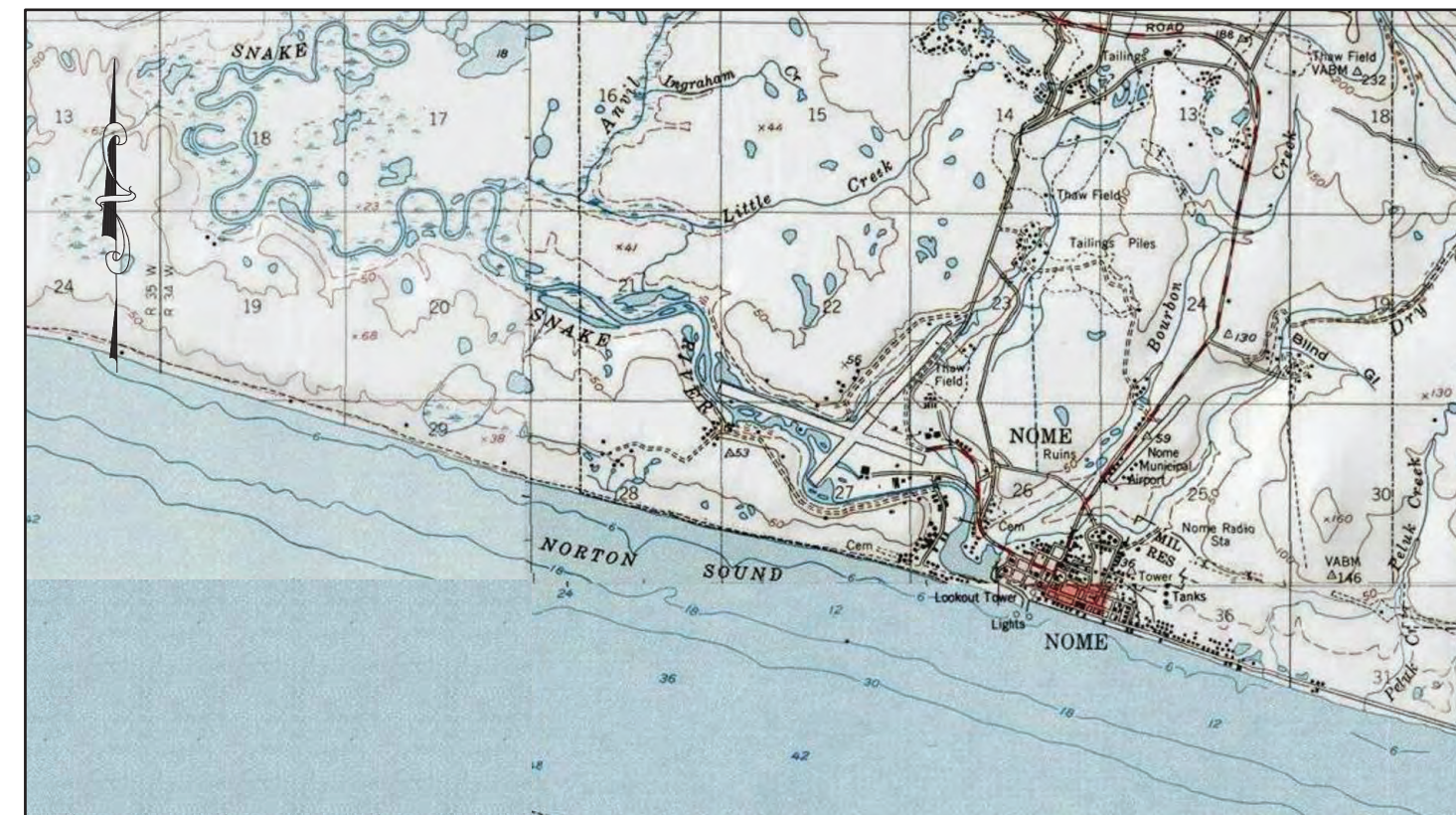




LOCATION MAP
NO SCALE

NOME AIRPORT AIRPORT LAYOUT PLAN NOME, ALASKA



VICINITY MAP
T11S, R34W, SEC. 22, 23, 26, 27
KATEEL RIVER MERIDIAN
USGS QUAD, NOME (C-1), ALASKA
1" = 1 MILE

LEGEND		
ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT		
ANTENNA/TOWER		
BUILDING		
BUILDING RESTRICTION LINE		
FENCE		
BUCK AND RAIL FENCE		
FLOOD LIGHT		
LEASE LOT		
PAPI		
PROPERTY LINE		
REIL		
ROADWAYS		
ROTATING BEACON		
RUNWAY/TAXIWAY CENTERLINE		
SHORELINE		
SURVEY MONUMENT		
THRESHOLD LIGHTS		
TOPOGRAPHIC CONTOURS		
VASI		
WATERBODY		
WINDCONE		
WINDCONE WITH SEGMENTED CIRCLE		

SHEET INDEX	
TITLE	NO.
TITLE SHEET	1
AIRPORT DATA	2
AIRPORT LAYOUT PLAN EXISTING	3
AIRPORT LAYOUT PLAN ULTIMATE	4
ULTIMATE PLAN & PROFILE RUNWAY 10-28	5
ULTIMATE PLAN & PROFILE RUNWAY 3-21	6
ULTIMATE PLAN & PROFILE RUNWAY 9-27	7
INNER PORTION OF APPROACH SURFACE RUNWAY 10	8
INNER PORTION OF APPROACH SURFACE RUNWAY 28	9
INNER PORTION OF APPROACH SURFACE RUNWAY 3	10
INNER PORTION OF APPROACH SURFACE RUNWAY 21	11
INNER PORTION OF APPROACH SURFACE RUNWAY 9 & RUNWAY 27	12
AIRSPACE PLAN ULTIMATE	13
TERMINAL AREA PLAN	14
NORTHEAST HANGAR & GENERAL AVIATION PLAN	15
LAND USE PLAN	16

