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

2/23/2023

To:
DOT&PF
Attn: Jenelle Brinkman
4111 Aviation Avenue, Anchorage, Alaska 99519-6900
Dear Jenelle Brinkman,

Kongiganak Airport, Kongiganak, Alaska
Airport Layout Plan Conditional Approval
Airspace Case No. 2022-AAL-377-NRA

The Kongiganank Airport Layout Plan (ALP), prepared by DOT&PF, and bearing your signature, is conditionally approved. A signed copy of the approved ALP is enclosed.

An aeronautical study (no. 2022-AAL-377-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 determination is based on and limited to those portions of the ALP that may:

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 cannot prevent the construction of structures near an airport. The airport environs can only be protected through such means as local zoning ordinances, acquisitions of property in fee title or aviation easements, letters of agreement, or other means.

This ALP change 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.

This determination does not indicate that the United States will participate in the cost of any development proposed. Airport Improvement Program (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.

This determination does not represent approval of a modification to any FAA standard. Requests for Modifications of Standards (MOS) must be submitted separately, pursuant to requirements in the current version of FAA Orders 5100.38, Airport Improvement Program Handbook, and 5300.1, Modifications to Agency Airport Design, Construction, and Equipment Standards.

This approval does not include approval of any lease, and does not release the airport sponsor from any existing federal obligations or other legal obligations.

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 Kongiganak airport. If you have any questions, please contact Carley Wallace, Community Planner, at our office at 907-271-5845.

Sincerely,

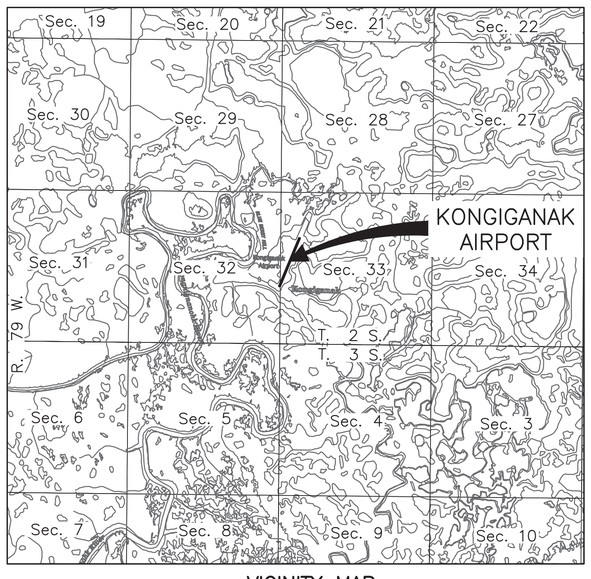
JONATHAN LINQUIST
Digitally signed by JONATHAN LINQUIST
Date: 2023.02.23 15:54:33 -09'00'

Jonathan Linquist
Lead Community Planner

Enclosure

ALASKA CENTRAL REGION LOCATION MAP

NOT TO SCALE



VICINITY MAP

0.5 SM 0.25 SM 0 0.5 SM 1 SM

T 2 S, R 79 W, SEC. 32-33
SEWARD MERIDIAN
U.S.G.S. KUSKOKWIM BAY D-3 NE, ALASKA, 2018

MAG. DEC. = 9.12° E 2025

KONGIGANAK AIRPORT
AIRPORT LAYOUT PLAN

KONGIGANAK, ALASKA

LEGEND		
ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (A.R.P.)		
ANTENNA		
APPROACH SURFACE	AP	AP
BRUSH		
BUILDINGS		
BUILDING RESTRICTION LINE	BRL	BRL
DEPARTURE SURFACE	DP	DP
FAA WEATHER STATION		
FENCE	x x x	x x x
OBSTACLE CLEARANCE SURFACE	OCS	OCS
PAPI		
PARCEL LINE		
PROPERTY LINE		
REIL		
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 VISIBILITY ZONE	RVZ RVZ	RVZ RVZ
SEGMENTED CIRCLE		
SHORELINE		
SURVEY MONUMENT		
THRESHOLD MARKERS/LIGHTS (NON-PRECISION INSTRUMENT)		
THRESHOLD MARKERS/LIGHTS (VISUAL)		
THRESHOLD SITING SURFACE	TSS	TSS
TOPOGRAPHIC CONTOURS	100	100
TREELINE		
UTILITY POLE		
WATER BODY		
WIND CONE		
WIND TURBINE		

THESE PLANS HAVE BEEN PREPARED IN FEET

DRAWING INDEX	
SHT #	SHEET TITLE
1	COVER
2	DATA TABLES
3	WIND ROSE
4	EXISTING LAYOUT
5	ULTIMATE LAYOUT
6	DECLARED DISTANCES
7	EXISTING INNER PORTION OF THE APPROACH SURFACE RW 1
8	EXISTING INNER PORTION OF THE APPROACH SURFACE RW 19
9	ULTIMATE INNER PORTION OF THE APPROACH SURFACE RW 2
10	TABLES FOR ULTIMATE INNER PORTION OF THE APPROACH SURFACE RW 2
11	ULTIMATE INNER PORTION OF THE APPROACH SURFACE RW 20
12	ULTIMATE DEPARTURE SURFACE RW 2 & RW 20
13	RUNWAY PROFILES
14	AIRPORT AIRSPACE 14 CFR, PART 77
15	PROPERTY MAP

BY	DATE	REVISION

APPROVED: Luke Bowland — Digitally signed by Luke Bowland Date: 2023.02.17 16:08:46 -09'00' — **DATE:**
LUKE BOWLAND, P.E. **PRECONSTRUCTION ENGINEER**

RECOMMENDED: Jenelle Brinkman — Digitally signed by Jenelle Brinkman Date: 2023.02.03 16:58:31 -09'00' — **DATE:**
JENELLE BRINKMAN, P.E. **AVIATION DESIGN GROUP CHIEF**

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 02/23/2023
FAA AIRSPACE REVIEW NUMBER: 2022-AAL-377-NRA
JONATHAN LINQUIST — Digitally signed by JONATHAN LINQUIST Date: 2023.02.23 15:48:31 -09'00' — **DATE:** 2/23/2023
FAA, AIRPORTS DIVISION ALASKAN REGION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

KONGIGANAK AIRPORT
KONGIGANAK, ALASKA
AIRPORT LAYOUT PLAN

COVER

DATE: 2/02/2023
SHEET: 1 OF 15

Designed By: RKB
Drawn By: RJB
Checked By: PWC

Date Plotted: 2/02/2023, 11:22 AM
Layout Name: Cover
File Name: W:\Projects\Kongiganak\ALP\Kongiganak_alp\airport layout plan\final drawings\ALP-DOT-Cover.dwg

Designed By:	RKB
Drawn By:	RJB
Checked By:	PWC

Date Plotted:	2/02/2023, 11:22 AM
Layout Name:	Data Tables
File Name:	W:\Projects\Kongiganak\ALP\kongiganak_ap\airport layout plan\Final drawings\ALP-PDF-Data Tables.dwg

AIRPORT DATA

ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	PADY	PADY
NATIONAL AIRPORT IDENTIFER	DUY	DUY
FAA SITE NUMBER	50426.6*A	50426.6*A
AIRPORT ELEVATION NAVD88	39.6	40.7
AIRPORT REFERENCE CODE	A–II(S)	A–II(S)
MEAN MAX. TEMPERATURE, HOTTEST MONTH	63.4°F, JULY	63.4°F, JULY
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	9.12° E, 2025, 0.25° W / YEAR	9.12° E, 2025, 0.25° W / YEAR
CRITICAL AIRCRAFT OR AIRCRAFT GROUP	A–II(S)	A–II(S)
AIRPORT AND TERMINAL NAVIGATION AIDS	ROTATING BEACON	ROTATING BEACON, GPS
MISCELLANEOUS FACILITIES	LIGHTED WIND CONE & SEGMENTED CIRCLE	LIGHTED WIND CONE & SEGMENTED CIRCLE, WEATHER STATION
NPIAS SERVICE LEVEL	CS	CS
STATE EQUIVALENT SERVICE ROLE	COMMUNITY OFF–ROAD	COMMUNITY OFF–ROAD

GEOGRAPHIC COORDINATES

ITEM	EXISTING	ULTIMATE
ARP		
LATITUDE	59° 57' 41.87" N	59° 57' 45.41" N
LONGITUDE	162° 52' 50.14" W	162° 52' 47.29" W
THRESHOLD RW 1		
LATITUDE	59° 57' 30.91" N	N/A
LONGITUDE	162° 52' 58.96" W	N/A
STATION	11+50.00	N/A
ELEVATION	36.4	N/A
THRESHOLD RW 2		
LATITUDE	N/A	59° 57' 29.31" N
LONGITUDE	N/A	162° 53' 00.25" W
STATION	N/A	9+75.00
ELEVATION	N/A	37.5
DISPLACED THRESHOLD RW 2		
LATITUDE	N/A	59° 57' 31.37" N
LONGITUDE	N/A	162° 52' 58.59" W
STATION	N/A	12+00.00
ELEVATION	N/A	37.7
THRESHOLD RW 19		
LATITUDE	59° 57' 52.83" N	N/A
LONGITUDE	162° 52' 41.31" W	N/A
STATION	35+50.00	N/A
ELEVATION	31.4	N/A
THRESHOLD RW 20		
LATITUDE	N/A	59° 58' 01.51" N
LONGITUDE	N/A	162° 52' 34.33" W
STATION	N/A	45+00.00
ELEVATION	N/A	32.0

TAXIWAY DATA

ITEM	EXISTING	ULTIMATE
AIRPLANE DESIGN GROUP	II	II
TAXIWAY DESIGN GROUP	1A	1A
TAXIWAY SURFACE	GRAVEL	GRAVEL
TAXIWAY DIMENSIONS	50 X 250	50 X 250
SHOULDER WIDTH	10	10
SAFETY AREA (TSA) WIDTH	79	79
OBJECT FREE AREA (TOFA) WIDTH	131	131
TAXIWAY LIGHTING	MITL	MITL
MARKING	NONE	NONE
TAXIWAY EDGE SAFETY MARGIN (TESM)	N/A	N/A

RUNWAY DATA

ITEM	EXISTING	ULTIMATE
RUNWAY IDENTIFIER	1 / 19	2 / 20
RUNWAY TYPE (UTILITY OR OTHER THAN UTILITY)	UTILITY	UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	V	NPI
FAR PART 77 VISIBILITY MINIMUM	VIS	> 1 SM / > 1 SM
FAR PART 77 APPROACH SURFACES SLOPE	20:1	20:1
APPROACH TYPE (VIS, NPA, APV(NP), APV(NP), APV(P), PREC)	VIS	NPA
THRESHOLD SITING SURFACE SLOPE	20:1	20:1
RUNWAY DESIGN CODE	A–II(S)–VIS	A–II(S)–5000
APPROACH RUNWAY REFERENCE CODE (APRC)	B/II/VIS	B/II/5000
DEPARTURE RUNWAY REFERENCE CODE (DPRC)	B/II	B/II
RUNWAY SURFACE	GRAVEL	GRAVEL
SURFACE TREATMENT	N/A	N/A
AIRPLANE GEAR CONFIG/PAVE STRENGTH (x1000 LBS)	N/A	N/A
PAVEMENT STRENGTH BY PCN	N/A	N/A
DESIGN AIRCRAFT (>60,000 LBS)	N/A	N/A
MAXIMUM ELEVATION	39.6	40.7
TOUCHDOWN ZONE ELEVATIONS	39.6	40.7
EFFECTIVE GRADE	0.34%	0.26%
MEAN GEODETIC BEARING	N 21.98 E	N 21.98 E
RUNWAY (RW) DIMENSION	75 X 2,400	100 X 3,525
RUNWAY SAFETY AREA (RSA)	120 X 2,890	150 X 3,900
RSA LENGTH BEYOND DEPARTURE END	240/250	300
RSA LENGTH PRIOR TO THRESHOLD	250/240	300
RUNWAY OBJECT FREE AREA (OFA)	500 X 3,000	500 X 3,900
ROFA LENGTH BEYOND DEPARTURE END	300	300
ROFA LENGTH PROIR TO THRESHOLD	300	300
RUNWAY OBSTACLE FREE ZONE (OFZ)	250 X 2,800	250 X 3,700
PRECISION OBSTACLE FREE ZONE (POFZ)	N/A	N/A
RUNWAY PROJECT ZONE (RPZ)	250 X 450 X 1,000	250 X 450 X 1,000
RUNWAY LIGHTING	MIRL	MIRL
RUNWAY MARKING TYPE	NONE	NONE
RUNWAY NAVIGATION AIDS	N/A	N/A
AERONAUTICAL SURVEY TYPE REQUIRED	NVG	NVG
DEPARTURE SURFACE	NO	YES

