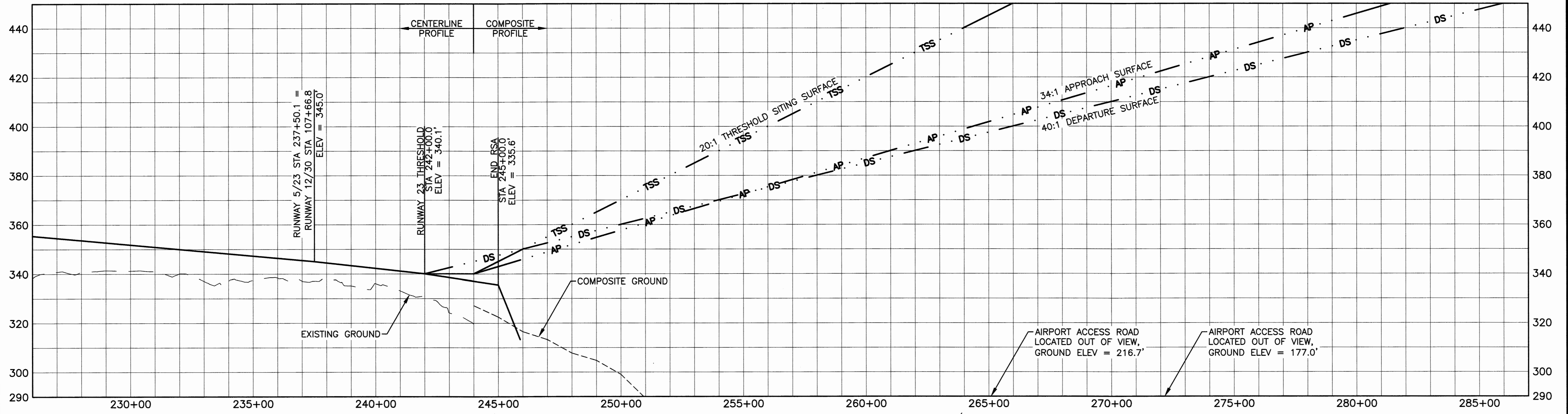
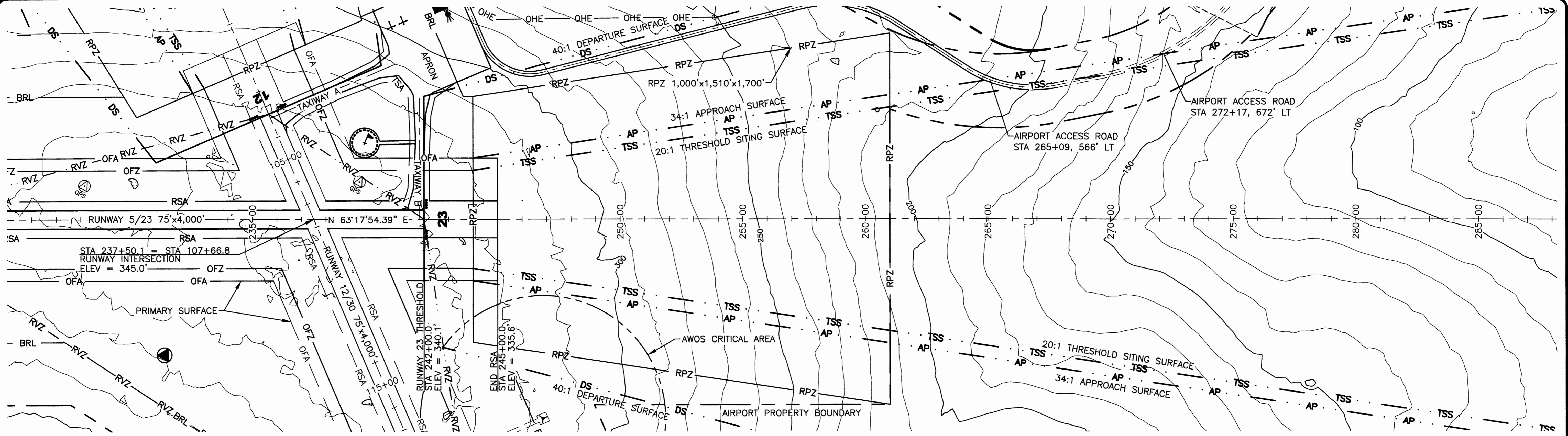
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**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION**  
**AND PUBLIC FACILITIES**  
**CENTRAL REGION**

