



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

September 8, 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,

New Stuyahok Airport (KNW), New Stuyahok, Alaska  
Airport Layout Plan Conditional Approval  
Airspace Case No. 2019-AAL-231-NRA

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

An aeronautical study (no. 2019-AAL-231-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

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

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

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

affected area would have on the airport proposal.

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

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

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

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

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

Sincerely,

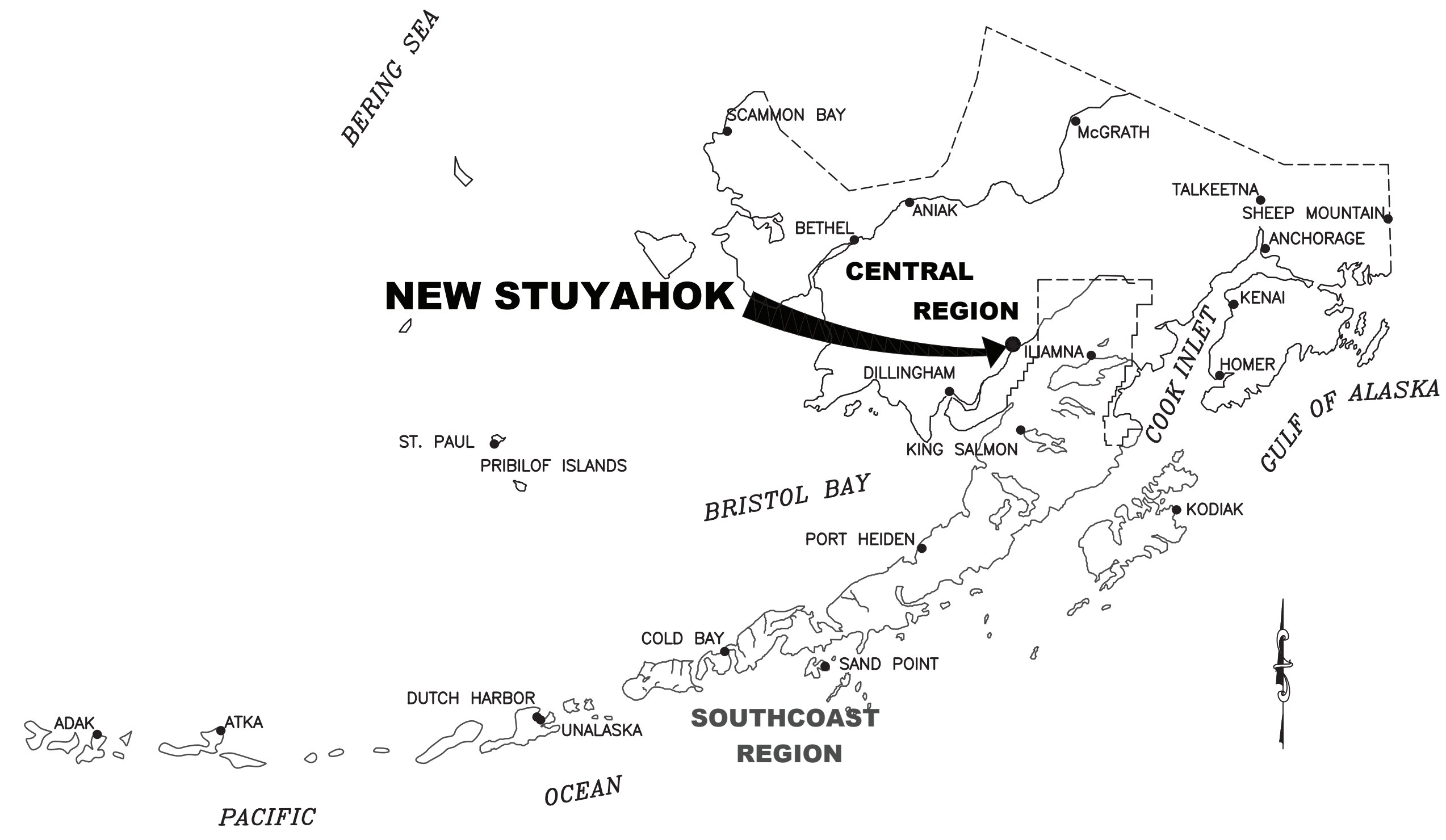
KATRINA C.  
MOSS

Digitally signed by KATRINA  
C. MOSS  
Date: 2020.09.08 09:48:21  
-08'00'

Katrina C. Moss  
Lead Community Planner

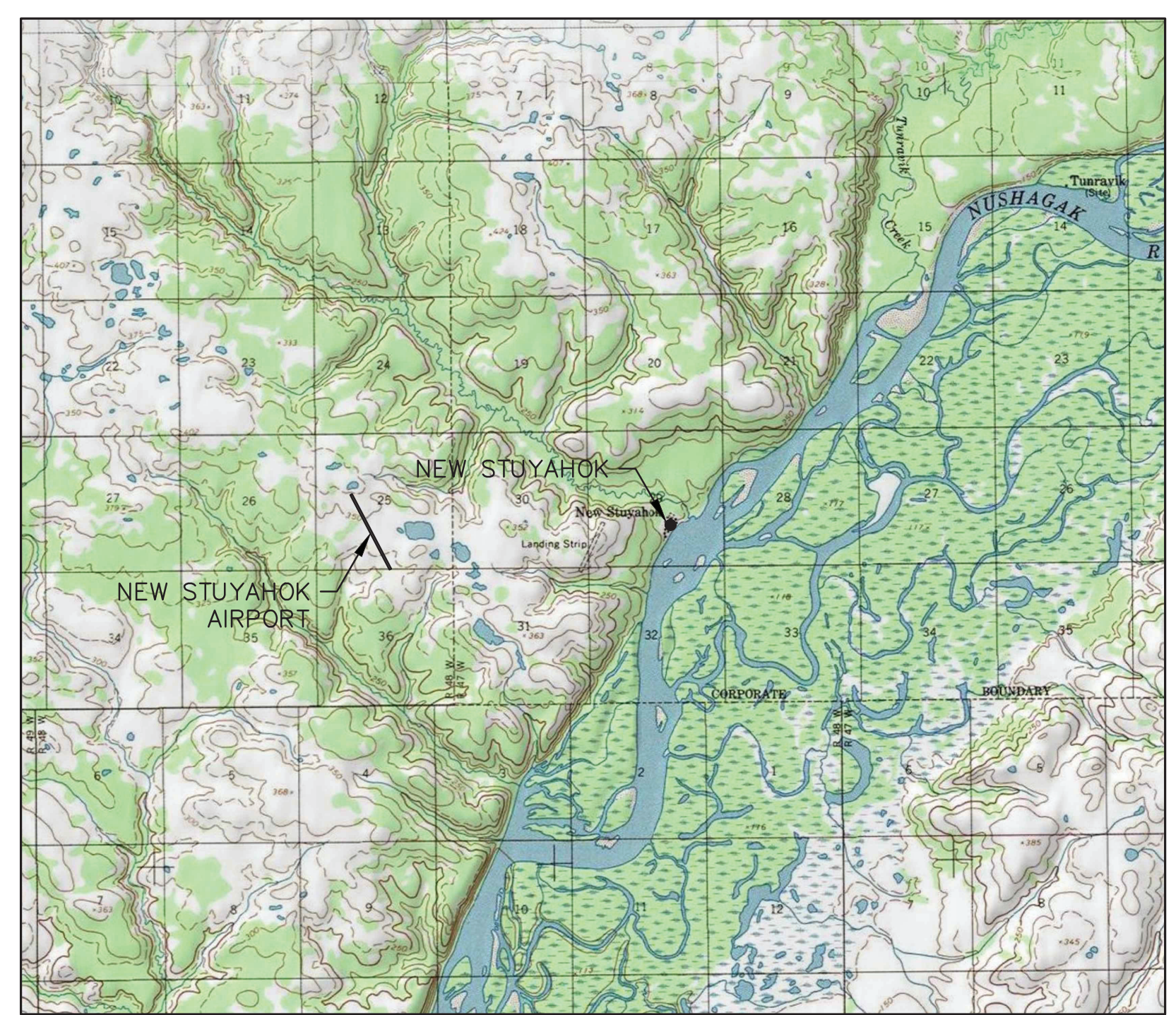
Enclosure

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 Designed By: MM  
 Drawn By: RIC  
 Checked By: CJB



### ALASKA CENTRAL REGION LOCATION MAP

NOT TO SCALE



**VICINITY MAP**

1 SM .5 SM 0 1 SM 2 SM

T 8 S, R 48 W, SEC. 25, 26, & 36  
SEWARD MERIDIAN  
U.S.G.S. DILLINGHAM (B-4) 1955, ALASKA

# NEW STUYAHOK AIRPORT AIRPORT LAYOUT PLAN NEW STUYAHOK, ALASKA

LEGEND		
ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (A.R.P.)		
ANTENNA		
APPROACH SURFACE		
BUILDINGS		
BUILDING RESTRICTION LINE		
DEPARTURE SURFACE		
FAA WEATHER STATION		
FENCE		
PAPI		
PROPERTY LINE		
REIL		
ROADWAYS		
ROTATING BEACON		
RUNWAY OBSTACLE FREE AREA		
RUNWAY OBSTACLE FREE ZONE		
RUNWAY PROTECTION ZONE		
RUNWAY SAFETY AREA		
RUNWAY VISUAL ZONE		
SEGMENTED CIRCLE		
SHORELINE		
SURVEY MONUMENT		
THRESHOLD MARKERS/LIGHTS		
THRESHOLD SITING SURFACE		
TOPOGRAPHIC CONTOURS		
UTILITY POLE		
WATER BODY		
WIND CONE		

DRAWING INDEX	
SHT#	TITLE
1	COVER SHEET
2	DATA SHEET
3	WIND DATA
4	EXISTING AIRPORT LAYOUT DRAWING
5	ULTIMATE AIRPORT LAYOUT DRAWING
6	TERMINAL AREA PLAN
7	RUNWAY PROFILES
8	EXISTING INNER PORTION OF THE APPROACH SURFACE – RUNWAY 14
9	EXISTING INNER PORTION OF THE APPROACH SURFACE – RUNWAY 32
10	ULTIMATE INNER PORTION OF THE APPROACH SURFACE – RUNWAY 14
11	ULTIMATE INNER PORTION OF THE APPROACH SURFACE – RUNWAY 32
12	ULTIMATE INNER PORTION OF THE APPROACH SURFACE – RUNWAY 23
13	ULTIMATE INNER PORTION OF THE APPROACH SURFACE – RUNWAY 5
14	AIRPORT AIRSPACE PLAN
15	AIRPORT AIRSPACE PROFILES
16	AIRPORT PROPERTY MAP

BY	DATE	REVISION

**APPROVED:**  
 Digitally signed by John Linnell  
 Date: 2020.08.18 15:44:49 -0500  
**JOHN LINNELL, P.E.** PRECONSTRUCTION ENGINEER

**RECOMMENDED:**  
 Digitally signed by Luke Bowland  
 Date: 2020.08.18 10:25:44 -0500  
**LUKE BOWLAND, P.E.** AVIATION DESIGN GROUP CHIEF

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 9/8/2020  
 FAA AIRSPACE REVIEW NUMBER: 2019-AAL-231-NRA

**KATRINA C. MOSS**  
 Digitally signed by Katrina C. Moss  
 Date: 2020.09.08 09:42:49 -0500  
**KATRINA C. MOSS** DATE:  
 FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-612

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

**NEW STUYAHOK AIRPORT  
NEW STUYAHOK, ALASKA  
AIRPORT LAYOUT PLAN**

DATE: 7/01/2020  
 SHEET: 1 OF 16  
 COVER SHEET

Date Plotted: 7/01/2020, 3:50 PM  
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 Designed By: MM  
 Drawn By: RLC  
 Checked By: CIB

AIRPORT DATA		
ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	PANW	PANW
NATIONAL AIRPORT IDENTIFIER	KNW	KNW
FAA SITE NUMBER	50528.7*A	50528.7*A
AIRPORT ELEVATION NAVD88	370.7	372.8
AIRPORT REFERENCE CODE	B-II(s)	B-II(s)
MEAN MAX. TEMPERATURE, HOTTEST MONTH	65°F, JULY	65°F, JULY
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	12°40'E, 2020, 17'W/YEAR	
CRITICAL AIRCRAFT OR AIRCRAFT GROUP	B-II(s)	B-II(s)
AIRPORT AND TERMINAL NAVIGATION AIDS	BEACON, GPS, SEGMENTED CIRCLE	BEACON, GPS, SEGMENTED CIRCLE
NPIAS SERVICE LEVEL	GENERAL AVIATION	GENERAL AVIATION
MISCELLANEOUS FACILITIES	FAA WEATHER STATION, WINDCONE	FAA WEATHER STATION, WINDCONE
STATE EQUIVALENT SERVICE ROLE	COMMUNITY OFF-ROAD	COMMUNITY OFF-ROAD

ITEM	TAXIWAY A		TAXIWAY B	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
AIRPLANE DESIGN GROUP	III	II	N/A	II
TAXIWAY DESIGN GROUP	3	2	N/A	2
TAXIWAY SURFACE	GRAVEL	GRAVEL	N/A	GRAVEL
LENGTH x WIDTH	49x356	35x356	N/A	35x337
SHOULDER WIDTH	20	15	N/A	15
SAFETY AREA (TSA) WIDTH	118	79	N/A	79
EDGE SAFETY MARGIN (TESM)	10	7.5	N/A	7.5
OBJECT FREE AREA (TOFA) WIDTH	186	131	N/A	131
TAXIWAY LIGHTING	MILT	MILT	N/A	MILT
TAXIWAY MARKING	NONE	NONE	N/A	NONE

GEOGRAPHIC COORDINATES		
ITEM	EXISTING	ULTIMATE
ARP		
LATITUDE	59°27'06"N	59°27'08"N
LONGITUDE	157°22'23"W	157°22'40"W
THRESHOLD RW 14		
LATITUDE	59°27'19.92"N	59°27'19.92"N
LONGITUDE	157°22'37.88"W	157°22'37.88"W
ELEVATION	370.7	371.4
THRESHOLD RW 32		
LATITUDE	59°26'51.16"N	59°26'51.16"N
LONGITUDE	157°22'08.91"W	157°22'08.91"W
ELEVATION	326.7	326.9
THRESHOLD RW 5		
LATITUDE	N/A	59°27'02.87"N
LONGITUDE	N/A	157°23'25.47"W
ELEVATION	N/A	306.8
THRESHOLD RW 23		
LATITUDE	N/A	59°27'17.71"N
LONGITUDE	N/A	157°22'28.67"W
ELEVATION	N/A	372.8