PRIMARY AIRPORT CONTROL STATIONS

POINT	LATITUDE	LONGITUDE	DESCRIPTION
NONE			

NON–STANDARD CONDITIONS

DESCRIPTION	STANDARD	EXISTING	ULTIMATE
RSA WIDTH	150	120	150
RSA LENGTH BEYOND EXISTING RUNWAY THRESHOLD 1	300	240	N/A
RSA LENGTH BEYOND EXISTING RUNWAY THRESHOLD 19	300	250	N/A
RSA LENGTH BEYOND ULTIMATE RUNWAY THRESHOLD 2	300	N/A	300
RSA LENGTH BEYOND ULTIMATE RUNWAY THRESHOLD 20	300	N/A	300
TAXIWAY TO FIXED OR MOVABLE OBJECT	65.5	50.0	65.5
LINE OF SIGHT	MET	NOT MET	MET
ALIGNED TAXIWAY	NOT ALIGNED	ALIGNED	NOT ALIGNED
SEWAGE LAGOON SEPARATION	5,000	1,784	1,698
LANDFILL SEPARATION	10,000	5,803	5,782

NOTES:

1. ALL ELEVATIONS ARE FROM THE 2020 RECORD OF SURVEY FOR KONGIGANAK AIRPORT, BETHEL RECORDING DISTRICT.
2. ALL LATITUDE/LONGITUDE COORDINATES ARE NAD83.
3. ALL ELEVATIONS ARE NAVD88 (GEOID12B).
4. THERE ARE NO MOS ON FILE FOR KONGIGANAK AIRPORT.
5. THESE PLANS HAVE BEEN PREPARED IN FEET.
6. DECLARED DISTANCE TABLE SHOWN ON SHEET 6

BY	DATE	REVISION

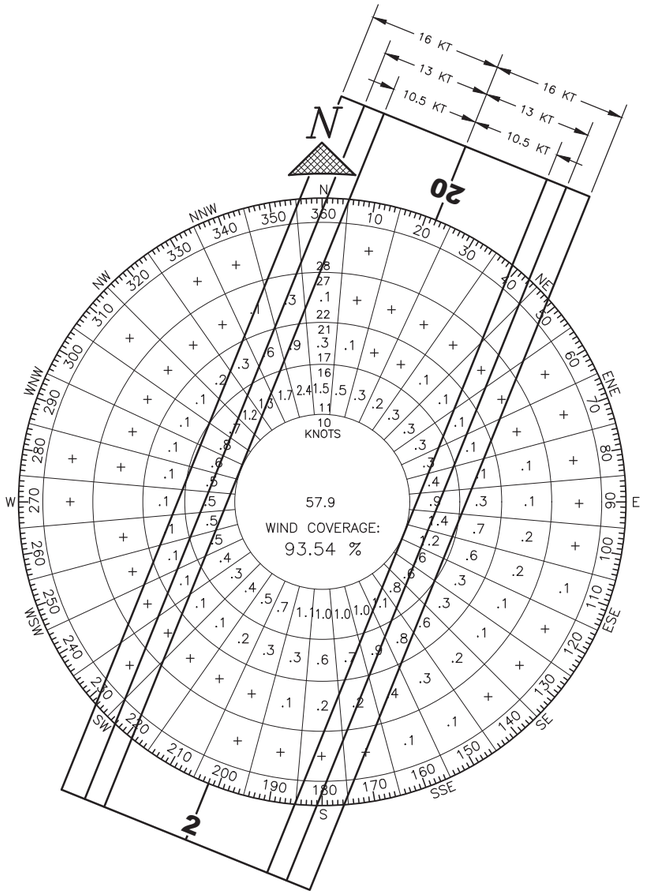
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

KONGIGANAK AIRPORT
KONGIGANAK, ALASKA
AIRPORT LAYOUT PLAN

DATA TABLES

DATE: 2/02/2023

SHEET: 2 OF 15

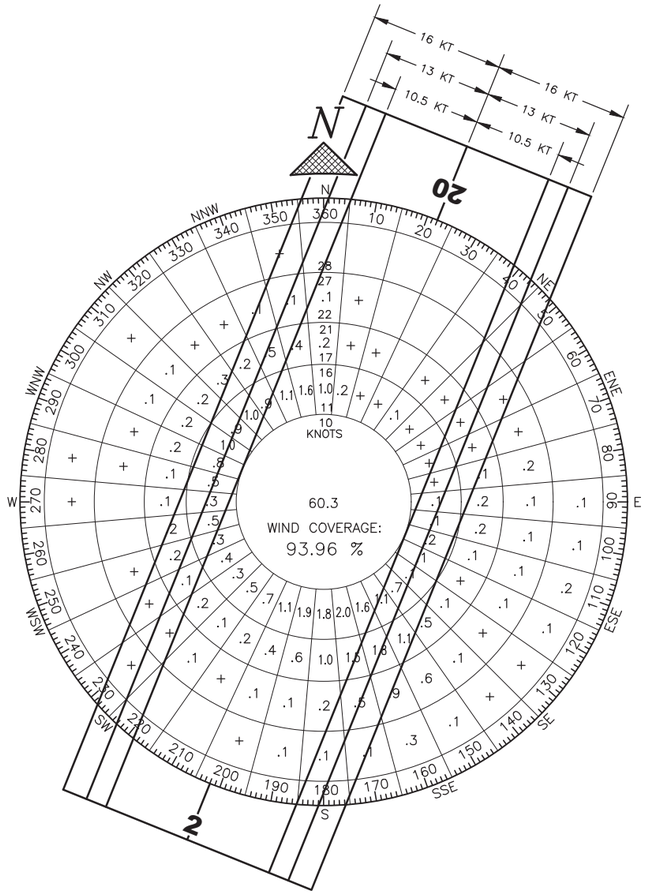


WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

ALL WEATHER WIND DATA			
RUNWAY	10.5 KT	13 KT	16 KT
RW 2/20	77.38%	85.85%	93.54%

SOURCE: 703656 QUINHAGAK AIRPORT
FAA GIS NATIONAL CLIMATE DATA CENTER
OCTOBER 08, 2020
PERIOD: 2014 – 2019

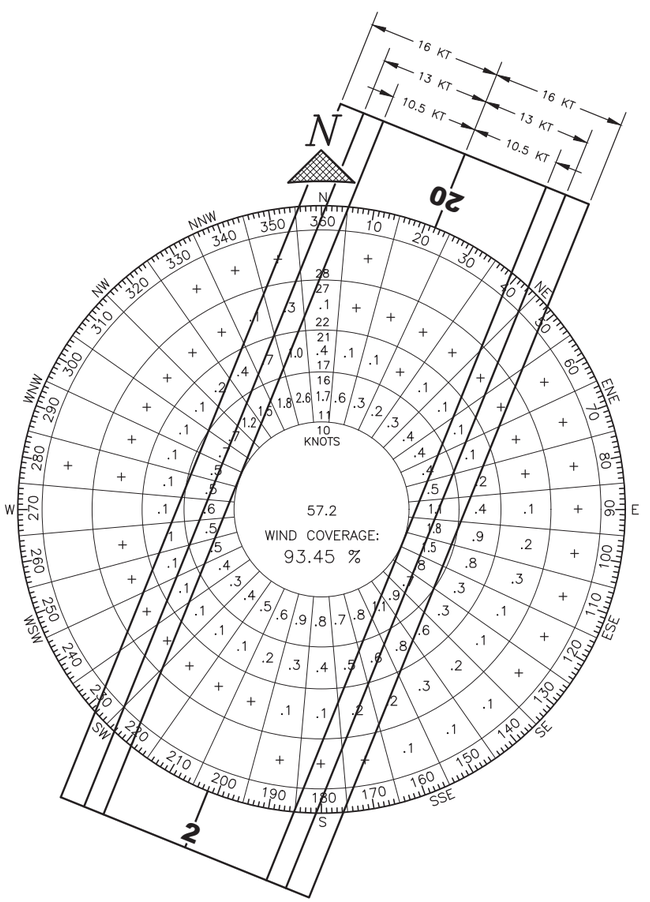


WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

IFR WIND DATA			
RUNWAY	10.5 KT	13 KT	16 KT
RW 2/20	80.64%	87.62%	93.96%

SOURCE: 703656 QUINHAGAK AIRPORT
FAA GIS NATIONAL CLIMATE DATA CENTER
OCTOBER 08, 2020
PERIOD: 2014 – 2019



WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

VFR WIND DATA			
RUNWAY	10.5 KT	13 KT	16 KT
RW 2/20	76.46%	85.35%	93.45%

SOURCE: 703656 QUINHAGAK AIRPORT
FAA GIS NATIONAL CLIMATE DATA CENTER
OCTOBER 08, 2020
PERIOD: 2014 – 2019

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

KONGIGANAK AIRPORT
KONGIGANAK, ALASKA
AIRPORT LAYOUT PLAN

WIND ROSE

DATE: 2/02/2023
SHEET: 3 OF 15

Designed By: RKB
Drawn By: RJB
Checked By: PWC

Date Plotted: 2/02/2023, 11:22 AM
Layout Name: WIND ROSE
File Name: W:\Projects\Kongiganak\ALP\kongiganak_alp\airport layout plan\final drawings\ALP-FOF-Data Tables.dwg

EXISTING BUILDING DATA				
ID #	DESCRIPTION	STATION/OFFSET	TOP ELEV (MSL)	OBSTRUCT MARKING
1	SNOW REMOVAL EQUIPMENT BUILDING (SREB)	10+80.10/367.3L	66.0	NONE
2	ELECTRICAL EQUIPMENT BUILDING (EEB)	10+49.99/415.2L	60.4	NONE

