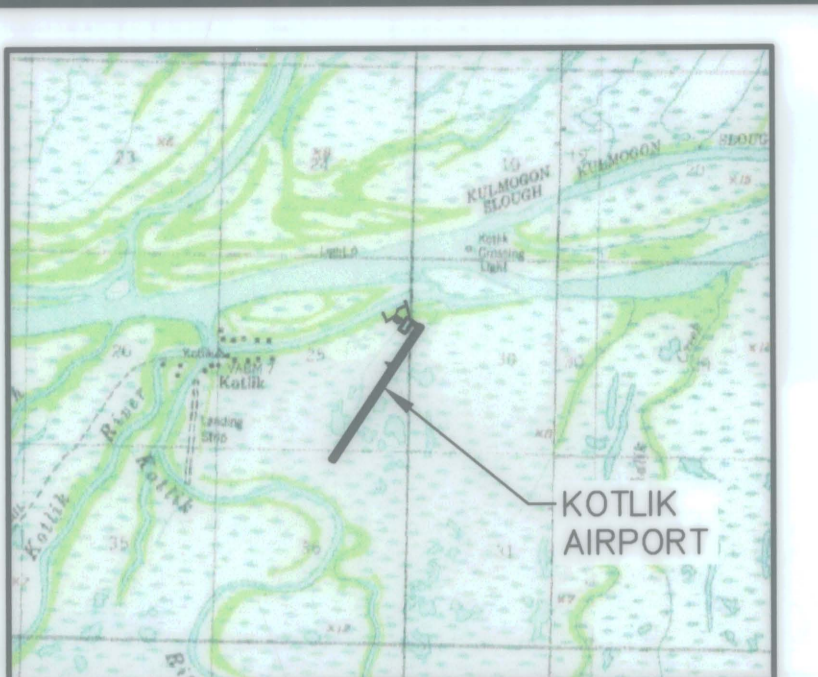


**LOCATION MAP**  
NOT TO SCALE

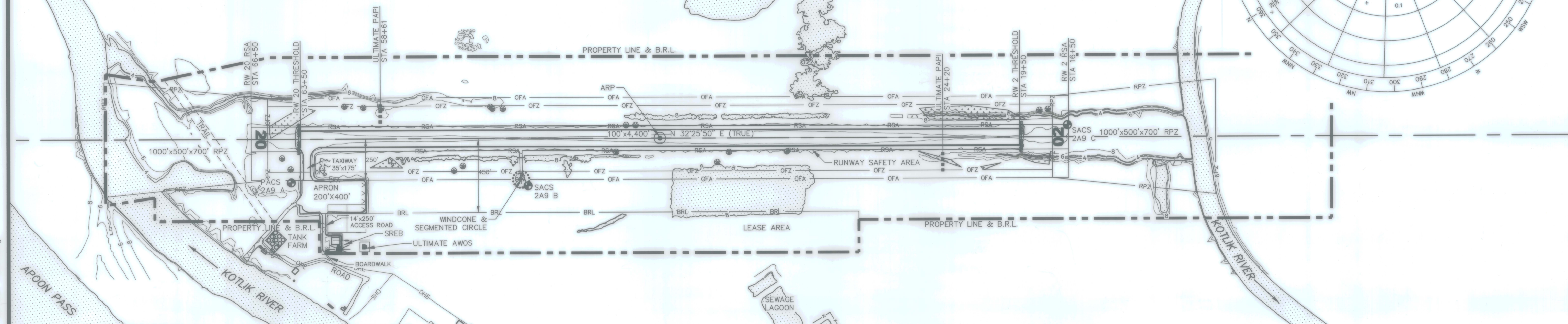
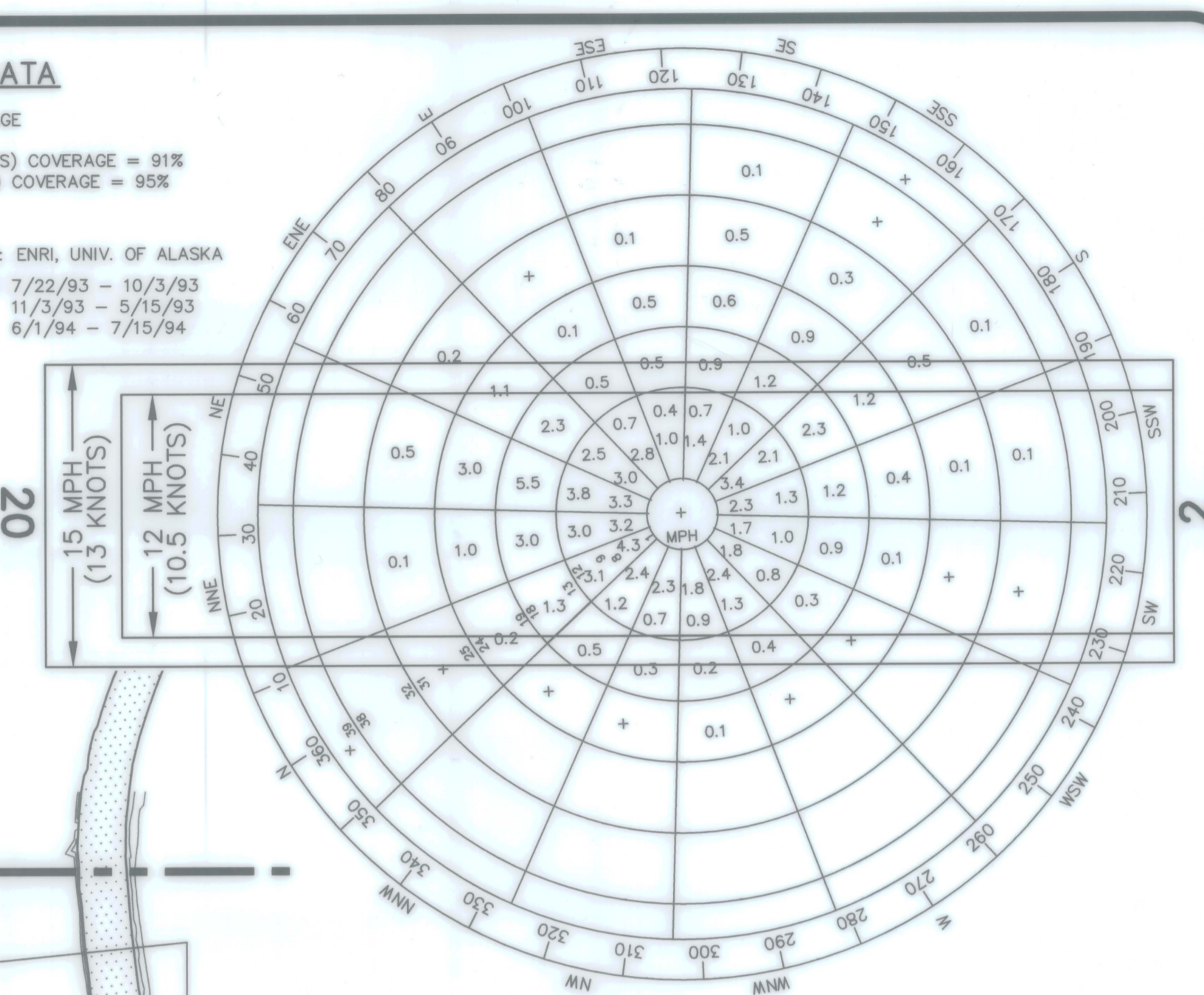


**VICINITY MAP**  
NOT TO SCALE  
T28S, R26W, SEC. 25, 30, 36  
USGS SAINT MICHAEL (A-4) QUADRANGLE  
KATEEL RIVER MERIDIAN, ALASKA

