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

July 15, 2020

Luke Bowland, P.E.
Central Region Aviation Design Section Chief
Department of Transportation and Public
Facilities, State of Alaska
4111 Aviation Avenue
PO Box 196900
Anchorage, AK 99519

Dear Mr. Bowland,

Clarks Point Airport, Clarks Point, Alaska
Airport Layout Plan Conditional Approval
Airspace Case No. 2020-AAL-75-NRA

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

An aeronautical study (no. 2020-AAL-75-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

The FAA Reauthorization Act of 2018, Section 163(d), has limited the FAA's review and approval authority for ALPs. This approval is based on and limited to those portions of the ALP that:

a. Materially impact the safe and efficient operation of aircraft at, to, or from the airport;
b. Adversely affect the safety of people or property on the ground adjacent to the airport as a result of aircraft operations; or
c. Adversely affect the value of prior Federal investments to a significant extent.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the

affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, avigation easements, letters of agreement or other means.

This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration.

When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

Please attach this letter to the Airport Layout Plan and retain it in your files. We look forward to working with you in the continued development of the Clarks Point airport. If you have any questions, please contact Jonathan Linquist, Community Planner, at our office at 907-271-5040.

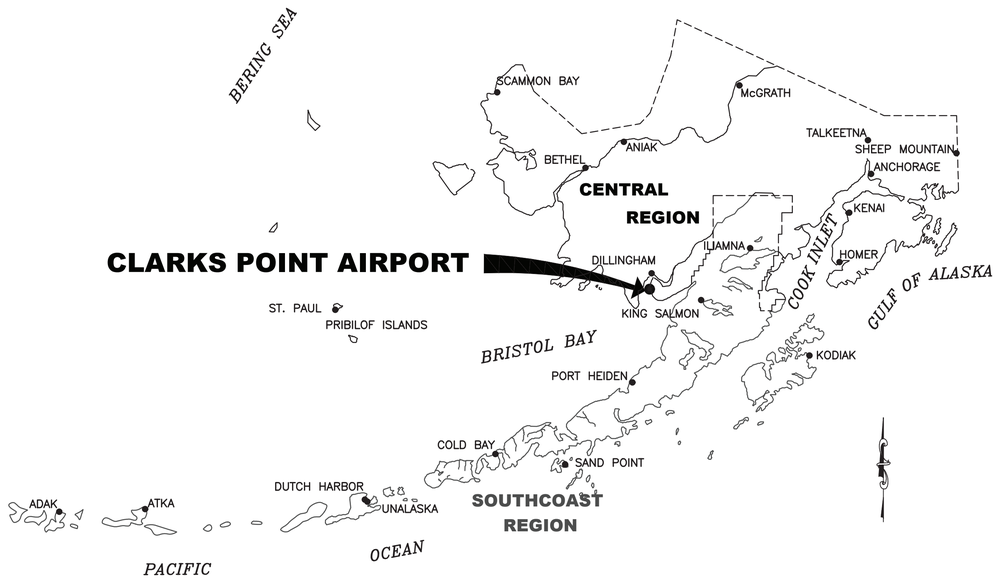
Sincerely,

KATRINA C. MOSS

Digitally signed by KATRINA C. MOSS
Date: 2020.07.15 07:38:21 -08'00'

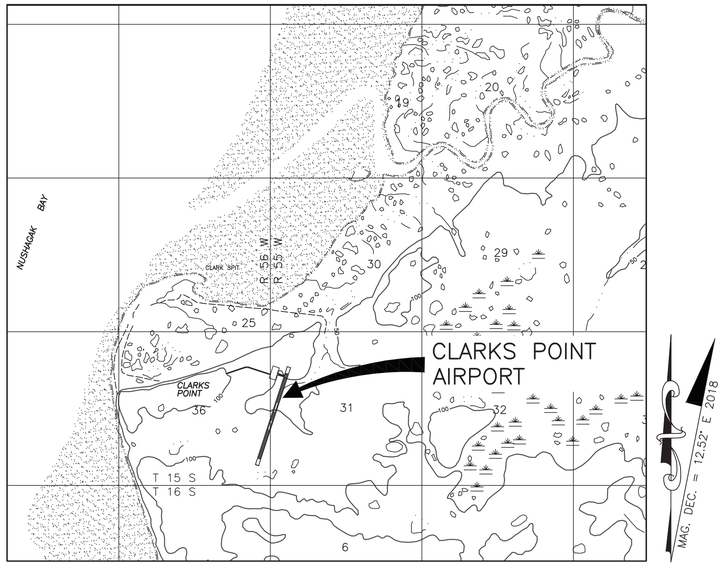
Katrina C. Moss
Lead Community Planner

Enclosure



ALASKA CENTRAL REGION LOCATION MAP

NOT TO SCALE



VICINITY MAP

1 SM .5 SM0 1 SM 2 SM

T 17 N, R 90 W, SEC. 21, 22, 27, & 28
SEWARD MERIDIAN
U.S.G.S. NUSHAGAK BAY (D-2) 1952, ALASKA

CLARKS POINT AIRPORT
AIRPORT LAYOUT PLAN

CLARKS POINT, ALASKA

LEGEND		
ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (A.R.P.)		
ANTENNA		
APPROACH SURFACE	AP	AP
BUILDINGS		
BUILDING RESTRICTION LINE	BRL	BRL
DEPARTURE SURFACE	DP	DP
FAA WEATHER STATION		
FENCE	x x x	x x x
PAPI		
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		
THRESHOLD SITING SURFACE	TSS	TSS
TOPOGRAPHIC CONTOURS	100	100
TREELINE		
UTILITY POLE		
WATER BODY		
WIND CONE		
WIND TURBINE		

DRAWING INDEX

SHT #	SHEET TITLE
1	COVER
2	AIRPORT DATA
3	WIND ROSE
4	EXISTING LAYOUT
5	ULTIMATE LAYOUT
6	EXISTING INNER PORTION OF THE APPROACH SURFACE – RUNWAY 01
7	EXISTING INNER PORTION OF THE APPROACH SURFACE – RUNWAY 19
8	ULTIMATE INNER PORTION OF THE APPROACH SURFACE – RUNWAY 01
9	ULTIMATE INNER PORTION OF THE APPROACH SURFACE – RUNWAY 19
10	ULTIMATE INNER PORTION OF THE APPROACH SURFACE – RUNWAY 10
11	ULTIMATE INNER PORTION OF THE APPROACH SURFACE – RUNWAY 28
12	EXISTING DEPARTURE SURFACE – RUNWAY 01
13	EXISTING DEPARTURE SURFACE – RUNWAY 19
14	ULTIMATE DEPARTURE SURFACE – RUNWAY 01
15	ULTIMATE DEPARTURE SURFACE – RUNWAY 19
16	RUNWAY PROFILES
17	AIRPORT AIRSPACE, 14 CFR, PART 77
18	AIRPORT PROPERTY MAP

BY	DATE	REVISION

APPROVED: John Linnell Digitally signed by John Linnell Date: 2020.07.06 15:00:14 -08'00' **DATE:**

JOHN LINNELL, P.E. **PRECONSTRUCTION ENGINEER**

RECOMMENDED: Luke Bowland Digitally signed by Luke Bowland Date: 2020.07.02 13:02:06 -08'00' **DATE:**

LUKE BOWLAND, P.E. **AVIATION DESIGN GROUP CHIEF**

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 7/15/2020
FAA AIRSPACE REVIEW NUMBER: 2020-AAL-75-NRA

KATRINA C. MOSS Digitally signed by KATRINA C. MOSS Date: 2020.07.15 07:33:53 -08'00' **DATE:** 7/15/2020

FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-612

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CLARKS POINT AIRPORT
CLARKS POINT, ALASKA
AIRPORT LAYOUT PLAN

COVER

DATE: 6/09/2020

SHEET: 1 OF 18

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

Date Plotted: 6/09/2020, 9:49 AM
Layout Name: Cover
File Name: W:\Projects\Clarks Point\ALP\Clarks Point_ALP_2018\Airport Layout Plan\CAD\ALP-CLP-Cover.dwg

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

Date Plotted:	6/09/2020, 9:49 AM
Layout Name:	Airport Data
File Name:	W:\Projects\Clarks Point\ALP\Clarks Point_ALP_2018\Airport Layout Plan\CAD\ALP-CLP-Data Tables.dwg

AIRPORT DATA

ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	PFCL	PFCL
NATIONAL AIRPORT IDENTIFIER	CLP	CLP
FAA SITE NUMBER	50108.3*A	50108.3*A
AIRPORT ELEVATION (NAVD88)	78.5'	78.5'
AIRPORT REFERENCE CODE	A–I SMALL	A–I SMALL
MEAN MAX. TEMPERATURE, HOTTEST MONTH	62.5°F JULY	62.5°F JULY
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	11° 3.6' E, 2025, 0° 14.2' W / YEAR	
CRITICAL AIRCRAFT OR AIRCRAFT GROUP	A–I SMALL	A–I SMALL
AIRPORT AND TERMINAL NAVIGATION AIDS	GPS, LIGHTED WIND CONE, BEACON, SEG CIRCLE	GPS, LIGHTED WIND CONE, BEACON, SEG CIRCLE
MISCELLANEOUS FACILITIES	WEATHER STATION	WEATHER STATION
NPIAS SERVICE LEVEL	GENERAL AVIATION (GA)	GENERAL AVIATION (GA)
STATE EQUIVALENT SERVICE ROLE	COMMUNITY OFF–ROAD	COMMUNITY OFF–ROAD

GEOGRAPHIC COORDINATES

ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (ARP)		
LATITUDE	58° 50' 01.27" N	58° 49' 56.92" N
LONGITUDE	158° 31' 45.83" W	158° 31' 44.19" W
THRESHOLD RW 01		
LATITUDE	58° 49' 46.28" N	58° 49' 46.28" N
LONGITUDE	158° 31' 55.22" W	158° 31' 55.22" W
STATION	28+95	28+95
ELEVATION	78.5'	78.5'
THRESHOLD RW 19		
LATITUDE	58° 50' 16.26" N	58° 50' 16.26" N
LONGITUDE	158° 31' 36.44" W	158° 31' 36.44" W
STATION	60+95	60+95
ELEVATION	59.4'	59.4'
THRESHOLD RW 10		
LATITUDE	N/A	58° 49' 56.23" N
LONGITUDE	N/A	158° 32' 03.90" W
STATION	N/A	610+00
ELEVATION	N/A	71.8'
THRESHOLD RW 28		
LATITUDE	N/A	58° 49' 46.50" N
LONGITUDE	N/A	158° 31' 20.27" W
STATION	N/A	635+00
ELEVATION	N/A	71.8'

PRIMARY AIRPORT CONTROL STATIONS

POINT	LATITUDE	LONGITUDE	DESCRIPTION
3	58° 49' 55.17" N	158° 31' 37.36" W	GPS
701	58° 50' 10.25" N	158° 31' 48.94" W	GPS CLP A
702	58° 50' 19.84" N	158° 31' 32.40" W	GPS CLP B
703	58° 49' 47.06" N	158° 31' 49.89" W	GPS CLP C
708	58° 50' 18.33" N	158° 31' 35.14" W	RW CL
709	58° 49' 43.94" N	158° 31' 56.68" W	RW CL

MODIFICATIONS TO STANDARDS

ASN	DESCRIPTION	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED
	NONE REQUIRED				

RUNWAY DATA

ITEM	EXISTING	ULTIMATE	
RUNWAY IDENTIFIER	01 / 19	01 / 19	10 / 28
RUNWAY TYPE (UTILITY OR OTHER THAN UTILITY)	UTILITY	UTILITY	UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	NPI / NPI	NPI / NPI	V / V
FAR PART 77 VISIBILITY MINIMUM	1 SM / 1 SM	1 SM / 1 SM	VIS / VIS
FAR PART 77 APPROACH SURFACES SLOPE	20:1 / 20:1	20:1 / 20:1	20:1 / 20:1
APPROACH TYPE (VIS, NPA, APV(NP), APV(P), PREC)	NPA / APV(NP)	NPA / APV(NP)	VIS / VIS
THRESHOLD SITING SURFACE SLOPE	20:1 / 20:1	20:1 / 20:1	20:1 / 20:1
RUNWAY DESIGN CODE	A–I(S)–5000	A–I(S)–5000	A–I(S)–VIS
APPROACH RUNWAY REFERENCE CODE (APRC)	B–III–5000 & D–II–5000	B–III–5000 & D–II–5000	B–III–VIS & D–II–VIS
DEPARTURE RUNWAY REFERENCE CODE (DPRC)	B–III & D–II	B–III & D–II	B–III & D–II
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	78.5'	78.5'	71.8'
TOUCHDOWN ZONE ELEVATION (NAVD88)	78.5' / 78.1'	78.5' / 78.1'	71.8' / 71.8'
EFFECTIVE GRADE	1.50%	1.50%	0.00%
MEAN GEODETIC BEARING	17.99°	17.99°	113.26°
RUNWAY DIMENSIONS	60' X 3,200'	60' X 3,200'	60' X 2,500'
RUNWAY SAFETY AREA (RSA)	120' X 3,680'	120' X 3,680'	120' X 2,980'
RSA LENGTH BEYOND DEPARTURE END	240' / 240'	240' / 240'	240' / 240'
RSA LENGTH PRIOR TO THRESHOLD	240' / 240'	240' / 240'	240' / 240'
RUNWAY OBJECT FREE AREA (OFA)	250' X 3,680'	250' X 3,680'	250' X 2,980
ROFA LENGTH BEYOND DEPARTURE END	240'	240'	240'
ROFA LENGTH PRIOR TO THRESHOLD	240'	240'	240'
RUNWAY OBSTACLE FREE ZONE (OFZ)	250' X 3,600'	250' X 3,600'	250' X 2900'
PRECISION OBSTACLE FREE ZONE (POFZ)	N/A	N/A	N/A
RUNWAY PROTECTION ZONE (RPZ)	250' X 400' X 1,000'	250' X 400' X 1,000'	250' X 400' X 1,000'
RUNWAY LIGHTING	MIRL	MIRL	MIRL
RUNWAY MARKING TYPE	NONE	NONE	NONE
RUNWAY NAVIGATION AIDS	N/A	N/A	N/A
AERONAUTICAL SURVEY TYPE REQUIRED	VG (APV)	VG (APV)	NVG
DEPARTURE SURFACE	YES	YES	NO

TAXIWAY DATA

ITEM	EXISTING	ULTIMATE
AIRPLANE DESIGN GROUP	I	I
TAXIWAY DESIGN GROUP	N/A	1A
TAXIWAY SURFACE	GRAVEL	GRAVEL
TAXIWAY DIMENSIONS	25' X 310'	25' X 310'
SHOULDER WIDTH	10'	10'
SAFETY AREA (TSA) WIDTH	49'	49'
EDGE SAFETY MARGIN (TESM)	N/A	5'
OBJECT FREE AREA (TOFA) WIDTH	89'	89'
TAXIWAY LIGHTING	MITL	MITL
TAXIWAY MARKING	N/A	N/A

NOTES:

1. ALL ELEVATIONS AND COORDINATES WITHIN THE EXISTING AIRPORT PROPERTY BOUNDARY ARE BASED ON THE 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
2. ALL LATITUDE/LONGITUDE COORDINATES ARE NAD83.
3. ALL ELEVATIONS ARE NAVD88 (GEOID 12B).
4. THE PUBLISHED RUNWAY DATA LIST THE PRIMARY RUNWAY IDENTIFIER AS 18/36, IT'S PREVIOUS IDENTIFIER, UNTIL THE AIR TRAFFIC ORGANIZATION UPDATES THE MAGNETIC VARIATION OF RECORD.