SEWAGE LAGOON
KONGNAT LNOHK RIVER
BLUE BERRY HILL
AVIATION SUPPORT AREA (61 X 90)
APRON (250 X 150)
1,784'
AIRSTRIP ROAD
BRL IS OFFSET 360 FT FROM RUNWAY CENTERLINE. TRANSITIONAL SURFACE HEIGHT ABOVE PRIMARY SURFACE = 35.0
AIRPORT PROPERTY BOUNDARY
TAXIWAY 50 X 250 TSA=79 TOFA=131
ROTATING BEACON
WEATHER STATION PAD
SEGMENTED CIRCLE AND LIGHTED WIND CONE
BOARDWALK
ROFA (500 X 3,000)
ROFZ (250 X 2,800)
RSA (120 X 2,890)
360
370
N 21.99° E
(75 X 2,400)
ARP
RW 19 THRESHOLD
RW LOW POINT
STA 35+50.00 ELEV=31.4
RPZ (250 X 450 X 1,000)
RW 1 THRESHOLD
STA 11+50.00 ELEV=36.4
TAXIWAY INTERSECTION
ELEV=36.4
UNLIGHTED WIND CONE
TOUCHDOWN ZONE ELEVATION RW 1/19
RW HIGH POINT
STA 21+56.84
ELEV=39.6
RPZ (250 X 450 X 1,000)
WATER SOURCE BOARDWALK
QEMIRTALEK ROAD
SCHOOL
MAG. DEC. = 9.12° E 2025
200' 100' 0 200' 400'

EXISTING ROFA OBSTRUCTIONS & SIGNIFICANT OBJECTS								
ID #	DESCRIPTION	STATION/OFFSET	TOP ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
4	BRUSH	12+85.40/64.4R	38.9	ROFA	36.4	2.5	REMOVE	NEAR-TERM
5	BOARDWALK + 15	8+51.71/103.7L	42.6	ROFA	36.4	6.2	REMAIN	N/A

EXISTING LAYOUT NOTES

1. NO OFZ PENETRATIONS.
2. NO PRIMARY AND SECONDARY CONTROL STATIONS HAVE BEEN ESTABLISHED FOR KONGIGANAK AIRPORT.
3. BASEMAP WAS CREATED USING A COMBINATION OF DATA FROM 2018 USGS-QUAD KUSKOKWIM BAY D-3, NE, 2005 MCCLINTOK LAND ASSOCIATES RECORD OF SURVEY, AND 2019 HDL ENGINEERING CONSULTANTS, LLC RECORD OF SURVEY.
4. RUNWAY AND TAXIWAY DIMENSIONS ARE BASED ON 2020 RECORD OF SURVEY DATA.
5. ALL ELEVATIONS ARE FROM THE 2020 RECORD OF SURVEY FOR KONGIGANAK AIRPORT, BETHEL RECORDING DISTRICT.
6. SEE INNER APPROACH SHEETS FOR APPROACH AND THRESHOLD SITING SURFACE DIMENSIONS AND SLOPES.
7. TO PERMIT THE BUILDING ACTIVITY IN THE EXISTING CONDITION, THE BRL LOCATED AT THE SREB HAS BEEN MOVED 10' TOWARDS THE RUNWAY.

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

KONGIGANAK AIRPORT
KONGIGANAK, ALASKA
AIRPORT LAYOUT PLAN

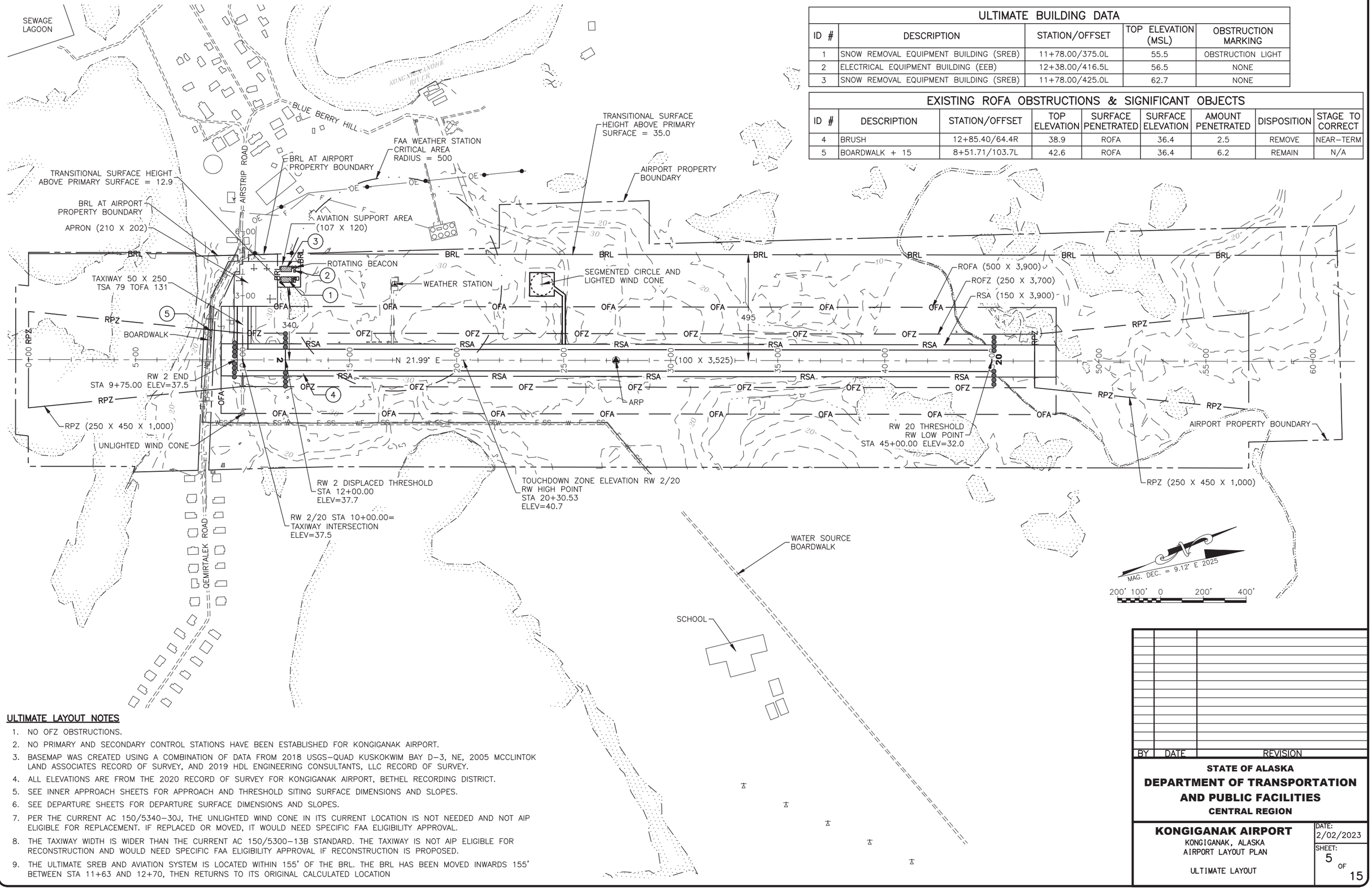
EXISTING LAYOUT

DATE: 2/02/2023
SHEET: 4 OF 15

Designed By: RKB
Drawn By: RJB
Checked By: PWC
Date Plotted: 2/02/2023, 11:23 AM
Layout Name: Existing Layout
File Name: W:\Projects\Kongiganak\ALP\kongiganak_alp\airport layout plan\Final drawings\ALP-D07-Plan.dwg

ULTIMATE BUILDING DATA				
ID #	DESCRIPTION	STATION/OFFSET	TOP ELEVATION (MSL)	OBSTRUCTION MARKING
1	SNOW REMOVAL EQUIPMENT BUILDING (SREB)	11+78.00/375.0L	55.5	OBSTRUCTION LIGHT
2	ELECTRICAL EQUIPMENT BUILDING (EEB)	12+38.00/416.5L	56.5	NONE
3	SNOW REMOVAL EQUIPMENT BUILDING (SREB)	11+78.00/425.0L	62.7	NONE

EXISTING ROFA OBSTRUCTIONS & SIGNIFICANT OBJECTS								
ID #	DESCRIPTION	STATION/OFFSET	TOP ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
4	BRUSH	12+85.40/64.4R	38.9	ROFA	36.4	2.5	REMOVE	NEAR-TERM
5	BOARDWALK + 15	8+51.71/103.7L	42.6	ROFA	36.4	6.2	REMAIN	N/A



ULTIMATE LAYOUT NOTES

1. NO OFZ OBSTRUCTIONS.
2. NO PRIMARY AND SECONDARY CONTROL STATIONS HAVE BEEN ESTABLISHED FOR KONGIGANAK AIRPORT.
3. BASEMAP WAS CREATED USING A COMBINATION OF DATA FROM 2018 USGS-QUAD KUSKOKWIM BAY D-3, NE, 2005 MCCLINTOK LAND ASSOCIATES RECORD OF SURVEY, AND 2019 HDL ENGINEERING CONSULTANTS, LLC RECORD OF SURVEY.
4. ALL ELEVATIONS ARE FROM THE 2020 RECORD OF SURVEY FOR KONGIGANAK AIRPORT, BETHEL RECORDING DISTRICT.
5. SEE INNER APPROACH SHEETS FOR APPROACH AND THRESHOLD SITING SURFACE DIMENSIONS AND SLOPES.
6. SEE DEPARTURE SHEETS FOR DEPARTURE SURFACE DIMENSIONS AND SLOPES.
7. PER THE CURRENT AC 150/5340-30J, THE UNLIGHTED WIND CONE IN ITS CURRENT LOCATION IS NOT NEEDED AND NOT AIP ELIGIBLE FOR REPLACEMENT. IF REPLACED OR MOVED, IT WOULD NEED SPECIFIC FAA ELIGIBILITY APPROVAL.
8. THE TAXIWAY WIDTH IS WIDER THAN THE CURRENT AC 150/5300-13B STANDARD. THE TAXIWAY IS NOT AIP ELIGIBLE FOR RECONSTRUCTION AND WOULD NEED SPECIFIC FAA ELIGIBILITY APPROVAL IF RECONSTRUCTION IS PROPOSED.
9. THE ULTIMATE SREB AND AVIATION SYSTEM IS LOCATED WITHIN 155' OF THE BRL. THE BRL HAS BEEN MOVED INWARDS 155' BETWEEN STA 11+63 AND 12+70, THEN RETURNS TO ITS ORIGINAL CALCULATED LOCATION

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

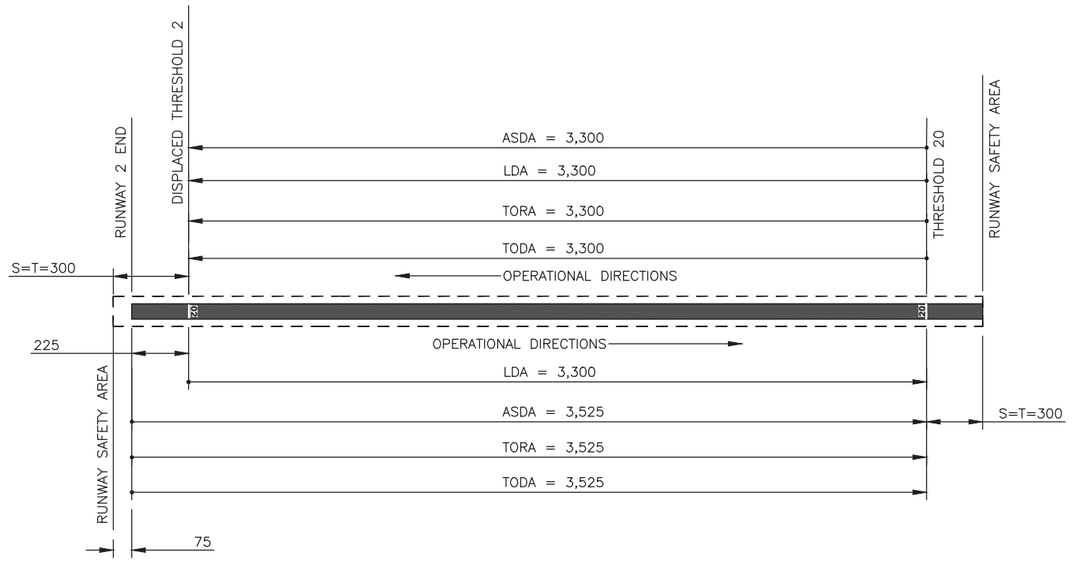
KONGIGANAK AIRPORT
KONGIGANAK, ALASKA
AIRPORT LAYOUT PLAN

ULTIMATE LAYOUT

DATE: 2/02/2023
SHEET: 5 OF 15

Designed By: RKB
Drawn By: RJB
Checked By: PWC
Date Plotted: 2/02/2023, 11:23 AM
Layout Name: Ultimate Layout
File Name: W:\Projects\Kongiganak\ALP\kongiganak_alp\airport layout plan\final drawings\ALP-OUT-Plan.dwg