ITEM	RUNWAY 14/32		RUNWAY 5/23	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY IDENTIFIER	14/32	14/32	N/A	5/23
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY	UTILITY	UTILITY	N/A	UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	NPI	NPI	N/A	NPI
VISIBILITY MINIMUM	≥1 MILE	≥1 MILE	N/A	≥1 MILE
FAR PART 77 APPROACH SURFACES SLOPE	20:1	20:1	N/A	20:1
APPROACH TYPE (VIS, NPA, APV(NP), APV(P), PREC)	NPA	NPA	N/A	NPA
THRESHOLD SITING SURFACE SLOPE	20:1	20:1	N/A	20:1
RUNWAY DESIGN CODE	B-II(s)-5000	B-II(s)-5000	N/A	B-II(s)-5000
APPROACH RUNWAY REFERENCE CODE (APRC)	B-III-5000	B-III-5000	N/A	B-III-5000 D-II-5000
DEPARTURE RUNWAY REFERENCE CODE (DPRC)	B-III D-II	B-III D-II	N/A	B-III D-II
RUNWAY SURFACE	GRAVEL	GRAVEL	N/A	GRAVEL
SURFACE TREATMENT	NONE	NONE	N/A	NONE
AIRPLANE GEAR CONFIG/PAVE STRENGTH (x1000lbs)	N/A	N/A	N/A	N/A
PAVEMENT STRENGTH BY PCN	N/A	N/A	N/A	N/A
DESIGN AIRCRAFT (>60,000 lbs)	NO	NO	N/A	NO
MAXIMUM ELEVATION	370.7	370.7	N/A	372.8
TOUCHDOWN ZONE ELEVATION NAVD88	370.7/368.0	370.7/367.8	N/A	366.8/372.8
EFFECTIVE GRADE	1.64%	1.64%	N/A	2.00%
TRUE BEARING	152.84°	152.84°	N/A	62.83°
RUNWAY DIMENSIONS	75x3,281	75x3,281	N/A	75x3,300
RUNWAY SAFETY AREA (RSA)	140x3,871	150x3,881	N/A	150x3,900
RSA LENGTH BEYOND DEPARTURE END	295	300	N/A	300
RSA LENGTH PRIOR TO THRESHOLD	295	300	N/A	300
RUNWAY OBJECT FREE AREA (OFA)	500x3,881	500x3,881	N/A	500x3,900
ROFA LENGTH BEYOND DEPARTURE END	300	300	N/A	300
ROFA LENGTH PRIOR TO THRESHOLD	300	300	N/A	300
RUNWAY OBSTACLE FREE ZONE (OFZ)	250x3,681	250x3,681	N/A	250x3,700
PRECISION OBSTACLE FREE ZONE (POFZ)	N/A	N/A	N/A	N/A
RUNWAY PROTECTION ZONE (RPZ)	250x450x1,000	250x450x1,000	N/A	250x450x1,000
RUNWAY LIGHTING	MIRL	MIRL	N/A	MIRL
RUNWAY MARKING TYPE	NONE	NONE	N/A	NONE
RUNWAY NAVIGATIONAL AIDS	PAPI, REILS	PAPI, REILS	N/A	NONE
AERONAUTICAL SURVEY TYPE REQUIRED	NVG	NVG	N/A	NVG
DEPARTURE SURFACE	YES	YES	N/A	YES

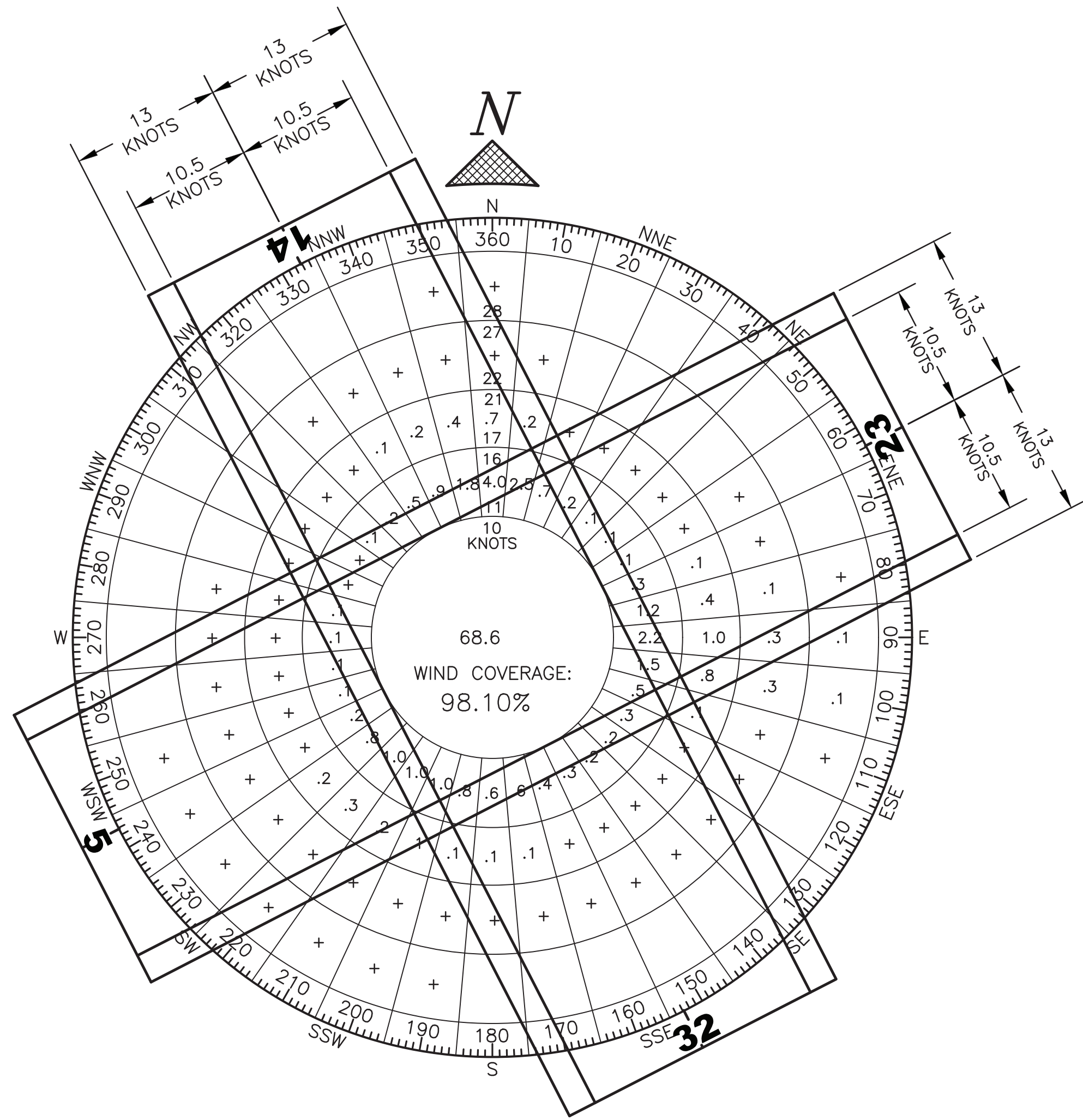
PRIMARY AIRPORT CONTROL STATIONS			
POINT	LATITUDE LONGITUDE	RW 14/32 STA & OFF	DESCRIPTION
(KNW A)	59°27'04.23"N 157°22'28.53"W	STA 39+26.68 OFF 297.1' RT	PACS
(KNW B)	59°27'22.10"N 157°22'41.73"W	STA 20+01.12 OFF 75.9' RT	SACS
(KNW C)	59°26'54.06"N 157°22'15.23"W	STA 51+58.75 OFF 156.3' RT	SACS

MODIFICATION TO STANDARDS					
ASN	DESCRIPTION	FAA STANDARDS	EXISTING CONDITIONS	PROPOSED ACTION	DATE APPROVED
	NONE REQUIRED				

- NOTES:
- ALL LATITUDE/LONGITUDE COORDINATES ARE NAD83.
  - ALL ELEVATIONS ARE NAVD88, GEOID 12B.
  - MAPPING BASED ON COMBINATION OF FIELD SURVEYED DATA AND PHOTOGRAMMETRIC DATA. AERIAL IMAGERY COLLECTED JULY 26, 2013 AS PART OF A WAAS LPV SURVEY USED IN CONJUNCTION WITH SATELLITE IMAGERY COLLECTED MAY 16, 2016.
  - AIRPORT AIRSPACE ANALYSIS SURVEY (AAAS) FOR VERTICALLY GUIDED OPERATIONS CONDUCTED BY R&M CONSULTANTS, INC. 2016.
  - DRAWING UNITS ARE IN FEET UNLESS OTHERWISE SPECIFIED.
  - EXISTING RSA FOR RUNWAY 14/32 IS NOT TO STANDARD. STANDARD DIMENSIONS ARE 150 FEET WIDE AND 300 FEET BEYOND RUNWAY ENDS.

BY	DATE	REVISION
<b>STATE OF ALASKA</b> <b>DEPARTMENT OF TRANSPORTATION</b> <b>AND PUBLIC FACILITIES</b> <b>CENTRAL REGION</b>		
<b>NEW STUYAHOK AIRPORT</b> NEW STUYAHOK, ALASKA AIRPORT LAYOUT PLAN		DATE: 7/01/2020 SHEET: 2 OF 16
DATA SHEET		

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 Drawn By: RLC  
 Checked By: CJB