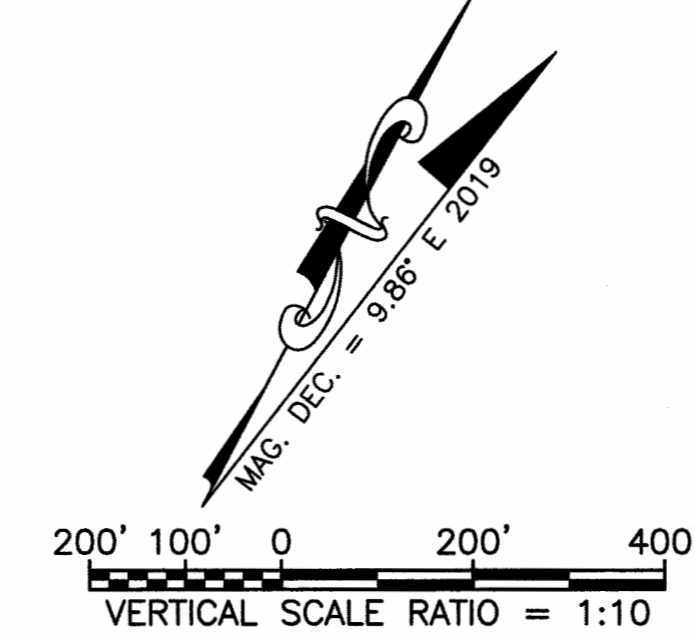
**NEWTOK AIRPORT**  
 NEWTOK, ALASKA  
 AIRPORT LAYOUT PLAN  
 ULTIMATE INNER PORTION OF THE APPROACH SURFACE - RUNWAY 5

DATE: 12/06/2019  
 SHEET: 9 OF 15

Date Plotted: 12/06/2019, 12:01 PM  
 Layout Name: 12\_SignSheet\_V262.01\_001\_0\_Newtok\_Airport\_Relocation\_Design(V262.01\_VAC00)VALP-EWP-Ultimate\_Inner\_Portion\_of\_the\_Approach.dwg  
 File Name: 12\_SignSheet\_V262.01\_001\_0\_Newtok\_Airport\_Relocation\_Design(V262.01\_VAC00)VALP-EWP-Ultimate\_Inner\_Portion\_of\_the\_Approach.dwg  
 Designed By: CAB  
 Drawn By: RCU/JSC  
 Checked By: MM



- NOTES:**
1. THERE IS NO CONTROLLING OBSTRUCTION. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 34:1 PER AC 150/5200-35A, CHAPTER 4, DATA ELEMENT 57.
  2. THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS. THRESHOLD SITING CRITERIA FOR RUNWAY 23 IS BASED ON INSTRUMENT APPROACHES HAVING VISIBILITY GREATER THAN OR EQUAL 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 RUNWAYS.
  4. NO INNER APPROACH, APPROACH, OR DEPARTURE SURFACE PENETRATIONS.



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**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION**  
**AND PUBLIC FACILITIES**  
**CENTRAL REGION**