**WIND ROSE DATA**

PERCENT WIND COVERAGE  
12 MPH (10.5 KNOTS) COVERAGE = 91%  
15 MPH (13 KNOTS) COVERAGE = 95%

WIND DATA SOURCE: ENRI, UNIV. OF ALASKA  
WIND DATA PERIOD: 7/22/93 - 10/3/93  
11/3/93 - 5/15/93  
6/1/94 - 7/15/94



**RUNWAY DATA**

ITEM	RW 2/20	
	EXISTING	ULTIMATE
F.A.R. PART 77 APPROACH CATEGORY	NPI	SAME
F.A.R. PART 77 APPROACH SURFACE	34:1	SAME
APPROACH VISIBILITY MINIMUM	≥1 SM/≥1 SM	SAME
RUNWAY SURFACE	GRAVEL	SAME
PAVEMENT STRENGTH (LBS)	N/A	SAME
PART 77 APPROACH SURFACE	34:1/34:1	SAME
APPROACH SLOPE*	20:1/20:1	SAME
RUNWAY DESIGN CODE (RDC)	B-II-4000	SAME
RUNWAY REFERENCE CODE (RRC)	B/II/4000	SAME
RUNWAY DIMENSIONS	100' X 4,400'	SAME
MEAN GEODETIC BEARING	N 32° 25' 28" E	SAME
RUNWAY SAFETY AREA (RSA) DIMENSIONS	150' X 5,000'	SAME
RSA LENGTH BEYOND RUNWAY ENDS	300'	SAME
RUNWAY OBJECT FREE AREA (OFA) DIMENSIONS	500' X 5,000'	SAME
ROFA LENGTH BEYOND RUNWAY ENDS	300'	SAME
RUNWAY OBSTACLE FREE ZONE (OFZ) DIMENSIONS	400' X 4,800'	SAME
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	RW2 = 1,000' X 500' X 700' RW20 = 1,000' X 500' X 700'	SAME
RUNWAY LIGHTING	MIRL	SAME
RUNWAY MARKINGS	NONE	SAME
VISUAL APPROACH AIDS	NONE	SAME
TOUCHDOWN ZONE ELEVATIONS	13.3'/13.6'	SAME
TAXIWAY DIMENSIONS	35' X 175'	SAME
TAXIWAY SAFETY AREA (TSA)	85'	SAME
TAXIWAY OBJECT FREE AREA (TOFA)	131'	SAME
*FROM FAA AC 150/5300-13A		

**AIRPORT DATA**

ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER		PFKO
NATIONAL AIRPORT IDENTIFIER		2A9
FAA SITE NUMBER		50427.61*A
NPIAS ROLE	GA	SAME
AIRPORT REFERENCE CODE (ARC)	B-II	SAME
AIRPORT ELEVATION (NAVD 88)	13.6'	SAME
AIRPORT AND TERMINAL NAVIGATION AIDS	AIRPORT BEACON, GPS, NDB, VOR/DME	AIRPORT BEACON, AWOS, GPS, NDB, VOR/DME
TAXIWAY LIGHTING	MITL	SAME
RAMP LIGHTING	NONE	SAME
MEAN DAILY MAX. TEMPERATURE, HOTTEST MONTH		54° F, JULY
MAGNETIC DECLINATION, RATE OF CHANGE, YEAR		12° 19' E, 14.7'W PER YEAR, JAN 2015
OBSTRUCTION SURVEY SOURCE & TYPE		VERTICALLY GUIDED AIRPORT AIRSPACE ANALYSIS SURVEY BY R&M CONSULTANTS, INC., JULY 2011. IMAGERY ACQUIRED SEPTEMBER 2010.

**GEOGRAPHIC COORDINATES**

ITEM	EXISTING LATITUDE	EXISTING LONGITUDE	EXISTING ELEVATION	ULTIMATE LATITUDE	ULTIMATE LONGITUDE	ULTIMATE ELEVATION
AIRPORT REFERENCE POINT (ARP)	N63° 01' 50.08"	W163° 31' 57.48"	13.6'			SAME
RW 2 THRESHOLD	N63° 01' 31.80"	W163° 32' 23.05"	12.3'			SAME
RW 20 THRESHOLD	N63° 02' 08.36"	W163° 31' 31.90"	13.6'			SAME