DECLARED DISTANCES				
RUNWAY END ID	TORA	TODA	ASDA	LDA
ULTIMATE RW 2	3,525	3,525	3,525	3,300
ULTIMATE RW 20	3,300	3,300	3,300	3,300



ULTIMATE RUNWAY 2/20 DECLARED DISTANCES

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

KONGIGANAK AIRPORT
KONGIGANAK, ALASKA
AIRPORT LAYOUT PLAN

DECLARED DISTANCES

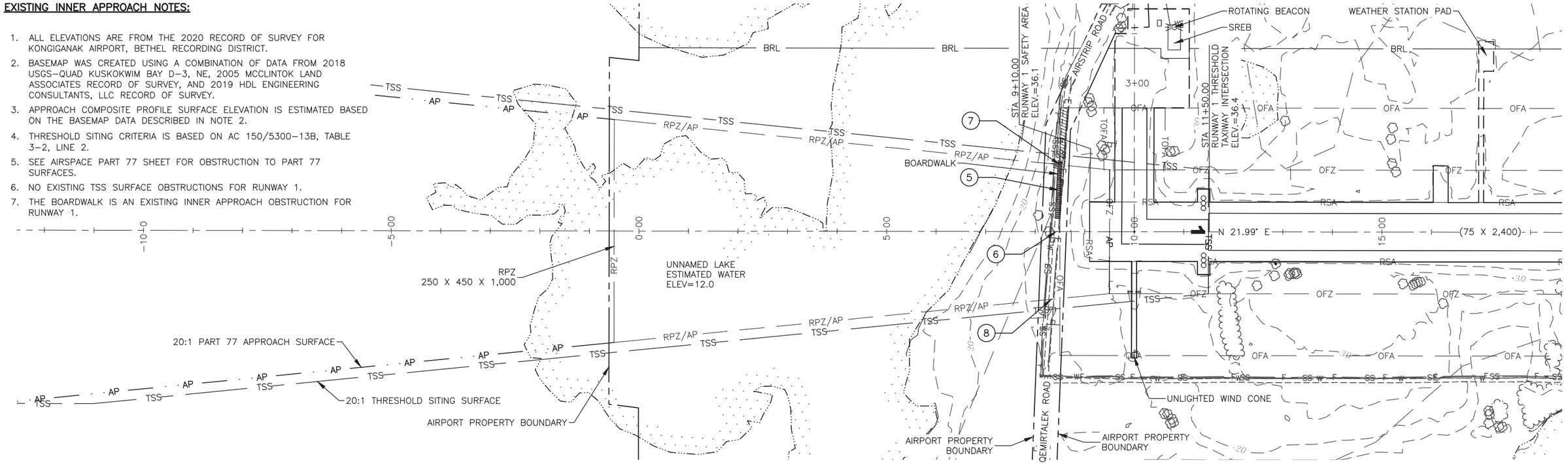
DATE: 2/02/2023
SHEET: 6 OF 15

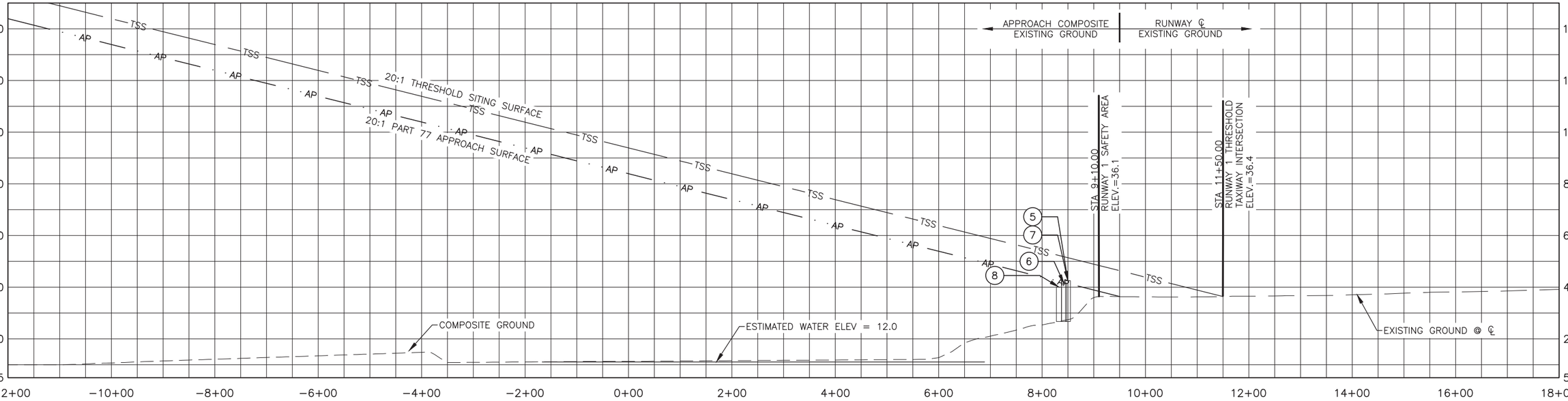
Designed By: RKB
Drawn By: RJB
Checked By: PWC

Date Plotted: 2/02/2023, 11:23 AM
Layout Name: Declared Distances
File Name: W:\Projects\Kongiganak\ALP\kongiganak_alp\airport layout plan\Final drawings\ALP-DUY-Plan.dwg

EXISTING INNER APPROACH NOTES:

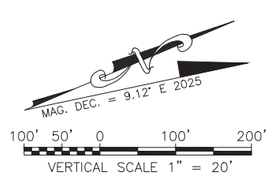
1. ALL ELEVATIONS ARE FROM THE 2020 RECORD OF SURVEY FOR KONGIGANAK AIRPORT, BETHEL RECORDING DISTRICT.
2. BASEMAP WAS CREATED USING A COMBINATION OF DATA FROM 2018 USGS–QUAD KUSKOKWIM BAY D–3, NE, 2005 MCCLINTOK LAND ASSOCIATES RECORD OF SURVEY, AND 2019 HDL ENGINEERING CONSULTANTS, LLC RECORD OF SURVEY.
3. APPROACH COMPOSITE PROFILE SURFACE ELEVATION IS ESTIMATED BASED ON THE BASEMAP DATA DESCRIBED IN NOTE 2.
4. THRESHOLD SITING CRITERIA IS BASED ON AC 150/5300–13B, TABLE 3–2, LINE 2.
5. SEE AIRSPACE PART 77 SHEET FOR OBSTRUCTION TO PART 77 SURFACES.
6. NO EXISTING TSS SURFACE OBSTRUCTIONS FOR RUNWAY 1.
7. THE BOARDWALK IS AN EXISTING INNER APPROACH OBSTRUCTION FOR RUNWAY 1.





EXISTING INNER APPROACH OBSTRUCTIONS (RUNWAY 1)

ID #	DESCRIPTION	STATION/OFFSET	TOP ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
5	BOARDWALK+15	8+51.71/103.7L	42.6	RW 1 APPROACH	41.3	1.3	REMAIN	N/A
6	BOARDWALK+15	8+42.56 @ CL	41.7	RW 1 APPROACH	41.7	0.0	REMAIN	N/A
7	BOARDWALK+15	8+50.18/135.0L	42.5	RW 1 APPROACH	41.2	1.3	REMAIN	N/A
8	BOARDWALK+15	8+32.59/136.7R	40.3	RW 1 APPROACH	42.1	−1.8	REMAIN	N/A



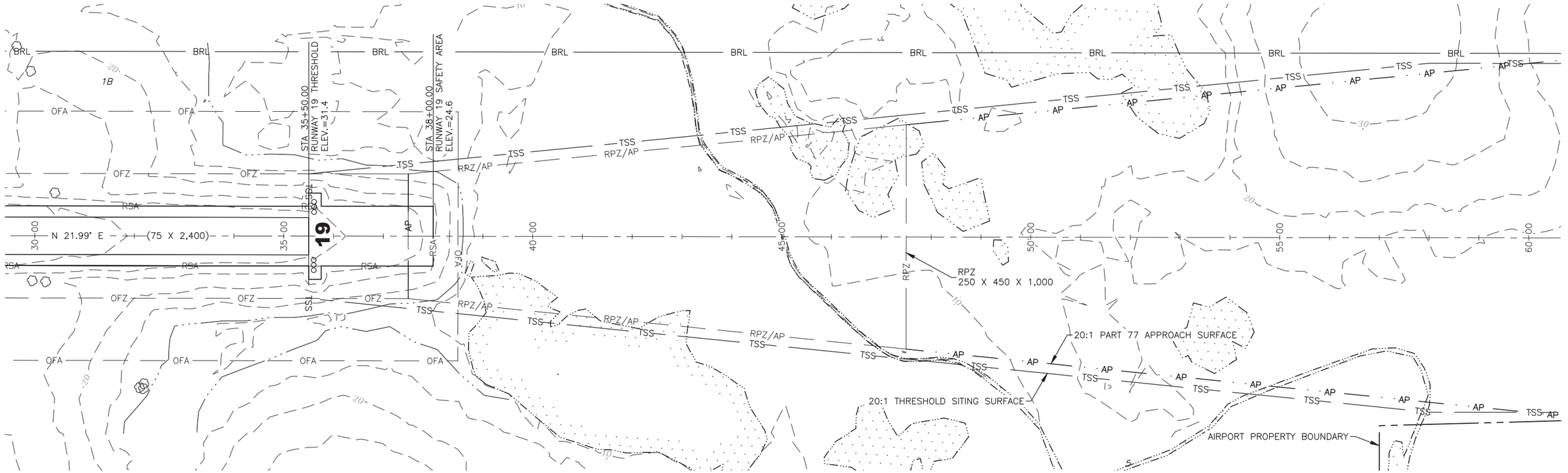
BY	DATE	REVISION

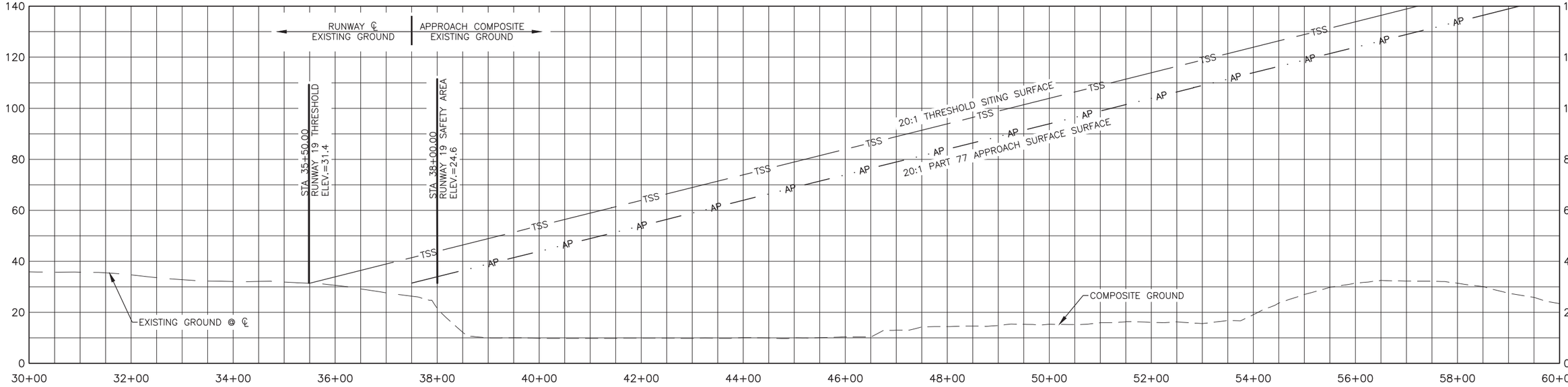
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