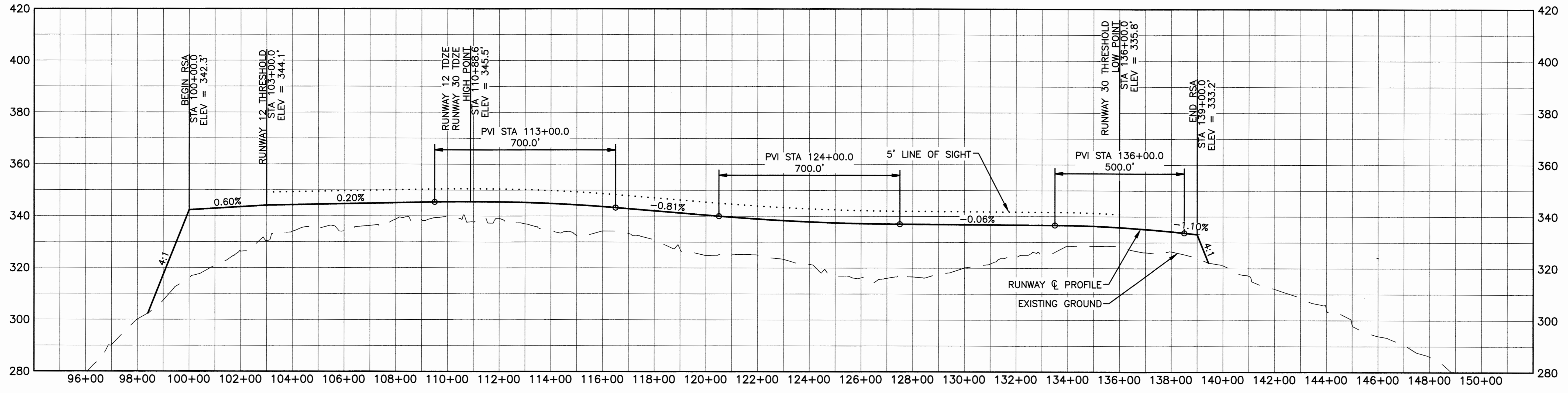
**NEWTOK AIRPORT**  
 NEWTOK, ALASKA  
 AIRPORT LAYOUT PLAN

ULTIMATE INNER PORTION OF THE APPROACH SURFACE - RUNWAY 23

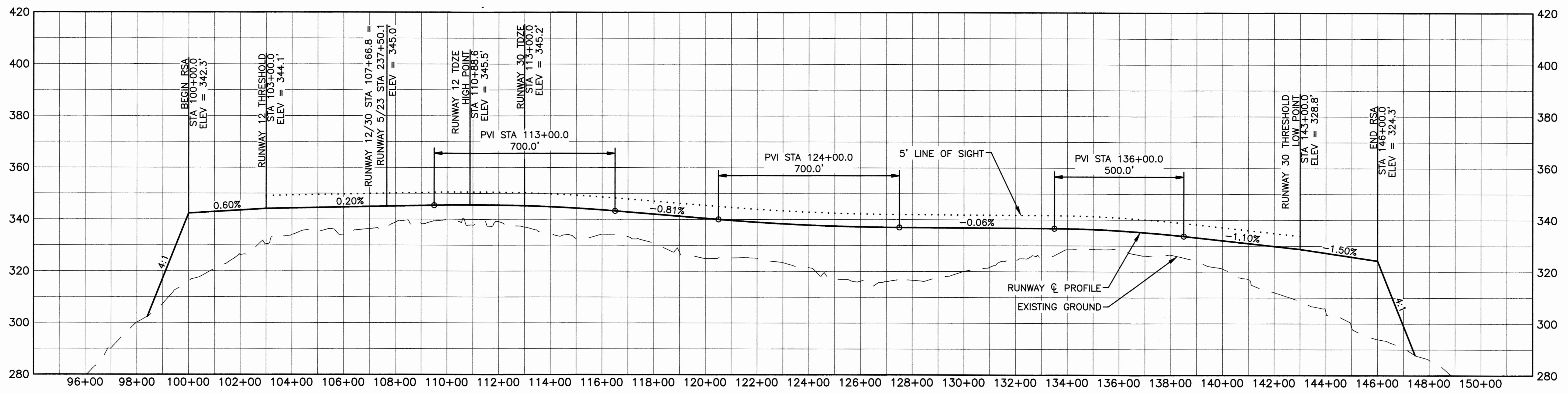
DATE: 12/06/2019  
 SHEET: 10 OF 15

Designed By: CJB  
 Drawn By: RJC/ASC  
 Checked By: MM

Date Plotted: 12/06/2019, 12:02 PM  
 Layout Name: Profiles  
 File Name: Z:\projects\2662\_01 DOT\_C Newtok Airport Relocation Design\Civil\ACAD\ALP-EWU-Runway Profile.dwg