**LEGEND**

ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT		
BUILDING		
BUILDING RESTRICTION LINE		
FENCE		
AWOS		
PROPERTY LINE		
ROADWAYS		
ROTATING BEACON		
SURVEY MONUMENT		
THRESHOLD LIGHTS		
TOPOGRAPHIC CONTOURS		
TREELINE		
PAPI		
WINDCONE		
WINDCONE WITH SEGMENTED CIRCLE		
OPEN WATER		
RUNWAY/TAXIWAY CENTERLINE		
OFZ PENETRATION TREE (SINGLE)		
OFZ PENETRATION TREES & BUSHES		
SHORELINE		
OVERHEAD POWERLINE		

**NONSTANDARD CONDITIONS**

ITEM	STANDARD	EXISTING	ULTIMATE
OFZ OBJECT PENETRATIONS	OFZ CLEARING STANDARD PRECLUDES AIRCRAFT AND OTHER OBJECT PENETRATIONS, EXCEPT FOR FRANGIBLE NAVAIDS.	THERE ARE APPROXIMATELY 65 TREE PENETRATIONS IN THE OFZ.	CLEAR TREE PENETRATIONS.
RSA LENGTH BEYOND RW ENDS	300'	THE RSA IS CLEAR ONLY TO 240' BEYOND THE RW 20 THRESHOLD. THERE ARE TREES AND SHRUBS IN THE REMAINING 60' OF RSA.	CLEAR TREES AND SHRUBS.
RPZ LAND USE	PUBLIC ROADS ARE NOT PERMISSIBLE IN RPZ LAND	50' PUBLIC USE TRAIL WITHIN RW 20 APPROACH	TO REMAIN.

**AIRPORT SURVEY CONTROL**

MONUMENT	LATITUDE	LONGITUDE	ELEVATION
PACS "2A9 A"	N63° 02' 10.22"	W163° 31' 36.10"	10.6'
SACS "2A9 B"	N63° 01' 58.31"	W163° 31' 53.36"	9.7'
SACS "2A9 C"	N63° 01' 28.98"	W163° 32' 25.11"	9.8'

**NOTES:**

1. UNITS ARE IN U.S. SURVEY FEET. OBSERVED LATITUDE AND LONGITUDE ARE BASED ON NAD83 (2007).

Plotted 10/15/2013 10:40 AM by Matt Majoros  
Z:\project\1605.06 DOT\_N Aeronautical 2009 Kotlik Airport\Civil\CAD\1605.06 - AIRPORT LAYOUT PLAN.dwg

DESIGN	PRB	BY	DATE	REVISIONS
DRAWN	MIM	PRB	10/10/13	UPDATED BASED ON AERONAUTICAL SURVEY
CHECKED	EJG			

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

APPROVED  
*Albert M. L. Beck*  
ALBERT M. L. BECK, P.E.