BY	DATE	REVISION

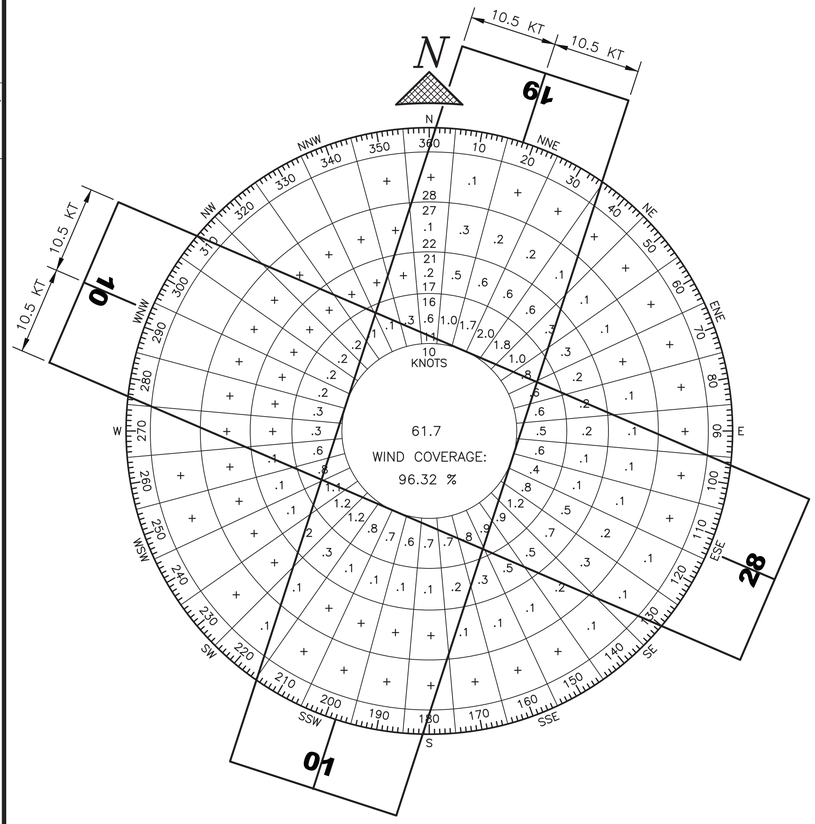
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CLARKS POINT AIRPORT
CLARKS POINT, ALASKA
AIRPORT LAYOUT PLAN

AIRPORT DATA

DATE: 6/09/2020

SHEET: 2 OF 18



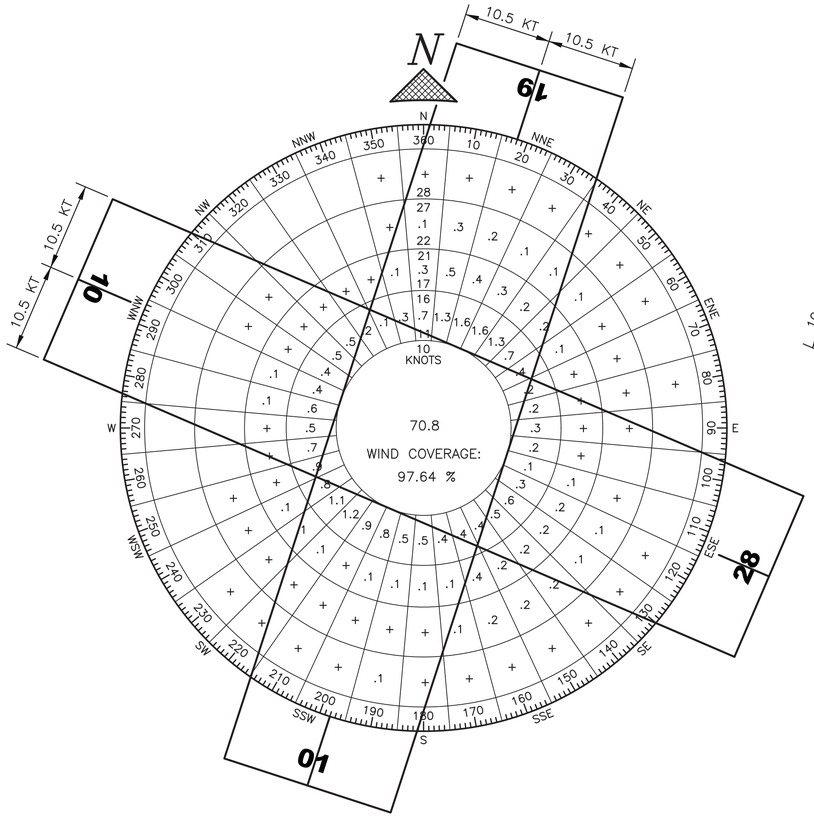
WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

ALL WEATHER WIND DATA	
RUNWAY	10.5 KT
RW 01/19	85.69%
RW 10/28	76.75%
COMBINED	96.32%

SOURCE: CLARKS POINT WEATHER STATION
HTTPS://MESOWEST.UTAH.EDU
MAY 13, 2019

PERIOD: 2014–2018



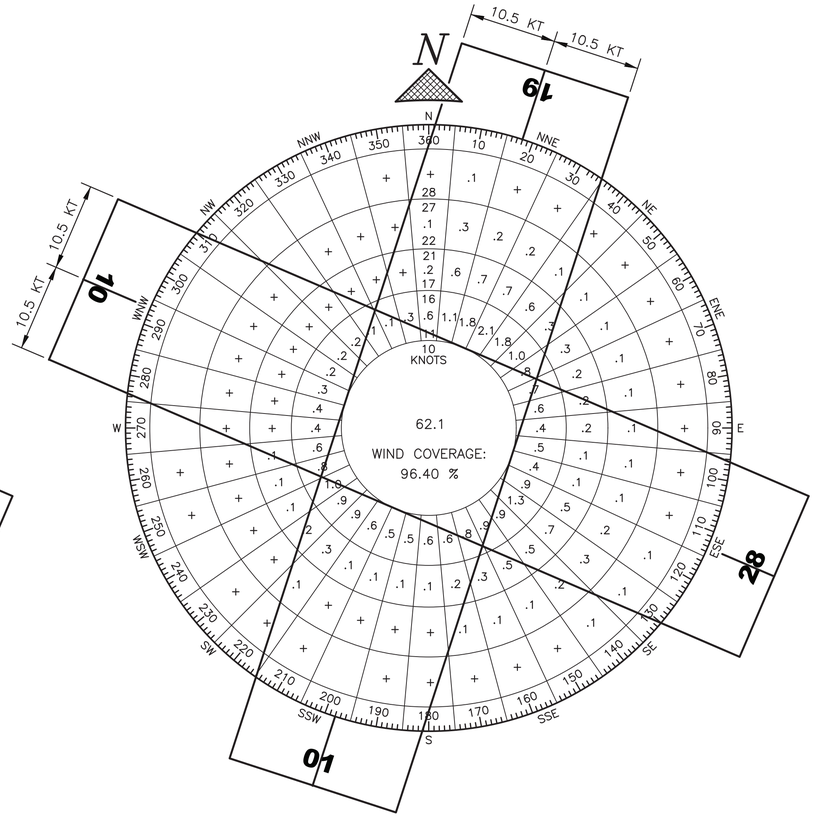
WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

IFR WIND DATA	
RUNWAY	10.5 KT
RW 01/19	90.40%
RW 10/28	81.25%
COMBINED	97.64%

SOURCE: CLARKS POINT WEATHER STATION
HTTPS://MESOWEST.UTAH.EDU
MAY 13, 2019

PERIOD: 2014–2018



WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

VFR WIND DATA	
RUNWAY	10.5 KT
RW 01/19	85.17%
RW 10/28	77.70%
COMBINED	96.40%

SOURCE: CLARKS POINT WEATHER STATION
HTTPS://MESOWEST.UTAH.EDU
MAY 13, 2019

PERIOD: 2014–2018

NOTES:

1. WIND DATA WAS ONLY AVAILABLE FROM 2014 TO 2018 FOR CLARKS POINT AIRPORT.

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

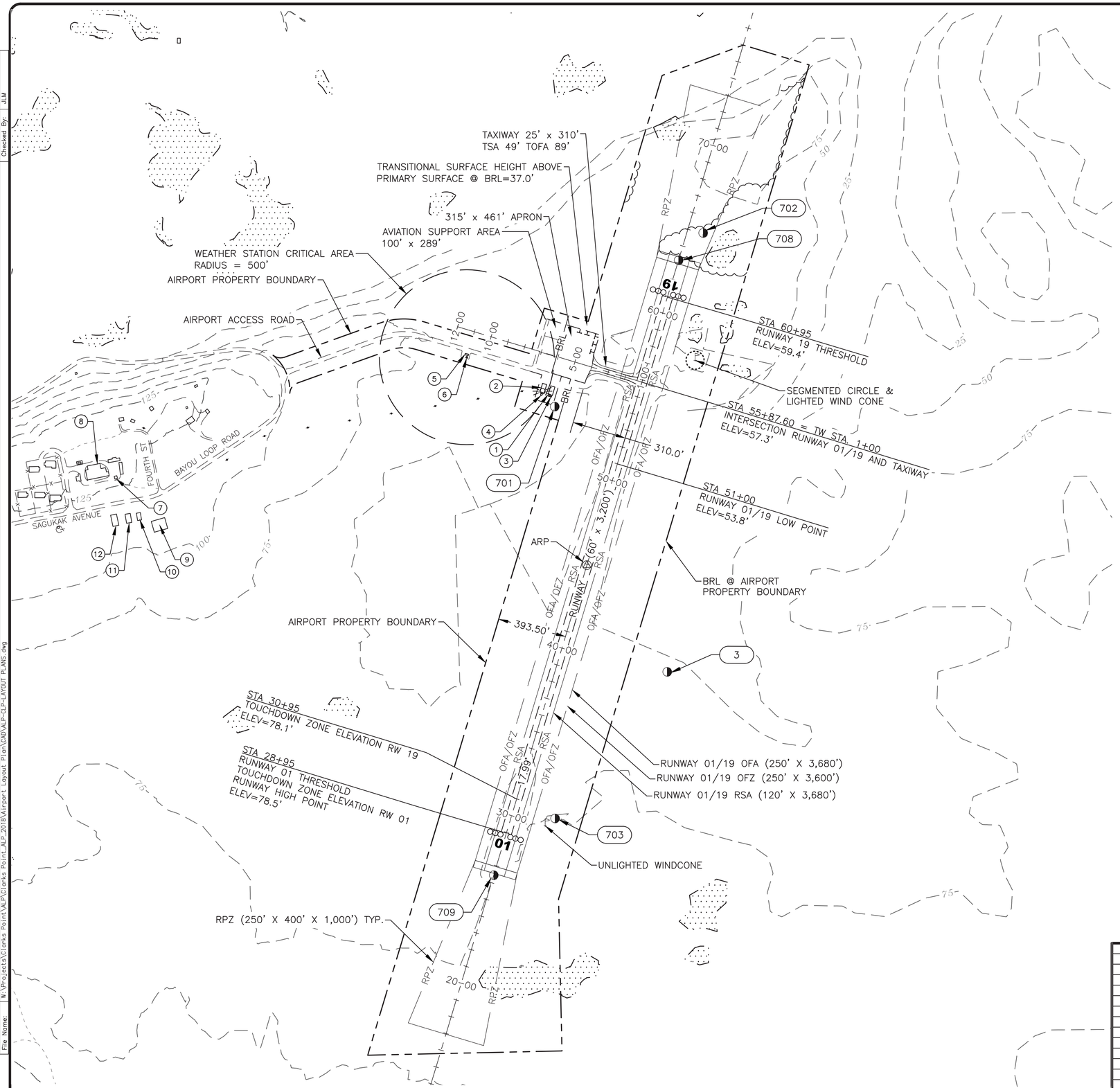
CLARKS POINT AIRPORT
CLARKS POINT, ALASKA
AIRPORT LAYOUT PLAN

WIND ROSE

DATE: 6/09/2020
SHEET: 3 OF 18

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

Date Plotted: 6/09/2020, 9:49 AM
Layout Name: Wind Rose
File Name: W:\Projects\Clarks Point\ALP\Clarks Point_ALP_2018\Airport Layout Plan\CAD\ALP-CLP-Data Tables.dwg



BUILDING DATA

ID #	DESCRIPTION	STATION/OFFSET	TOP ELEV	OBSTRUCT MARKING
1	SNOW REMOVAL EQUIPMENT BUILDING (SREB)	53+92.57/481'L	87.5'	NONE
2	SREB W/ROOF MOUNTED ROTATING BEACON	53+92.57/530'L	93.2'	NONE
3	FUEL TANKS	53+59.62/481'L	70.0'	NONE
4	ELECTRICAL ENCLOSURE BUILDING	53+55.92/530'L	71.2'	NONE
5	WEATHER STATION SUPPORT CONNEX	54+51.42/1,004'L	79.8'	NONE
6	WEATHER STATION	54+36.00/1,000'L	106.5'	NONE
7	BUILDING	42+00.98/2,723'L	157.9'	NONE
8	BUILDING	41+98.74/2,847'L	159.9'	NONE
9	BUILDING	40+12.32/2,406'L	131.9'	NONE
10	BUILDING	40+24.46/2,532'L	134.2'	NONE
11	BUILDING	39+97.31/2,587'L	133.6'	NONE
12	BUILDING	39+64.50/2,659'L	134.2'	NONE

NOTES:

1. NO OFZ PENETRATIONS.
2. SEE SHEET 2 FOR PRIMARY CONTROL STATION COORDINATES.
3. BASEMAP WAS CREATED USING A COMBINATION OF DATA FROM USGS–QUAD NUSHAGAK BAY (D–2) MAP, A 2003 DIGITAL ORTHOPHOTO MAP PREPARED BY THE BRISTOL BAY NATIVE ASSOCIATION IN COOPERATION WITH THE ALASKA DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT, AND A 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
4. ALL ELEVATIONS & COORDINATES WITHIN EXISTING AIRPORT PROPERTY ARE BASED ON THE 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
5. BUILDINGS #7–12 TOP ELEVATIONS WERE ESTIMATED BY ADDING 25' TO THE GROUND ELEVATION.
6. STATION/OFFSET GIVEN IN BUILDING DATA TABLE IS BASED ON RUNWAY 01/19.
7. SEE INNER APPROACH SHEETS FOR APPROACH AND THRESHOLD SURFACE DIMENSIONS AND SLOPES.
8. SEE DEPARTURE SHEETS FOR DEPARTURE SURFACE DIMENSIONS AND SLOPES.