DESIGN MJM
DRAWN RFH
CHECKED CML

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION-AVIATION
APPROVED: Albert Beck DATE 4/27/2022
ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

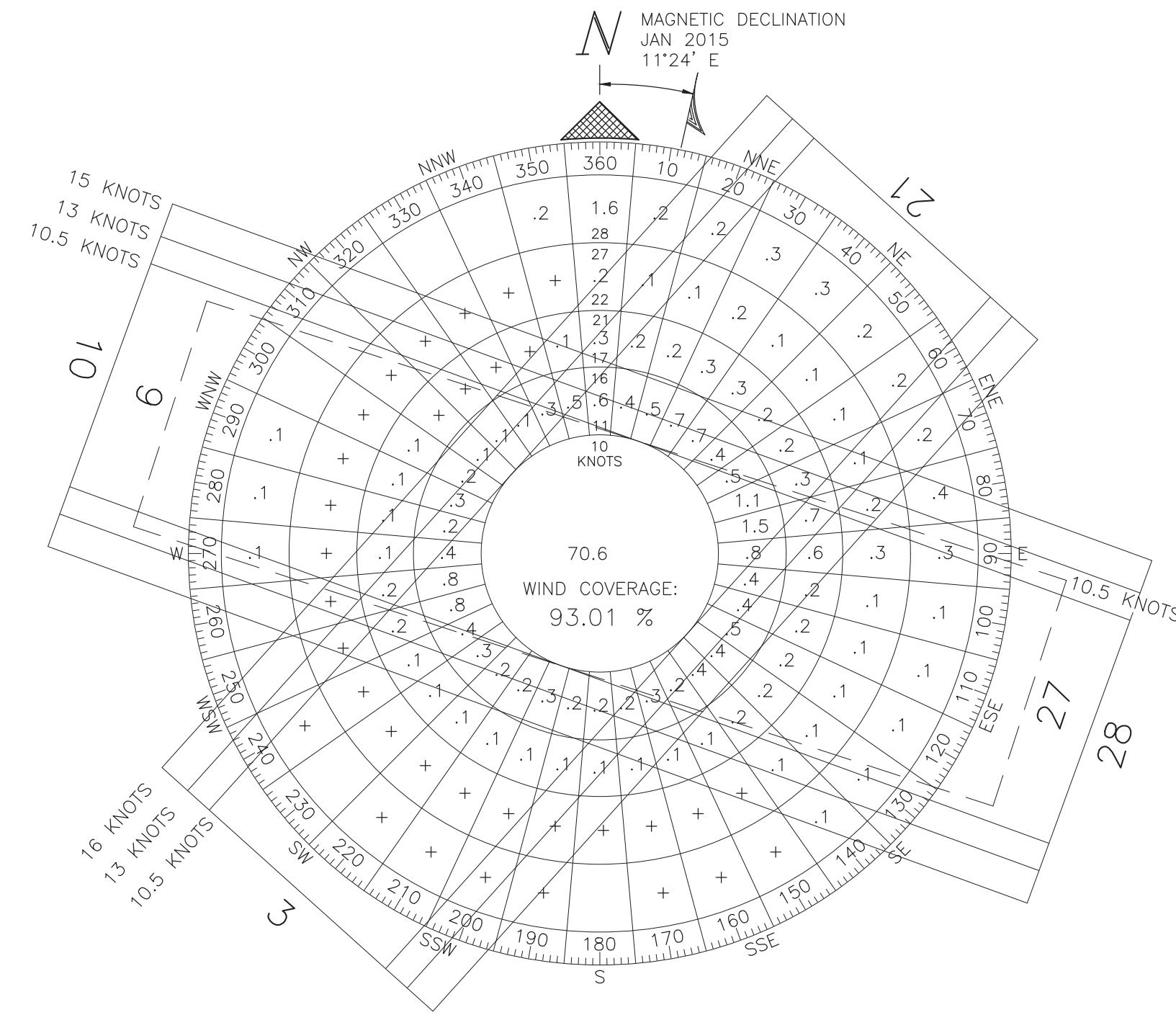
AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO
ALP APPROVAL LETTER DATED 4/24/14
FAA AIRSPACE REVIEW NUMBER: 2013-AAL-460-NRA
As-Built Accepted