DATE 10-23-13  
AIRPORT DESIGN GROUP CHIEF

AIRPORT LAYOUT PLAN APPROVED  
BY LETTER DATED: 10/21/13

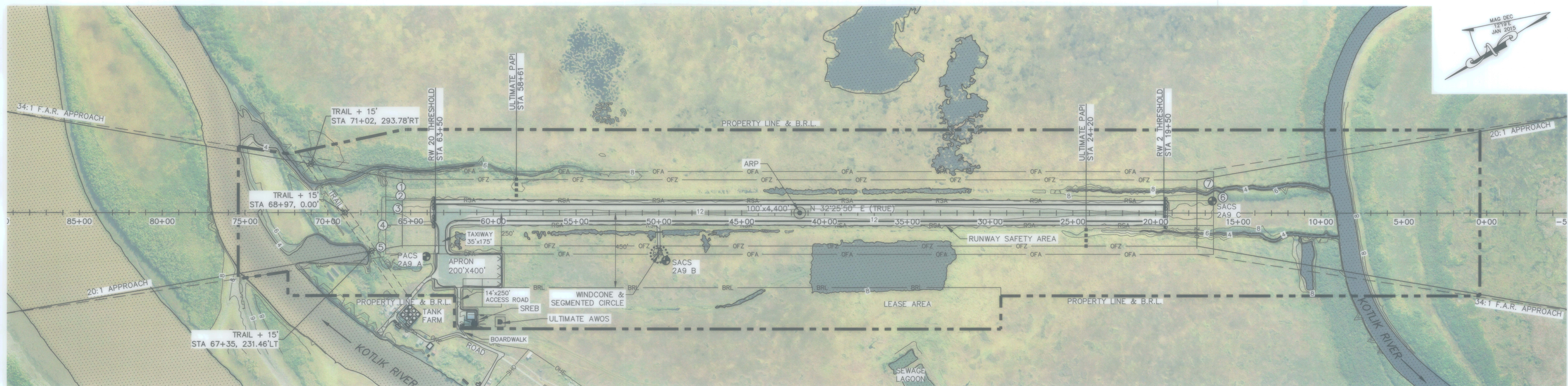
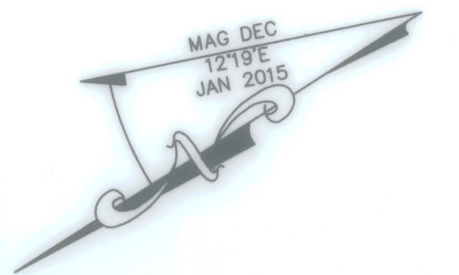
*Pat O'Connell*  
AIRPORTS DIVISION  
ALASKAN REGION AAL-601  
AIRSPACE REVIEW #1994-AAL-198-NRA

PLANS DEVELOPED BY: R&M CONSULTANTS, INC.  
THIS ALP SUPERSEDES ALP SIGNED: 11/29/2000

**KOTLIK AIRPORT**  
**AIRPORT LAYOUT PLAN**  
AIRPORT LAYOUT DRAWING

SHEET  
**1** OF  
**3**





**RUNWAY 20 INNER APPROACH PLAN**

**RUNWAY 02 INNER APPROACH PLAN**

OBSTACLES NOT CLEARING THE RUNWAY 20 APPROACH SURFACE							
NO.	DESCRIPTION	STATION / OFFSET	ELEV. (NAVD 88)	SURFACE PENETRATED	SURFACE ELEV.	AMOUNT PENETRATED	DISPOSITION
1	TREE	65+58 / 15' RT	19.1'	APPROACH	14.0'	5.1'	REMOVE
2	TREE	65+61 / 100' RT	17.9'	APPROACH	14.1'	3.8'	REMOVE
3	TREE	65+77 / 24' RT	19.4'	APPROACH	15.0'	4.4'	REMOVE
4	TREE	66+69 / 79' LT	25.1'	APPROACH	19.5'	5.5'	REMOVE
5	TREE (GROUP)	66+80 / 209' LT	27.0'	APPROACH	20.1'	6.9'	REMOVE

ALL OBSTRUCTIONS LISTED ALSO OBSTRUCT THE 34:1 F.A.R. APPROACH SURFACE.