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CLARKS POINT AIRPORT
CLARKS POINT, ALASKA
AIRPORT LAYOUT PLAN

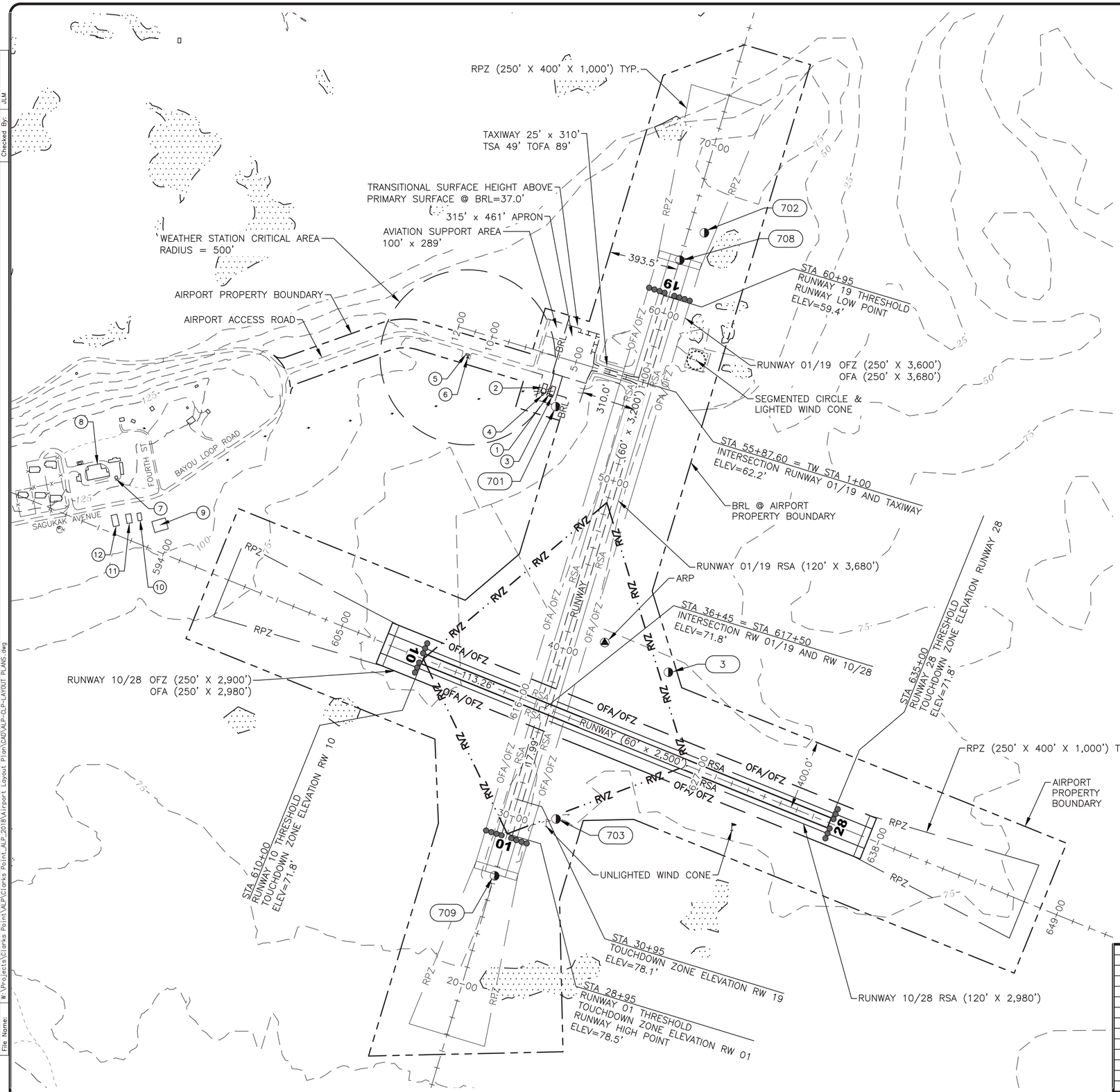
EXISTING LAYOUT

DATE: 6/08/2020
SHEET: 4 OF 18

Designed By: GB
Drawn By: RJB/RKB
Checked By: JLM
Date Plotted: 6/09/2020, 9:49 AM
Layout Name: Existing Layout
File Name: W:\Projects\Clarks Point\ALP\Clarks Point_ALP_2018\Airport Layout Plan\CAD\ALP-CLP-LAYOUT PLANS.dwg

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

Date Plotted:	6/09/2020, 9:49 AM
Layout Name:	Ultimate Layout
File Name:	W:\Projects\Clarks Point\ALP\Clarks Point_ALP_2018\Airport Layout Plan\CAD\ALP-CLP-LAYOUT PLANS.dwg



BUILDING DATA

ID #	DESCRIPTION	STATION/OFFSET	TOP ELEV	OBSTRUCT MARKING
1	SNOW REMOVAL EQUIPMENT BUILDING (SREB)	53+92.57/481'L	87.5'	NONE
2	SREB W/ROOF MOUNTED ROTATING BEACON	53+92.57/530'L	93.2'	NONE
3	FUEL TANKS	53+59.62/481'L	70.0'	NONE
4	ELECTRICAL ENCLOSURE BUILDING	53+55.92/530'L	71.2'	NONE
5	WEATHER STATION SUPPORT CONNEX	54+51.42/1,004'L	79.8'	NONE
6	WEATHER STATION	54+36.00/1,000'L	106.5'	NONE
7	BUILDING	42+00.98/2,723'L	157.9'	NONE
8	BUILDING	41+98.74/2,847'L	159.9'	NONE
9	BUILDING	40+12.32/2,406'L	131.9'	NONE
10	BUILDING	40+24.46/2,532'L	134.2'	NONE
11	BUILDING	39+97.31/2,587'L	133.6'	NONE
12	BUILDING	39+64.50/2,659'L	134.2'	NONE

NOTES:

1. NO RVZ PENETRATIONS.
2. NO OFZ PENETRATIONS.
3. SEE SHEET 2 FOR PRIMARY CONTROL STATION COORDINATES.
4. BASEMAP WAS CREATED USING A COMBINATION OF DATA FROM USGS–QUAD NUSHAGAK BAY (D–2) MAP, A 2003 DIGITAL ORTHOPHOTO MAP PREPARED BY THE BRISTOL BAY NATIVE ASSOCIATION IN COOPERATION WITH THE ALASKA DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT, AND A 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
5. ALL ELEVATIONS & COORDINATES WITHIN EXISTING AIRPORT PROPERTY ARE BASED ON THE 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
6. BUILDINGS #7–12 TOP ELEVATIONS WERE ESTIMATED BY ADDING 25' TO THE GROUND ELEVATION.
7. STATION/OFFSET GIVEN IN BUILDING DATA TABLE IS BASED ON RUNWAY 01/19.
8. ELEVATIONS ASSOCIATED WITH CROSSWIND RUNWAY ARE ESTIMATES BASED ON BASEMAP DATA DESCRIBED IN NOTE 4.
9. SEE INNER APPROACH SHEETS FOR APPROACH AND THRESHOLD SURFACE DIMENSIONS AND SLOPES.
10. SEE DEPARTURE SHEETS FOR DEPARTURE SURFACE DIMENSIONS AND SLOPES.

BY	DATE	REVISION

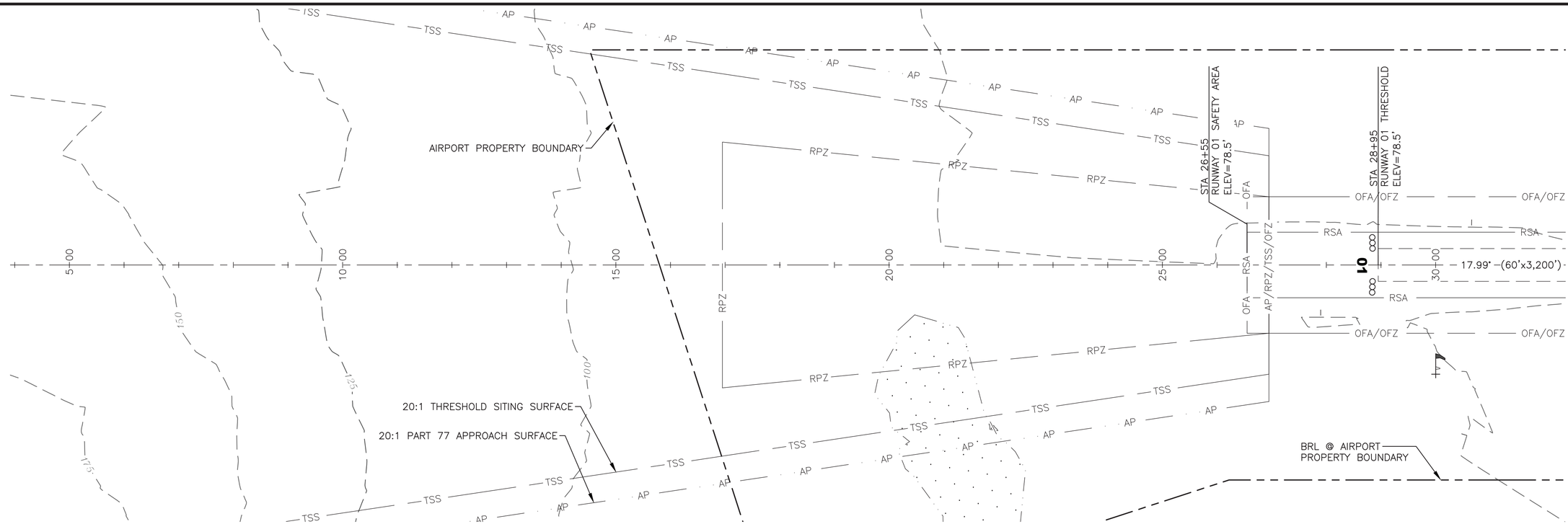
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

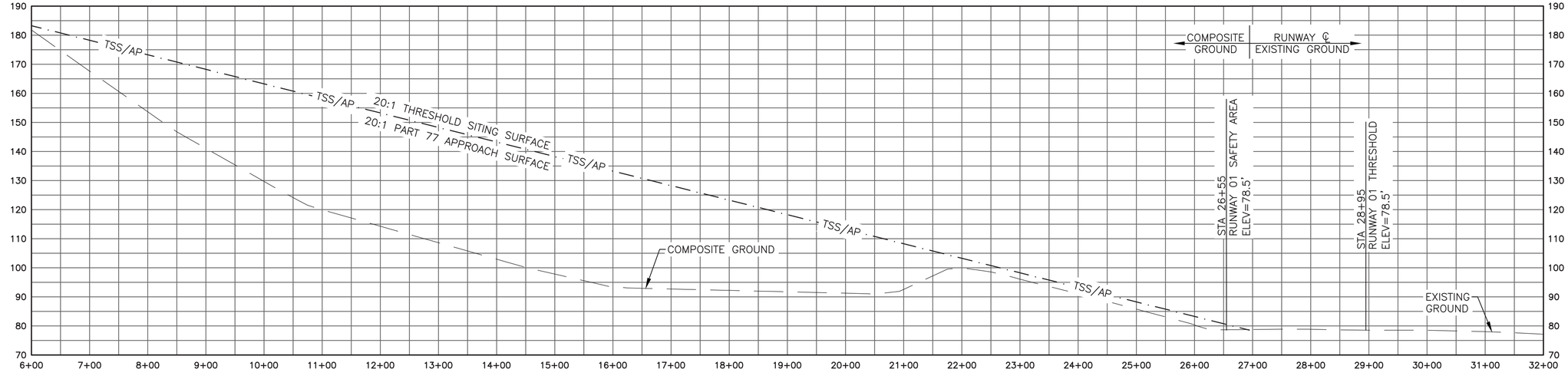
CLARKS POINT AIRPORT
CLARKS POINT, ALASKA
AIRPORT LAYOUT PLAN

ULTIMATE LAYOUT

DATE: 6/08/2020

SHEET: 5 OF 18

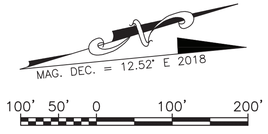




RUNWAY 01 INNER APPROACH

NOTES:

1. ALL ELEVATIONS AND COORDINATES WITHIN THE EXISTING AIRPORT PROPERTY BOUNDARY ARE BASED ON THE 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
2. BASEMAP WAS CREATED USING A COMBINATION OF DATA FROM USGS–QUAD NUSHAGAK BAY (D–2) MAP, A 2003 DIGITAL ORTHOPHOTO MAP PREPARED BY THE BRISTOL BAY NATIVE ASSOCIATION IN COOPERATION WITH THE ALASKA DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT, AND A 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
3. THE COMPOSITE PROFILE ELEVATIONS OUTSIDE OF THE AIRPORT PROPERTY BOUNDARY ARE ESTIMATES BASED ON THE BASEMAP DATA DESCRIBED IN NOTE 2.
4. THRESHOLD SITING CRITERIA IS BASED ON ENGINEERING BRIEF 99 TO AC 150/5300–13A CHANGE 1, TABLE 3–2, LINE 4.
5. NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
6. NO PART 77 APPROACH SURFACE OBJECT PENETRATIONS.



BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CLARKS POINT AIRPORT
CLARKS POINT, ALASKA
AIRPORT LAYOUT PLAN

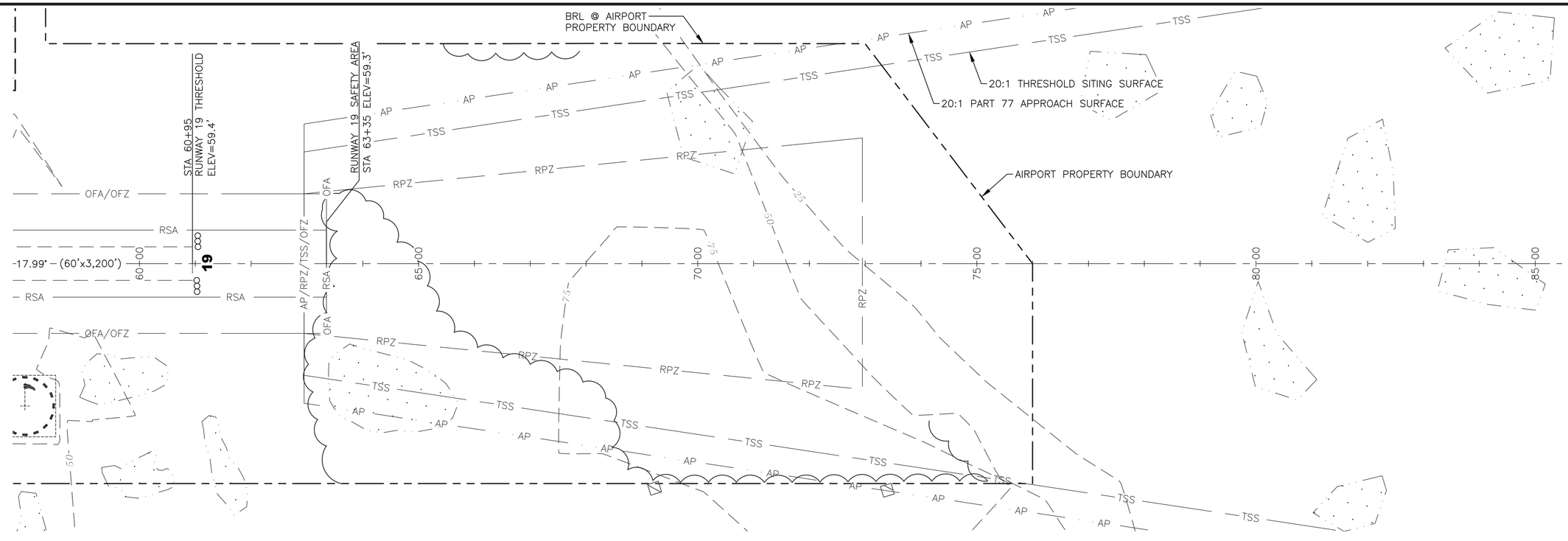
EXISTING INNER PORTION OF THE APPROACH SURFACE – RUNWAY 01

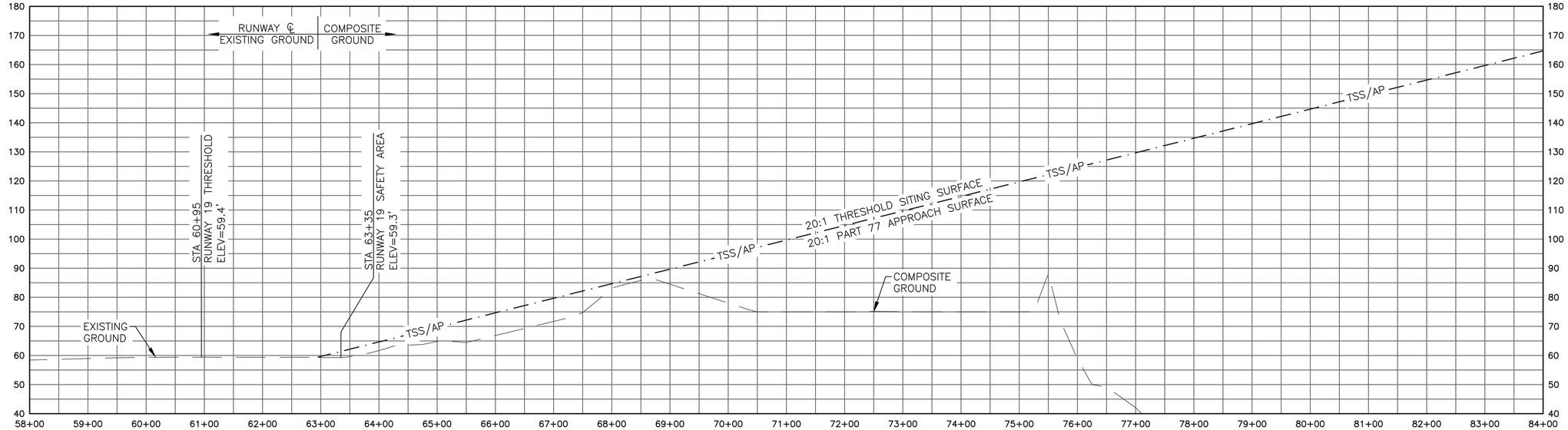
DATE: 6/08/2020

SHEET: 6 OF 18

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

Date Plotted: 6/09/2020, 9:50 AM
Layout Name: Existing RW 01
File Name: W:\Projects\Clarks Point\ALP\Clarks Point_ALP_2018\Airport Layout Plan\CAD\ALP-CLP-INNER PORTION.dwg





RUNWAY 19 INNER APPROACH

NOTES:

1. ALL ELEVATIONS AND COORDINATES WITHIN THE EXISTING AIRPORT PROPERTY BOUNDARY ARE BASED ON THE 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
2. BASEMAP WAS CREATED USING A COMBINATION OF DATA FROM USGS–QUAD NUSHAGAK BAY (D–2) MAP, A 2003 DIGITAL ORTHOPHOTO MAP PREPARED BY THE BRISTOL BAY NATIVE ASSOCIATION IN COOPERATION WITH THE ALASKA DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT, AND A 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
3. THE COMPOSITE PROFILE ELEVATIONS OUTSIDE OF THE AIRPORT PROPERTY BOUNDARY ARE ESTIMATES BASED ON THE BASEMAP DATA DESCRIBED IN NOTE 2.
4. THRESHOLD SITING CRITERIA IS BASED ON ENGINEERING BRIEF 99 TO AC 150/5300–13A, CHANGE 1, TABLE 3–2, LINE 4.
5. NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
6. NO PART 77 APPROACH SURFACE OBJECT PENETRATIONS.