FAA, AIRPORTS DIVISION ALASKAN REGION, AAL- _____ DATE _____

BY	DATE	REVISIONS
MBI	3/22	AS-BUILTS
MBI	9/19	AS-BUILTS

NOME AIRPORT
NOME, ALASKA
TITLE SHEET

SHEET
1 OF
16



RUNWAY DATA					
ITEM	RW 10/28		RW 3/21		RW 9/27
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	ULTIMATE
F.A.R. PART 77 APPROACH CATEGORY	NPI/P	SAME	NPI/V	NPI/NPI	V
F.A.R. PART 77 APPROACH SURFACE	34:1/50:1	SAME	34:1/20:1	34:1/34:1	20:1
APPROACH SLOPE/OCS*	20:1/34:1	SAME	20:1/20:1	SAME	20:1/20:1
DEPARTURE SURFACE	40:1/40:1	SAME	40:1/40:1	SAME	N/A
VISIBILITY MINIMUM	≥1 MILE / ≥¾ MILE	≥1 MILE / CAT. I	≥1 MILE / ≥1 MILE	≥1 MILE / ≥1 MILE	≥1 MILE
RUNWAY SURFACE	ASPHALT		ASPHALT		GRAVEL
PAVEMENT STRENGTH SW, DW, DTW, DDTW X 1000LBS	100 SW, 160 DW, 320 DTW	200 DW	150 DW		-
PAVEMENT CLASSIFICATION NUMBER (PCN)	97/F/A/X/T		95/F/A/X/T		-
RUNWAY DESIGN CODE (RDC)	RW 10: C-III-5000 RW 28: C-III-4000	RW 10: D-III-5000 RW 28: D-III-2400	RW 3: C-III-5000 RW 21: C-III-VIS	RW 3: D-III-5000 RW 21: D-III-5000	A-I-VIS
RUNWAY REFERENCE CODE (RRC)	RW 10: C/III/5000 RW 28: C/III/4000	RW 10: D/III/5000 RW 28: D/III/2400	RW 3: C/III/5000 RW 21: C/III/VIS	RW 3: D/III/5000 RW 21: D/III/5000	A/I/VIS
RUNWAY DIMENSIONS	6008' x 150'		6176' x 150'		2700' x 60'
MEAN GEODETIC BEARING	S 70°14'35" E		N 41°41'17" E		S 72°16'00" E
EFFECTIVE GRADE	0.09%		0.22%		0.44%
RUNWAY SAFETY AREA (RSA) DIMENSIONS	7201' x 500'	SAME	7176' x 500'	SAME	3180' x 120'
LENGTH BEYOND R/W ENDS	191' (EMAS) / 1002'	SAME	RW 3: 600'/1000** RW 21: 1,600'/0**	SAME	240'
APPROACH RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	1700'x500'x1010' / 1700'x1000'x1510'	1700'x500'x1010' / 2500'x1000'x1750'	1700'x500'x1010' / 1700'x500'x1010'	SAME / SAME	1000'x250'x450' / 1000'x250'x450'
RUNWAY OBJECT FREE AREA (ROFA) DIMENSIONS	8000' x 800'		7576' x 800'		3180' x 250'
LENGTH BEYOND R/W ENDS OR STOPWAYS	990' / 1002'		1000'		250'
RUNWAY OBSTACLE FREE ZONE (OFZ) DIMENSIONS	6408' x 400'		5976' x 400'		3100' x 250'
RUNWAY LIGHTING TYPE	HIRL		MIRL		REFLECTORS
RUNWAY MARKING TYPE	PRECISION		NON-PRECISION		NONE
RUNWAY VISUAL APPROACH AIDS	PAPI, VASI, REIL, MALSR		VASI, REIL, PAPI		SAME
TOUCHDOWN ELEVATION NAVD88	19.3' / 24.8'	SAME	27.9' / 40.6'	34.5' / SAME	51.0' / 62.8'

* FROM FAA AC 150/5300-13A
** APPROACH/DEPARTURE. SEE NON-STANDARD CONDITIONS TABLE FOR UNDERSHOOT AND OVERRUN SCENARIO VALUES

AIRPORT SURVEY CONTROL			
MONUMENT	LATITUDE	LONGITUDE	ELEVATION
PACS "2 BAD"	64°30'26.08"N	165°26'09.14"W	18.2'
SACS "8756 K"	64°30'26.13"N	165°25'48.10"W	16.4'
SACS "OME A"	64°30'35.20"N	165°26'37.61"W	14.1'
SACS "OME B"	64°30'46.55"N	165°26'01.03"W	56.5'

GEOGRAPHIC COORDINATES				
ITEM	EXISTING* LATITUDE	EXISTING* LONGITUDE	ULTIMATE* LATITUDE	ULTIMATE* LONGITUDE
AIRPORT REFERENCE POINT	64°30'45.19"N	165°26'39.82"W	64°30'50.98"N	165°26'38.97"W
THRESHOLD 10	64°30'51.55"N	165°28'05.19"W	SAME	SAME
THRESHOLD 28	64°30'31.56"N	165°25'56.01"W	SAME	SAME
THRESHOLD 3	64°30'26.04"N	165°27'06.51"W	SAME	SAME
THRESHOLD 21	64°31'11.43"N	165°25'32.68"W	SAME	SAME
DISPLACED THRESHOLD 3	64°30'30.45"N	165°26'57.40"W	SAME	SAME
DISPLACED THRESHOLD 21	64°31'07.02"N	165°25'41.81"W	SAME	SAME
THRESHOLD 9	-	-	64°31'21.15"N	165°27'04.53"W
THRESHOLD 27	-	-	64°31'13.06"N	165°26'05.75"W

*NAD83

WIND DATA			
RUNWAY	10.5 KTS (12 MPH)	13 KTS (15 MPH)	16 KTS (18.4 MPH)
RUNWAY 10-28	84.25%	88.52%	92.15%
RUNWAY 3-21	85.36%	89.60%	93.06%
RUNWAY 9-27	84.57%	-	-
RUNWAY 10-28, 3-21, & 9-27	93.01%	95.07%	96.14%
IFR	69.66%	72.28%	-

SOURCE: WESTERN REGIONAL CLIMATE CENTER, 1996-2009 ASOS DATA
IFR SOURCE: US DEPARTMENT OF COMMERCE, NOAA, ENVIRONMENTAL DATA & INFORMATION SERVICE, NATIONAL CLIMATIC CENTER, 1948 - 1978 FOR IFR COVERAGE