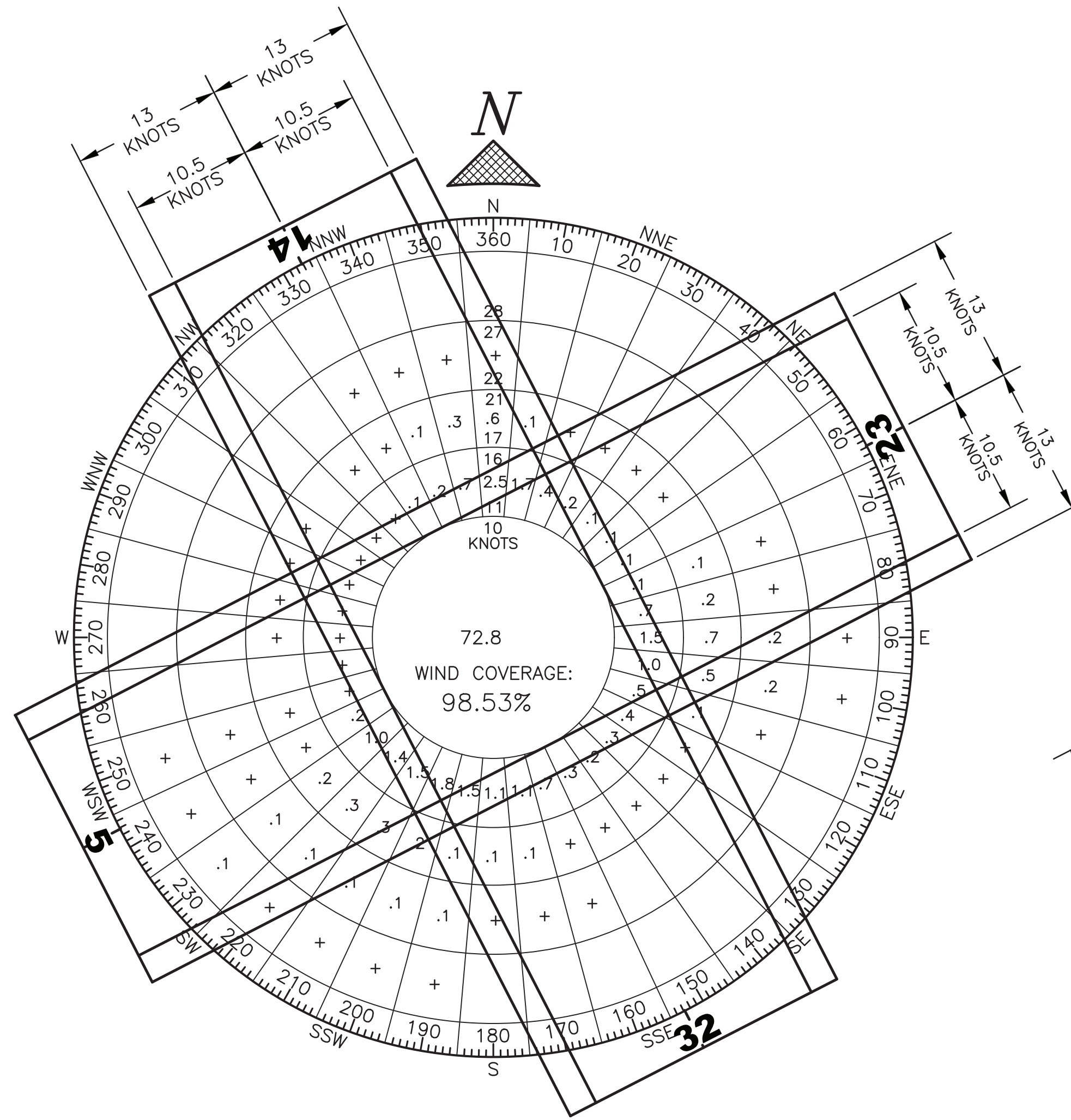


## WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

ALL WEATHER WIND DATA		
RUNWAY	10.5 kt	13 kt
RW 14/32	86.82%	92.21%
RW 5/23	84.37%	92.14%
COMBINED	97.22%	99.11%

SOURCE: NEW STUYAHOK WIND DATA  
 FAA GIS NATIONAL CLIMATE DATA CENTER  
 MARCH 12, 2019  
 PERIOD: 2009 – 2018

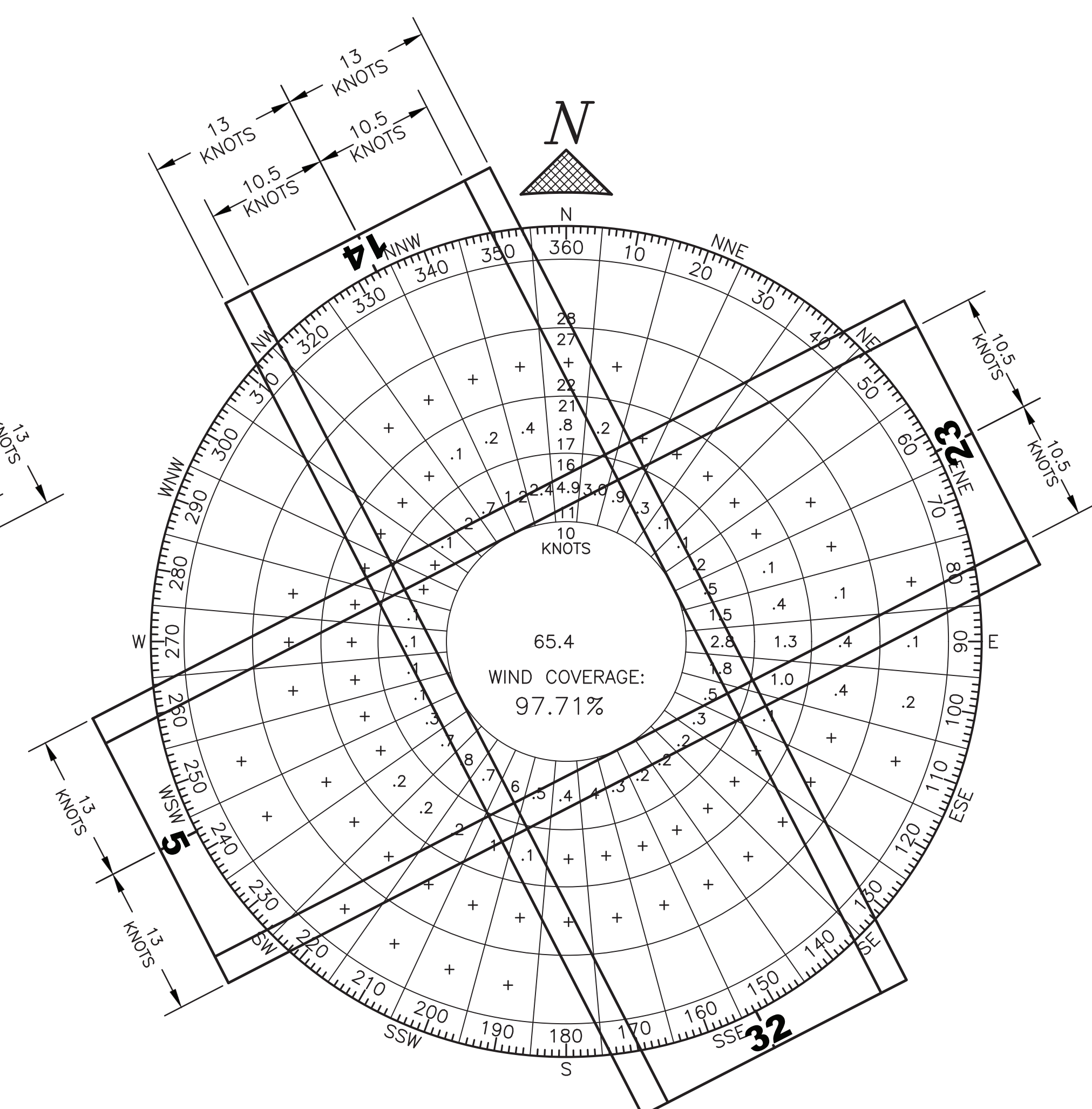


## WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

IFR WIND DATA		
RUNWAY	10.5 kt	13 kt
RW 14/32	88.54%	93.61%
RW 5/23	87.05%	93.65%
COMBINED	97.59%	99.31%

SOURCE: NEW STUYAHOK WIND DATA  
 FAA GIS NATIONAL CLIMATE DATA CENTER  
 MARCH 12, 2019  
 PERIOD: 2009 – 2018



## WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

VFR WIND DATA		
RUNWAY	10.5 kt	13 kt
RW 14/32	82.55%	91.17%
RW 5/23	85.39%	91.15%
COMBINED	96.82%	98.90%

SOURCE: NEW STUYAHOK WIND DATA  
 FAA GIS NATIONAL CLIMATE DATA CENTER  
 MARCH 12, 2019  
 PERIOD: 2009 – 2018

BY	DATE	REVISION

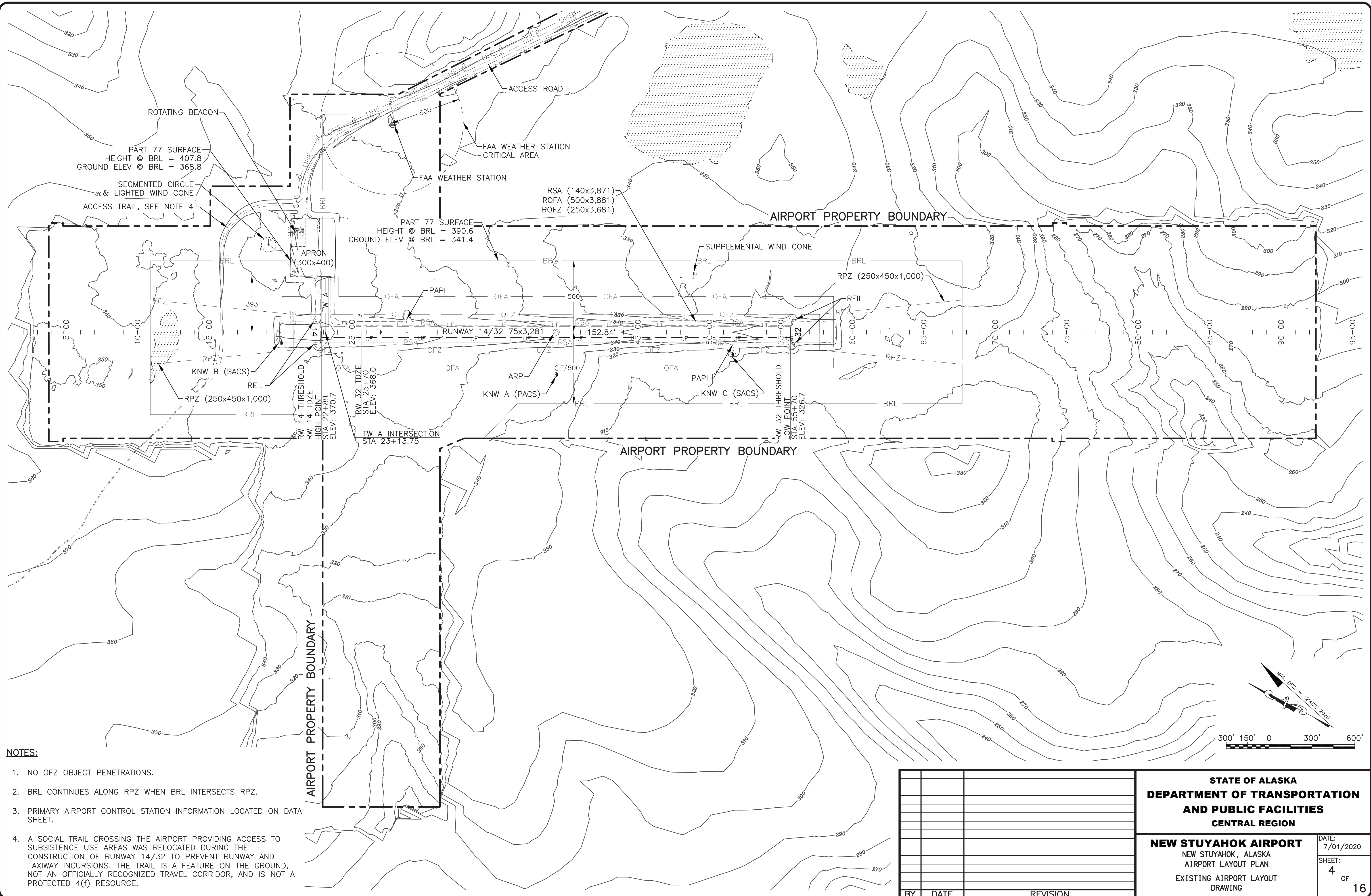
**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION**  
**AND PUBLIC FACILITIES**  
**CENTRAL REGION**

**NEW STUYAHOK AIRPORT**  
 NEW STUYAHOK, ALASKA  
 AIRPORT LAYOUT PLAN

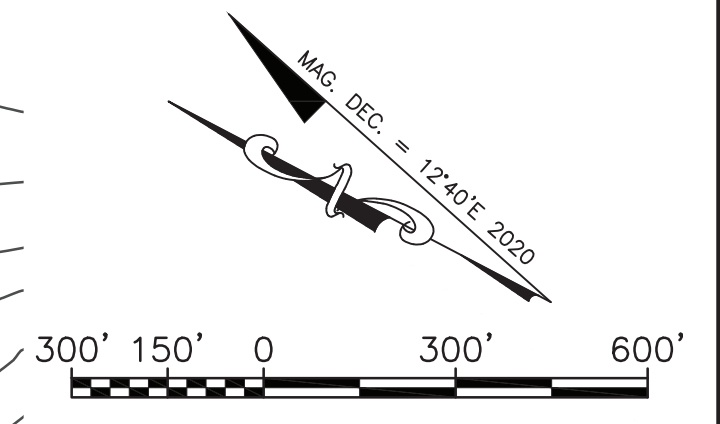
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7/01/2020  
 SHEET:  
3  
 OF  
16

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 Designed By: MM  
 Drawn By: RLC  
 Checked By: CJB



- NOTES:**
1. NO OFZ OBJECT PENETRATIONS.
  2. BRL CONTINUES ALONG RPZ WHEN BRL INTERSECTS RPZ.
  3. PRIMARY AIRPORT CONTROL STATION INFORMATION LOCATED ON DATA SHEET.
  4. A SOCIAL TRAIL CROSSING THE AIRPORT PROVIDING ACCESS TO SUBSISTENCE USE AREAS WAS RELOCATED DURING THE CONSTRUCTION OF RUNWAY 14/32 TO PREVENT RUNWAY AND TAXIWAY INCURSIONS. THE TRAIL IS A FEATURE ON THE GROUND, NOT AN OFFICIALLY RECOGNIZED TRAVEL CORRIDOR, AND IS NOT A PROTECTED 4(f) RESOURCE.



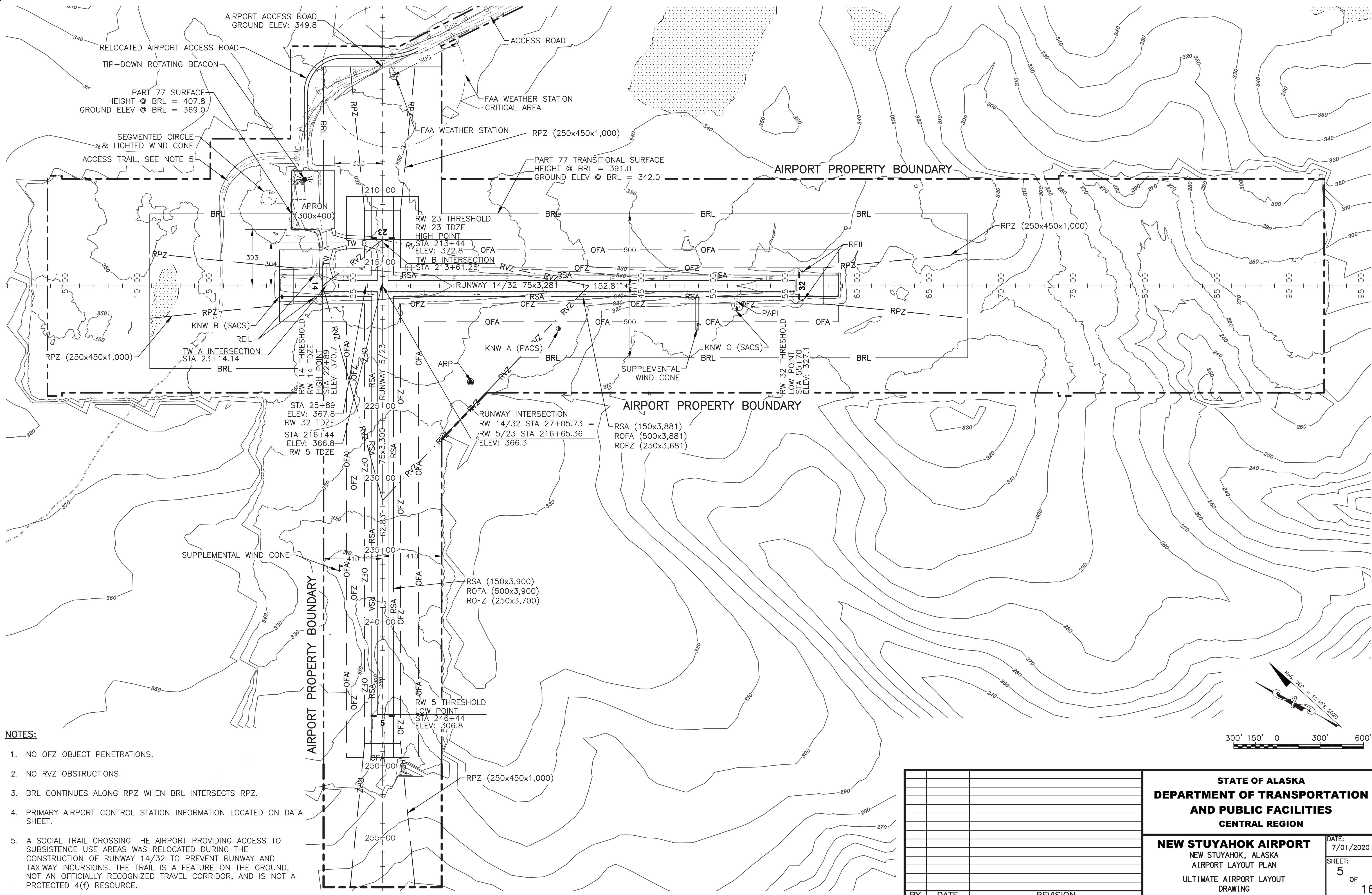
BY	DATE	REVISION

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

**NEW STUYAHOK AIRPORT**  
 NEW STUYAHOK, ALASKA  
 AIRPORT LAYOUT PLAN  
 EXISTING AIRPORT LAYOUT  
 DRAWING

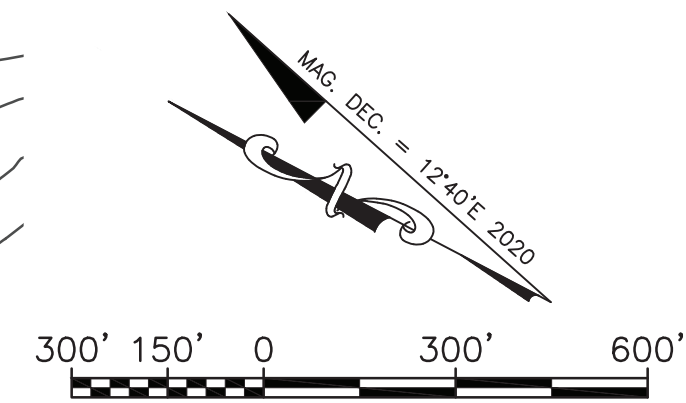
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 Designed By: MM  
 Drawn By: RLC  
 Checked By: CJB



**NOTES:**

1. NO OFZ OBJECT PENETRATIONS.
2. NO RVZ OBSTRUCTIONS.
3. BRL CONTINUES ALONG RPZ WHEN BRL INTERSECTS RPZ.
4. PRIMARY AIRPORT CONTROL STATION INFORMATION LOCATED ON DATA SHEET.
5. A SOCIAL TRAIL CROSSING THE AIRPORT PROVIDING ACCESS TO SUBSISTENCE USE AREAS WAS RELOCATED DURING THE CONSTRUCTION OF RUNWAY 14/32 TO PREVENT RUNWAY AND TAXIWAY INCURSIONS. THE TRAIL IS A FEATURE ON THE GROUND, NOT AN OFFICIALLY RECOGNIZED TRAVEL CORRIDOR, AND IS NOT A PROTECTED 4(f) RESOURCE.