**NEAR-TERM RUNWAY 12/30 PROFILE**



**ULTIMATE RUNWAY 12/30 PROFILE**



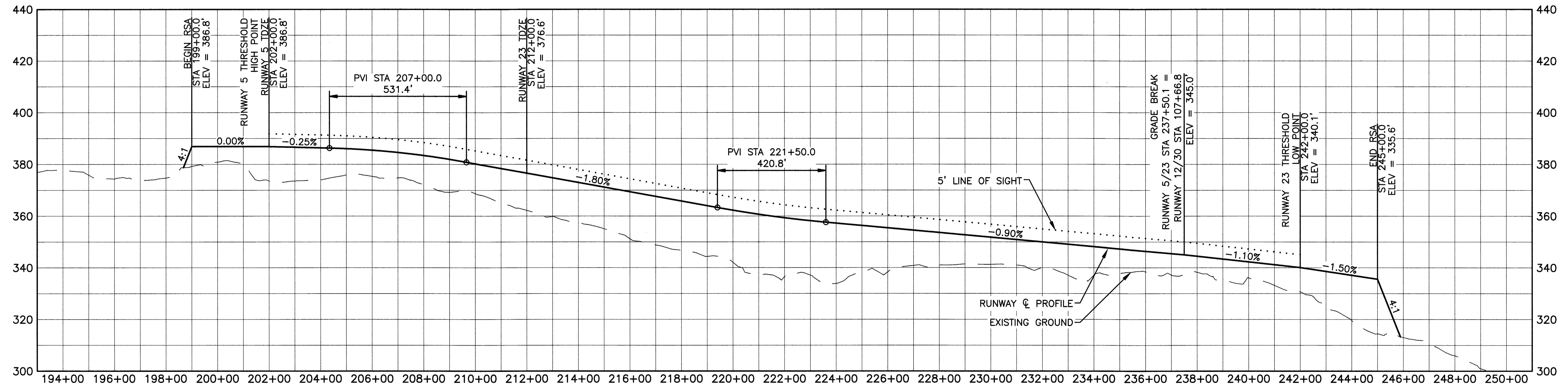
**NOTE:**  
 1. RUNWAY 12/30 MEETS LINE OF SIGHT REQUIREMENTS.

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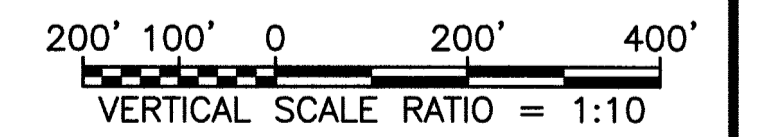
**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION**  
**AND PUBLIC FACILITIES**  
**CENTRAL REGION**