AIRPORT DATA		
ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	PAOM	
NATIONAL AIRPORT IDENTIFIER	OME	
FAA SITE NUMBER	50540.*A	
AIRPORT ELEVATION NAVD88	40.6'	62.8'
AIRPORT REFERENCE CODE	C - III	D - III
MEAN MAX. TEMPERATURE, HOTTEST MONTH *	57.3°F IN JULY	
AIRPORT AND TERMINAL NAVIGATION AIDS	GPS, VORTAC, ILS, ROTATING BEACON	
TAXIWAY LIGHTING/MARKING	MITL	
RAMP LIGHTING	EDGE & FLOODLIGHTING	
OBSTRUCTION SURVEY SOURCE & TYPE	R&M CONSULTANTS, INC. 2013/VERTICALLY GUIDED AIRPORT AIRSPACE ANALYSIS SURVEY	
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE **	11°24'E, JAN 2015 14.6"/YEAR	

DATA FROM (*) THE WESTERN REGIONAL CLIMATE CENTER (**) NATIONAL GEOPHYSICAL DATA CENTER

NON-STANDARD CONDITIONS			
DESCRIPTION	STANDARD	EXISTING	ULTIMATE
RUNWAY 10/28 RSA LENGTH BEYOND RUNWAY ENDS	1000'	1002' / 191' (EMAS) ¹	1002' / 191' (EMAS) ¹
RUNWAY 10/28 RSA WIDTH	500'	500' ²	500' ²
RUNWAY 3/21 RSA WIDTH	500'	500' ²	500' ³
RUNWAY 3 RSA UNDERSHOOT/OVERRUN	600'/1000'	600'/1000'	600'/1000'
RUNWAY 21 RSA IN UNDERSHOOT/OVERRUN	600'/1000'	1000'/0'	1000'/0'
RUNWAY 3/21 LINE OF SIGHT	⁴	NONSTANDARD	⁵

¹ NON STANDARD EMAS BED WEST OF RW 10 THRESHOLD
² THE SOUTHERNMOST 300' OF RSA WILL BE 475' WIDE DUE TO SNAKE RIVER
³ THE NORTHERNMOST 85' OF RSA WILL BE 380' WIDE DUE TO ROAD
⁴ AC150/53-13A 305.B(1)
⁵ THE EXISTING RUNWAY 3/21 DOES NOT MEET LONGITUDINAL LINE OF SIGHT STANDARDS. THIS WILL BE CORRECTED UNDER A FUTURE RUNWAY RECONSTRUCTION PROJECT.

DESIGN MJM
DRAWN RFH
CHECKED CML

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

APPROVED: *Albert Beck* DATE 4/27/2022
ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

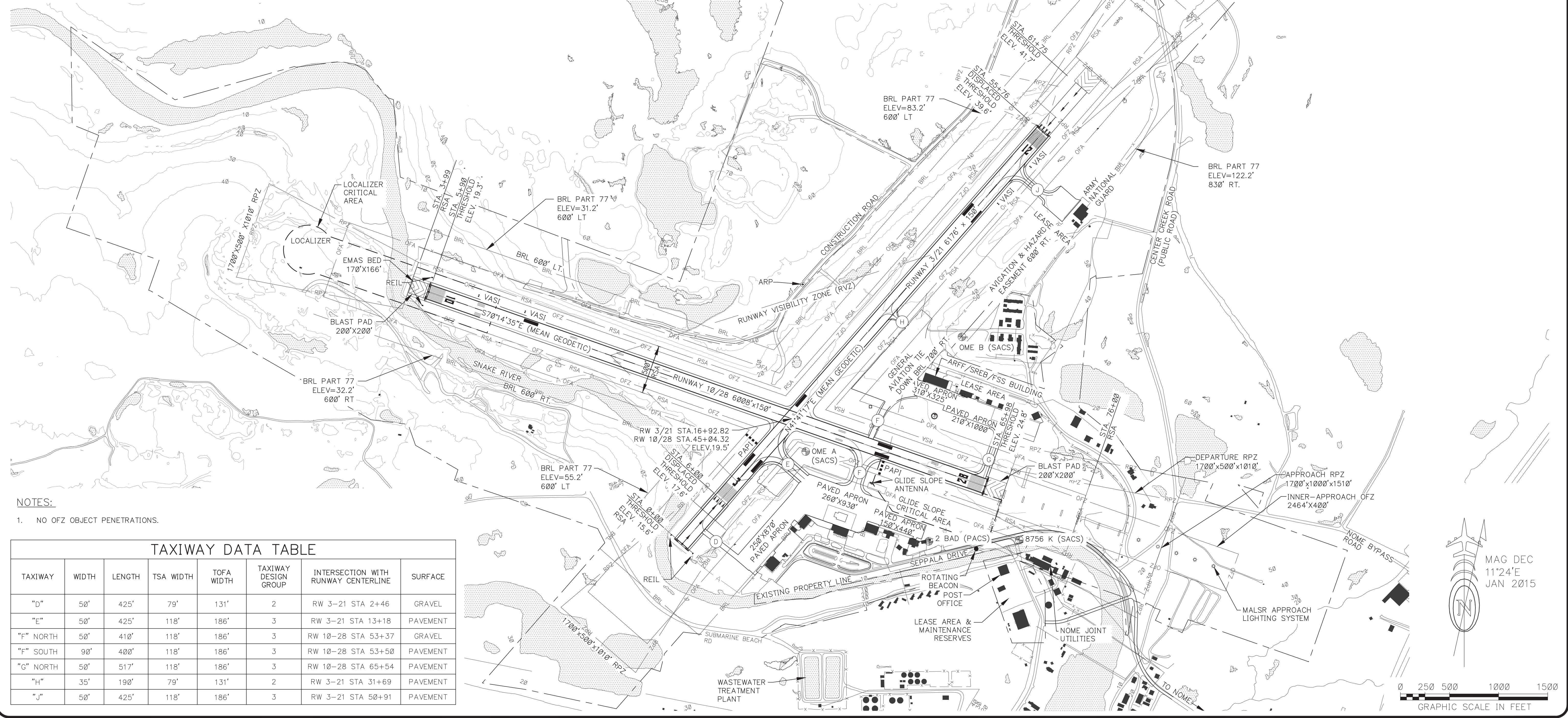
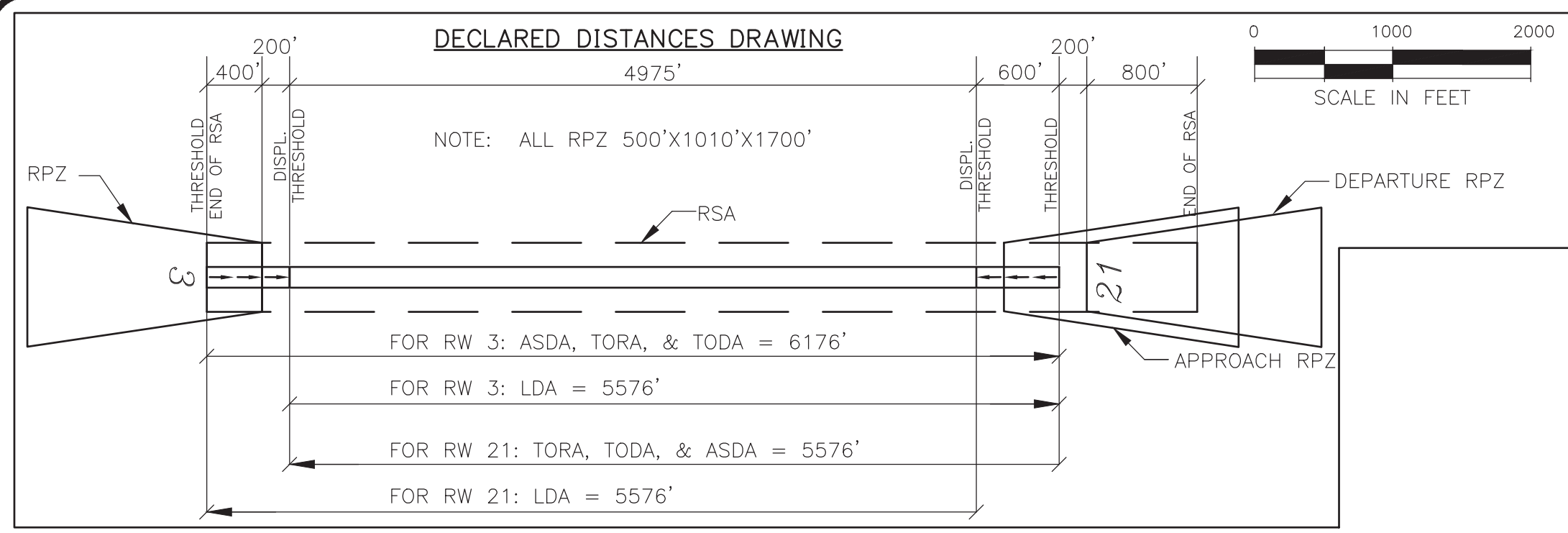
BY	DATE	NO.	REVISIONS	FAA