MAG. DEC. = 12.52° E 2018

100' 50' 0 100' 200'

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CLARKS POINT AIRPORT
CLARKS POINT, ALASKA
AIRPORT LAYOUT PLAN

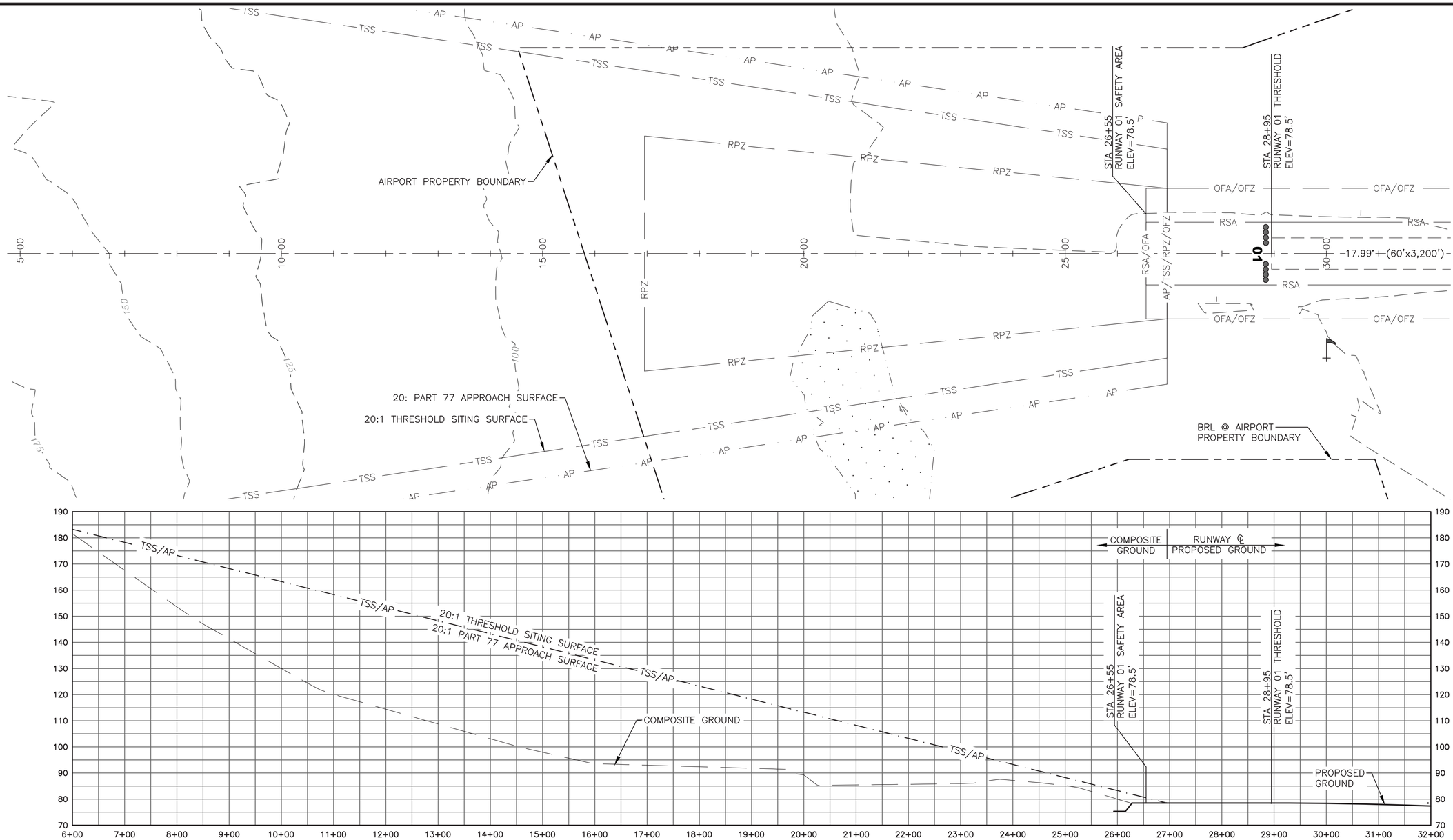
EXISTING INNER PORTION OF THE APPROACH SURFACE - RUNWAY 19

DATE: 6/08/2020

SHEET: 7 OF 18

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

Date Plotted: 6/09/2020, 9:50 AM
Layout Name: Existing RW 19
File Name: W:\Projects\Clarks Point\ALP\Clarks Point_ALP_2018\Airport Layout Plan\CAD\ALP-CLP-INNER PORTION.dwg



RUNWAY 01 INNER APPROACH

NOTES:

1. ALL ELEVATIONS AND COORDINATES WITHIN THE EXISTING AIRPORT PROPERTY BOUNDARY ARE BASED ON THE 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
2. BASEMAP WAS CREATED USING A COMBINATION OF DATA FROM USGS–QUAD NUSHAGAK BAY (D–2) MAP, A 2003 DIGITAL ORTHOPHOTO MAP PREPARED BY THE BRISTOL BAY NATIVE ASSOCIATION IN COOPERATION WITH THE ALASKA DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT, AND A 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
3. THE COMPOSITE PROFILE ELEVATIONS OUTSIDE OF THE AIRPORT PROPERTY BOUNDARY ARE ESTIMATES BASED ON THE BASEMAP DATA DESCRIBED IN NOTE 2.
4. THRESHOLD SITING CRITERIA IS BASED ON ENGINEERING BRIEF 99 TO AC 150/5300–13A, CHANGE 1, TABLE 3–2, LINE 4.
5. NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
6. NO PART 77 APPROACH SURFACE OBJECT PENETRATIONS.

MAG. DEC. = 12.52° E 2018

100' 50' 0 100' 200'

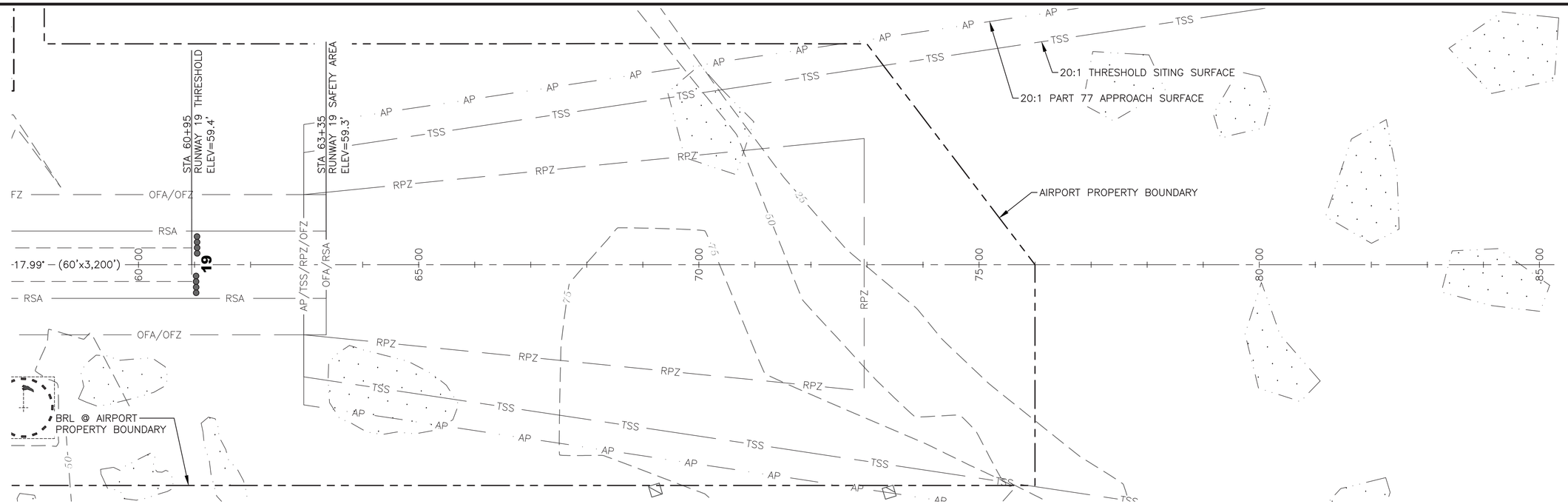
BY	DATE	REVISION

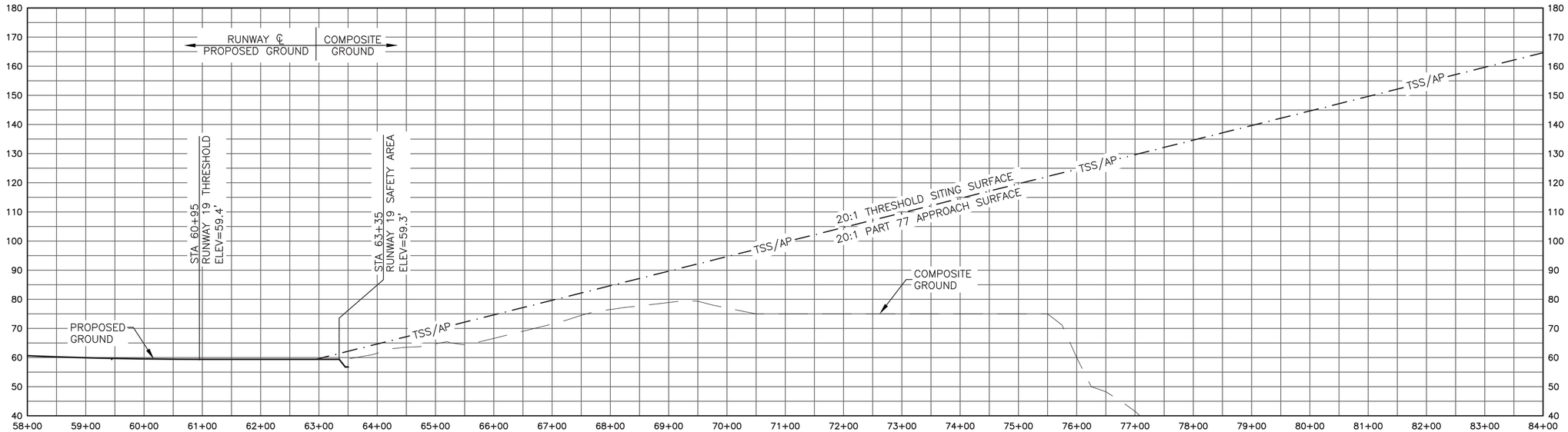
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CLARKS POINT AIRPORT
CLARKS POINT, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE INNER PORTION OF THE APPROACH SURFACE – RUNWAY 01

DATE: 6/08/2020
SHEET: 8 OF 18

Designed By: GB
Drawn By: RJB/RKB
Checked By: JLM
Date Plotted: 6/09/2020, 9:50 AM
Layout Name: Ultimate RW 01
File Name: W:\Projects\Clarks Point\ALP\Clarks Point_ALP_2018\Airport Layout Plan\CAD\ALP-CLP-INNER PORTION.dwg



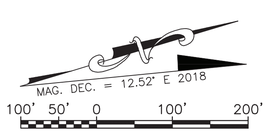


NOTES:

1. ALL ELEVATIONS AND COORDINATES WITHIN THE EXISTING AIRPORT PROPERTY BOUNDARY ARE BASED ON THE 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
2. BASEMAP WAS CREATED USING A COMBINATION OF DATA FROM USGS–QUAD NUSHAGAK BAY (D–2) MAP, A 2003 DIGITAL ORTHOPHOTO MAP PREPARED BY THE BRISTOL BAY NATIVE ASSOCIATION IN COOPERATION WITH THE ALASKA DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT, AND A 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
3. THE COMPOSITE PROFILE ELEVATIONS OUTSIDE OF THE AIRPORT PROPERTY BOUNDARY ARE ESTIMATES BASED ON THE BASEMAP DATA DESCRIBED IN NOTE 2.

RUNWAY 19 INNER APPROACH

4. THRESHOLD SITING CRITERIA IS BASED ON ENGINEERING BRIEF 99 TO AC 150/5300–13A, CHANGE 1, TABLE 3–2, LINE 4.
5. NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
6. NO PART 77 APPROACH SURFACE OBJECT PENETRATIONS.



BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

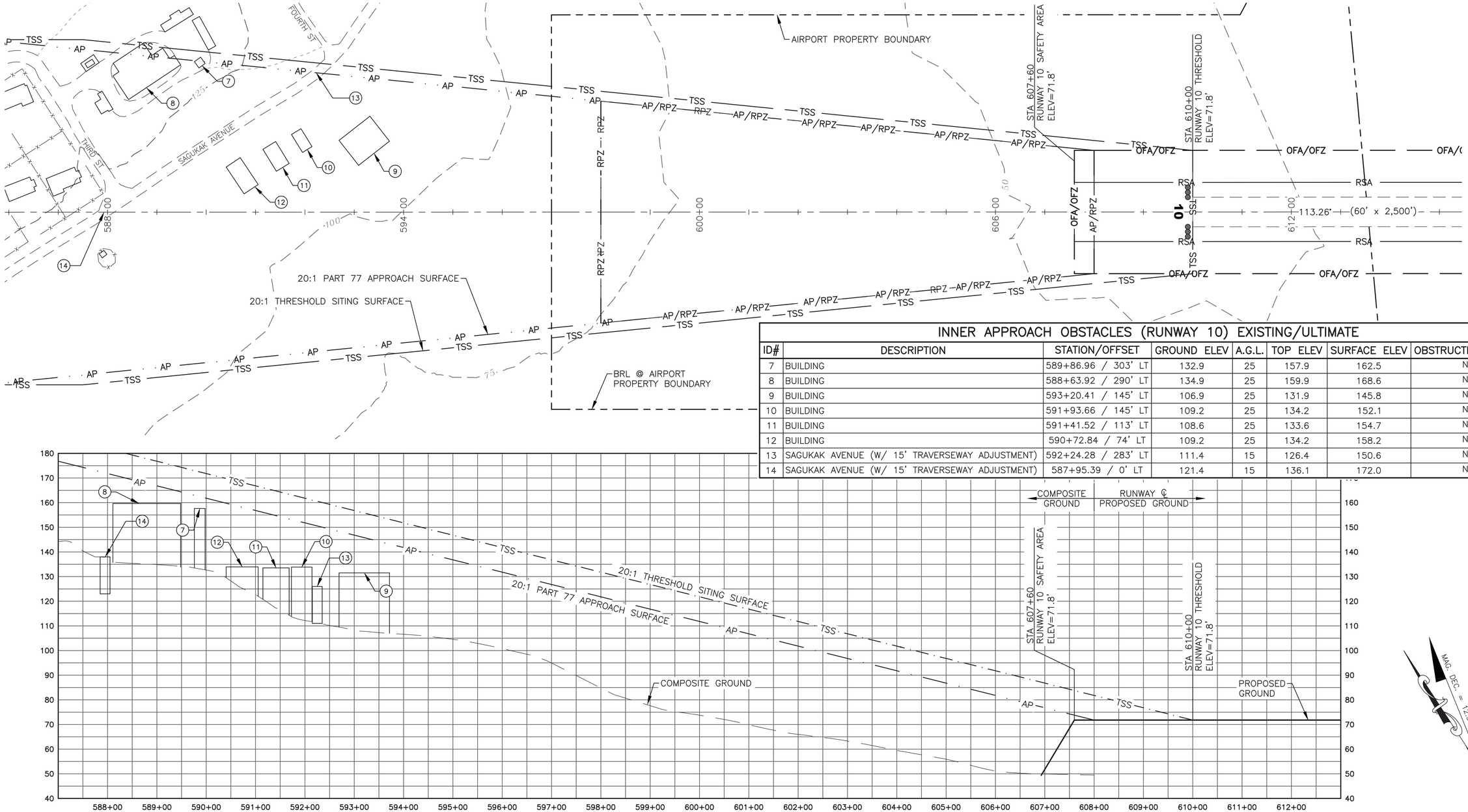
CLARKS POINT AIRPORT
CLARKS POINT, ALASKA
AIRPORT LAYOUT PLAN

ULTIMATE INNER PORTION OF THE APPROACH SURFACE – RUNWAY 19

DATE: 6/08/2020
SHEET: 9 OF 18

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

Date Plotted: 6/09/2020, 9:50 AM
Layout Name: Ultimate RW 19
File Name: W:\Projects\Clarks Point\ALP\Clarks Point_ALP_2018\Airport Layout Plan\CAD\ALP-CLP-INNER PORTION.dwg



INNER APPROACH OBSTACLES (RUNWAY 10) EXISTING/ULTIMATE

ID#	DESCRIPTION	STATION/OFFSET	GROUND ELEV	A.G.L.	TOP ELEV	SURFACE ELEV	OBSTRUCTION MARKING
7	BUILDING	589+86.96 / 303' LT	132.9	25	157.9	162.5	NONE
8	BUILDING	588+63.92 / 290' LT	134.9	25	159.9	168.6	NONE
9	BUILDING	593+20.41 / 145' LT	106.9	25	131.9	145.8	NONE
10	BUILDING	591+93.66 / 145' LT	109.2	25	134.2	152.1	NONE
11	BUILDING	591+41.52 / 113' LT	108.6	25	133.6	154.7	NONE
12	BUILDING	590+72.84 / 74' LT	109.2	25	134.2	158.2	NONE
13	SAGUKAK AVENUE (W/ 15' TRAVERSEWAY ADJUSTMENT)	592+24.28 / 283' LT	111.4	15	126.4	150.6	NONE
14	SAGUKAK AVENUE (W/ 15' TRAVERSEWAY ADJUSTMENT)	587+95.39 / 0' LT	121.4	15	136.1	172.0	NONE

RUNWAY 10 INNER APPROACH

NOTES:

1. ALL ELEVATIONS AND COORDINATES WITHIN THE EXISTING AIRPORT PROPERTY BOUNDARY ARE BASED ON THE 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
2. BASEMAP WAS CREATED USING A COMBINATION OF DATA FROM THE USGS–QUAD NUSHAGAK BAY (D–2) MAP, A 2003 DIGITAL ORTHOPHOTO MAP PREPARED BY THE BRISTOL BAY NATIVE ASSOCIATION IN COOPERATION WITH THE ALASKA DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT, AND A 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
3. THE COMPOSITE PROFILE ELEVATIONS OUTSIDE THE AIRPORT PROPERTY BOUNDARY ARE ESTIMATES BASED ON THE BASEMAP DATA DESCRIBED IN NOTE 2.
4. BUILDINGS # 7–12 TOP ELEVATIONS WERE ESTIMATED BY ADDING 25' TO THE GROUND ELEVATION.
5. THRESHOLD SITING CRITERIA IS BASED ON ENGINEERING BRIEF 99 TO AC 150/5300–13A CHANGE 1 TABLE 3–2, LINE 4.
6. NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
7. NO PART 77 APPROACH SURFACE OBJECT PENETRATIONS.

BY	DATE	REVISION

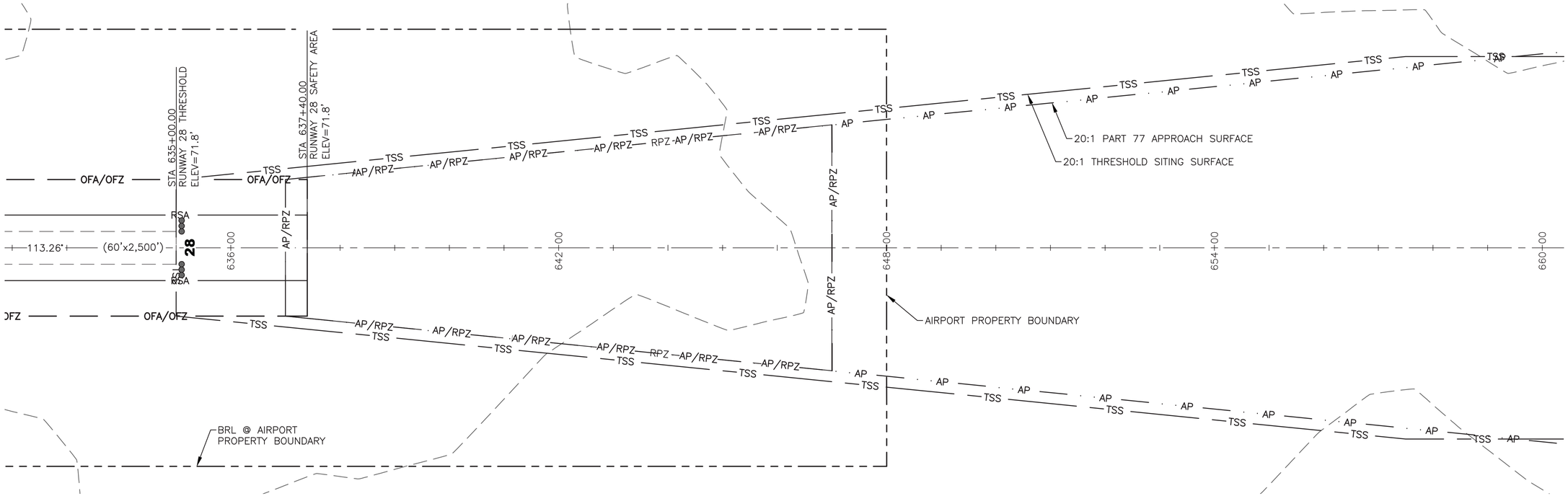
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

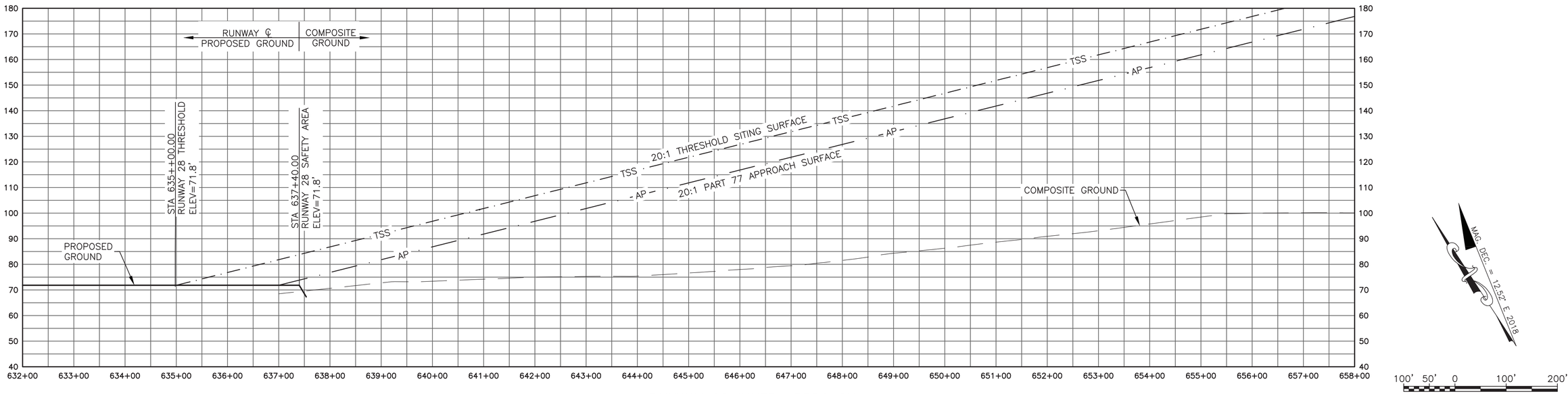
CLARKS POINT AIRPORT
CLARKS POINT, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE INNER PORTION OF THE APPROACH SURFACE – RUNWAY 10

DATE: 6/08/2020
SHEET: 10 OF 18

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

Date Plotted: 6/09/2020, 9:50 AM
Layout Name: Ultimate RW 10
File Name: W:\Projects\Clarks Point\ALP\Clarks Point_ALP_2018\Airport Layout Plan\CAD\ALP-CLP-INNER PORTION.dwg





RUNWAY 28 INNER APPROACH

NOTES:

1. ALL ELEVATIONS AND COORDINATES WITHIN THE EXISTING AIRPORT PROPERTY BOUNDARY ARE BASED ON THE 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
2. BASEMAP WAS CREATED USING A COMBINATION OF DATA FROM THE USGS–QUAD NUSHAGAK BAY (D–2) MAP, A 2003 DIGITAL ORTHOPHOTO MAP PREPARED BY THE BRISTOL BAY NATIVE ASSOCIATION IN COOPERATION WITH THE ALASKA DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT, AND A 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
3. THE COMPOSITE PROFILE ELEVATIONS OUTSIDE THE AIRPORT PROPERTY BOUNDARY ARE ESTIMATES BASED ON THE BASEMAP DATA DESCRIBED IN NOTE 2.
4. THRESHOLD SITING CRITERIA IS BASED ON ENGINEERING BRIEF 99 TO AC 150/5300–13A CHANGE 1 TABLE 3–2, LINE 4.
5. NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
6. NO PART 77 APPROACH SURFACE OBJECT PENETRATIONS.

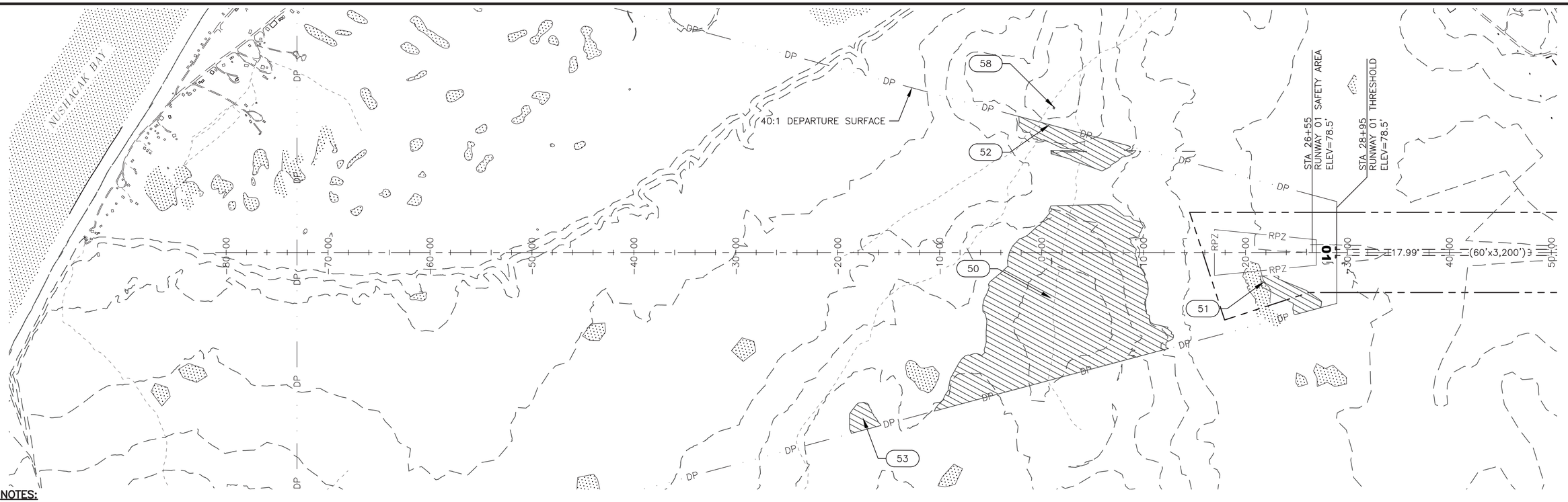
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CLARKS POINT AIRPORT
CLARKS POINT, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE INNER PORTION OF THE APPROACH SURFACE – RUNWAY 28

DATE: 6/08/2020
SHEET: 11 OF 18

Designed By: GB
Drawn By: RJB/RKB
Checked By: JLM
Date Plotted: 6/09/2020, 9:50 AM
Layout Name: Ultimate RW 28
File Name: W:\Projects\Clarks Point\ALP\Clarks Point_ALP_2018\Airport Layout Plan\CAD\ALP-CLP-INNER PORTION.dwg



NOTES:

1. ALL ELEVATIONS AND COORDINATES WITHIN THE EXISTING AIRPORT PROPERTY BOUNDARY ARE BASED ON THE 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
2. BASEMAP WAS CREATED USING A COMBINATION OF DATA FROM THE USGS – QUAD NUSHAGAK BAY (D–2) MAP, A 2003 DIGITAL ORTHOPHOTO MAP PREPARED BY THE BRISTOL BAY NATIVE ASSOCIATION IN COOPERATION WITH THE ALASKA DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT AND A 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
3. THE COMPOSITE PROFILE ELEVATIONS OUTSIDE OF THE AIRPORT PROPERTY BOUNDARY ARE ESTIMATES BASED ON THE BASEMAP DATA DESCRIBED IN NOTE 2.
4. DEPARTURE SURFACE OBSTRUCTION AREAS ARE APPROXIMATE.
5. ELEVATIONS GIVEN FOR OBSTRUCTIONS ARE THE APPROXIMATE MAX ELEVATIONS WITHIN THE DEPARTURE SURFACE OBSTRUCTION AREA.