KONGIGANAK AIRPORT
KONGIGANAK, ALASKA
AIRPORT LAYOUT PLAN
EXISTING INNER PORTION OF THE APPROACH SURFACE RW 1

DATE: 2/02/2023
SHEET: 7 OF 15

Designed By: RKB
Drawn By: RJB
Checked By: PWC
Date Plotted: 2/02/2023, 11:23 AM
Layout Name: EXISTING INNER PORTION OF THE APPROACH SURFACE RW 1
File Name: W:\Projects\Kongiganak\ALP\Kongiganak_alp\airport layout plan\Final drawings\ALP-DOT-Plan.dwg





EXISTING INNER APPROACH NOTES:

1. ALL ELEVATIONS ARE FROM THE 2020 RECORD OF SURVEY FOR KONGIGANAK AIRPORT, BETHEL RECORDING DISTRICT.
2. BASEMAP WAS CREATED USING A COMBINATION OF DATA FROM 2018 USGS–QUAD KUSKOKWIM BAY D–3, NE, 2005 MCCLINTOK LAND ASSOCIATES RECORD OF SURVEY, AND 2019 HDL ENGINEERING CONSULTANTS, LLC RECORD OF SURVEY.
3. APPROACH COMPOSITE PROFILE SURFACE ELEVATION IS ESTIMATED BASED ON THE BASEMAP DATA DESCRIBED IN NOTE 2.
4. THRESHOLD SITING CRITERIA IS BASED ON AC 150/5300–13B, TABLE 3–2, LINE 2.
5. SEE AIRSPACE PART 77 SHEET FOR OBSTRUCTION TO PART 77 SURFACES.
6. NO EXISTING INNER APPROACH OBSTRUCTIONS FOR RUNWAY 19.
7. NO EXISTING TSS OBSTRUCTIONS FOR RUNWAY 19

MAG. DEC. = 9.12° E 2025

100' 50' 0 100' 200'

VERTICAL SCALE 1" = 20'

BY	DATE	REVISION

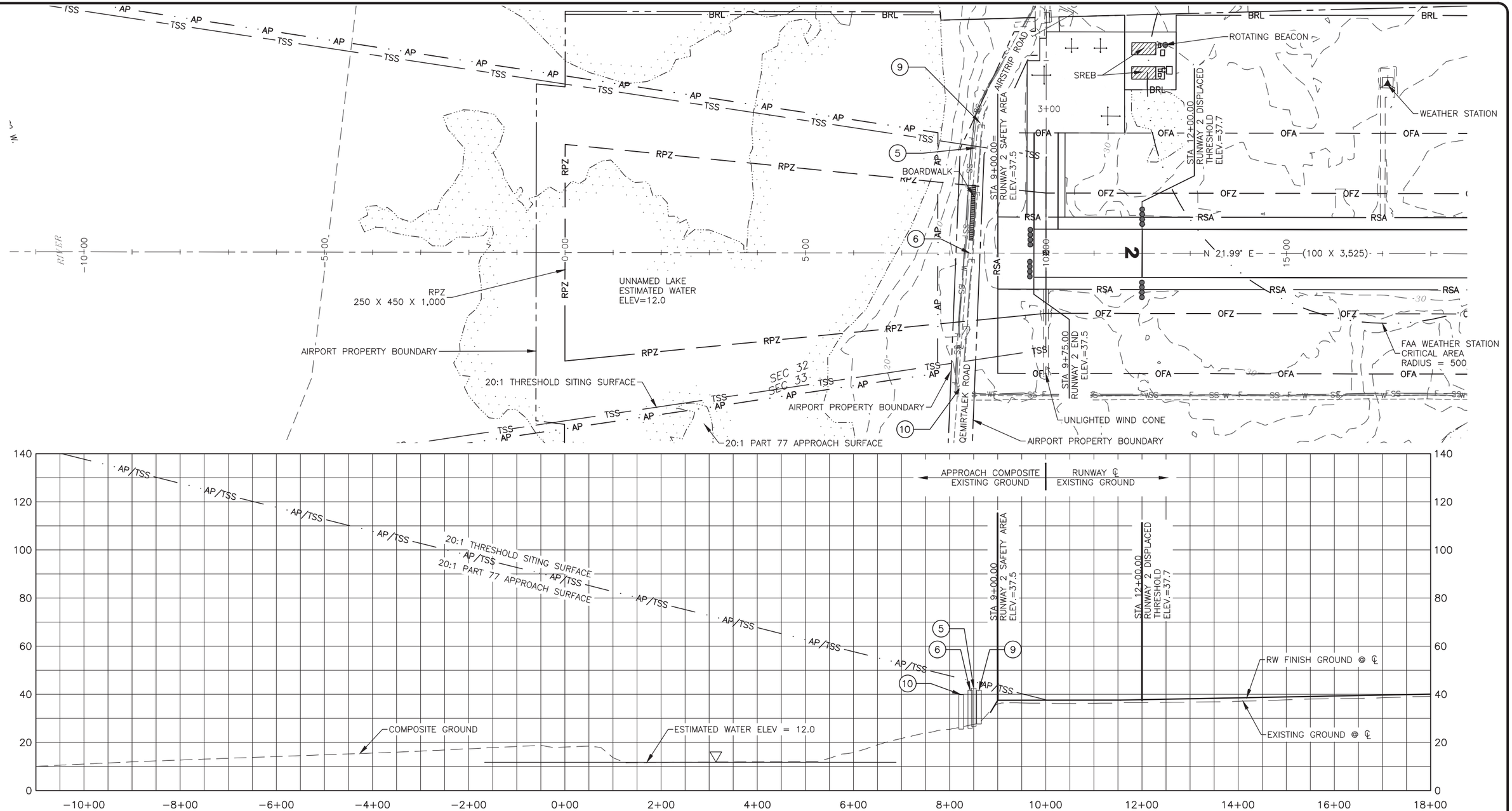
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

KONGIGANAK AIRPORT
KONGIGANAK, ALASKA
AIRPORT LAYOUT PLAN
EXISTING INNER PORTION OF THE APPROACH SURFACE RW 19

DATE: 2/02/2023
SHEET: 8 OF 15

Designed By: RKB
Drawn By: RJB
Checked By: PWC

Date Plotted: 12/02/2023, 11:23 AM
Layout Name: EXISTING INNER PORTION OF THE APPROACH SURFACE RW 19
File Name: W:\Projects\Kongiganak\ALP\kongiganak_arp\airport layout plan\Final drawings\ALP-DUY-Plan.dwg



ULTIMATE INNER APPROACH NOTES:

1. ALL ELEVATIONS ARE FROM THE 2020 RECORD OF SURVEY FOR KONGIGANAK AIRPORT, BETHEL RECORDING DISTRICT.
2. BASEMAP WAS CREATED USING A COMBINATION OF DATA FROM 2018 USGS–QUAD KUSKOKWIM BAY D–3, NE, 2005 MCCLINTOK LAND ASSOCIATES RECORD OF SURVEY, AND 2019 HDL ENGINEERING CONSULTANTS, LLC RECORD OF SURVEY.
3. APPROACH COMPOSITE PROFILE SURFACE ELEVATION IS ESTIMATED BASED ON THE BASEMAP DATA DESCRIBED IN NOTE 2.
4. THRESHOLD SITING CRITERIA IS BASED ON AC 150/5300–13B, TABLE 3–2, LINE 2.
5. SEE AIRSPACE PART 77 SHEET FOR OBSTRUCTION TO PART 77 SURFACES.
6. SEE TABLES FOR ULTIMATE INNER PORTION OF THE APPROACH SURFACE RW 02 SHEET.
7. NO ULTIMATE INNER APPROACH OBSTRUCTIONS FOR RUNWAY 2.
8. NO ULTIMATE TSS OBSTRUCTIONS FOR RUNWAY 2

MAG. DEC. = 9.12° E 2025

100' 50' 0 100' 200'

VERTICAL SCALE 1" = 20'

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

KONGIGANAK AIRPORT
KONGIGANAK, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE INNER PORTION OF THE APPROACH SURFACE RW 2

DATE: 2/02/2023
SHEET: 9 OF 15

Designed By: RKB
Drawn By: RJB
Checked By: PWC

Date Plotted: 2/02/2023, 11:23 AM
Layout Name: ULTIMATE INNER PORTION OF THE APPROACH SURFACE RW 2
File Name: W:\Projects\Kongiganak\ALP\Kongiganak_alp\airport layout plan\Final drawings\ALP-DUY-Plan.dwg

ULTIMATE INNER APPROACH OBSTRUCTIONS & SIGNIFICANT OBJECTS (RUNWAY 2)								
ID #	DESCRIPTION	STATION/OFFSET	TOP ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
5	BOARDWALK+15	8+51.71/103.7L	42.6	RW 2 APPROACH	44.7	−2.1	REMAIN	N/A
6	BOARDWALK+15	8+42.56 @ CL	41.7	RW 2 APPROACH	45.4	−3.7	REMAIN	N/A
9	BOARDWALK+15	8+61.13/270.9L	41.7	RW 2 APPROACH	44.5	−2.8	REMAIN	N/A
10	BOARDWALK+15	8+23.62/276.5R	39.9	RW 2 APPROACH	46.3	−6.4	REMAIN	N/A

ULTIMATE THRESHOLD SITING SURFACE OBSTRUCTIONS & SIGNIFICANT OBJECTS (RUNWAY 2)								
ID #	DESCRIPTION	STATION/OFFSET	TOP ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
5	BOARDWALK+15	8+51.71/103.7L	42.6	THRESHOLD SITING SURFACE	44.7	−2.1	REMAIN	N/A
6	BOARDWALK+15	8+42.56 @ CL	41.7	THRESHOLD SITING SURFACE	45.4	−3.7	REMAIN	N/A
9	BOARDWALK+15	8+61.13/270.9L	41.7	THRESHOLD SITING SURFACE	44.5	−2.8	REMAIN	N/A
10	BOARDWALK+15	8+23.62/276.5R	39.9	THRESHOLD SITING SURFACE	46.3	−6.4	REMAIN	N/A