BY	DATE	NO.	REVISIONS	FAA
MBI	3/22		AS-BUILTS	
MBI	9/19		AS-BUILTS	

NOME AIRPORT
NOME, ALASKA
AIRPORT DATA

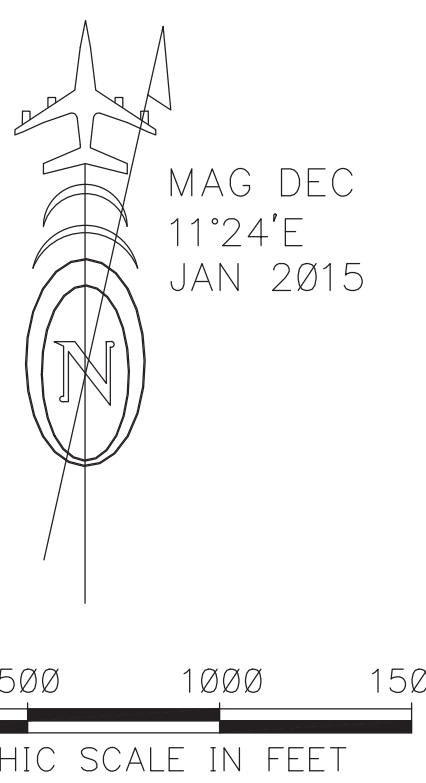
4/21/2022 11:33 AM

T:\AKDOT\173039 - 2018 Aeronautical Surveys and ALPs\05 CADD\Name\Production\1605.03-ALP-AIRPORT LAYOUT PLAN EXISTING



NOTES:
 1. NO OFZ OBJECT PENETRATIONS.

TAXIWAY	WIDTH	LENGTH	TSA WIDTH	TOFA WIDTH	TAXIWAY DESIGN GROUP	INTERSECTION WITH RUNWAY CENTERLINE	SURFACE
"D"	50'	425'	79'	131'	2	RW 3-21 STA 2+46	GRAVEL
"E"	50'	425'	118'	186'	3	RW 3-21 STA 13+18	PAVEMENT
"F" NORTH	50'	410'	118'	186'	3	RW 10-28 STA 53+37	GRAVEL
"F" SOUTH	90'	400'	118'	186'	3	RW 10-28 STA 53+50	PAVEMENT
"G" NORTH	50'	517'	118'	186'	3	RW 10-28 STA 65+54	PAVEMENT
"H"	35'	190'	79'	131'	2	RW 3-21 STA 31+69	PAVEMENT
"J"	50'	425'	118'	186'	3	RW 3-21 STA 50+91	PAVEMENT