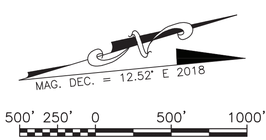
LEGEND

DEPARTURE SURFACE OBSTRUCTION AREA

RUNWAY 01 DEPARTURE SURFACE

DEPARTURE SURFACE OBSTRUCTIONS EXISTING

ID #	DESCRIPTION	STATION/OFFSET	TOP ELEV	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
50	TERRAIN	0+93.00/449'R	191.4'	148.6'	42.8'	REMAIN IN PLACE	NONE
51	TERRAIN	21+83.50/288'R	100.3'	96.0'	4.3'	REMOVE OBSTRUCTION AREA WITHIN AIRPORT BOUNDARY	ULTIMATE
52	TERRAIN	0+79.05/1,255'L	167.1'	148.9'	18.2'	REMAIN IN PLACE	NONE
53	TERRAIN	−17+51.03/1,621'R	198.0'	194.7'	3.3'	REMAIN IN PLACE	NONE



BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CLARKS POINT AIRPORT
CLARKS POINT, ALASKA
AIRPORT LAYOUT PLAN

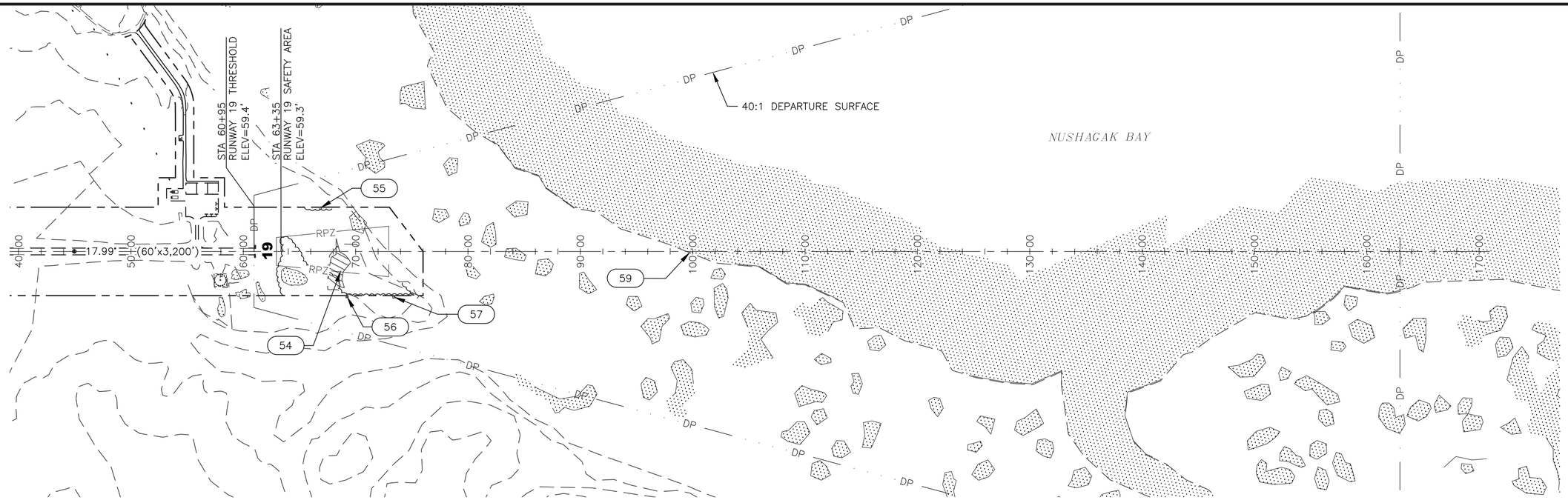
EXISTING DEPARTURE SURFACE – RUNWAY 01

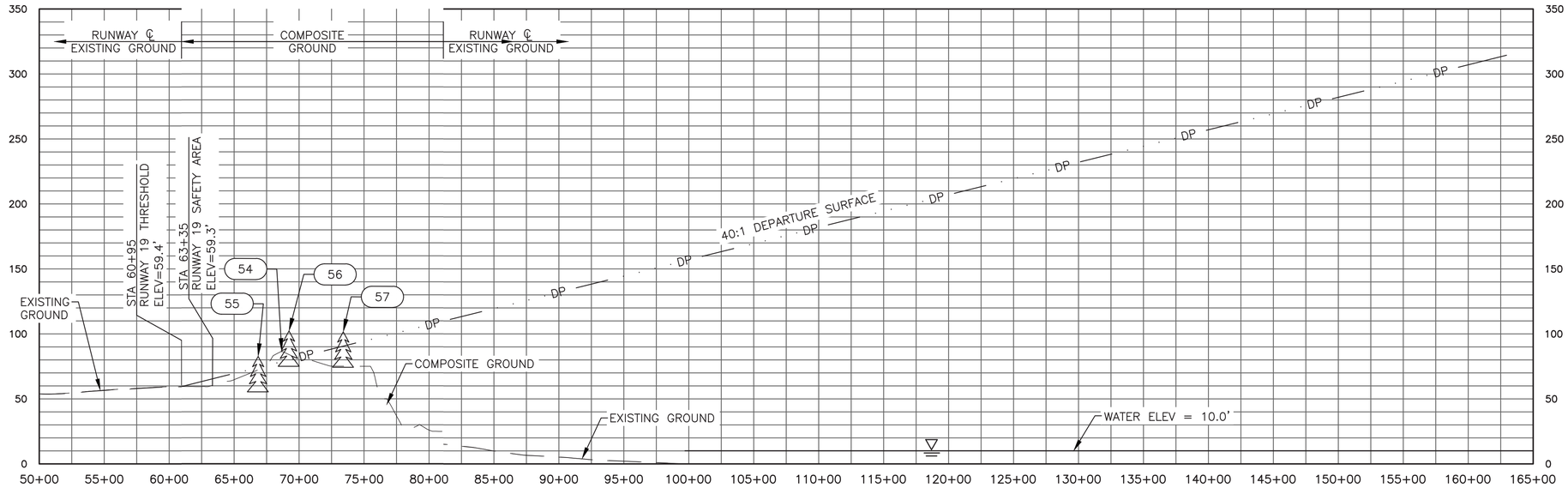
DATE: 6/08/2020

SHEET: 12 OF 18

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

Date Plotted: 6/09/2020, 9:51 AM
Layout Name: EXISTING RW 01
File Name: W:\Projects\Clarks Point\ALP\Clarks Point_ALP_2018\Airport Layout Plan\CAD\ALP-CLP-DEPARTURE.dwg





RUNWAY 19 DEPARTURE SURFACE

NOTES:

1. ALL ELEVATIONS AND COORDINATES WITHIN THE EXISTING AIRPORT PROPERTY BOUNDARY ARE BASED ON THE 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
2. BASEMAP WAS CREATED USING A COMBINATION OF DATA FROM THE USGS – QUAD NUSHAGAK BAY (D–2) MAP, A 2003 DIGITAL ORTHOPHOTO MAP PREPARED BY THE BRISTOL BAY NATIVE ASSOCIATION IN COOPERATION WITH THE ALASKA DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT AND A 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
3. THE COMPOSITE PROFILE ELEVATIONS OUTSIDE OF THE AIRPORT PROPERTY BOUNDARY ARE ESTIMATES BASED ON THE BASEMAP DATA DESCRIBED IN NOTE 2.
4. DEPARTURE SURFACE OBSTRUCTION AREAS ARE APPROXIMATE.
5. ELEVATIONS GIVEN FOR OBSTRUCTIONS ARE THE APPROXIMATE MAX ELEVATIONS WITHIN THE DEPARTURE SURFACE OBSTRUCTION AREA.
6. THE WATER ELEVATION WAS ESTIMATED USING NOAA TIDES AND CURRENTS DATA.

DEPARTURE SURFACE OBSTRUCTIONS EXISTING

ID #	DESCRIPTION	STATION/OFFSET	TOP ELEV	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
54	TERRAIN	68+66.92/172'R	86.6'	78.7'	7.9'	REMOVE OBSTRUCTION AREA	ULTIMATE
55	TOP OF TREE	66+84.97/388'L	82.6'	74.2'	8.4'	REMOVE OBSTRUCTION AREA	ULTIMATE
56	TOP OF TREE	69+22.25/402'R	102.2'	80.1'	22.1'	REMAIN IN PLACE	NONE
57	TOP OF TREE	73+40.04/406'R	101.5'	90.5'	11.0'	REMAIN IN PLACE	NONE

LEGEND

DEPARTURE SURFACE OBSTRUCTION AREA

MAG. DEC. = 12.52° E 2018

500' 250' 0 500' 1000'

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CLARKS POINT AIRPORT
CLARKS POINT, ALASKA
AIRPORT LAYOUT PLAN

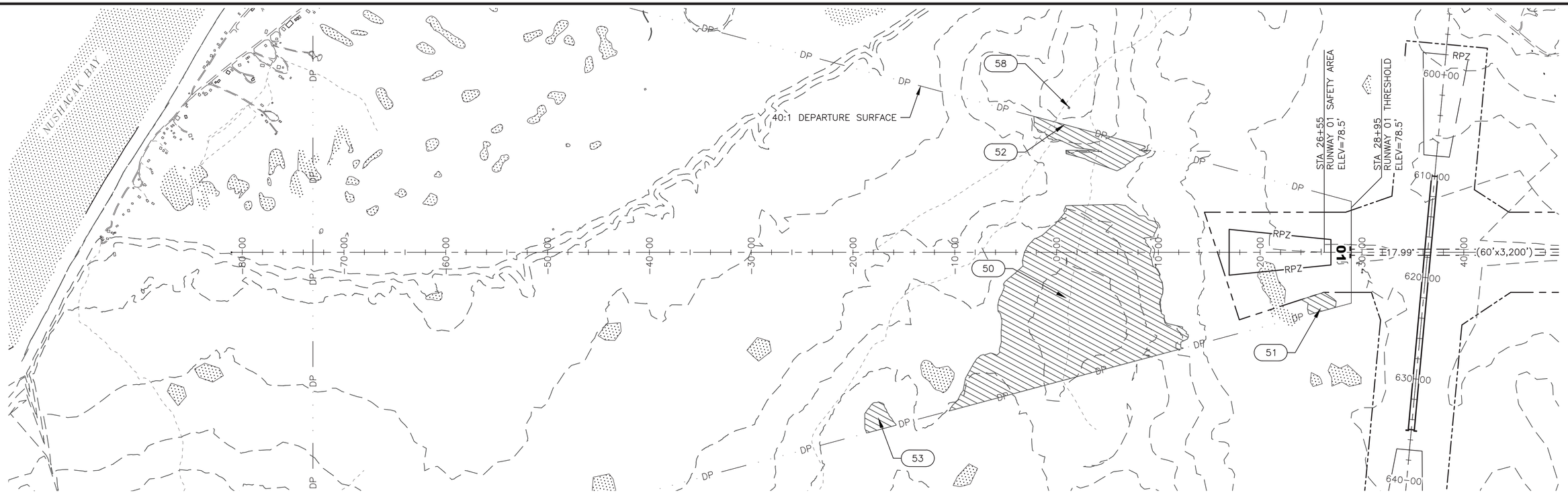
EXISTING DEPARTURE SURFACE – RUNWAY 19

DATE: 6/08/2020

SHEET: 13 OF 18

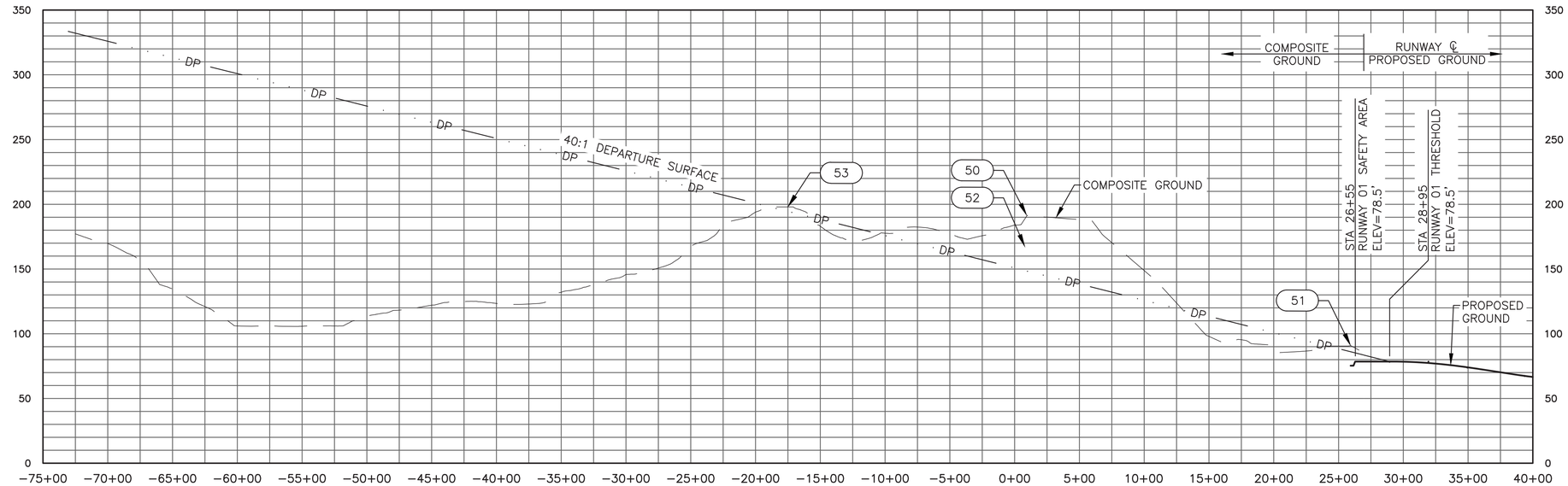
Designed By: GB
Drawn By: RJB/RKB
Checked By: JLM

Date Plotted: 6/09/2020, 9:52 AM
Layout Name: EXISTING RW 19
File Name: W:\Projects\Clarks Point\ALP\Clarks Point_ALP_2018\Airport Layout Plan\CAD\ALP-CLP-DEPARTURE.dwg



NOTES:

1. ALL ELEVATIONS AND COORDINATES WITHIN THE EXISTING AIRPORT PROPERTY BOUNDARY ARE BASED ON THE 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
2. BASEMAP WAS CREATED USING A COMBINATION OF DATA FROM THE USGS – QUAD NUSHAGAK BAY (D–2) MAP, A 2003 DIGITAL ORTHOPHOTO MAP PREPARED BY THE BRISTOL BAY NATIVE ASSOCIATION IN COOPERATION WITH THE ALASKA DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT AND A 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
3. THE COMPOSITE PROFILE ELEVATIONS OUTSIDE OF THE AIRPORT PROPERTY BOUNDARY ARE ESTIMATES BASED ON THE BASEMAP DATA DESCRIBED IN NOTE 2.
4. DEPARTURE SURFACE OBSTRUCTION AREAS ARE APPROXIMATE.
5. ELEVATIONS GIVEN FOR OBSTRUCTIONS ARE THE APPROXIMATE MAX ELEVATIONS WITHIN THE DEPARTURE SURFACE OBSTRUCTION AREA.