BY	DATE	REVISION

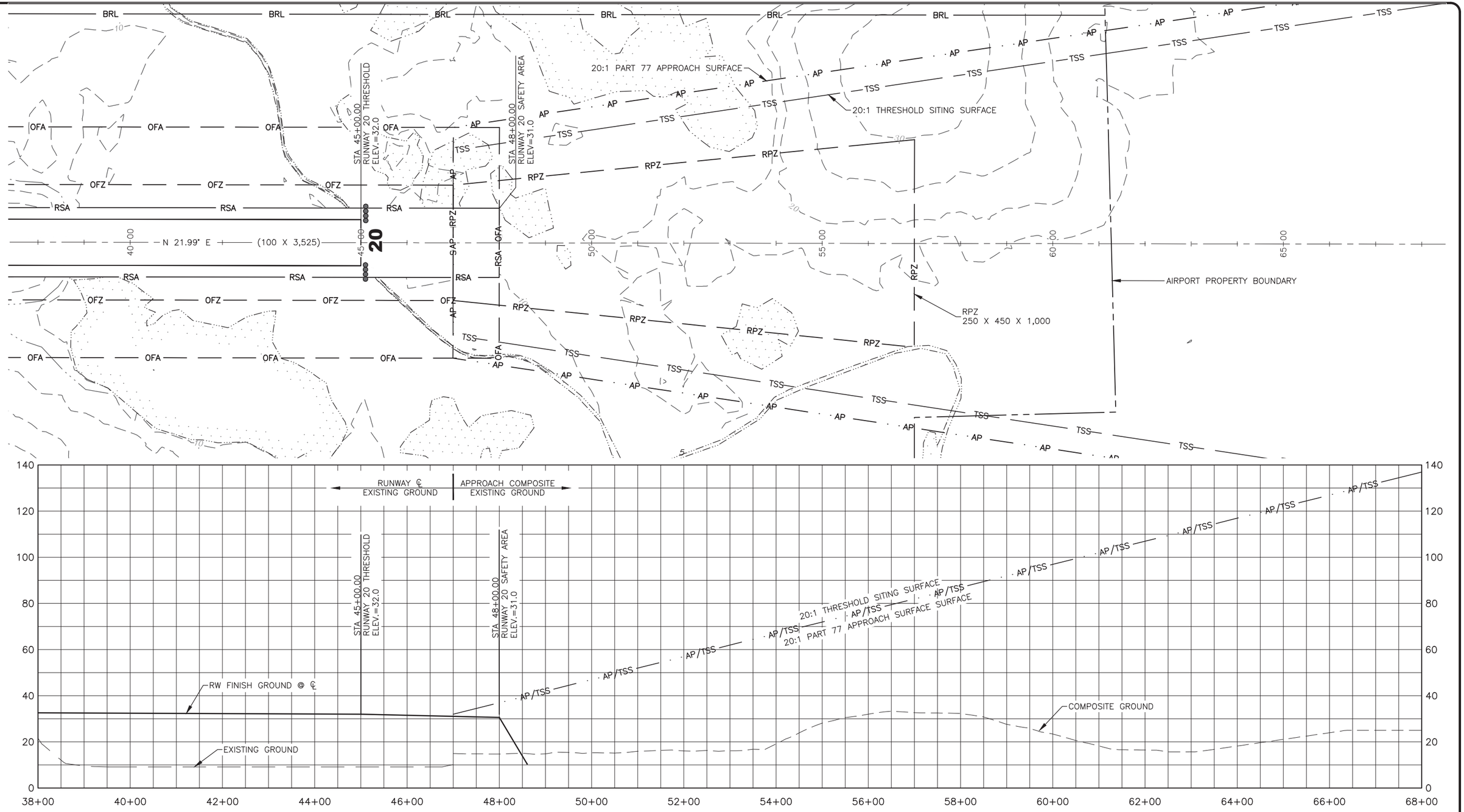
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

KONGIGANAK AIRPORT
KONGIGANAK, ALASKA
AIRPORT LAYOUT PLAN
TABLES FOR
ULTIMATE INNER PORTION OF THE
APPROACH SURFACE RW 2

DATE: 2/02/2023
SHEET: 10 OF 15

Designed By: RKB
Drawn By: RJB
Checked By: PWC

Date Plotted: 2/02/2023, 11:23 AM
Layout Name: TABLES FOR ULTIMATE INNER PORTION OF THE APPROACH SURFACE RW 2
File Name: W:\Projects\Kongiganak\ALP\Kongiganak_alp\Airport layout plan\Final drawings\ALP-DUY-Plan.dwg



ULTIMATE INNER APPROACH NOTES:

1. ALL ELEVATIONS ARE FROM THE 2020 RECORD OF SURVEY FOR KONGIGANAK AIRPORT, BETHEL RECORDING DISTRICT.
2. BASEMAP WAS CREATED USING A COMBINATION OF DATA FROM 2018 USGS–QUAD KUSKOKWIM BAY D–3, NE, 2005 MCCLINTOK LAND ASSOCIATES RECORD OF SURVEY, AND 2019 HDL ENGINEERING CONSULTANTS, LLC RECORD OF SURVEY.
3. APPROACH COMPOSITE PROFILE SURFACE ELEVATION IS ESTIMATED BASED ON THE BASEMAP DATA DESCRIBED IN NOTE 2.
4. THRESHOLD SITING CRITERIA IS BASED ON AC 150/5300–13B, TABLE 3–2, LINE 2.
5. SEE AIRSPACE PART 77 SHEET FOR OBSTRUCTION TO PART 77 SURFACES.
6. NO ULTIMATE INNER APPROACH OBSTRUCTIONS FOR RUNWAY 20.
7. NO ULTIMATE TSS OBSTRUCTIONS FOR RUNWAY 20.

MAG. DEC. = 9.12° E 2025

100' 50' 0 100' 200'

VERTICAL SCALE 1" = 20'

BY	DATE	REVISION

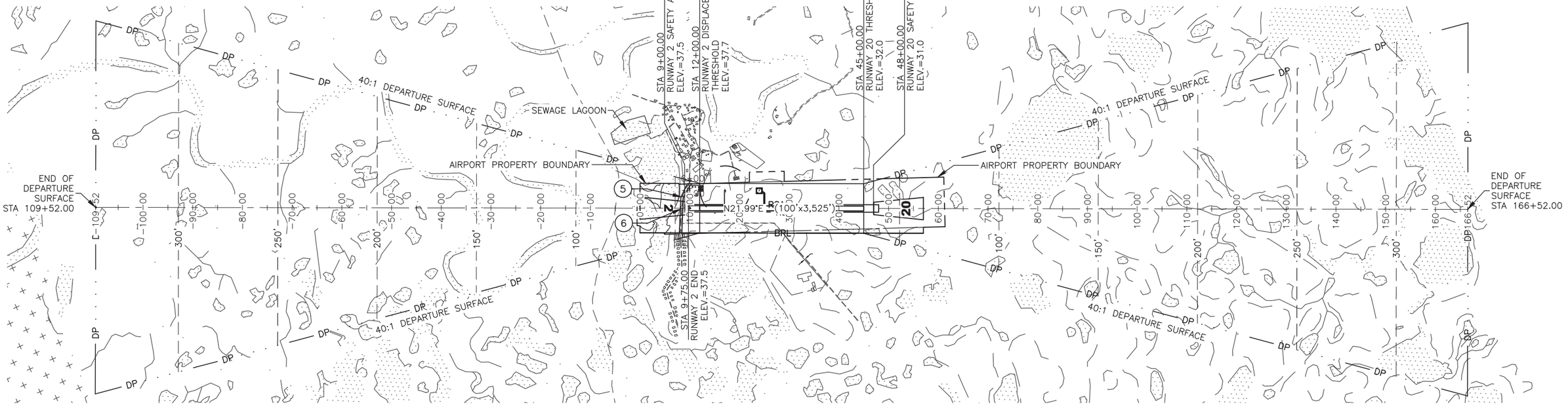
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

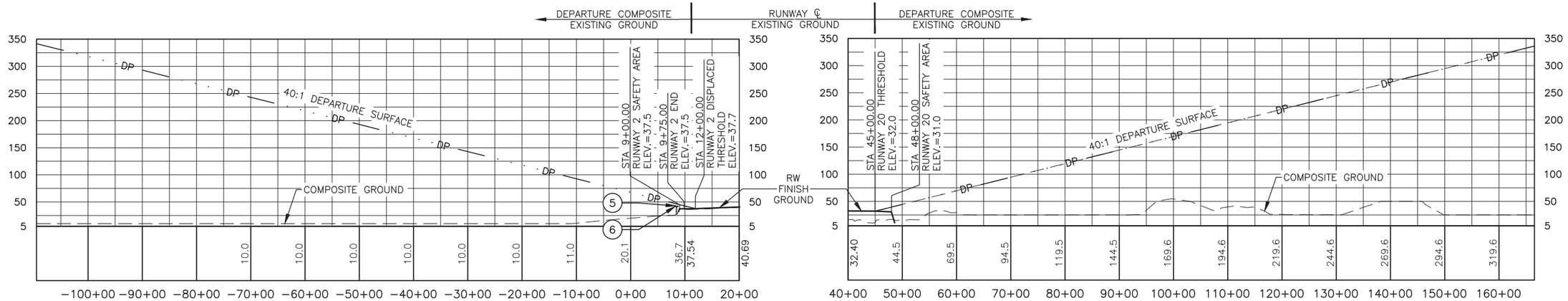
KONGIGANAK AIRPORT
KONGIGANAK, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE INNER PORTION OF THE APPROACH SURFACE RW 20

DATE: 2/02/2023
SHEET: 11 OF 15

Designed By: RKB
Drawn By: RJB
Checked By: PWC

Date Plotted: 12/02/2023, 11:23 AM
Layout Name: ULTIMATE INNER PORTION OF THE APPROACH SURFACE RW 20
File Name: W:\Projects\Kongiganak\ALP\kongiganak_ap\Airport layout plan\Final drawings\ALP-DUY-Plan.dwg



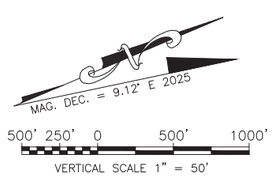


ULTIMATE DEPARTURE OBSTRUCTIONS & SIGNIFICANT OBJECTS (RUNWAY 2)

ID #	DESCRIPTION	STATION/OFFSET	TOP ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
5	BOARDWALK+15	8+51.71/103.7L	42.6	RW 2 APPROACH	46.4	−3.8	REMAIN	N/A
6	BOARDWALK+15	8+42.56 @ CL	41.7	RW 2 APPROACH	46.6	−4.9	REMAIN	N/A

NOTES:

1. ALL ELEVATIONS ARE FROM THE 2020 RECORD OF SURVEY FOR KONGIGANAK AIRPORT, BETHEL RECORDING DISTRICT.
2. BASEMAP WAS CREATED USING A COMBINATION OF DATA FROM 2018 USGS−QUAD KUSKOKWIM BAY D−3, NE, 2005 MCCLINTOK LAND ASSOCIATES RECORD OF SURVEY, AND 2019 HDL ENGINEERING CONSULTANTS, LLC RECORD OF SURVEY.
3. DEPARTURE COMPOSITE PROFILE SURFACE ELEVATION IS ESTIMATED BASED ON THE BASEMAP DATA DESCRIBED IN NOTE 2.
4. THRESHOLD SITING CRITERIA IS BASED ON AC 150/5300−13B, TABLE 3−2, LINE 2.