**LEGEND:**

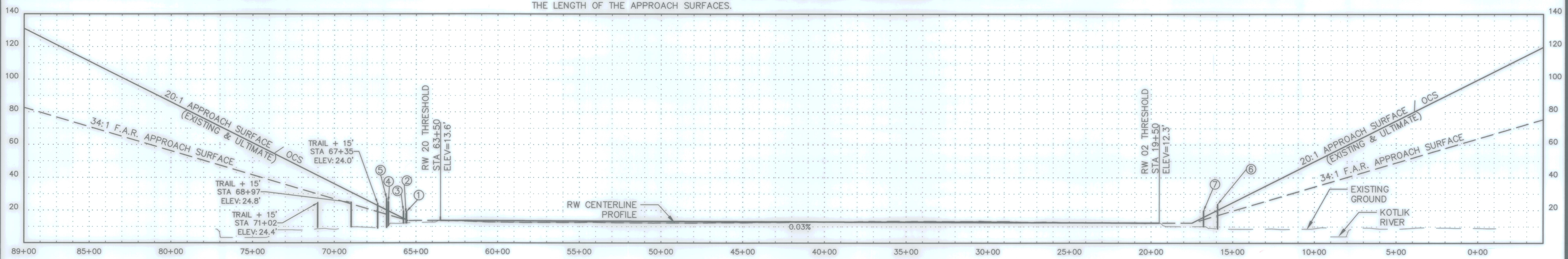
Ⓢ TERPS OBSTRUCTION

**NOTES:**

- THE HIGHEST RUNWAY THRESHOLD SITING CRITERIA IS FOR NON-PRECISION APPROACH WITH INSTRUMENT MINIMUMS ≥ 1 STATUE MILE WITH A 20:1 OBSTRUCTION CLEARANCE SLOPE (OCS). REFERENCE AC 150/5300-13A, TABLE 3-2, ROW 4 FOR EXISTING AND ULTIMATE.
- OBSTACLE CLEARANCE ADJUSTMENTS FOR MOBILE OBJECTS PER FAA ORDER 8260.3, UNITED STATES STANDARDS FOR TERMINAL INSTRUMENT PROCEDURES (TERPS). INTERSTATE ROADWAY +17 FEET; OTHER HIGHWAYS +15 FEET; AND RAILROAD +23 FEET. COMPUTED CLEARANCE OR AMOUNT PENETRATED INCLUDES THIS ADJUSTMENT.
- EXISTING GROUND COMPOSITE PROFILES ARE BASED ON THE HIGHEST TERRAIN ACROSS THE WIDTH AND ALONG THE LENGTH OF THE APPROACH SURFACES.

OBSTACLES NOT CLEARING THE RUNWAY 02 APPROACH SURFACE							
NO.	DESCRIPTION	STATION / OFFSET	ELEV. (NAVD 88)	SURFACE PENETRATED	SURFACE ELEV.	AMOUNT PENETRATED	DISPOSITION
6	TREE	15+93 / 95' RT	23.8'	APPROACH	20.1'	3.7'	REMOVE
7	TREE	16+79 / 177' RT	19.7'	APPROACH	15.9'	3.8'	REMOVE

ALL OBSTRUCTIONS LISTED ALSO OBSTRUCT THE 34:1 F.A.R. APPROACH SURFACE.



**RUNWAY 02-20 PROFILE**

Plotted 10/15/2013 10:41 AM by Matt Mejores Z:\project\1605.06 DOT\_N Aeronautical 2009 Kotlik Airport\Civil\ACAD\1605.06 - INNER APPROACH.dwg

DESIGN	PRB	BY	DATE	REVISIONS
DRAWN	MIM	PRB	10/10/13	UPDATED BASED ON AERONAUTICAL SURVEY
CHECKED	EJG			

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

APPROVED  
*Albert M. L. Beck*  
ALBERT M. L. BECK, P.E.

DATE 10-23-13  
AIRPORT DESIGN GROUP CHIEF

AIRPORT LAYOUT PLAN APPROVED  
BY LETTER DATED: 10/31/13

*[Signature]*

AIRPORTS DIVISION  
ALASKAN REGION AAL-601  
AIRSPACE REVIEW #1994-AAL-198-NRA

PLANS DEVELOPED BY: R&M CONSULTANTS, INC.

THIS ALP SUPERSEDES ALP SIGNED: 11/29/2000

300' 150' 0 300' 600' 900'

HORIZONTAL GRAPHIC SCALE IN FEET

30' 15' 0 30' 60' 90'