**NEWTOK AIRPORT**  
 NEWTOK, ALASKA  
 AIRPORT LAYOUT PLAN  
 RUNWAY 12-30 PROFILES

DATE: 12/06/2019  
 SHEET: 11 OF 15



ULTIMATE RUNWAY 5/23 PROFILE



**NOTE:**

1. RUNWAY 5/23 MEETS LINE OF SIGHT REQUIREMENTS.

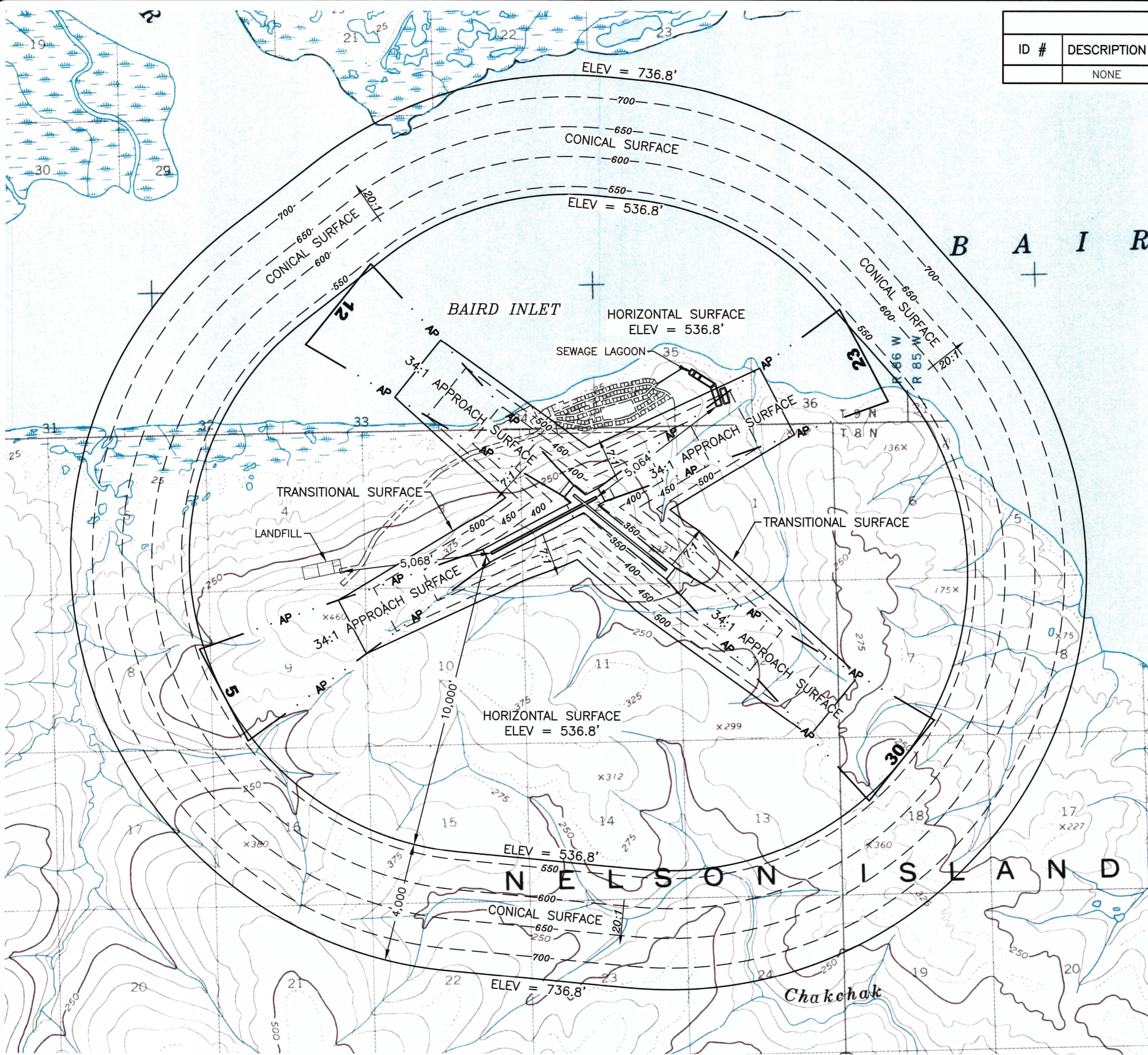
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**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION**  
**AND PUBLIC FACILITIES**  
**CENTRAL REGION**

**NEWTOK AIRPORT**  
 NEWTOK, ALASKA  
 AIRPORT LAYOUT PLAN  
 RUNWAY 5-23 PROFILE

DATE: 12/06/2019  
 SHEET: 12 OF 15

Date Plotted: 12/06/2019, 12:03 PM  
 Layout Name: Airspace  
 File Name: Z:\project\2652\_01\DOT\_S Newtok Airport Relocation Design\VII\ACAD\ALP\EW-Airport Airspace.dwg  
 Designed By: CJB  
 Drawn By: RLG/ASC  
 Checked By: MM



| PART 77 SURFACE OBSTRUCTIONS (OUTER PORTION) |             |                |          |     |          |                    |              |                    |             |                  |
|--|-------------|----------------|----------|-----|----------|--------------------|--------------|--------------------|-------------|------------------|
| ID #   | DESCRIPTION | STATION/OFFSET | GRD ELEV | AGL | TOP ELEV | SURFACE PENETRATED | SURFACE ELEV | AMOUNT PENETRATION | DISPOSITION | STAGE TO CORRECT |
|  | NONE        |                |          |     |          |                    |              |                    |             |                  |

**NOTES:**

- REFER TO THE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE IN OBSTRUCTIONS.
- PRIMARY SURFACE WIDTH IS 500 FEET FOR BOTH RUNWAYS.
- THERE ARE NO KNOWN HEIGHT RESTRICTIONS.
- AIRPORT ELEVATION IS 386.8 FEET.
- PART 77 BASED ON ULTIMATE AIRPORT LAYOUT.
- OBSTRUCTION DATA FROM R&M TOPOGRAPHIC SURVEY CONDUCTED AUGUST 16-23, 2018, AND DATA FROM AERO-METRIC 5 FOOT CONTOUR MAPPING BASED ON JUNE 6, 2005, PHOTOGRAMMETRY.