BY	DATE	REVISION

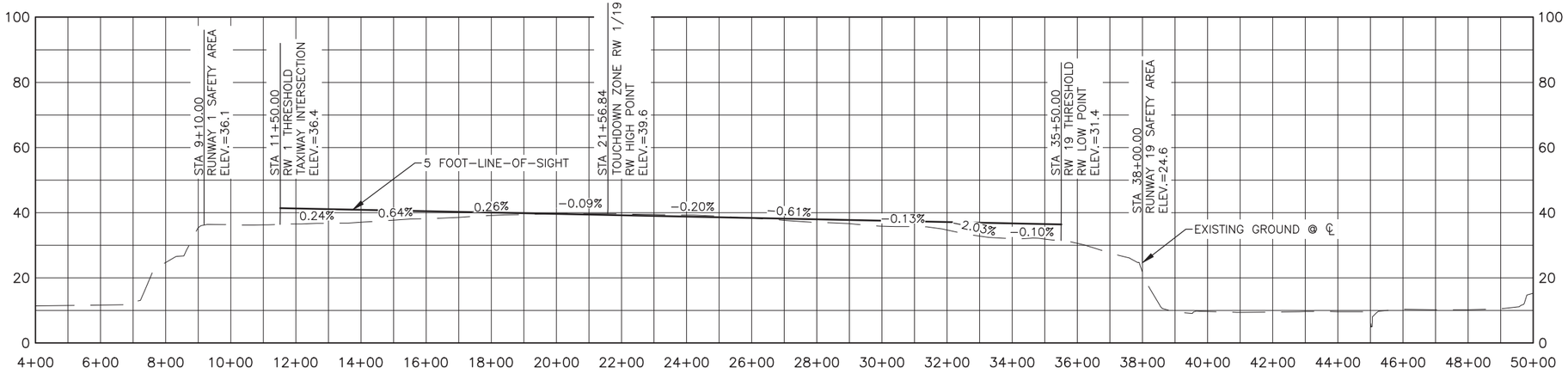
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

KONGIGANAK AIRPORT
KONGIGANAK, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE DEPARTURE SURFACE
RW 2 & RW 20

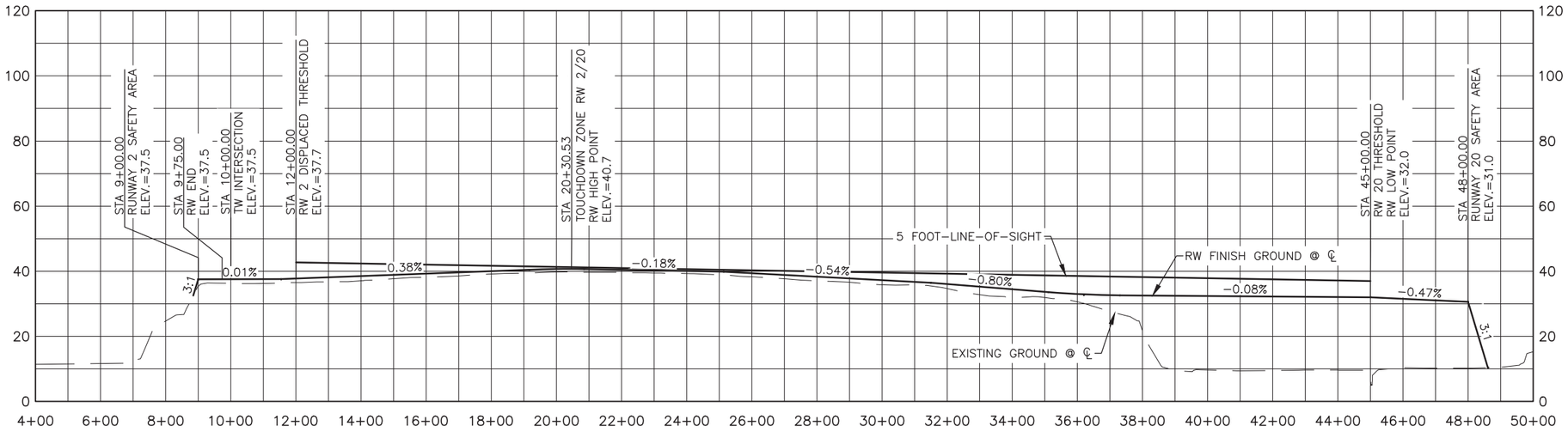
DATE: 2/02/2023
SHEET: 12 OF 15

Designed By: RKB
Drawn By: RJB
Checked By: PWC

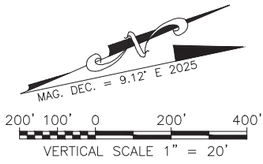
Date Plotted: 12/02/2023, 11:24 AM
Layout Name: ULTIMATE DEPARTURE SURFACE RW 2 & RW 20
File Name: W:\Projects\Kongiganak\ALP\kongiganak_alp\airport layout plan\Final drawings\ALP-DUY-Plan.dwg



EXISTING RUNWAY PROFILE



ULTIMATE RUNWAY PROFILE



NOTES:

1. EXISTING RUNWAY PROFILE DOES NOT MEET LINE OF SIGHT REQUIREMENTS.
2. ULTIMATE RUNWAY PROFILE MEETS LINE OF SIGHT REQUIREMENTS.

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

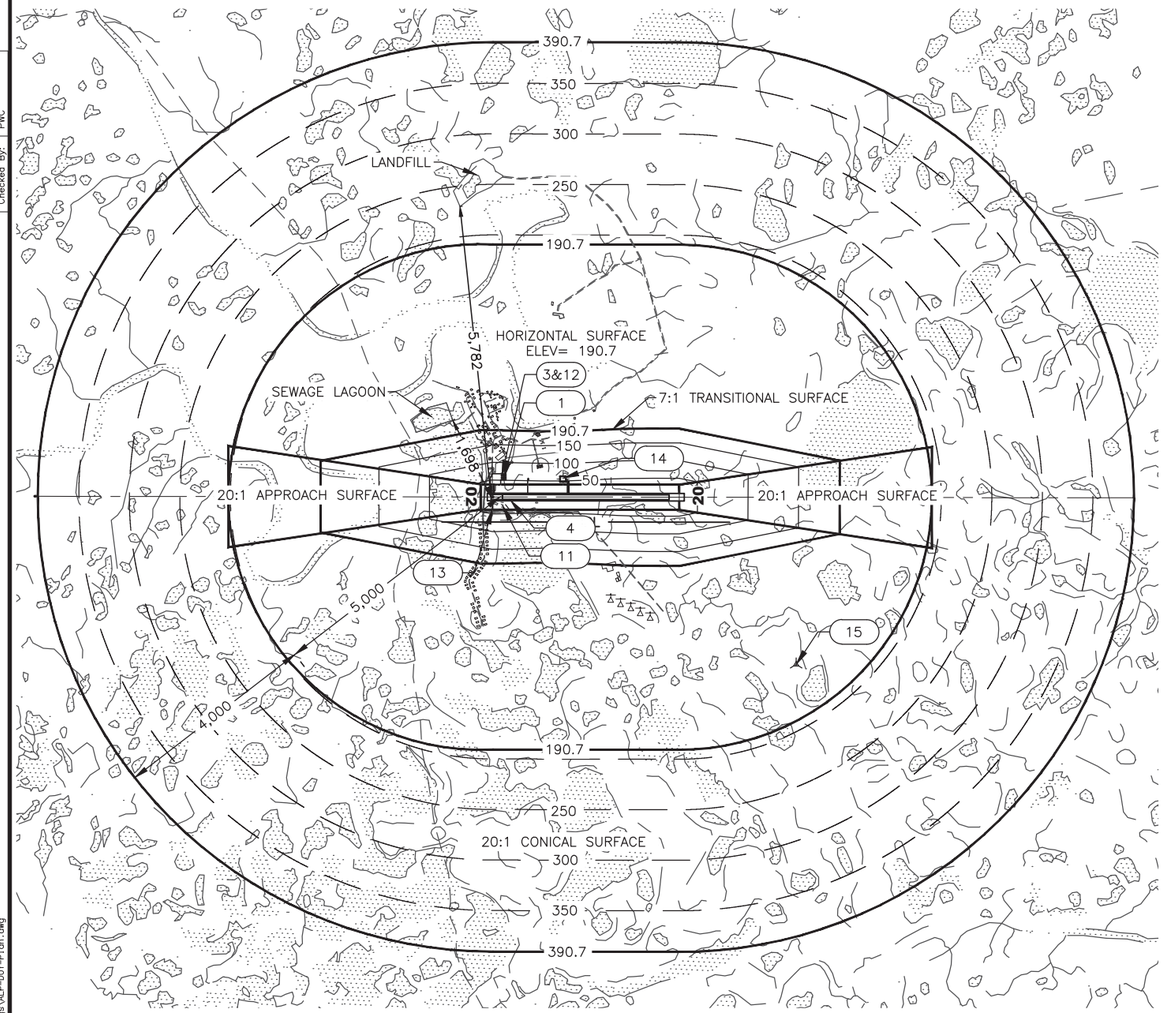
KONGIGANAK AIRPORT
KONGIGANAK, ALASKA
AIRPORT LAYOUT PLAN

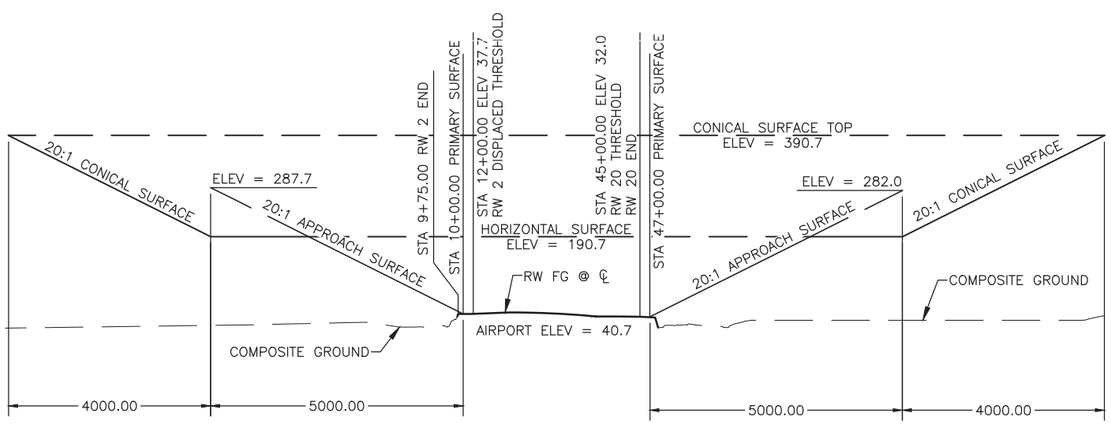
RUNWAY PROFILES

DATE: 2/02/2023
SHEET: 13 OF 15

Designed By: RKB
Drawn By: RJB
Checked By: PWC

Date Plotted: 2/02/2023, 11:24 AM
Layout Name: RUNWAY PROFILES
File Name: W:\Projects\Kongiganak\ALP\kongiganak_alp\airport layout plan\final drawings\ALP-D07-Plan.dwg