BY	DATE	NO.	REVISIONS	FAA

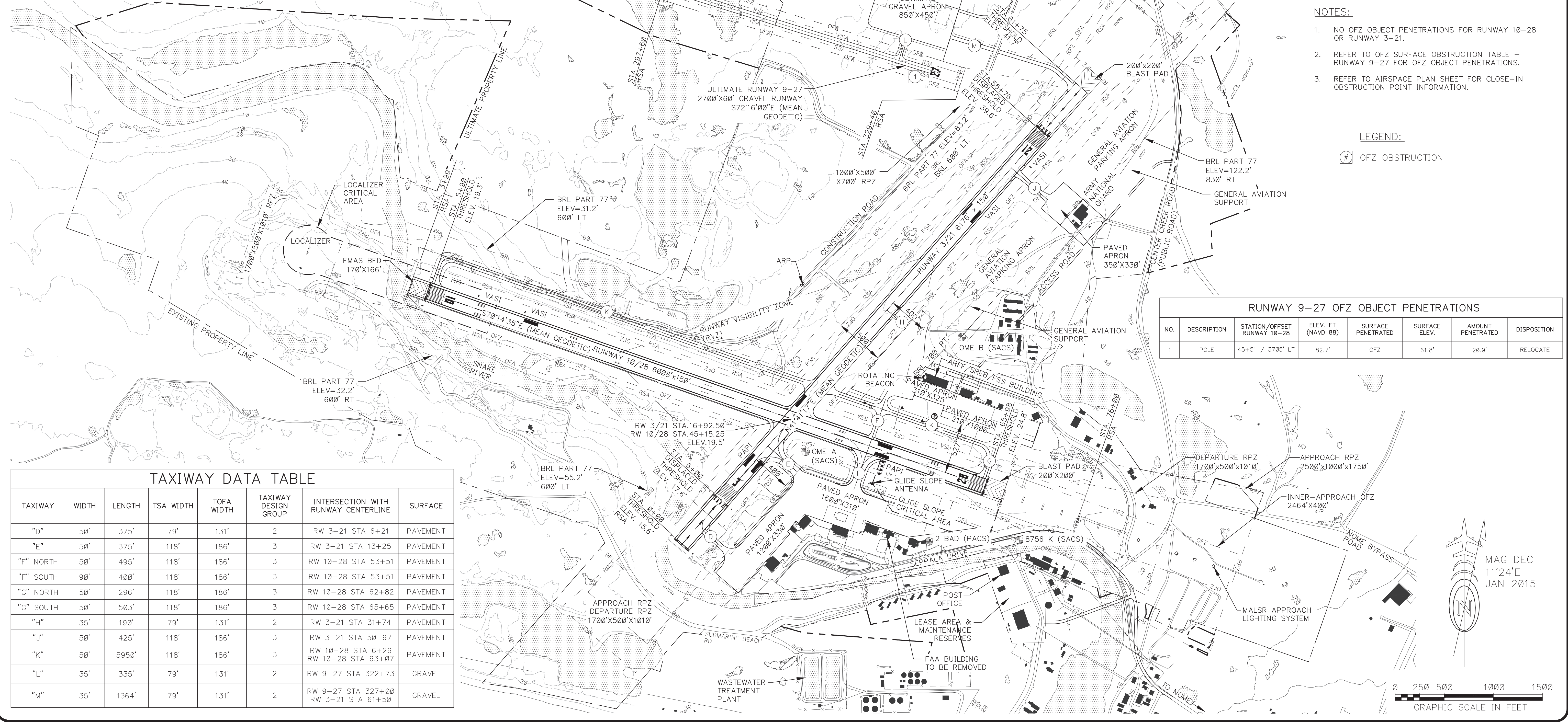
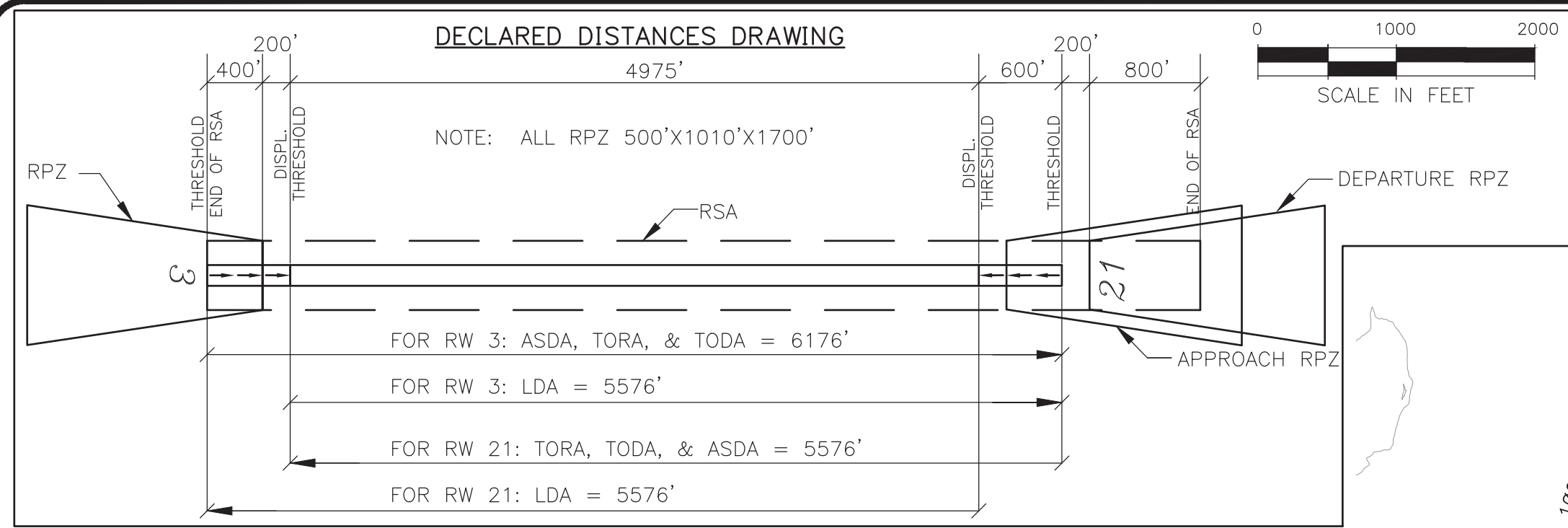
BY	DATE	NO.	REVISIONS	FAA
MBI	3/22		AS-BUILTS	
MBI	9/19		AS-BUILTS	