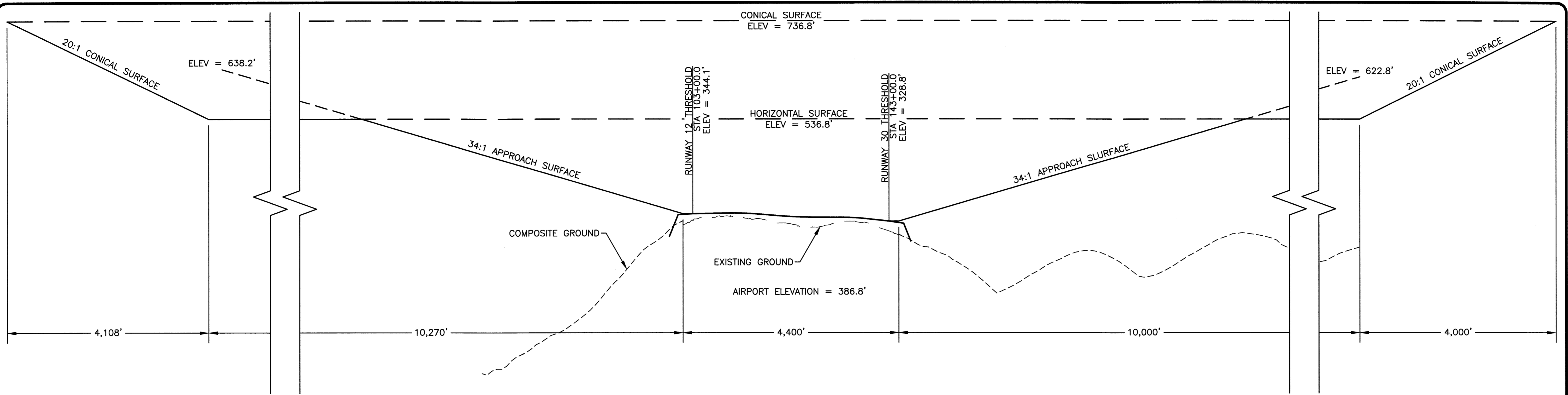


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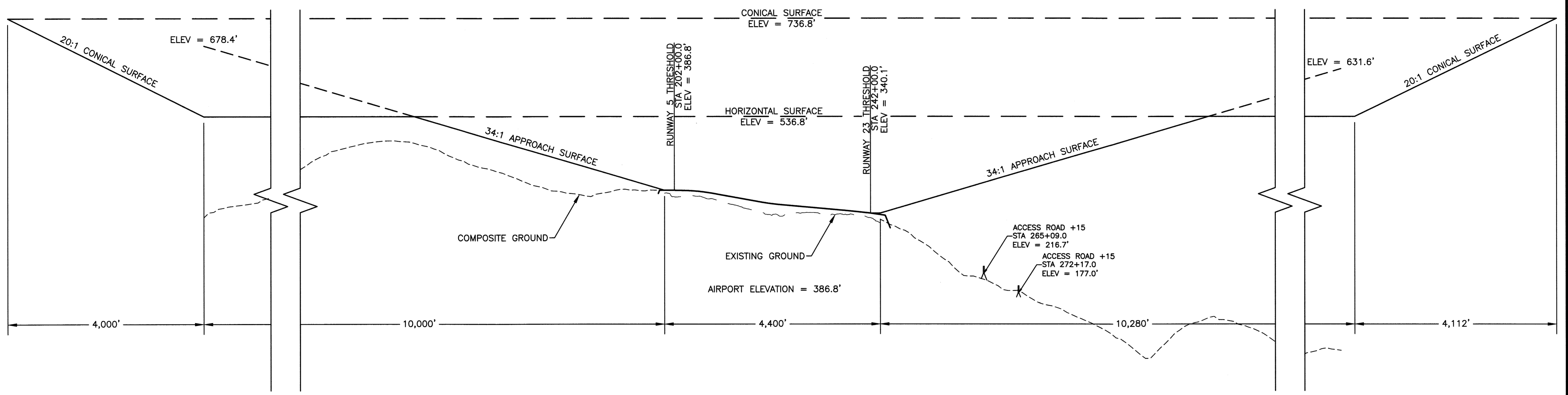
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| <b>STATE OF ALASKA<br/>DEPARTMENT OF TRANSPORTATION<br/>AND PUBLIC FACILITIES<br/>CENTRAL REGION</b> |  |
| <b>NEWTOK AIRPORT</b><br>NEWTOK, ALASKA<br>AIRPORT LAYOUT PLAN<br>AIRPORT AIRSPACE                   | DATE:<br>12/06/2019<br>SHEET:<br><b>13</b><br>OF<br>15 |