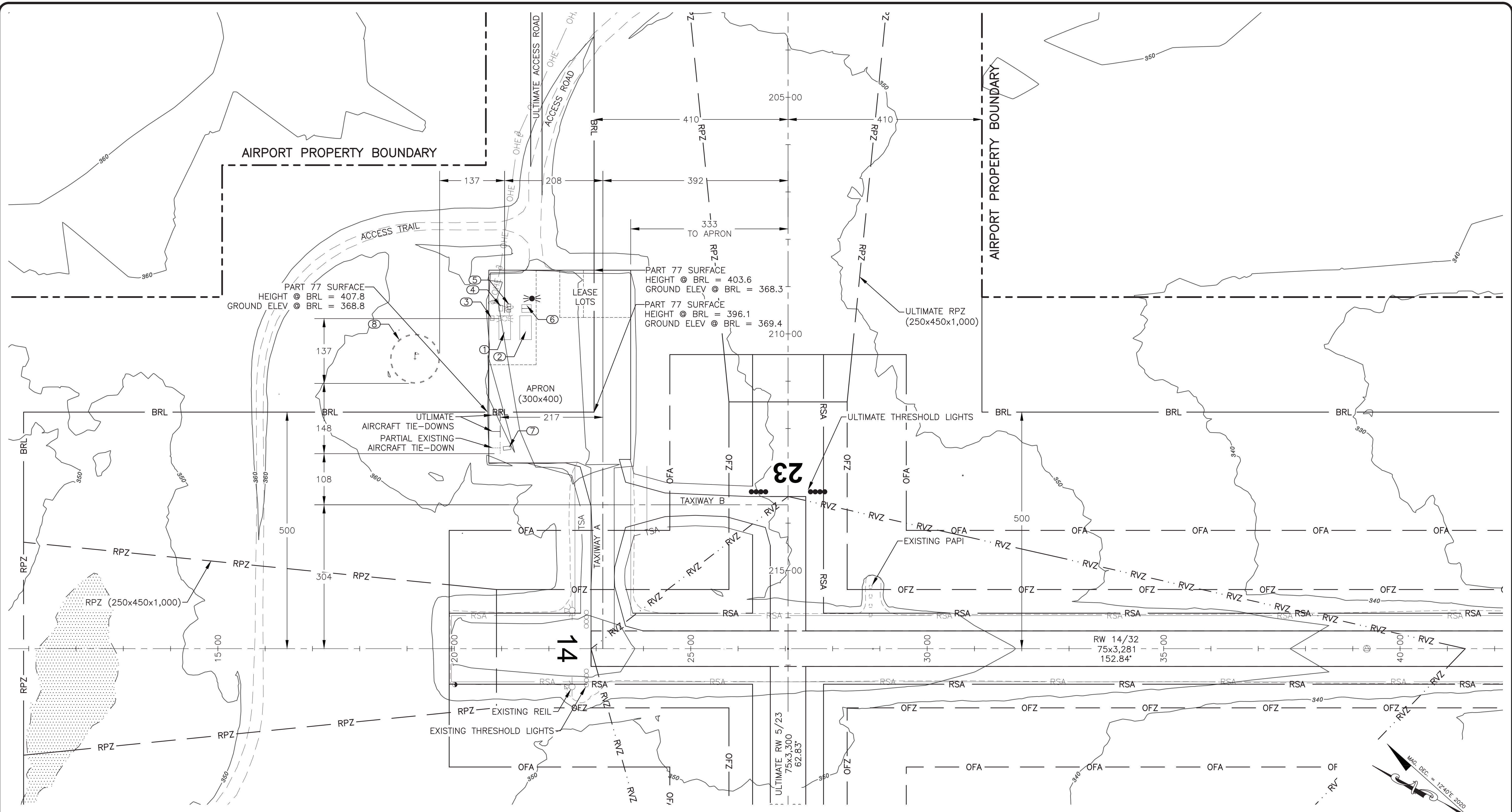
BY	DATE	REVISION

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

**NEW STUYAHOK AIRPORT**  
 NEW STUYAHOK, ALASKA  
 AIRPORT LAYOUT PLAN  
 ULTIMATE AIRPORT LAYOUT DRAWING

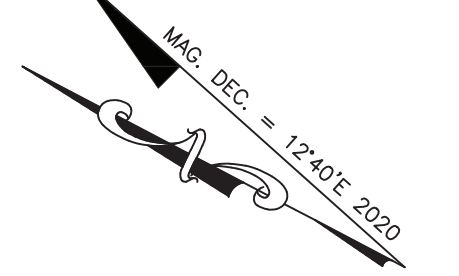
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 SHEET: 5 OF 16

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 Designed By: MM  
 Drawn By: RLC  
 Checked By: CUB



**BUILDING DATA TABLE**

NO.	DESCRIPTION	STA & OFFSET	TOP ELEVATION	ULTIMATE DISPOSITION	OBSTRUCTION LIGHT
1	SREB WITH BEACON	21+07 653 LT	396.8	REMAIN	NONE
2	SREB	21+51 653 LT	395.4	REMAIN	NONE
3	BUILDING	20+80 694 LT	372.4	REMAIN	NONE
4	ELECTRICAL ENCLOSURE	20+98 714 LT	372.2	REMAIN	NONE
5	1,000 GAL FUEL TANK (2 EACH)	21+15 711 LT	372.5	REMAIN	NONE
6	CONEX (2 EACH)	21+53 711 LT	372.9	REMAIN	NONE
7	FUEL TANK	21+04 419 LT	371.8	REMOVE	NONE
8	SEGMENTED CIRCLE WITH WINDCONE	19+16 561 LT	389.8	REMAIN	NONE
9	FAA WEATHER STATION	27+79 1,462 LT	386.0	REMAIN	LIGHTED



BY	DATE	REVISION

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

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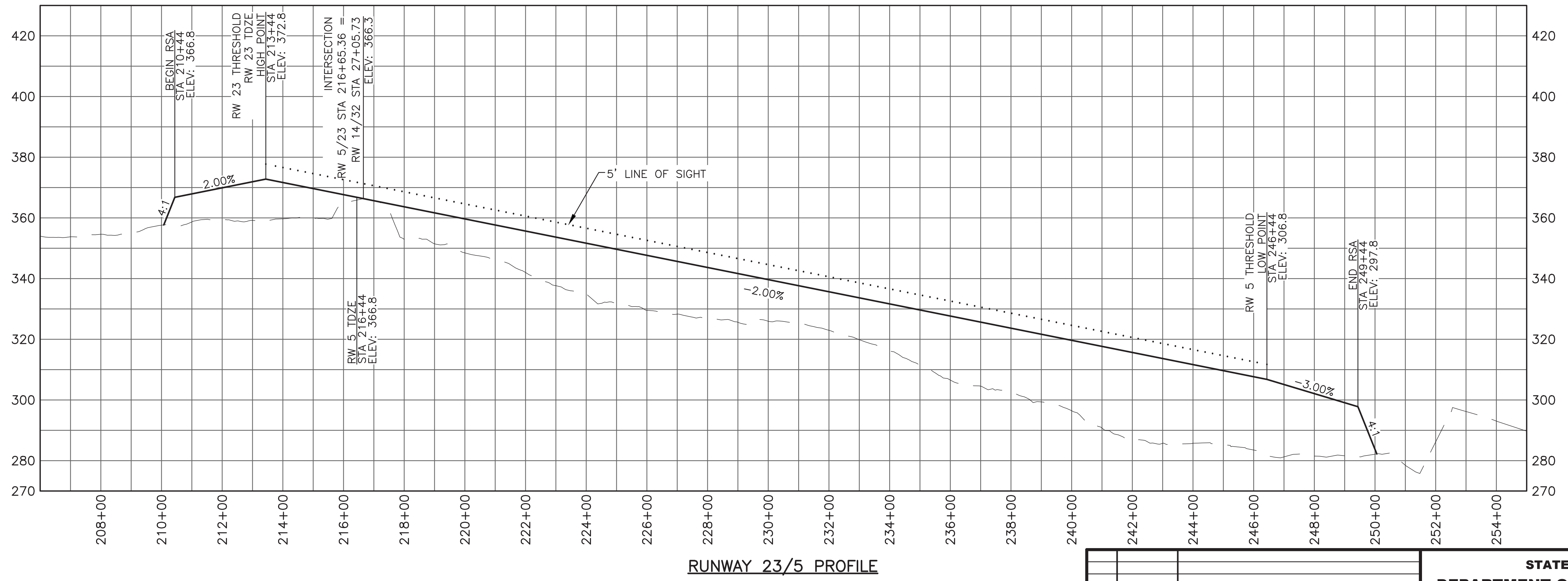
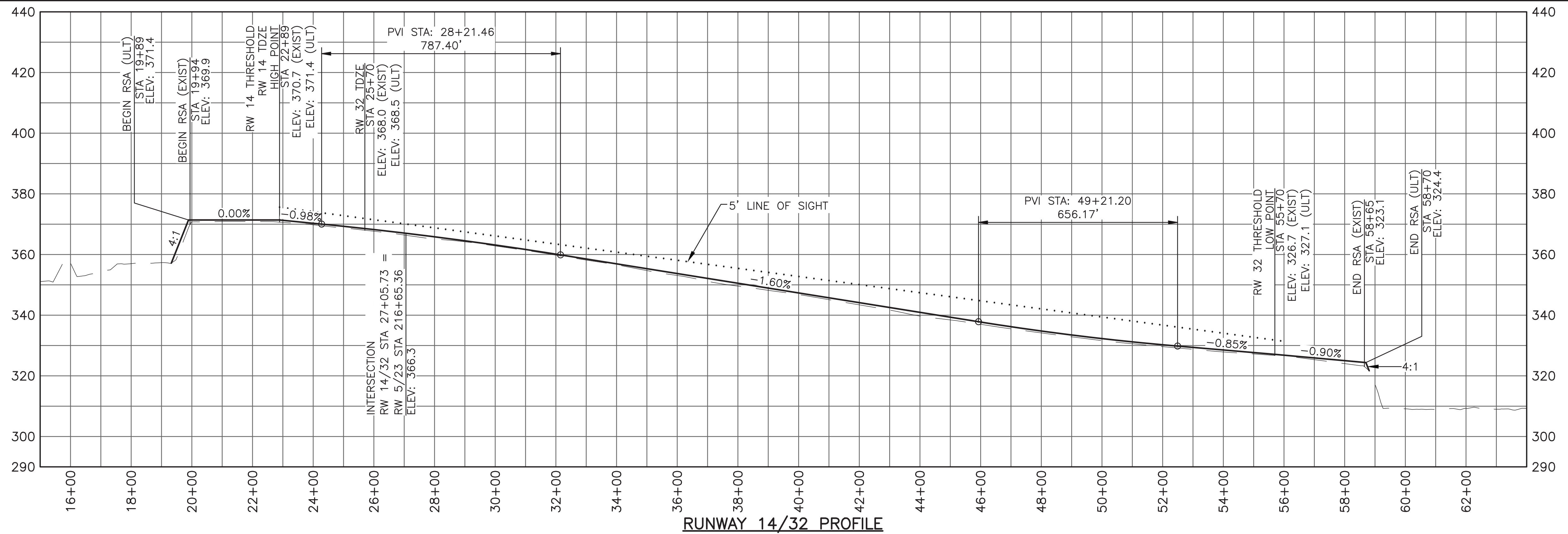
**NEW STUYAHOK AIRPORT**  
 NEW STUYAHOK, ALASKA  
 AIRPORT LAYOUT PLAN

TERMINAL AREA PLAN

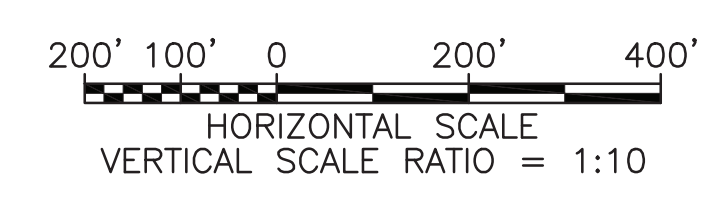
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 SHEET: 6 OF 16



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 Designed By: MM  
 Drawn By: RLC  
 Checked By: CUB



**NOTE:**  
 1. RUNWAYS 14/32 & 5/23 MEET LINE OF SIGHT REQUIREMENTS.



BY	DATE	REVISION

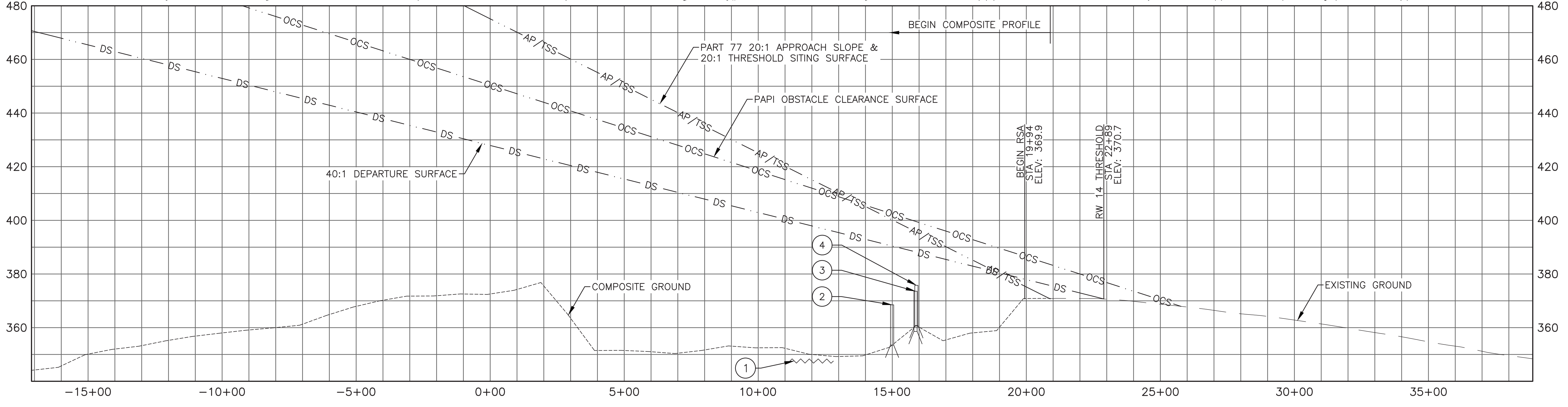
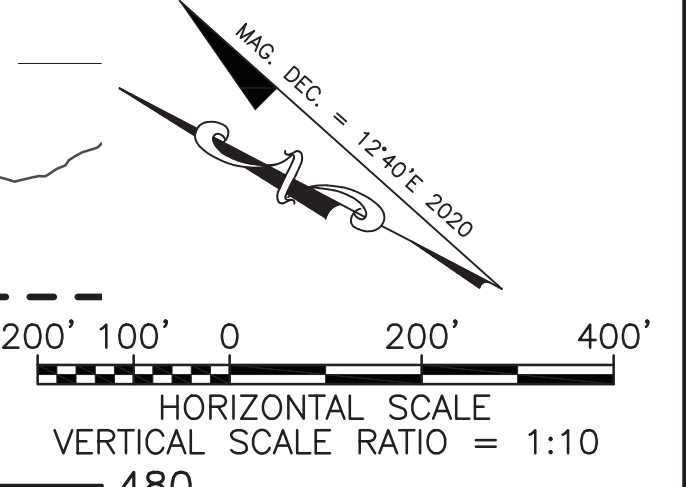
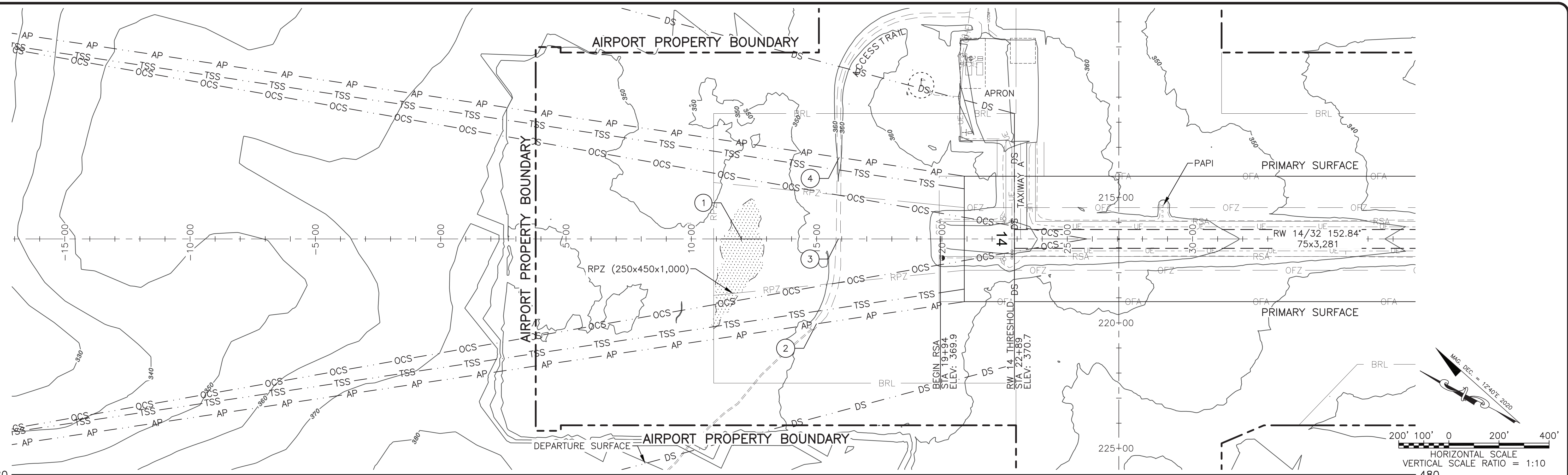
**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION**  
**AND PUBLIC FACILITIES**  
**CENTRAL REGION**