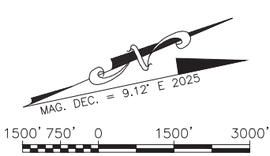


RUNWAY SECTION
NTS

PART 77 SURFACE OBSTRUCTIONS & SIGNIFICANT OBJECTS								
ID #	DESCRIPTION	STATION/OFFSET	TOP ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
1	SREB (PROPOSED)	11+78.00/375.00L	58.0	TRANSITIONAL	55.6	2.4	LIGHT	NEAR-TERM
3	SREB (ANTENNA)	12+28.00/425.00L	64.6	TRANSITIONAL	64.6	0.0	LIGHT	NEAR-TERM
4	BRUSH	12+85.43/64.37R	38.9	PRIMARY	38.0	0.9	REMOVE	NEAR-TERM
11	BRUSH	11+93.92/201.14R	39.3	PRIMARY	37.7	1.6	REMOVE	NEAR-TERM
12	ROTATING BEACON	12+60.00/450.00L	66.0	TRANSITIONAL	66.5	-0.5	LIGHT	N/A
13	WIND CONE	10+00.00/252.50R	45.4	TRANSITIONAL	38.0	7.4	LIGHT	N/A
14	WIND CONE	23+97.87/355.34L	55.5	TRANSITIONAL	55.1	0.4	LIGHT	N/A
15	ANTENNA (CELL) TOWER	70+17.10/3310.89R	270.4	HORIZONTAL	190.7	79.7	LIGHT	N/A

NOTES:

1. ALL ELEVATIONS ARE FROM THE 2020 RECORD OF SURVEY FOR KONGIGANAK AIRPORT, BETHEL RECORDING DISTRICT.
2. BASEMAP WAS CREATED USING A COMBINATION OF DATA FROM 2018 USGS-QUAD KUSKOKWIM BAY D-3 NE, 2005 MCCLINTOCK LAND ASSOCIATES RECORD OF SURVEY, AND 2019 HDL ENGINEERING CONSULTANTS, LLC RECORD OF SURVEY.
3. THE COMPOSITE PROFILE ELEVATIONS ARE ESTIMATES BASED ON THE BASEMAP DESCRIBED IN NOTE 2.
4. ESTABLISHED AIRPORT ELEVATION IS 40.7.
5. APPROACH SURFACES ARE 20:1 BEGINNING 200 FEET FROM THE THRESHOLD.
6. WIDTH OF PRIMARY SURFACE IS 500 FEET.
7. REFER TO INNER APPROACH SHEETS FOR CLOSE IN OBSTRUCTIONS.
8. THE SEWAGE LAGOON IS LOCATED APPROXIMATELY 1,698 FEET FROM RW 2 THRESHOLD.
9. THE LANDFILL IS LOCATED APPROXIMATELY 5,782 FEET FROM THE RW 2 THRESHOLD.
10. AIRCRAFT PARKED IN TRANSIENT PARKING USING TIE DOWNS MAY BE OBSTRUCTIONS TO THE TRANSITIONAL SURFACE.
11. STATIONS AND OFFSETS LISTED ON THIS SHEET ARE BASED ON THE RUNWAY CENTERLINE.



BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

KONGIGANAK AIRPORT
KONGIGANAK, ALASKA
AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE 14 CFR, PART 77

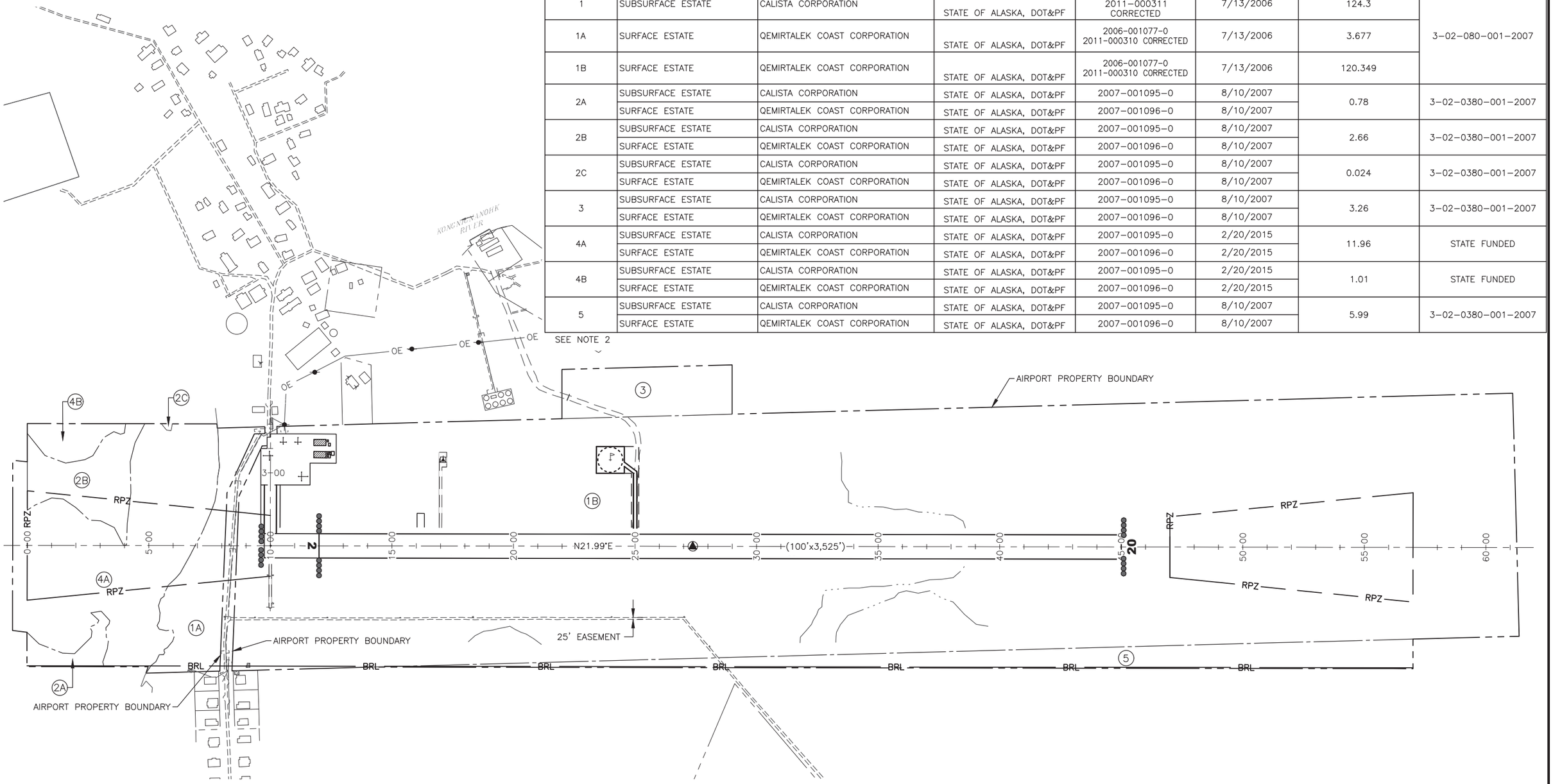
DATE: 2/02/2023
SHEET: 14 OF 15

Designed By: RKB
Drawn By: RJB
Checked By: PWC

Date Plotted: 2/02/2023, 11:24 AM
Layout Name: AIRPORT AIRSPACE 14 CFR PART 77
File Name: W:\Projects\Kongiganak\ALP\kongiganak_alp\airport layout plan\Final drawings\ALP-DOT-Plan.dwg

PROPERTY STATUS

ID #	INTEREST	GRANTOR	GRANTEE	RECORDED DOC NO.	DATE AQUIRED	ACQUIRED AREA (ACRE +/−)	ACQUIRED UNDER AIP NO.
1	SUBSURFACE ESTATE	CALISTA CORPORATION	STATE OF ALASKA, DOT&PF	2006−001076−0 2011−000311 CORRECTED	7/13/2006	124.3	3−02−080−001−2007
1A	SURFACE ESTATE	QEMIRTALEK COAST CORPORATION	STATE OF ALASKA, DOT&PF	2006−001077−0 2011−000310 CORRECTED	7/13/2006	3.677	
1B	SURFACE ESTATE	QEMIRTALEK COAST CORPORATION	STATE OF ALASKA, DOT&PF	2006−001077−0 2011−000310 CORRECTED	7/13/2006	120.349	
2A	SUBSURFACE ESTATE	CALISTA CORPORATION	STATE OF ALASKA, DOT&PF	2007−001095−0	8/10/2007	0.78	3−02−0380−001−2007
	SURFACE ESTATE	QEMIRTALEK COAST CORPORATION	STATE OF ALASKA, DOT&PF	2007−001096−0	8/10/2007		
2B	SUBSURFACE ESTATE	CALISTA CORPORATION	STATE OF ALASKA, DOT&PF	2007−001095−0	8/10/2007	2.66	3−02−0380−001−2007
	SURFACE ESTATE	QEMIRTALEK COAST CORPORATION	STATE OF ALASKA, DOT&PF	2007−001096−0	8/10/2007		
2C	SUBSURFACE ESTATE	CALISTA CORPORATION	STATE OF ALASKA, DOT&PF	2007−001095−0	8/10/2007	0.024	3−02−0380−001−2007
	SURFACE ESTATE	QEMIRTALEK COAST CORPORATION	STATE OF ALASKA, DOT&PF	2007−001096−0	8/10/2007		
3	SUBSURFACE ESTATE	CALISTA CORPORATION	STATE OF ALASKA, DOT&PF	2007−001095−0	8/10/2007	3.26	3−02−0380−001−2007
	SURFACE ESTATE	QEMIRTALEK COAST CORPORATION	STATE OF ALASKA, DOT&PF	2007−001096−0	8/10/2007		
4A	SUBSURFACE ESTATE	CALISTA CORPORATION	STATE OF ALASKA, DOT&PF	2007−001095−0	2/20/2015	11.96	STATE FUNDED
	SURFACE ESTATE	QEMIRTALEK COAST CORPORATION	STATE OF ALASKA, DOT&PF	2007−001096−0	2/20/2015		
4B	SUBSURFACE ESTATE	CALISTA CORPORATION	STATE OF ALASKA, DOT&PF	2007−001095−0	2/20/2015	1.01	STATE FUNDED
	SURFACE ESTATE	QEMIRTALEK COAST CORPORATION	STATE OF ALASKA, DOT&PF	2007−001096−0	2/20/2015		
5	SUBSURFACE ESTATE	CALISTA CORPORATION	STATE OF ALASKA, DOT&PF	2007−001095−0	8/10/2007	5.99	3−02−0380−001−2007
	SURFACE ESTATE	QEMIRTALEK COAST CORPORATION	STATE OF ALASKA, DOT&PF	2007−001096−0	8/10/2007		



LEGEND

EXISTING PROPERTY LINE

EXISTING PARCEL LINE

NOTES:

1. THERE ARE NO EXISTING OR PLANNED NON−AERONAUTICAL LAND USES ON THE AIRPORT.
2. KONGIGANAK IS WITHIN THE BETHEL RECORDING DISTRICT

MAG. DEC. = 9.12° E 2025

200' 100' 0 200' 400'

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

KONGIGANAK AIRPORT
KONGIGANAK, ALASKA
AIRPORT LAYOUT PLAN

PROPERTY MAP

DATE: 2/02/2023

SHEET: 15 OF 15

Designed By: RKB
Drawn By: RJB
Checked By: PWC

Date Plotted: 2/02/2023, 11:24 AM
Layout Name: PROPERTY MAP
File Name: W:\Projects\Kongiganak\ALP\Kongiganak_alp\airport layout plan\Final drawings\ALP-D07-Plan.dwg