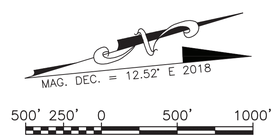
LEGEND

DEPARTURE SURFACE OBSTRUCTION AREA

RUNWAY 01 DEPARTURE SURFACE

DEPARTURE SURFACE OBSTRUCTIONS ULTIMATE

ID #	DESCRIPTION	STATION/OFFSET	TOP ELEV	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
50	TERRAIN	0+93.00/449'R	191.4'	148.6'	42.8'	REMAIN IN PLACE	NONE
51	TERRAIN	25+92.97/550.1'R	90.8'	86.1'	4.7'	REMAIN IN PLACE	NONE
52	TERRAIN	0+79.05/1,255'L	167.1'	148.9'	18.2'	REMAIN IN PLACE	NONE
53	TERRAIN	–17+51.03/1,621'R	198.0'	194.7'	3.3'	REMAIN IN PLACE	NONE



BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CLARKS POINT AIRPORT
CLARKS POINT, ALASKA
AIRPORT LAYOUT PLAN

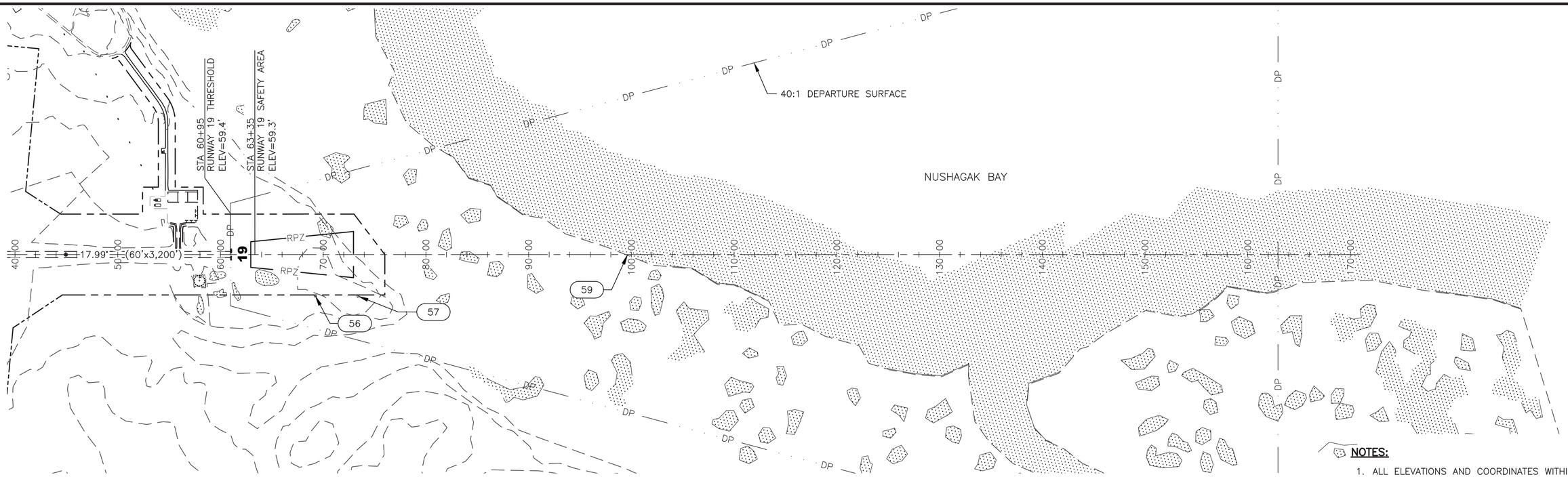
ULTIMATE DEPARTURE SURFACE – RUNWAY 01

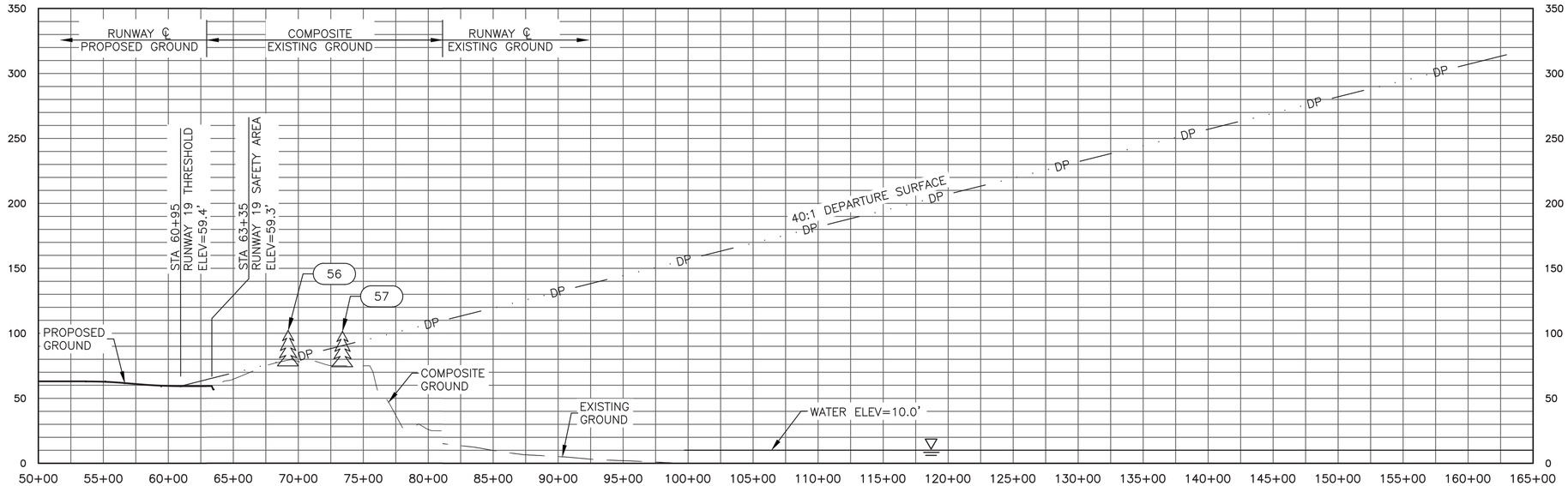
DATE: 6/08/2020

SHEET: 14 OF 18

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

Date Plotted: 6/09/2020, 9:52 AM
Layout Name: ULT RW 01
File Name: W:\Projects\Clarks Point\ALP\Clarks Point_ALP_2018\Airport Layout Plan\GSD\ALP-CLP-DEPARTURE.dwg





RUNWAY 19 DEPARTURE SURFACE

NOTES:

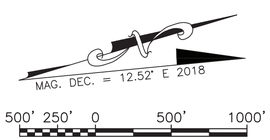
1. ALL ELEVATIONS AND COORDINATES WITHIN THE EXISTING AIRPORT PROPERTY BOUNDARY ARE BASED ON THE 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
2. BASEMAP WAS CREATED USING A COMBINATION OF DATA FROM THE USGS – QUAD NUSHAGAK BAY (D–2) MAP, A 2003 DIGITAL ORTHOPHOTO MAP PREPARED BY THE BRISTOL BAY NATIVE ASSOCIATION IN COOPERATION WITH THE ALASKA DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT AND A 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
3. THE COMPOSITE PROFILE ELEVATIONS OUTSIDE OF THE AIRPORT PROPERTY BOUNDARY ARE ESTIMATES BASED ON THE BASEMAP DATA DESCRIBED IN NOTE 2.
4. DEPARTURE SURFACE OBSTRUCTION AREAS ARE APPROXIMATE.
5. ELEVATIONS GIVEN FOR OBSTRUCTIONS ARE THE APPROXIMATE MAX ELEVATIONS WITHIN THE DEPARTURE SURFACE OBSTRUCTION AREA.
6. THE WATER ELEVATION WAS ESTIMATED USING NOAA TIDES AND CURRENTS DATA.

LEGEND

DEPARTURE SURFACE OBSTRUCTION AREA

DEPARTURE SURFACE OBSTRUCTIONS ULTIMATE

ID #	DESCRIPTION	STATION/OFFSET	TOP ELEV	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
56	TOP OF TREE	69+22.25 / 401.92' RT	102.2'	80.1'	22.1'	REMAIN IN PLACE	NONE
57	TOP OF TREE	73+40.04 / 405.71' RT	101.5'	90.5'	11.0'	REMAIN IN PLACE	NONE



BY	DATE	REVISION

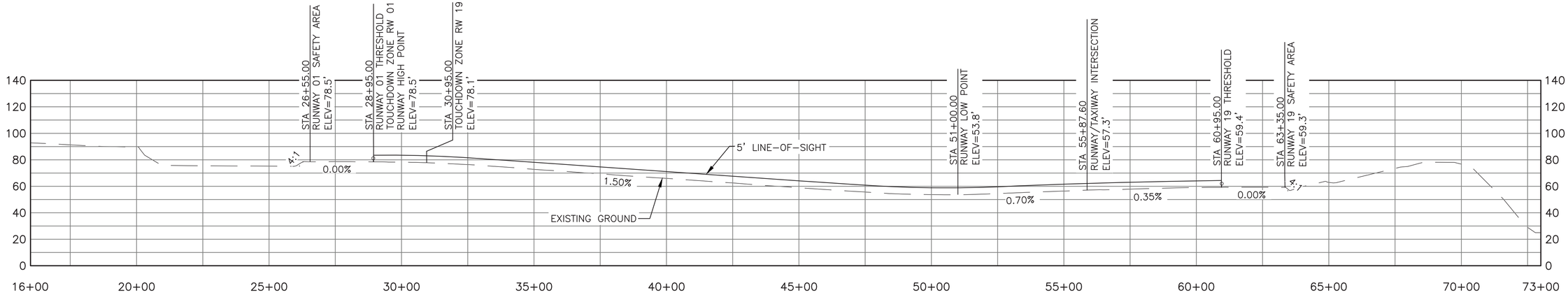
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CLARKS POINT AIRPORT
CLARKS POINT, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE DEPARTURE SURFACE – RUNWAY 19

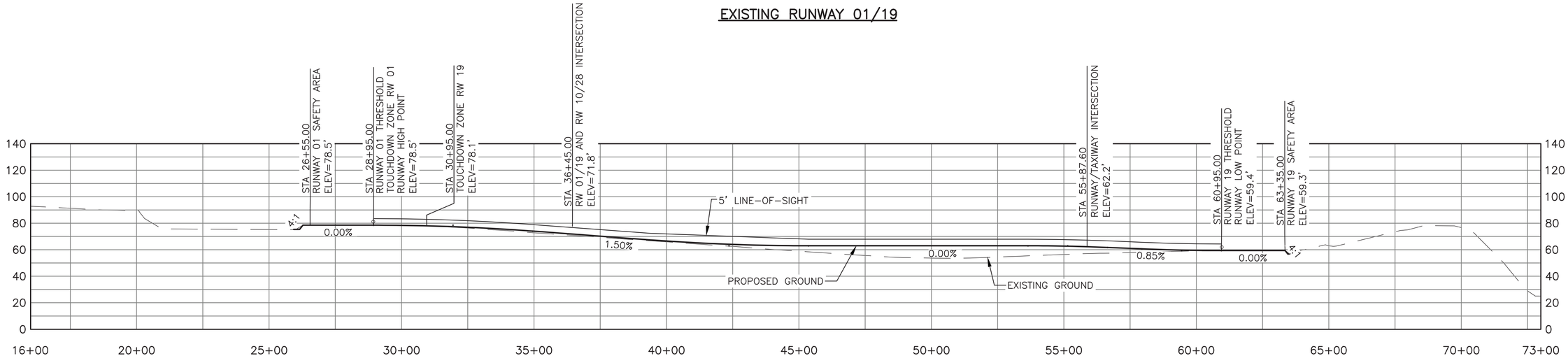
DATE: 6/08/2020
SHEET: 15 OF 18

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

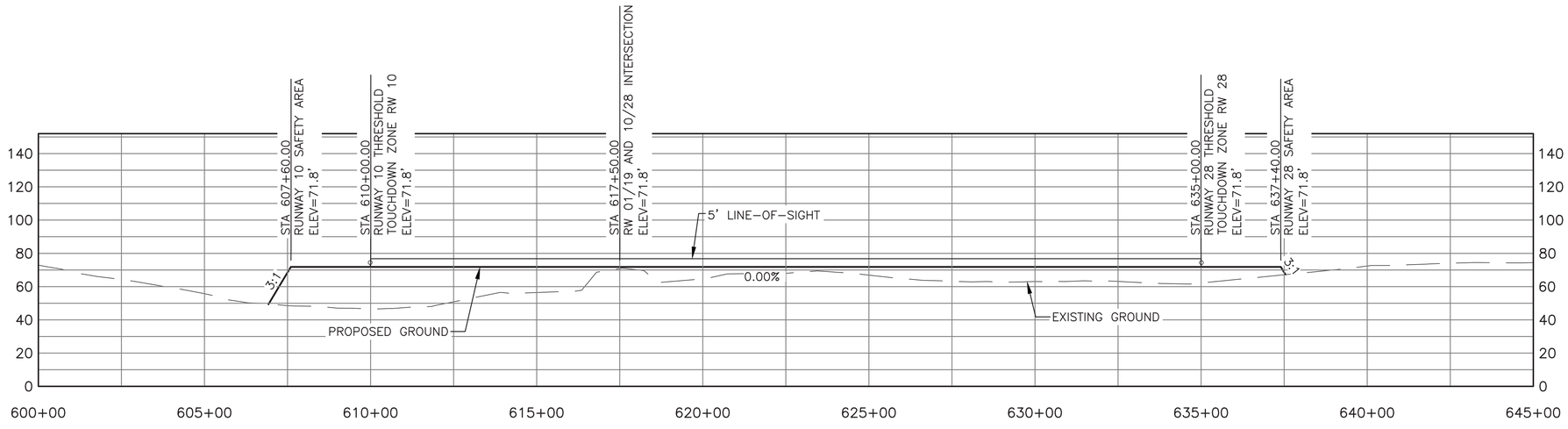
Date Plotted: 6/09/2020, 9:52 AM
Layout Name: ULT RW 19
File Name: W:\Projects\Clarks Point\ALP\Clarks Point_ALP_2018\Airport Layout Plan\CAD\ALP-CLP-DEPARTURE.dwg



EXISTING RUNWAY 01/19



ULTIMATE RUNWAY 01/19



ULTIMATE RUNWAY 10/28

NOTES:

1. ALL ELEVATIONS ARE BASED ON THE 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
2. RUNWAYS MEET 5' LINE OF SIGHT REQUIREMENTS.

200' 100' 0 200' 400'