**NEW STUYAHOK AIRPORT**  
 NEW STUYAHOK, ALASKA  
 AIRPORT LAYOUT PLAN

RUNWAY PROFILES

DATE: 7/01/2020
SHEET: 7 OF 16

Date Plotted: 17/01/2020, 3:53 PM  
 Layout Name: Inner\_RW\_14  
 File Name: C:\Users\jco\Documents\Projects\2380\_02\Inner Portion of the Approach Surface Drawing.dwg  
 Designed By: MM  
 Drawn By: RJC  
 Checked By: CJB



- NOTES:**
- THERE IS NO CONTROLLING OBSTRUCTION. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1.
  - THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS. THRESHOLD SITING CRITERIA FOR RUNWAY 14 IS BASED ON INSTRUMENT APPROACHES HAVING VISIBILITY GREATER THAN OR EQUAL TO 3/4 STATUTE MILE, AS DEFINED BY ENGINEERING BRIEF No. 99, TABLE 3-2, LINE 4.
  - DEPARTURE SURFACE SLOPE IS 40:1 AS DEFINED BY ENGINEERING BRIEF No. 99, TABLE 3-2, LINE 7 FOR INSTRUMENT RUNWAYS.
  - NO INNER APPROACH PART 77, THRESHOLD SITING SURFACE, OR DEPARTURE SURFACE PENETRATIONS.

SIGNIFICANT OBJECTS										
ID #	DESCRIPTION	STATION/OFFSET	GROUND ELEVATION	AGL	TOP ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
1	POND/LAKE	12+00/0	347.5	0.0	347.5	NONE	415.8	NONE	TO REMAIN	N/A
2	ACCESS TRAIL	14+99/338 RT	353.5	15.0	368.5	NONE	400.9	NONE	TO REMAIN	N/A
3	ACCESS TRAIL	15+87/0	358.6	15.0	373.6	NONE	396.5	NONE	TO REMAIN	N/A
4	ACCESS TRAIL	15+90/325 LT	360.8	15.0	375.8	NONE	396.3	NONE	TO REMAIN	N/A

**LEGEND:**  
 (#) SIGNIFICANT OBJECT IDENTIFIER

BY	DATE	REVISION

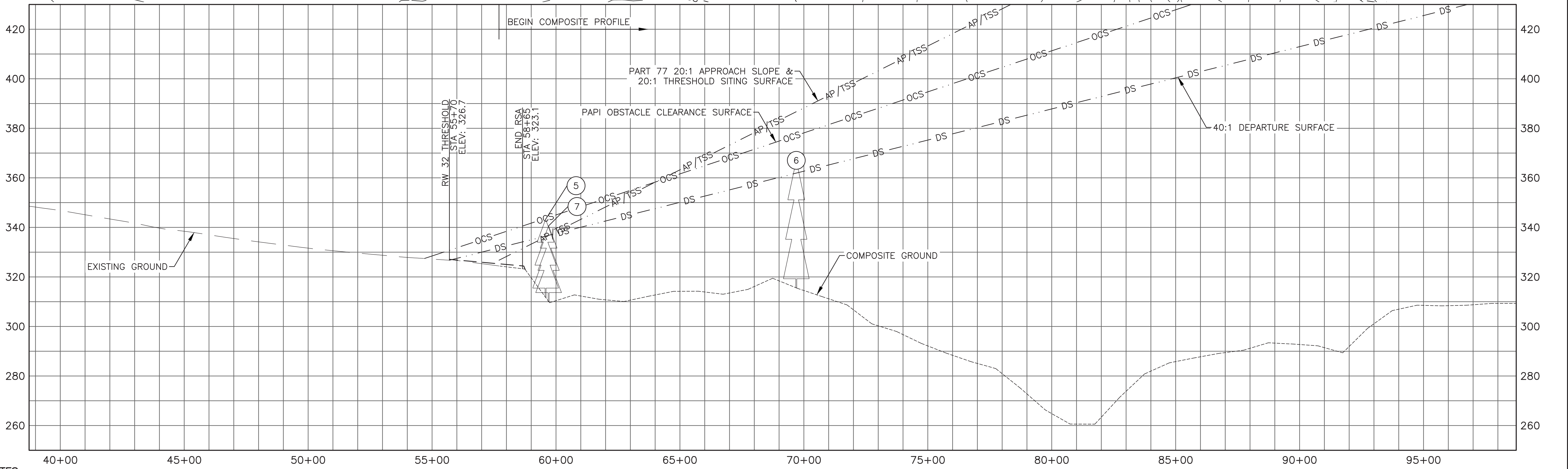
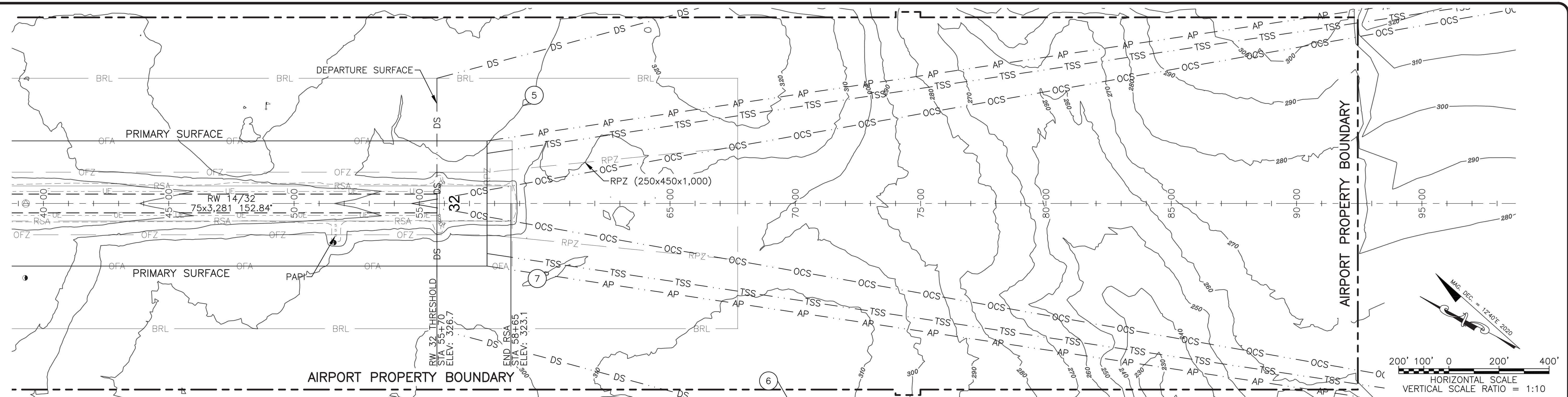
**STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES  
 CENTRAL REGION**

**NEW STUYAHOK AIRPORT**  
 NEW STUYAHOK, ALASKA  
 AIRPORT LAYOUT PLAN

EXISTING INNER PORTION OF THE APPROACH SURFACE - RUNWAY 14

DATE: 7/01/2020  
 SHEET: 8 OF 16

Date Plotted: 7/01/2020, 3:53 PM  
 Layout Name: Inner\_RW\_32  
 File Name: C:\Users\jco\Documents\Projects\2380\_02\DOE\KAW\ALP\2380\_02-Inner-Portion of the Approach Surface Drawing.dwg  
 Designed By: MM  
 Drawn By: RLC  
 Checked By: CJB



- NOTES:**
1. THERE IS NO CONTROLLING OBSTRUCTION. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1.
  2. THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS. THRESHOLD SITING CRITERIA FOR RUNWAY 32 IS BASED ON INSTRUMENT INSTRUMENT APPROACHES HAVING VISIBILITY GREATER THAN OR EQUAL TO 3/4 STATUTE MILE, AS DEFINED BY ENGINEERING BRIEF No. 99, TABLE 3-2, LINE 4.
  3. DEPARTURE SURFACE SLOPE IS 40:1 AS DEFINED BY ENGINEERING BRIEF No. 99, TABLE 3-2, LINE 7 FOR INSTRUMENT RUNWAYS.
  4. NO INNER APPROACH PART 77 OR THRESHOLD SITING SURFACE PENETRATIONS.

PART 77 SURFACE OBSTRUCTIONS (INNER PORTION RUNWAY 32)										
ID #	DESCRIPTION	STATION/OFFSET	GRD ELEV	AGL	TOP ELEV	SURFACE PENETRATED	SURFACE ELEV	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
7	TREE	59+70/300 RT	310.6	30.0	340.6	TRANSITIONAL	339.9	0.7	REMOVE	NEAR TERM

RUNWAY 32 DEPARTURE SURFACE OBSTRUCTIONS										
ID #	DESCRIPTION	STATION/OFFSET	GRD ELEV	AGL	TOP ELEV	SURFACE ELEV	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT	
5	TREE	59+58/432 LT	320.4	22.9	343.3	336.5	6.8	REMOVE	NEAR TERM	
6	TREE	69+69/778 RT	317.6	49.5	367.1	361.9	5.2	REMAIN	ULTIMATE	
7	TREE	59+70/300 RT	310.6	30.0	340.6	336.8	3.8	REMOVE	NEAR TERM	

**LEGEND:**  
 ## OBSTRUCTION IDENTIFIER

BY	DATE	REVISION

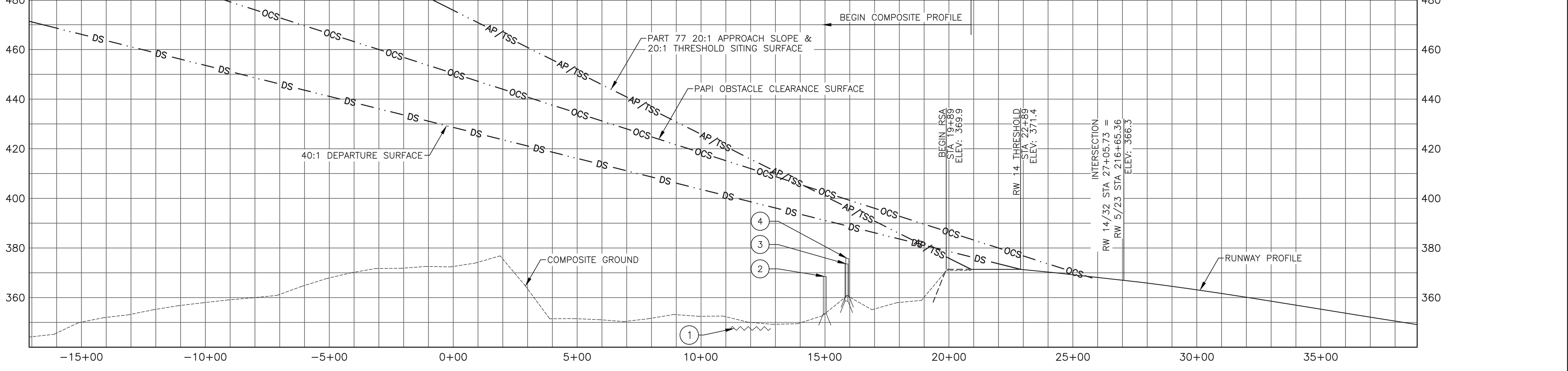
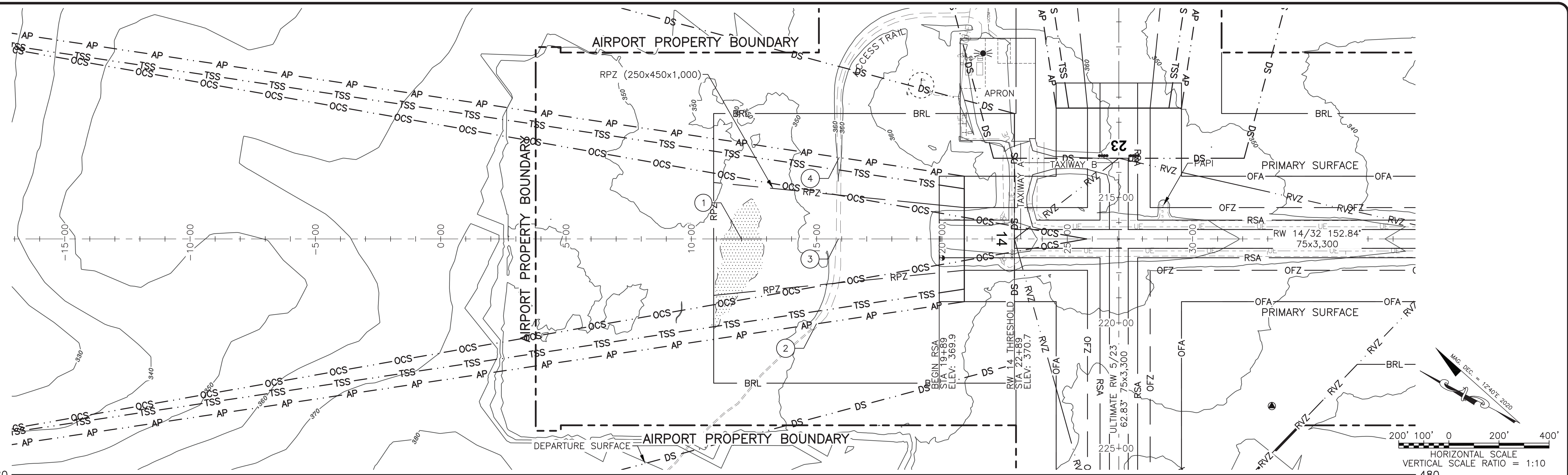
**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION**  
**AND PUBLIC FACILITIES**  
**CENTRAL REGION**

**NEW STUYAHOK AIRPORT**  
 NEW STUYAHOK, ALASKA  
 AIRPORT LAYOUT PLAN

EXISTING INNER PORTION OF THE APPROACH SURFACE - RUNWAY 32

DATE: 7/01/2020  
 SHEET: 9 OF 16

Date Plotted: 17/01/2020, 3:45:37 PM  
 Layout Name: Inner\_RW\_14\_11.T  
 File Name: C:\Users\jrcollins\Documents\RAM Consult\2019\2380\_02\DO1\_C\_KW\_ALP\2380\_02-Inner Portion of the Approach Surface Drawing.dwg  
 Designed By: MM  
 Drawn By: RLC  
 Checked By: CJB



- NOTES:**
- THERE IS NO CONTROLLING OBSTRUCTION. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1.
  - THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS. THRESHOLD SITING CRITERIA FOR RUNWAY 14 IS BASED ON INSTRUMENT APPROACHES HAVING VISIBILITY GREATER THAN OR EQUAL TO 3/4 STATUTE MILE, AS DEFINED BY ENGINEERING BRIEF No. 99, TABLE 3-2, LINE 4.
  - DEPARTURE SURFACE SLOPE IS 40:1 AS DEFINED BY ENGINEERING BRIEF No. 99, TABLE 3-2, LINE 7 FOR INSTRUMENT RUNWAYS.
  - NO INNER APPROACH PART 77, THRESHOLD SITING SURFACE, OR DEPARTURE SURFACE PENETRATIONS.