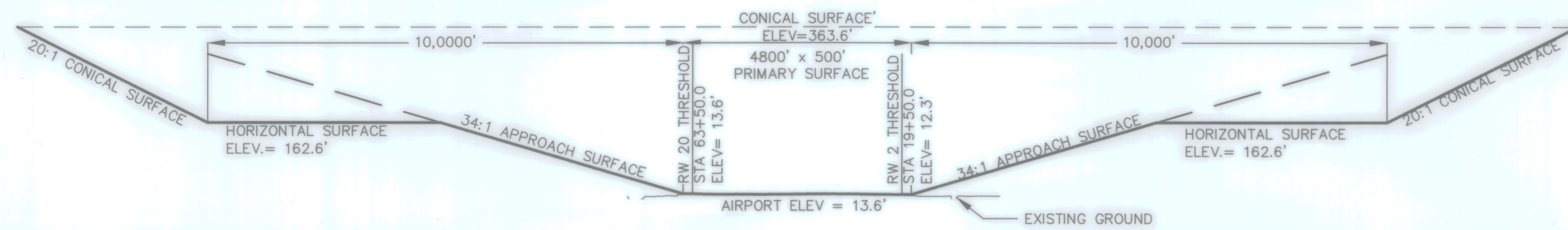
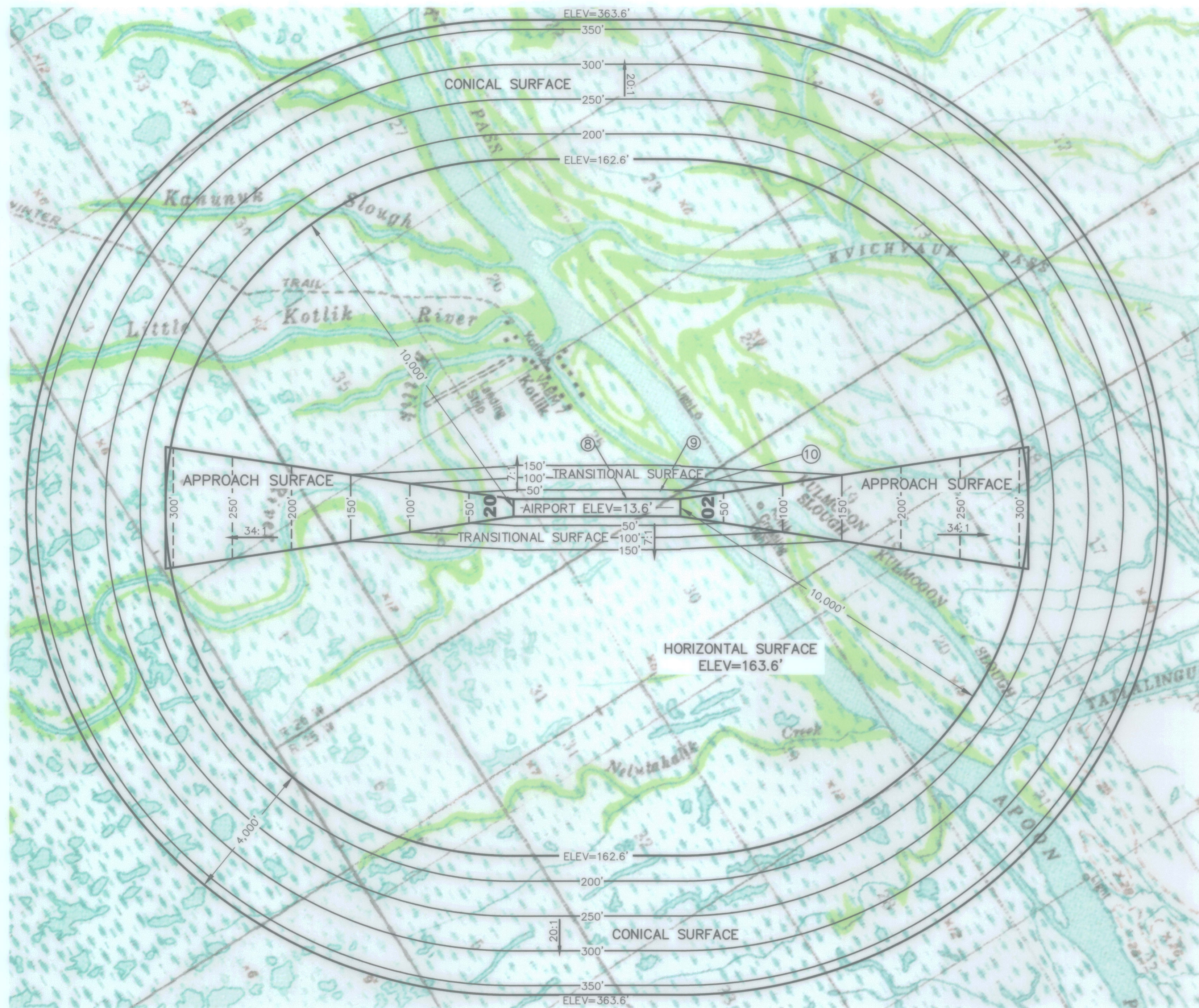
VERTICAL GRAPHIC SCALE IN FEET