Date Plotted: 12/06/2019, 12:04 PM  
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 File Name: I:\Projects\2019\DOT\Newtok Airport Relocation Design\1\ACAD\ALP\ALP-ENR-Airport Airspace Prof 1.txd

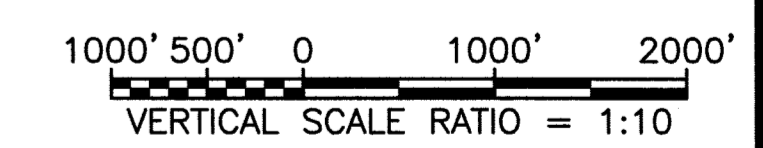
Designed By: CJB  
 Drawn By: NLS/JSC  
 Checked By: MM



**RUNWAY 12/30 AIRSPACE PROFILE**



**RUNWAY 5/23 AIRSPACE PROFILE**



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**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION**  
**AND PUBLIC FACILITIES**  
**CENTRAL REGION**

**NEWTOK AIRPORT**  
 NEWTOK, ALASKA  
 AIRPORT LAYOUT PLAN  
 AIRPORT AIRSPACE PROFILES

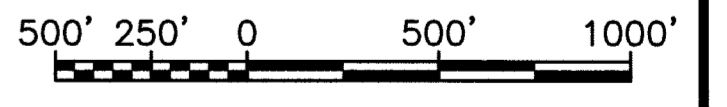
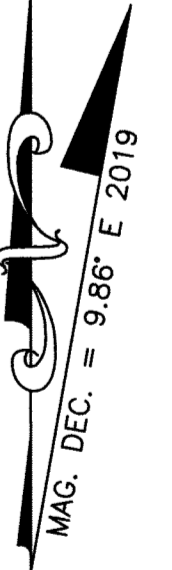
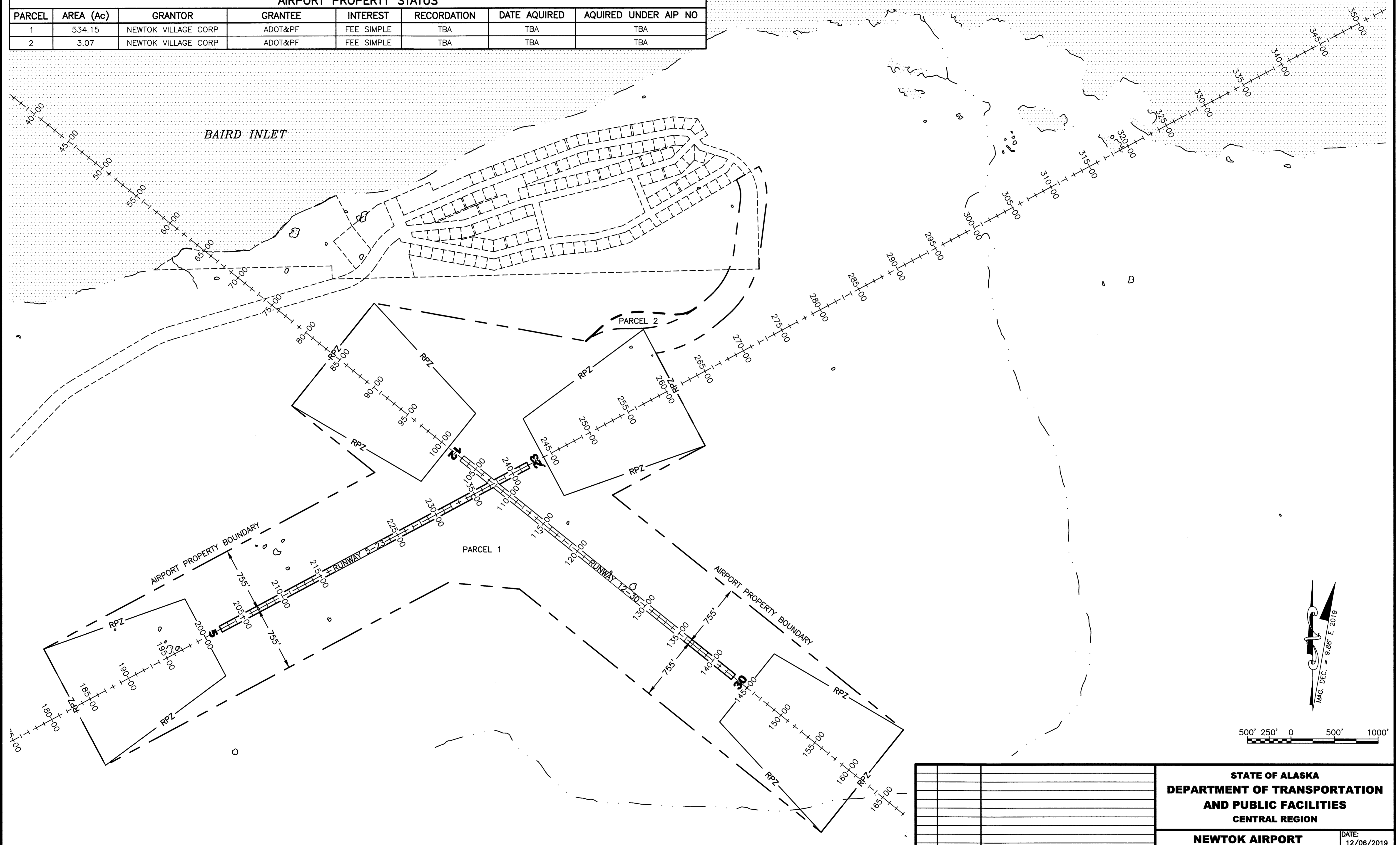
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**AIRPORT PROPERTY STATUS**

| PARCEL | AREA (Ac) | GRANTOR             | GRANTEE | INTEREST   | RECORDATION | DATE AQUIRED | AQUIRED UNDER AIP NO |
|--------|-----------|---------------------|---------|------------|-------------|--------------|----------------------|
| 1      | 534.15    | NEWTOK VILLAGE CORP | ADOT&PF | FEE SIMPLE | TBA         | TBA          | TBA                  |
| 2      | 3.07      | NEWTOK VILLAGE CORP | ADOT&PF | FEE SIMPLE | TBA         | TBA          | TBA                  |

Date Plotted: 12/06/2019, 12:05 PM  
 Layout Name: Property Map  
 File Name: Z:\project\2662\_01 DOT\_C - Newtok Airport - Re locat Lon Desi.gm\ALP-EW-Airport Property Map.dwg  
 Designed By: CJB  
 Drawn By: RLC/JSC  
 Checked By: MM



**NOTE:**  
 1. THERE ARE NO EXISTING OR PLANNED NON-AERONAUTICAL LAND USES ON THE AIRPORT.

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**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION**  
**AND PUBLIC FACILITIES**  
**CENTRAL REGION**

**NEWTOK AIRPORT**  
 NEWTOK, ALASKA  
 AIRPORT LAYOUT PLAN  
 AIRPORT PROPERTY MAP

DATE:  
 12/06/2019  
 SHEET:  
 15 OF 15