SIGNIFICANT OBJECTS										
ID #	DESCRIPTION	STATION/OFFSET	GROUND ELEVATION	AGL	TOP ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
1	POND/LAKE	12+00/0	347.5	0.0	347.5	NONE	415.8	NONE	TO REMAIN	N/A
2	ACCESS TRAIL	14+99/338 RT	353.5	15.0	368.5	NONE	400.9	NONE	TO REMAIN	N/A
3	ACCESS TRAIL	15+87/0	358.6	15.0	373.6	NONE	396.5	NONE	TO REMAIN	N/A
4	ACCESS TRAIL	15+90/325 LT	360.8	15.0	375.8	NONE	396.3	NONE	TO REMAIN	N/A

**LEGEND:**  
 (#) SIGNIFICANT OBJECT IDENTIFIER

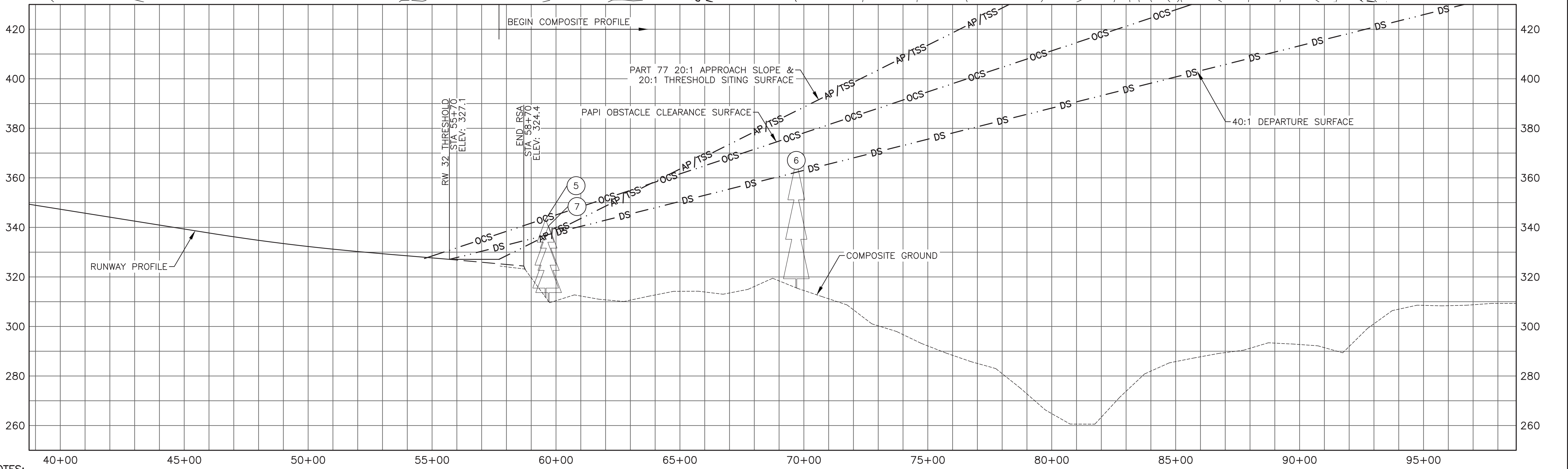
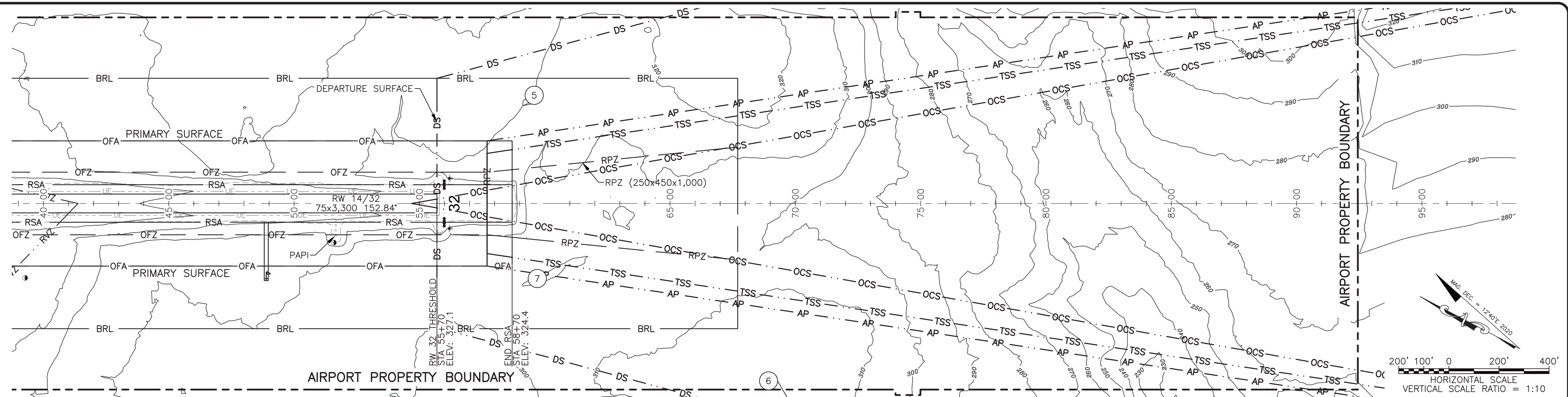
BY	DATE	REVISION

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

**NEW STUYAHOK AIRPORT**  
 NEW STUYAHOK, ALASKA  
 AIRPORT LAYOUT PLAN  
 ULTIMATE INNER PORTION OF THE APPROACH SURFACE - RUNWAY 14

DATE: 7/01/2020  
 SHEET: 10 of 16

Date Plotted: 7/01/2020, 3:54 PM  
 Layout Name: Inner\_RW\_32\_LT  
 File Name: C:\Users\jco\Documents\Projects\2380\_02\Inner Portion of the Approach Surface Drawing.dwg  
 Designed By: MM  
 Drawn By: RLC  
 Checked By: CJB



- NOTES:**
- THERE IS NO CONTROLLING OBSTRUCTION. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1.
  - THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS. THRESHOLD SITING CRITERIA FOR RUNWAY 32 IS BASED ON INSTRUMENT APPROACHES HAVING VISIBILITY GREATER THAN OR EQUAL TO 3/4 STATUTE MILE, AS DEFINED BY ENGINEERING BRIEF No. 99, TABLE 3-2, LINE 4.
  - DEPARTURE SURFACE SLOPE IS 40:1 AS DEFINED BY ENGINEERING BRIEF No. 99, TABLE 3-2, LINE 7 FOR INSTRUMENT RUNWAYS.
  - NO INNER APPROACH PART 77 OR THRESHOLD SITING SURFACE PENETRATIONS.

PART 77 SURFACE OBSTRUCTIONS (INNER PORTION RUNWAY 32)										
ID #	DESCRIPTION	STATION/OFFSET	GRD ELEV	AGL	TOP ELEV	SURFACE PENETRATED	SURFACE ELEV	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
7	TREE	59+70/300 RT	310.6	30.0	340.6	TRANSITIONAL	339.9	0.7	REMOVE	NEAR TERM

RUNWAY 32 DEPARTURE SURFACE OBSTRUCTIONS									
ID #	DESCRIPTION	STATION/OFFSET	GRD ELEV	AGL	TOP ELEV	SURFACE ELEV	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
5	TREE	59+58/432 LT	320.4	22.9	343.3	337.1	6.2	REMOVE	NEAR TERM
6	TREE	69+69/778 RT	317.6	49.5	367.1	362.1	5.0	REMAIN	ULTIMATE
7	TREE	59+70/300 RT	310.6	30.0	340.6	336.2	4.4	REMOVE	NEAR TERM

**LEGEND:**  
 ## OBSTRUCTION IDENTIFIER

BY	DATE	REVISION

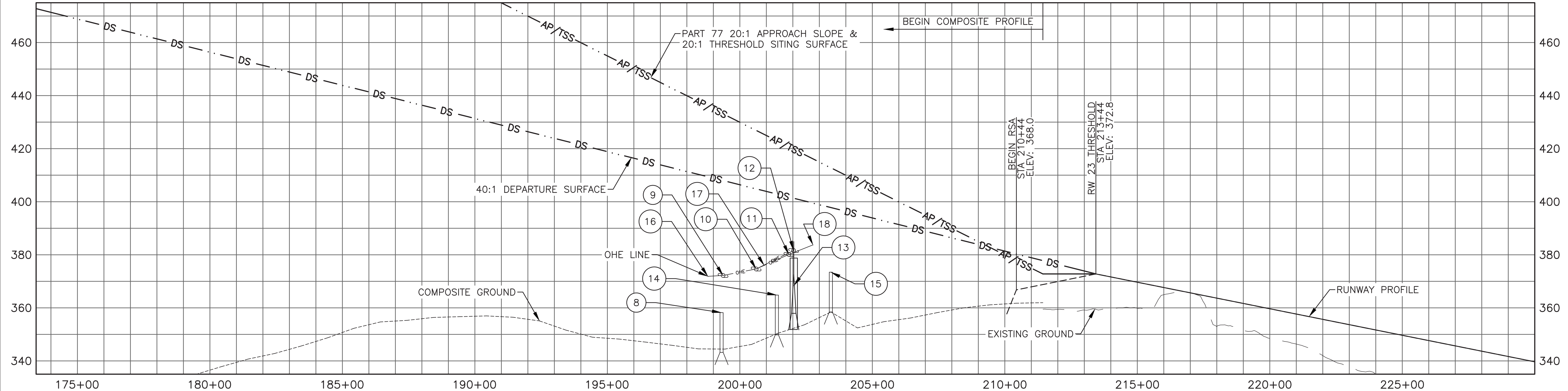
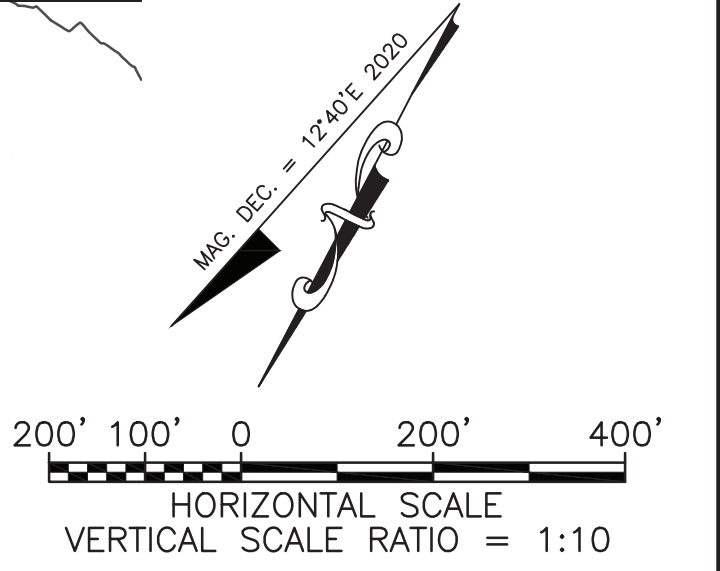
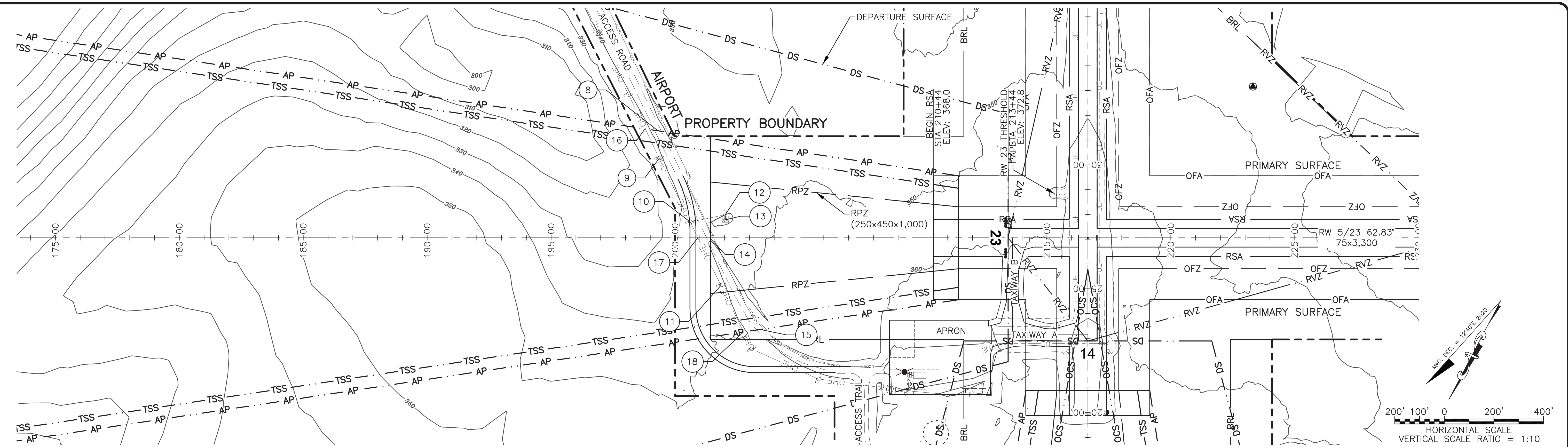
**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION**  
**AND PUBLIC FACILITIES**  
**CENTRAL REGION**

**NEW STUYAHOK AIRPORT**  
 NEW STUYAHOK, ALASKA  
 AIRPORT LAYOUT PLAN

ULTIMATE INNER PORTION OF THE APPROACH SURFACE - RUNWAY 32

DATE: 7/01/2020  
 SHEET: 11 OF 16

Date Plotted: 17/01/2020, 3:54 PM  
 Layout Name: Inner RW 23  
 File Name: C:\Users\jco\OneDrive\Documents\RAM\Consultants\2380\_02\01\_C\KAW\_ALP\2380\_02-Inner Portion of the Approach Surface Drawing.dwg  
 Designed By: MM  
 Drawn By: RLC  
 Checked By: CJB



- NOTES:**
1. THERE IS NO CONTROLLING OBSTRUCTION FOR RUNWAY 23. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1.
  2. THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS. THRESHOLD SITING CRITERIA FOR RUNWAY 23 IS BASED ON INSTRUMENT APPROACHES HAVING VISIBILITY GREATER THAN OR EQUAL TO 3/4 STATUTE MILE, AS DEFINED BY ENGINEERING BRIEF No. 99, TABLE 3-2, LINE 4.
  3. DEPARTURE SURFACE SLOPE IS 40:1 AS DEFINED BY ENGINEERING BRIEF No. 99, TABLE 3-2, LINE 7 FOR INSTRUMENT RUNWAYS.
  4. NO INNER APPROACH PART 77, THRESHOLD SITING SURFACE, OR DEPARTURE SURFACE PENETRATIONS.