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CLARK'S POINT AIRPORT
CLARK'S POINT, ALASKA
AIRPORT LAYOUT PLAN

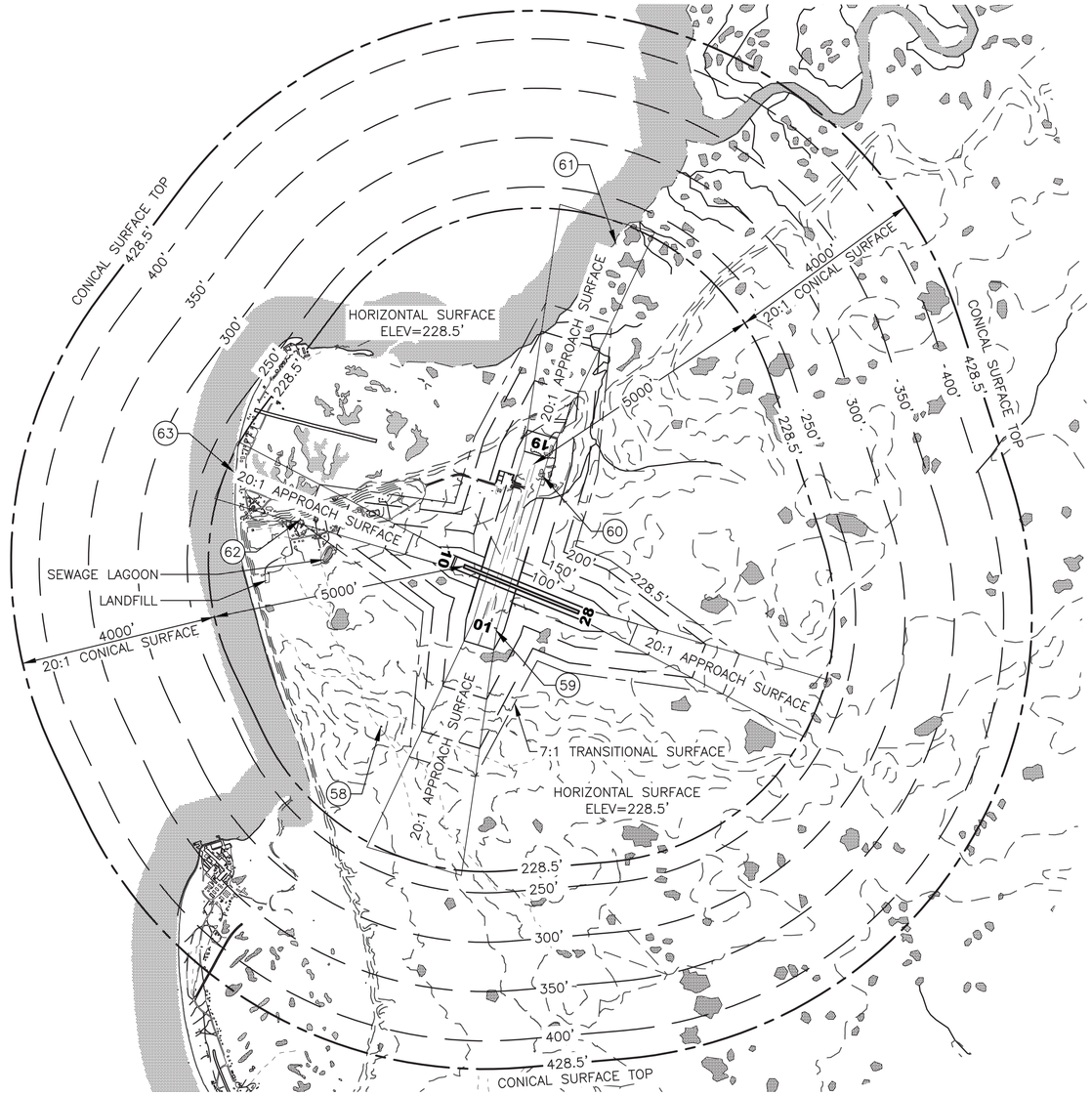
RUNWAY PROFILES

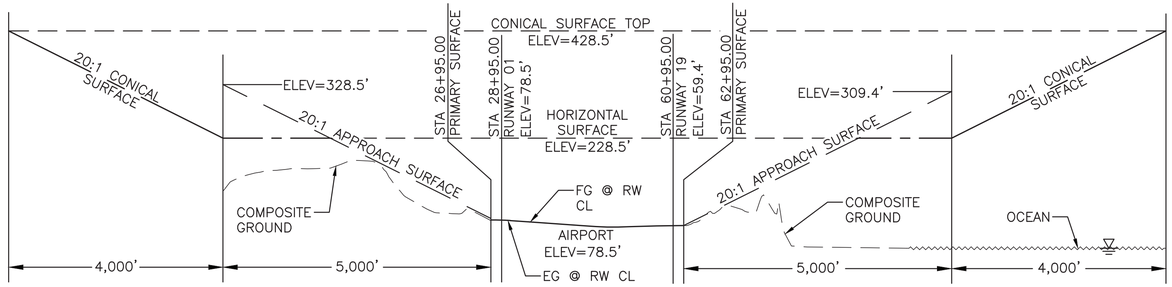
DATE: 6/04/2020

SHEET: 16 OF 18

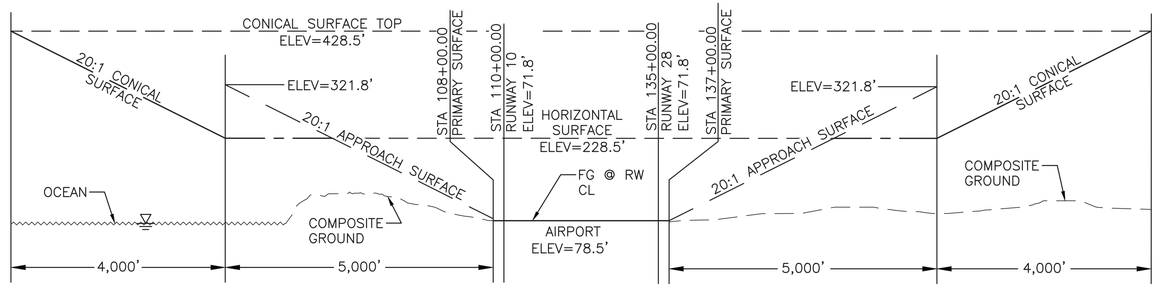
Designed By: GB
Drawn By: RJB
Checked By: JLM

Date Plotted: 6/09/2020, 9:53 AM
Layout Name: Runway Profiles
File Name: R:\Projects\Clarks Point\ALP\Clarks Point_ALP_2018\Airport Layout Plan\CAD\ALP-CLP-PROF P77 PROP.dwg





RUNWAY 01/19
NTS



RUNWAY 10/28
NTS

OBSTRUCTION TABLE

ID #	DESCRIPTION	STATION/OFFSET	TOP ELEV	SURFACE PENETRATED	SURFACE ELEV	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
58	ABANDONED UTILITY POLE	1+19.71/1,427'R	229.2'	HORIZONTAL	228.5'	0.7'	REMAIN IN PLACE	NONE
59	EXISTING SUPPLEMENTAL WIND CONE	30+00.22/200'R	95.2'	PRIMARY	78.5'	16.7'	ADD OBSTRUCTION LIGHT	ULTIMATE
60	EXISTING PRIMARY WIND CONE	57+94.92/254.96'R	72.1'	TRANSITIONAL	59.1'	13.0'	LIGHTED	NONE

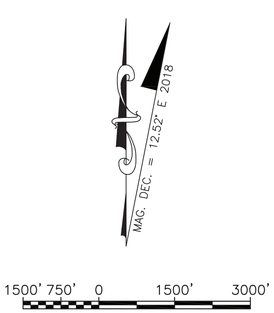
OUTER APPROACH OBSTACLES (RUNWAY 19) EXISTING/ULTIMATE

ID #	DESCRIPTION	STATION/OFFSET	GROUND ELEVATION	ABOVE GROUND LEVEL	TOP ELEV	SURFACE ELEV	OBSTRUCTION MARKING
61	OCEAN ±25.0'	99+64.07/0'L	10.0'	25.0'	35.0'	242.9'	NONE

NOTE:
1. ABOVE GROUND LEVEL HEIGHT FOR OCEAN ASSUMES A BARGE HEIGHT OF 25'.
2. THE WATER ELEVATION WAS ESTIMATED USING NOAA TIDES AND CURRENTS DATA.

OUTER APPROACH OBSTACLES (RUNWAY 10) ULTIMATE

ID #	DESCRIPTION	STATION/OFFSET	GROUND ELEVATION	ABOVE GROUND LEVEL	TOP ELEV	SURFACE ELEV	OBSTRUCTION MARKING
62	ANTENNA	75+66.75/372'R	141.0'	83.4'	224.4'	233.5'	NONE
63	OCEAN ±25.0'	559+60.53/0'R	10.0'	25.0'	35.0'	313.8'	NONE



NOTES:
1. BASEMAP WAS CREATED USING A COMBINATION OF DATA FROM THE USGS–QUAD NUSHAGAK BAY (D–2) MAP, A 2003 DIGITAL ORTHOPHOTO MAP PREPARED BY THE BRISTOL BAY NATIVE ASSOCIATION IN COOPERATION WITH THE ALASKA DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT, AND A 2016 RIGHT OF WAY ACQUISITION PLAT SURVEY.
2. ESTABLISHED AIRPORT ELEVATION IS 78.5'.
3. APPROACH SURFACES ARE 20:1 BEGINNING 200' FROM THE THRESHOLD.
4. WIDTH OF RUNWAY 01/19 PRIMARY SURFACE IS 500'.
5. WIDTH OF RUNWAY 10/28 PRIMARY SURFACE IS 250'.
6. REFER TO INNER APPROACH SHEETS FOR CLOSE IN OBSTACLES.
7. RUNWAY 01/19 LIES APPROXIMATELY 3,800 FEET FROM THE SEWAGE LAGOON AND 4,500 FEET FROM THE LANDFILL. PROPOSED RUNWAY 10/28 LIES APPROXIMATELY 2,600 FEET FROM THE SEWAGE LAGOON AND 3,800 FEET FROM THE LANDFILL.
8. PARKED AIRCRAFT AT THE EASTERNMOST THREE AIRCRAFT TIE–DOWNS LOCATED ON THE APRON ARE AN OBSTRUCTION TO THE PART 77 TRANSITIONAL SURFACE.

BY	DATE	REVISION

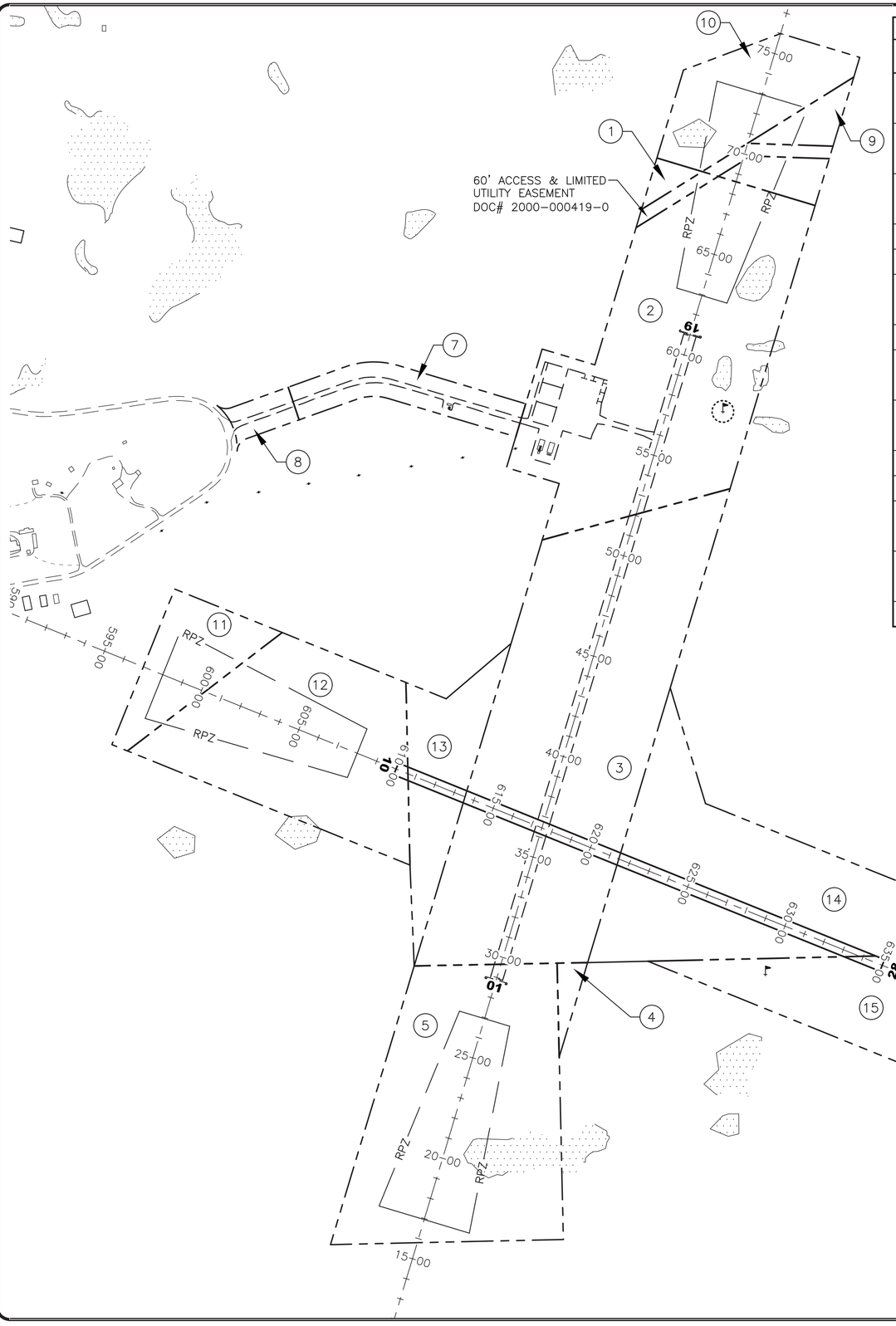
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CLARK'S POINT AIRPORT
CLARK'S POINT, ALASKA
AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE, 14 CFR, PART 77

DATE: 6/04/2020
SHEET: 17 OF 18

Designed By: GB
Drawn By: RJB/RKB
Checked By: JLM
Date Plotted: 6/09/2020, 9:53 AM
Layout Name: Part 77
File Name: W:\Projects\Clarks Point\ALP\Clarks Point_ALP_2018\Airport Layout Plan\GB\ALP-CLP-PROP PT7 PROP.dwg



PROPERTY STATUS					
PARCEL	AREA	GRANTOR	DOT&PF INTEREST	DATE ACQUIRED	ACQUISITION PROJECT NO.
1	0.7 AC±	SAGUYAK, INC.	CORP. SPECIAL WARRANTY DEED, SURFACE EST. BK 54, PG 216	11/23/1999	3-02-0062-02
	0.7 AC±	BRISTOL BAY NATIVE CORP.	SUBSURFACE EASEMENT & RESTRICTIVE COVENANT BK 54, PG 240	2/29/2000	3-02-0062-02
2	32.8 AC±	CITY OF CLARKS POINT	LIMITED WARRANTY DEED, SURFACE EST. BK 54, PG 222	2/10/2000	3-02-0062-02
	32.8 AC±	BRISTOL BAY NATIVE CORP.	SUBSURFACE EASEMENT & RESTRICTIVE COVENANT BK 54, PG 240	2/29/2000	3-02-0062-02
3	40.5 AC±	SAGUYAK, INC.	CORP. SPECIAL WARRANTY DEED, SURFACE EST. BK 54, PG 216	11/23/1999	3-02-0062-02
	40.5 AC±	BRISTOL BAY NATIVE CORP.	SUBSURFACE EASEMENT & RESTRICTIVE COVENANT BK 54, PG 240	2/29/2000	3-02-0062-02
4	0.8 AC±	JULIA W. NICOLAI	WARRANTY DEED, SIMPLE BK 54, PG 848	6/22/2000	3-02-0062-02
5	27.1 AC±	CARL W. NICOLAI	WARRANTY DEED, SIMPLE BK 54, PG 480	5/20/2000	3-02-0062-02
7	4.3 AC±	CITY OF CLARKS POINT	LIMITED WARRANTY DEED, SURFACE EST. BK 54, PG 222	2/10/2000	3-02-0062-02
	4.3 AC±	BRISTOL BAY NATIVE CORP.	SUBSURFACE EASEMENT & RESTRICTIVE COVENANT BK 54, PG 240	2/29/2000	3-02-0062-02
8	1.2 AC±	CITY OF CLARKS POINT	LIMITED WARRANTY DEED, SURFACE EST. BK 54, PG 228	2/10/2000	3-02-0062-02
9	4.122 AC±	CITY OF CLARKS POINT	SPECIAL WARRANTY DEED, SURFACE EST. DOC # 2004-000353-0	5/10/2004	3-02-0062-0304
	4.122 AC±	BRISTOL BAY NATIVE CORP.	CORP. SPECIAL WARRANTY DEED, SUBSURFACE EST. DOC # 2004-000354-0	4/21/2004	3-02-0062-0304
10	7.858 AC±	SAGUYAK, INC.	CORP. SPECIAL WARRANTY DEED, SURFACE EST. DOC # 2004-000355-0	5/16/2004	3-02-0062-0304
	7.858 AC±	BRISTOL BAY NATIVE CORP.	CORP. SPECIAL WARRANTY DEED, SUBSURFACE EST. DOC # 2004-000356-0	5/16/2004	3-02-0062-0304
11	5.82 AC±	GAIL OZMINA	TBA	ULTIMATE	
12	19.18 AC±	JOSEPH L. CLARK	TBA	ULTIMATE	
13	7.10 AC±	SAGUYAK, INC	TBA	ULTIMATE	
	7.10 AC±	BRISTOL BAY NATIVE CORP.	TBA	ULTIMATE	
14	24.78 AC±	SAGUYAK, INC	TBA	ULTIMATE	
	24.78 AC±	BRISTOL BAY NATIVE CORP.	TBA	ULTIMATE	
15	25.99 AC±	JULIA W. NICOLAI	TBA	ULTIMATE	

NOTES:

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

MAG. DEC. = 12.52° E 2018

300' 150' 0 300' 600'

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CLARK'S POINT AIRPORT
CLARK'S POINT, ALASKA
AIRPORT LAYOUT PLAN

AIRPORT PROPERTY MAP

DATE: 6/04/2020

SHEET: 18 OF 18

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

Date Plotted: 6/09/2020, 9:53 AM
Layout Name: Airport Property Map
File Name: W:\Projects\Clarks Point\ALP\Clarks Point_ALP_2018\Airport Layout Plan\040ALP-CLP-PROP FY7 PROP.dwg