**KOTLIK AIRPORT  
AIRPORT LAYOUT PLAN  
INNER PORTION OF THE APPROACH SURFACE**

SHEET  
2 OF 3

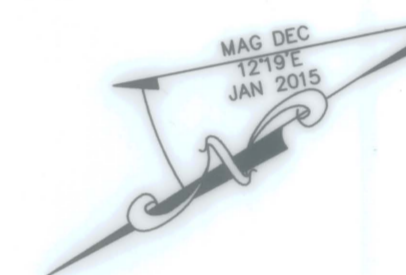


Plotted 10/15/2013 3:32 PM by Matt Majoros  
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F.A.R. PART 77 SURFACE OBSTRUCTIONS

ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION
8	WINDCONE WITH SEGMENTED CIRCLE	STA 50+00 / 251' LT	33.6'	TRANSITIONAL	12.4'	21.2'	TO REMAIN. OBSTRUCTION LIGHT EXISTS.
9	UTILITY POLE	STA 59+51 / 445' LT	45.7'	TRANSITIONAL	40.5'	5.2'	TO REMAIN
10	UTILITY POLE	STA 63+43 / 445' LT	46.3'	TRANSITIONAL	41.5'	4.8'	TO REMAIN



LEGEND:

⑧ FAR PART 77 OBSTRUCTION

NOTES:

- AIRPORT ELEVATION = 13.6 FT.
- THE PRIMARY SURFACE WIDTH IS 500 FT.
- MAP SOURCE: USGS QUAD SAINT MICHAEL A-4 AND A-3.
- THERE ARE APPROXIMATELY 100 TREES OBSTRUCTING THE PRIMARY SURFACE, THE CLOSE IN TRANSITIONAL SURFACES, AND THE CLOSE IN APPROACH SURFACES. FOR CLARITY, THESE OBSTRUCTIONS ARE NOT SHOWN ON THE PLAN OR TABULATED. THESE TREES SHOULD BE REMOVED BY CLEARING OUT TO 300 FEET ON EACH SIDE OF THE RUNWAY, AND OUT TO 600 FEET BEYOND THE ENDS OF THE RUNWAY.
- ID NUMBERS 1-7 ARE SHOWN ON THE INNER PORTION OF THE APPROACH SURFACE SHEET (SHEET 2).

DESIGN	PRB	BY	DATE	REVISIONS
DRAWN	MIM	PRB	10/10/13	UPDATED BASED ON AERONAUTICAL SURVEY
CHECKED	EJG			

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

APPROVED  
*Albert M. L. Beck*  
 ALBERT M. L. BECK, P.E. DATE 10-23-13 AIRPORT DESIGN GROUP CHIEF

AIRPORT LAYOUT PLAN APPROVED  
 BY LETTER DATED: 10/31/13

*Pat O'Neil*  
 AIRPORTS DIVISION  
 ALASKAN REGION AAL-601  
 AIRSPACE REVIEW #1994-AAL-198-NRA

PLANS DEVELOPED BY: R&M CONSULTANTS, INC.

THIS ALP SUPERSEDES ALP SIGNED: 11/29/2000  
 2000' 1000' 0 2000' 4000' 6000'

HORIZONTAL GRAPHIC SCALE IN FEET  
 200' 100' 0 200' 400' 600'

VERTICAL GRAPHIC SCALE IN FEET

**KOTLIK AIRPORT  
 AIRPORT LAYOUT PLAN  
 AIRPORT AIRSPACE**

SHEET  
**3** OF  
**3**