SIGNIFICANT OBJECTS										
ID #	DESCRIPTION	STATION/OFFSET	GROUND ELEVATION	AGL	TOP ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
8	ACCESS ROAD	199+31/432 LT	343.2	15.0	358.2	NONE	433.4	NONE	TO REMAIN	N/A
9	UTILITY POLE	199+37/321 LT	338.4	33.8	372.2	NONE	433.1	NONE	TO REMAIN	N/A
10	UTILITY POLE	200+61/63 LT	342.3	32.3	374.6	NONE	426.9	NONE	TO REMAIN	N/A
11	UTILITY POLE	201+86/191 RT	347.0	33.1	380.1	NONE	420.7	NONE	TO REMAIN	N/A
12	UTILITY POLE	202+03/93 LT	349.9	31.7	381.6	NONE	419.8	NONE	TO REMAIN	N/A
13	FAA WEATHER STATION	202+03/73 LT	351.8	33.2	385.0	NONE	419.8	NONE	TO REMAIN	N/A
14	ACCESS ROAD	201+40/0	349.8	15.0	364.8	NONE	423.0	NONE	TO REMAIN	N/A
15	ACCESS ROAD	203+43/370 RT	358.4	15.0	373.4	NONE	412.8	NONE	TO REMAIN	N/A
16	OHE LINE	198+79/321 LT	337.4	34.5	371.9	NONE	436.0	NONE	TO REMAIN	N/A
17	OHE LINE	200+92/0	343.9	32.1	376.0	NONE	425.4	NONE	TO REMAIN	N/A
18	OHE LINE	202+76/380 RT	349.2	34.5	383.7	NONE	416.2	NONE	TO REMAIN	N/A

**LEGEND:**

## SIGNIFICANT OBJECT IDENTIFIER

BY	DATE	REVISION

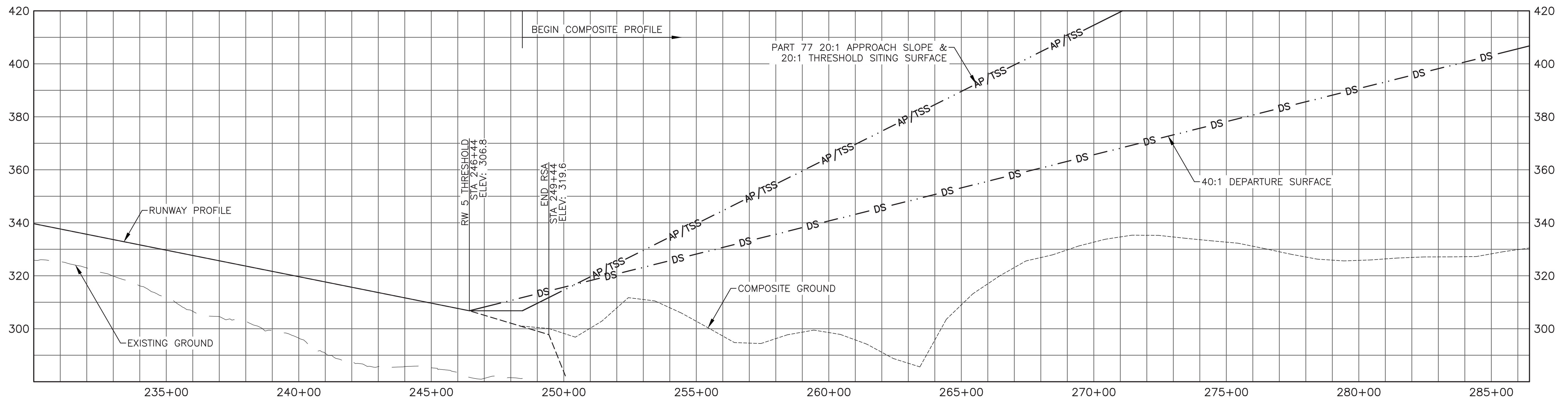
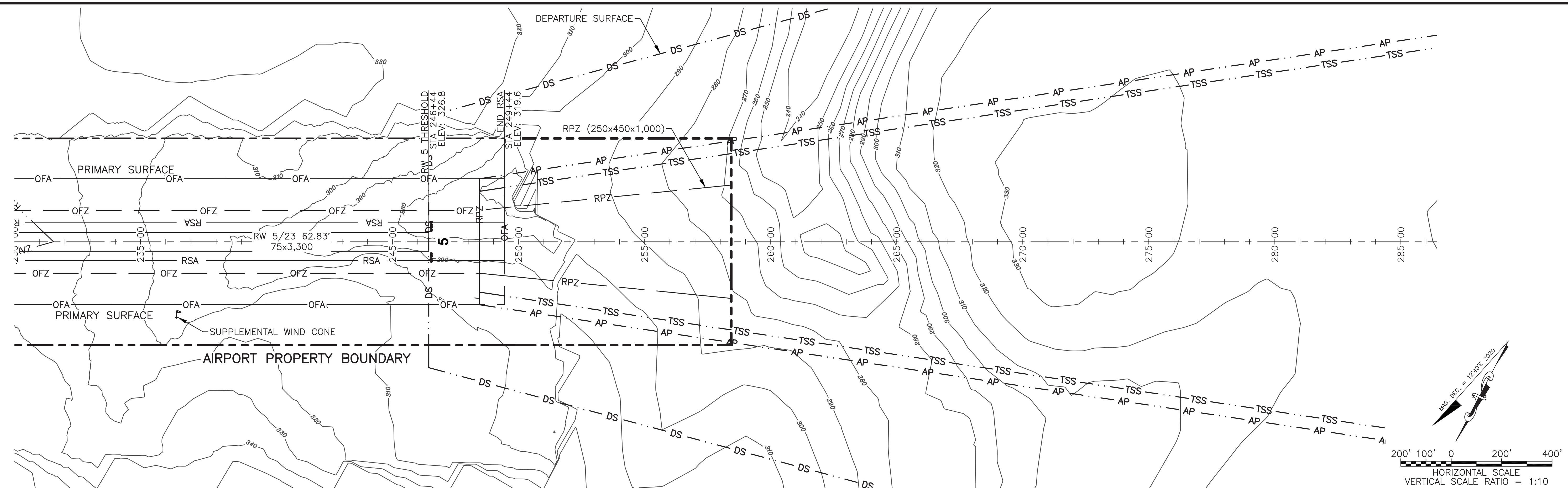
**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION**  
**AND PUBLIC FACILITIES**  
**CENTRAL REGION**

**NEW STUYAHOK AIRPORT**  
 NEW STUYAHOK, ALASKA  
 AIRPORT LAYOUT PLAN

ULTIMATE INNER PORTION OF THE APPROACH SURFACE - RUNWAY 23

DATE: 7/01/2020  
 SHEET: 12 of 16

Date Plotted: 17/01/2020, 3:54 PM  
 Layout Name: Inner\_RW 5  
 File Name: C:\Users\jcolles\Desktop (RAM Consult)\2019\02\DOI\C\_KW\_ALP\2380\_02\Inner Portion of the Approach Surface Drawing.dwg  
 Designed By: MM  
 Drawn By: RLC  
 Checked By: CJB



- NOTES:**
1. THERE IS NO CONTROLLING OBSTRUCTION FOR RUNWAY 5. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1.
  2. THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS. THRESHOLD SITING CRITERIA FOR RUNWAY 5 IS BASED ON INSTRUMENT APPROACHES HAVING VISIBILITY GREATER THAN OR EQUAL TO 3/4 STATUTE MILE, AS DEFINED BY ENGINEERING BRIEF No. 99, TABLE 3-2, LINE 4.
  3. DEPARTURE SURFACE SLOPE IS 40:1 AS DEFINED BY ENGINEERING BRIEF No. 99, TABLE 3-2, LINE 7 FOR INSTRUMENT RUNWAYS.
  4. NO INNER APPROACH PART 77, THRESHOLD SITING SURFACE, OR DEPARTURE SURFACE PENETRATIONS.

BY	DATE	REVISION

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

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

DATE: 7/01/2020
SHEET: 13 of
16

Date Plotted: 17/01/2020, 3:55 PM  
 Layout Name: Airport Airspace  
 File Name: C:\Users\vcollins\Documents\RAM Consultants\2380\_02 DOI\_C KW ALP\2380\_02-Airport Airspace Plan & Profile.dwg  
 Designed By: MM  
 Drawn By: RLC  
 Checked By: CJB



### PART 77 SURFACE OBSTRUCTIONS (OUTER PORTION)

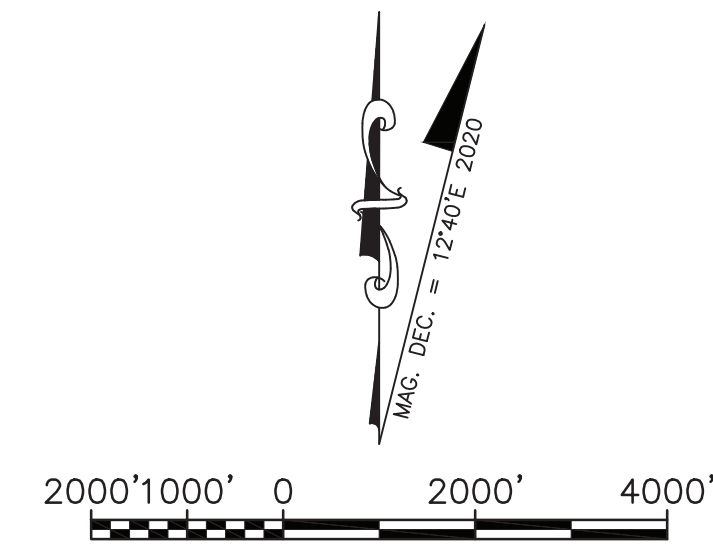
ID #	DESCRIPTION	STATION/OFFSET	GRD ELEV	AGL	TOP ELEV	SURFACE PENETRATED	SURFACE ELEV	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
19	TREE	23+73/814 RT	345.2	23.5	368.7	RW 5/23 TRANSITIONAL	361.9	6.8	REMOVE	ULTIMATE
20	TREE	23+15/950 RT	344.4	26.3	370.7	RW 5/23 TRANSITIONAL	367.4	3.3	REMOVE	ULTIMATE
21	TREE	24+48/888 RT	342.4	26.8	369.2	RW 5/23 TRANSITIONAL	349.6	19.6	REMOVE	ULTIMATE

#### NOTES:

- REFER TO INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE IN OBSTRUCTIONS.
- PRIMARY SURFACE WIDTH IS 500 FEET FOR BOTH RUNWAYS.
- THERE ARE NO KNOWN HEIGHT RESTRICTIONS.
- AIRPORT ELEVATION IS 372.8 FEET.
- PART 77 BASED ON ULTIMATE AIRPORT LAYOUT.
- OBSTRUCTION DATA FROM VERTICALLY GUIDED AIRPORT AIRSPACE ANALYSIS SURVEY (AAAS) PERFORMED BY R&M CONSULTANTS IN 2016.
- USGS QUAD DILLINGHAM (B-4) 1955, ALASKA

#### LEGEND:

Ⓝ OBSTRUCTION IDENTIFIER

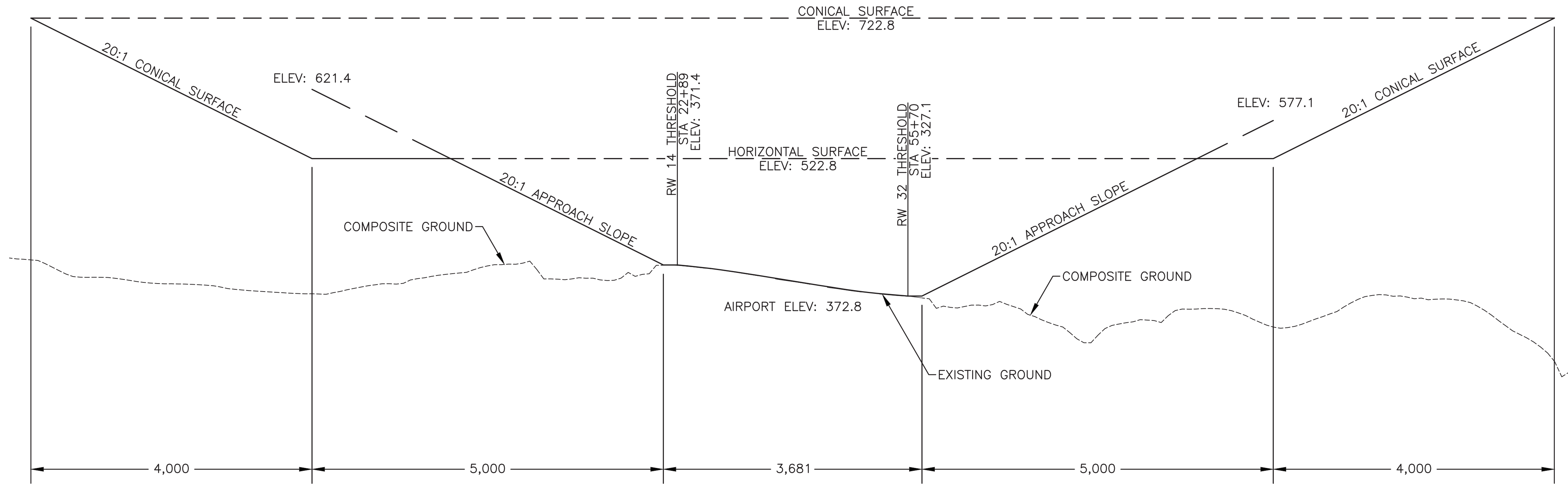


<b>STATE OF ALASKA</b>		
<b>DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES</b>		
<b>CENTRAL REGION</b>		
<b>NEW STUYAHOK AIRPORT</b>		DATE: 7/01/2020
NEW STUYAHOK, ALASKA		SHEET:
AIRPORT LAYOUT PLAN		14
AIRPORT AIRSPACE PLAN		OF 16
BY	DATE	REVISION