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

APPROVED: *Albert Beck* DATE 4/27/2022
 ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

NOME AIRPORT
 NOME, ALASKA
 AIRPORT LAYOUT PLAN
 EXISTING

SHEET
 3 OF 16



DESIGN MJM
DRAWN RFH
CHECKED CML

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

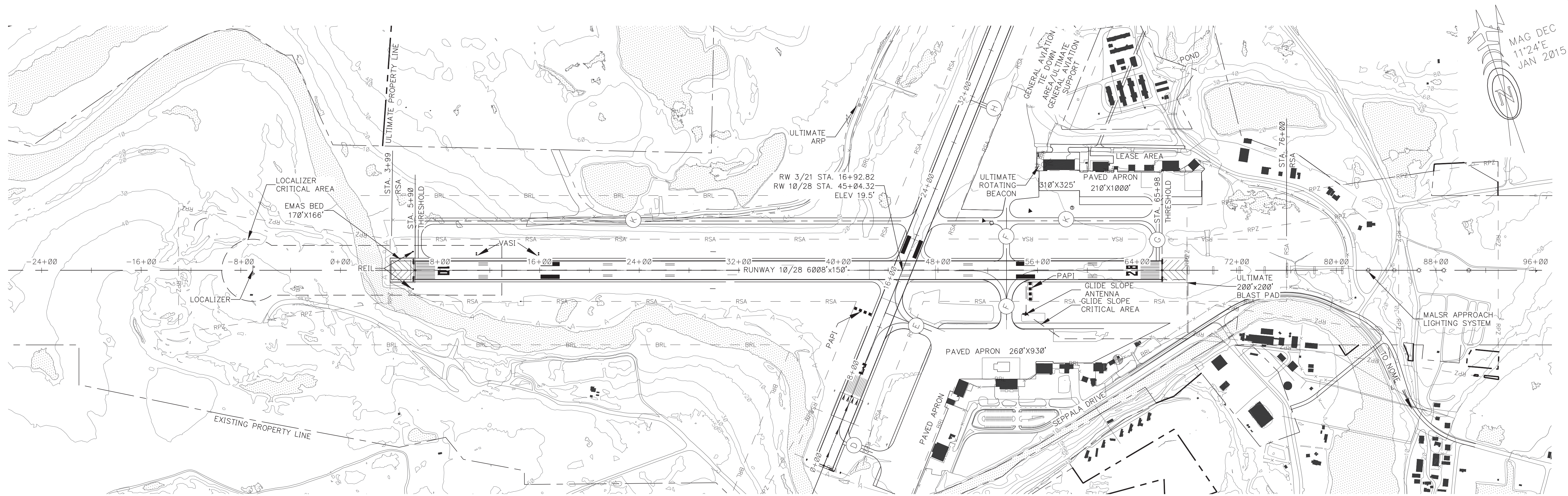
APPROVED: *Albert Beck* DATE 4/27/2022
ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