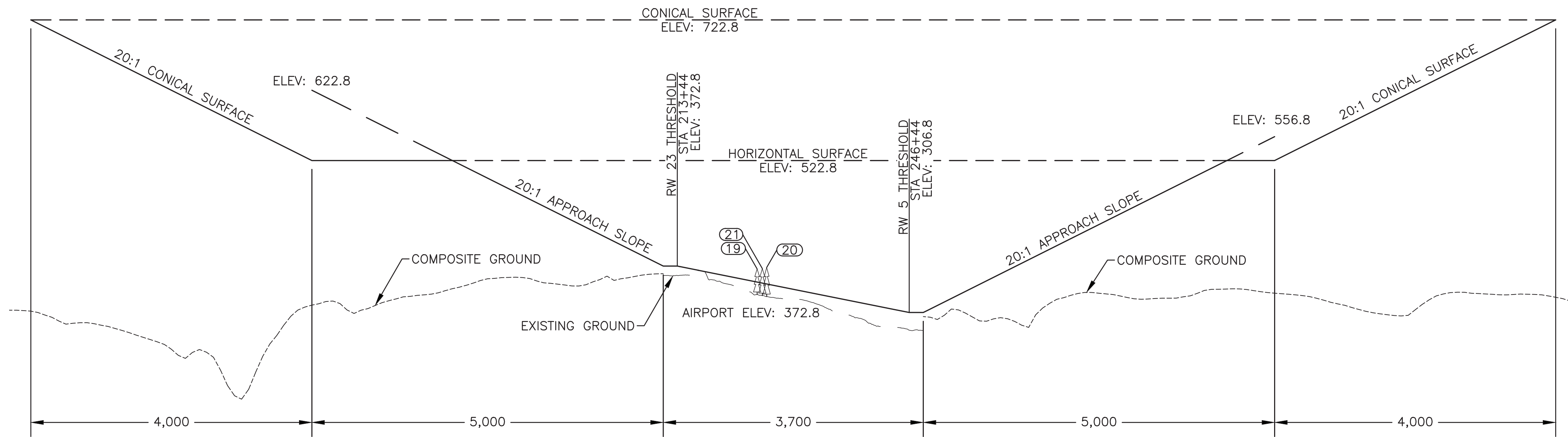


Date: 07/01/2020 3:56 PM  
 Layout Name: Airport Profiles  
 File Name: C:\Users\rcollins\Documents\BAM\Projects\2020\02 DOI C KW ALP\2020-02-Airport Airspace Plan & Profiles.dwg

Designed By:	MM
Drawn By:	RLC
Checked By:	CJB



RUNWAY 14/32 AIRSPACE PROFILE

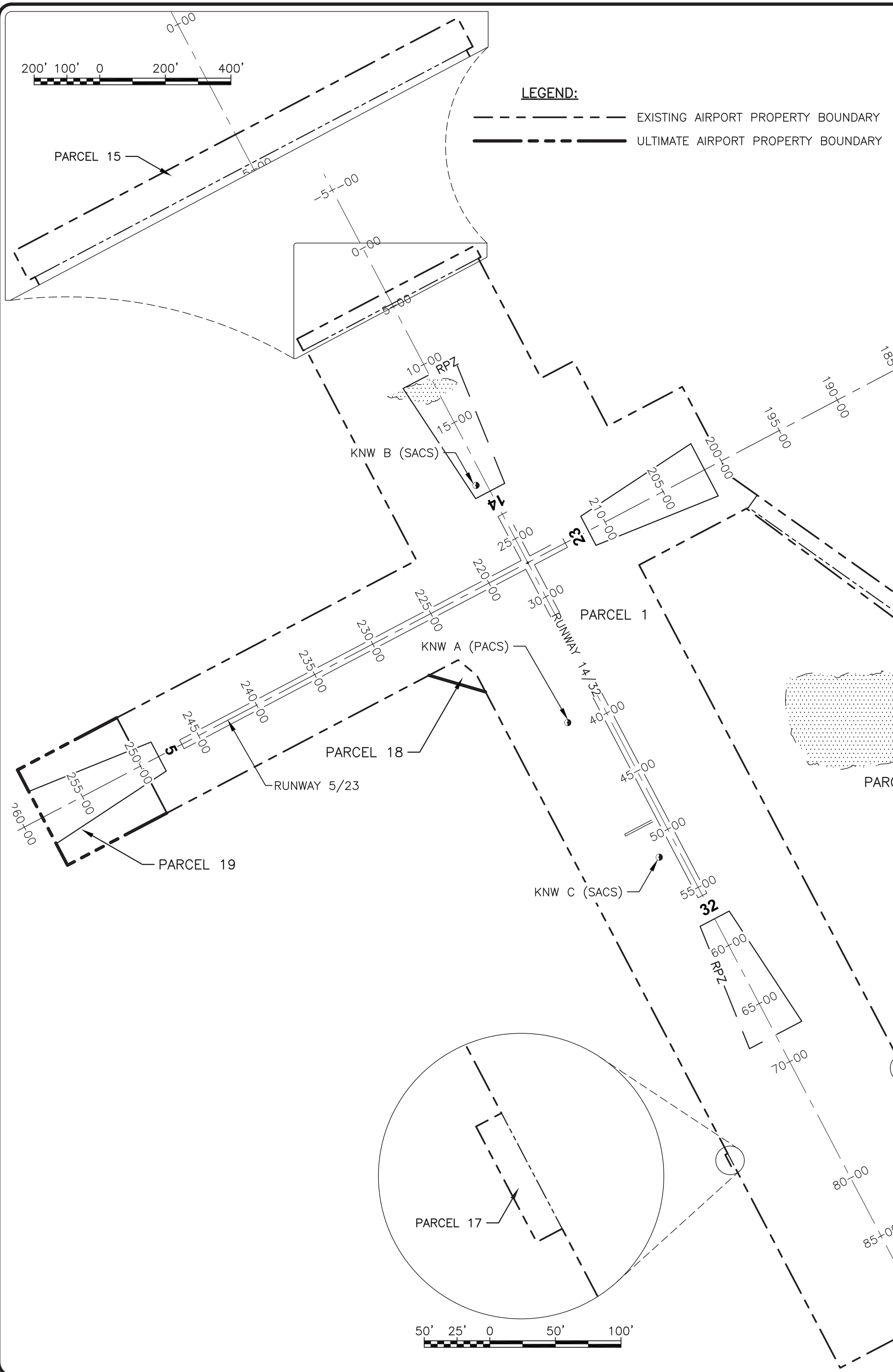


RUNWAY 5/23 AIRSPACE PROFILE

1000' 500' 0 1000' 2000'  
 HORIZONTAL SCALE  
 VERTICAL SCALE RATIO = 1:10

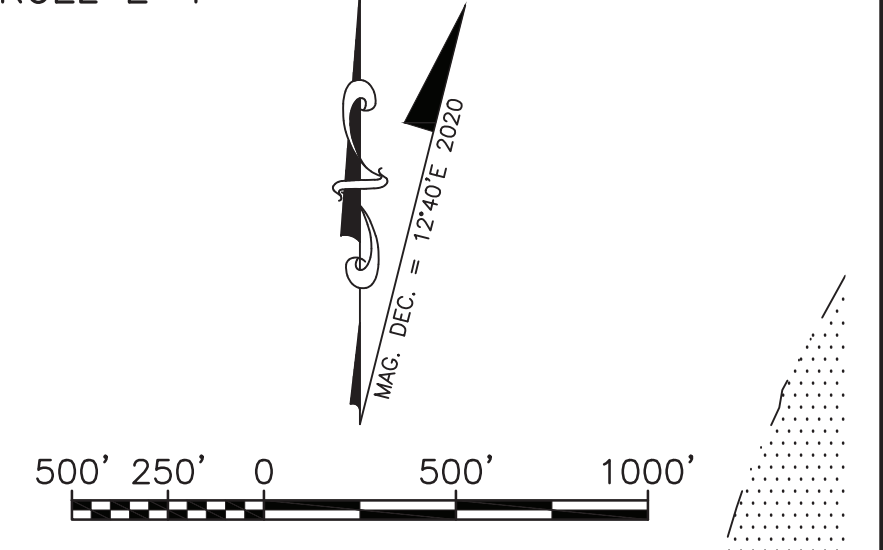
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION		DATE: 7/01/2020 SHEET: 15 OF 16
NEW STUYAHOK AIRPORT NEW STUYAHOK, ALASKA AIRPORT LAYOUT PLAN AIRPORT AIRSPACE PROFILES		
BY	DATE	

Designed By: MM  
Drawn By: RLC  
Checked By: CJB  
Date Plotted: 7/01/2020, 3:56 PM  
Project Name: New Stuyahok Airport  
File Name: C:\Users\rcoll\OneDrive\Documents\2020\2020-02-Airport-Property-Map.dwg



AIRPORT PROPERTY STATUS								
PARCEL	AREA (Ac)	REMAINDER	GRANTOR	GRANTEE	INTEREST	RECORDATION	DATE ACQUIRED	ACQUIRED UNDER AIP NO
1	376.81	LARGE	BRISTOL BAY NATIVE CORP	SOA DOT&PF	FEE SUBSURFACE	2002-000053-0	2/26/2002	3-02-0193-01
			STUYAHOK, LTD	SOA DOT&PF	FEE SURFACE	2002-000052-0	2/26/2002	
2	6.423	LARGE	BRISTOL BAY NATIVE CORP	SOA DOT&PF	FEE SUBSURFACE	2002-000053-0	2/26/2002	3-02-0193-01
			STUYAHOK, LTD	SOA DOT&PF	FEE SURFACE	2002-000052-0	2/26/2002	
2A	2.379	LARGE	BRISTOL BAY NATIVE CORP	SOA DOT&PF	FEE SUBSURFACE	2002-000508-0	9/19/2002	3-02-0193-01
			STUYAHOK, LTD	SOA DOT&PF	FEE SURFACE	2002-000507-0	9/17/2002	
TRACT 1	(72.120)	LARGE	STUYAHOK, LTD	SOA DOT&PF	FEE SURFACE (SEE NOTE 1)	BK. 24, PG 955	12/18/1981	N/A
E-1	4.329	(72.120)	SOA DOT&PF	STUYAHOK, LTD	EASEMENT (SEE NOTE 1)	2015-000503-0	10/21/2015	
E-7	0.249	4.995	STUYAHOK, LTD	SOA DOT&PF	EASEMENT	2002-000517-0	9/23/2002	3-02-0193-01
E-8	0.248	4.996	STUYAHOK, LTD	SOA DOT&PF	EASEMENT	2002-000517-0	9/23/2002	3-02-0193-01
E-9	0.247	4.997	VICTOR L. DULL	SOA DOT&PF	EASEMENT	2002-000518-0	9/23/2002	3-02-0193-01
E-10	0.487	4.992	STUYAHOK, LTD	SOA DOT&PF	EASEMENT	2002-000517-0	9/23/2002	3-02-0193-01
E-11	1.422	5.093	STUYAHOK, LTD	SOA DOT&PF	EASEMENT	2002-000517-0	9/23/2002	3-02-0193-01
E-12	3.040	(131.190)	VICTOR L. DULL & BLINN H. DULL, SR	SOA DOT&PF	EASEMENT	2002-000520-0	9/23/2002	3-02-0193-01
E-13	3.046	(63.360)	OKALENA ANDREW, ET.AL.	SOA DOT&PF	EASEMENT	2002-000519-0	9/23/2002	3-02-0193-01
E-14	7.516	96.649	OKALENA ANDREW, ET.AL.	SOA DOT&PF	EASEMENT	2002-000519-0	9/23/2002	3-02-0193-01
E-14A	15.569	96.649	OKALENA ANDREW, ET.AL.	SOA DOT&PF	EASEMENT	2003-000410-0	5/6/2003	3-02-0193-01
15	1.484	LARGE	BRISTOL BAY NATIVE CORP	SOA DOT&PF	FEE SUBSURFACE	2019-000561-0	11/20/2019	3-02-XXXX-XXX-20XX
			STUYAHOK, LTD	SOA DOT&PF	FEE SURFACE	2019-000560-0	11/20/2019	3-02-XXXX-XXX-20XX
16	0.060	LARGE	BRISTOL BAY NATIVE CORP	SOA DOT&PF	FEE SUBSURFACE	2019-000561-0	11/20/2019	3-02-XXXX-XXX-20XX
			STUYAHOK, LTD	SOA DOT&PF	FEE SURFACE	2019-000560-0	11/20/2019	3-02-XXXX-XXX-20XX
17	0.060	LARGE	BRISTOL BAY NATIVE CORP	SOA DOT&PF	FEE SUBSURFACE	2019-000561-0	11/20/2019	3-02-XXXX-XXX-20XX
			STUYAHOK, LTD	SOA DOT&PF	FEE SURFACE	2019-000560-0	11/20/2019	3-02-XXXX-XXX-20XX
BHL ROW	1.6900	1.690	JOHN DULL, JR	PUBLIC	BEAVER HOUSE LANE ROW	PLAT 85-6	3/11/1985	N/A
18	1.018	LARGE	BRISTOL BAY NATIVE CORP	SOA DOT&PF	FEE SUBSURFACE	TBA	TBA	TBA
			STUYAHOK, LTD	SOA DOT&PF	FEE SURFACE	TBA	TBA	TBA
19	16.112	LARGE	BRISTOL BAY NATIVE CORP	SOA DOT&PF	FEE SUBSURFACE	TBA	TBA	TBA
			STUYAHOK, LTD	SOA DOT&PF	FEE SURFACE	TBA	TBA	TBA

**LEGEND:**  
----- EXISTING AIRPORT PROPERTY BOUNDARY  
----- ULTIMATE AIRPORT PROPERTY BOUNDARY



**NOTES:**

- TRACT 1 (LOT 1, USS 6094) IS RELINQUISHED WITH THE EXCEPTION OF PARCEL E-1, AN EASEMENT RESERVED TO AKDOT&PF. PARCEL E-1 IS THE SAME AS PARCEL 6 SHOWN ON RIGHT OF WAY ACQUISITION PLAT 2009-16. REFERENCE COMMISSIONER'S QUITCLAIM DEED 2015-000503-0.
- PARCELS 3, 4, & 5 WERE PROPOSED AIRPORT ACCESS ROAD EASEMENTS THAT NEVER REACHED ACQUISITION AND WERE ABANDONED.
- AREAS SHOWN IN THE PROPERTY STATUS TABLE ARE MEASURED. PARENTHESES DENOTE RECORD PLATTED ACREAGE.

BY	DATE	REVISION

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

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**NEW STUYAHOK AIRPORT**  
NEW STUYAHOK, ALASKA  
AIRPORT LAYOUT PLAN  
AIRPORT PROPERTY MAP

DATE: 7/01/2020  
SHEET: 16 OF 16