BY	DATE	NO.	REVISIONS	FAA

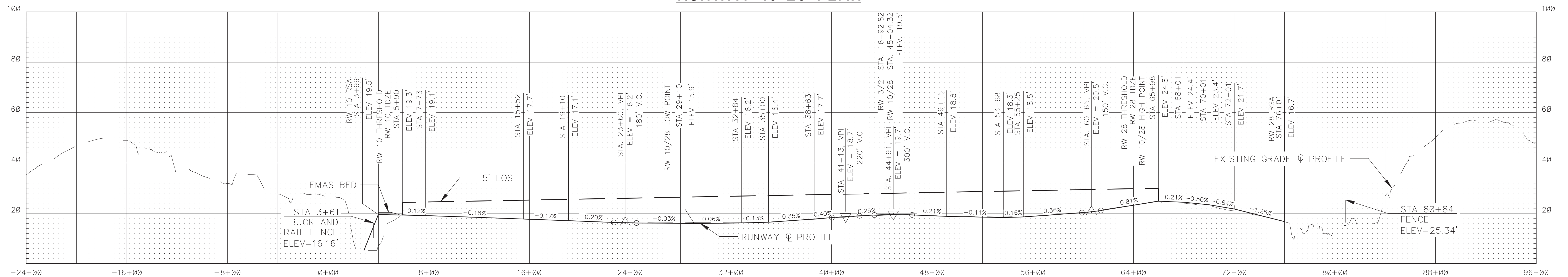
BY	DATE	NO.	REVISIONS	FAA

NOME AIRPORT
NOME, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE

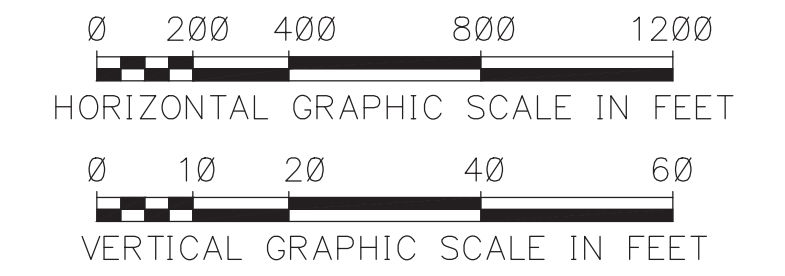
SHEET
4 OF
16



RUNWAY 10-28 PLAN



RUNWAY 10-28 PROFILE



DESIGN	MJM
DRAWN	RFH
CHECKED	CML

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

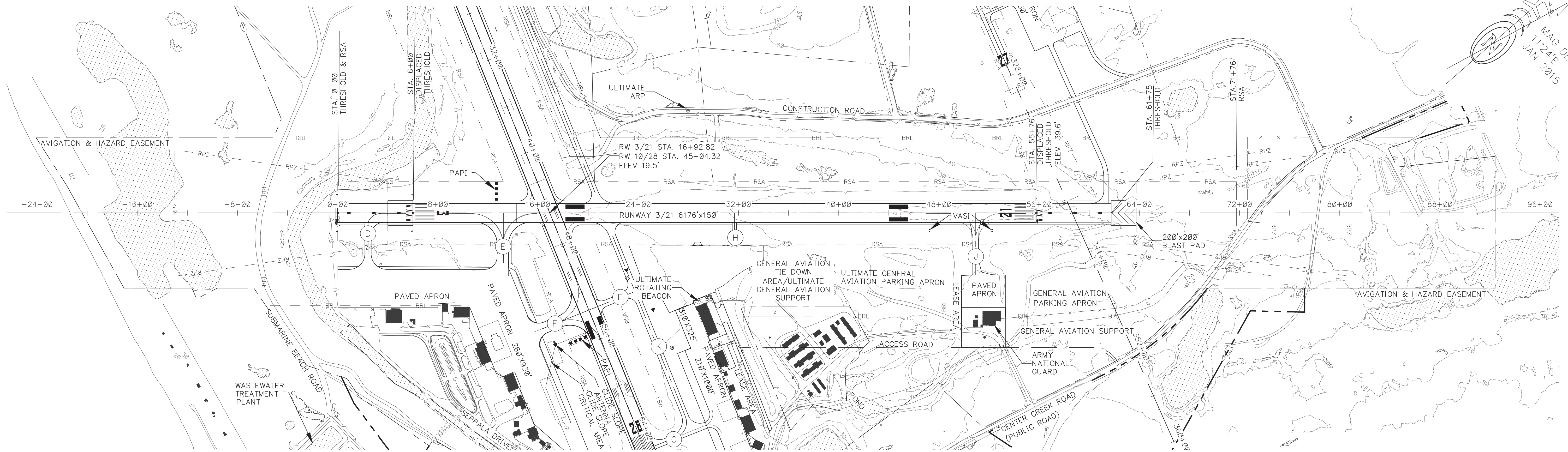
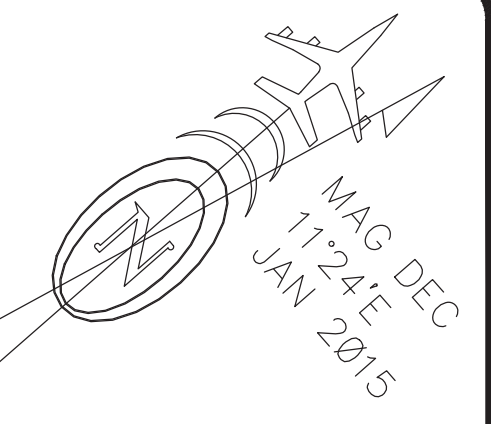
APPROVED: *Albert Beck* DATE 4/27/2022
 ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

BY	DATE	NO.	REVISIONS	FAA

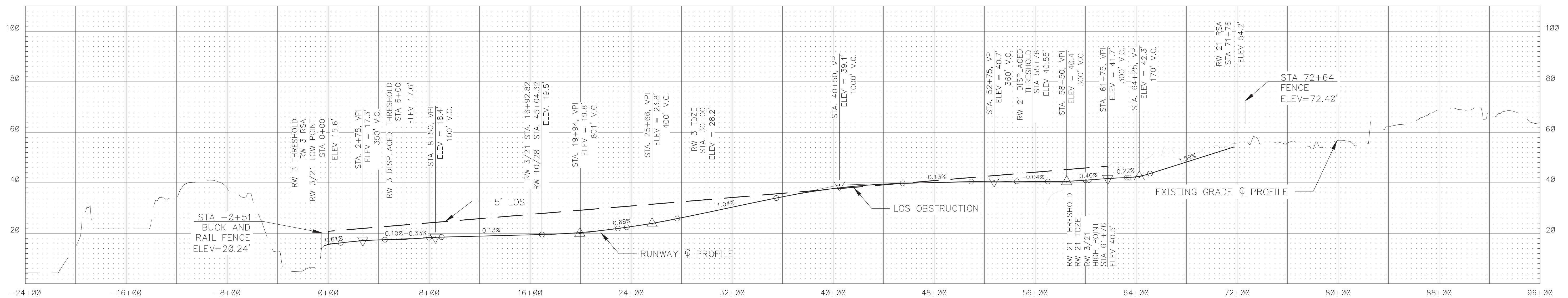
BY	DATE	NO.	REVISIONS	FAA
MBI	3/22		AS-BUILTS	
MBI	9/19		AS-BUILTS	

NOME AIRPORT
 NOME, ALASKA
 ULTIMATE PLAN & PROFILE
 RUNWAY 10-28

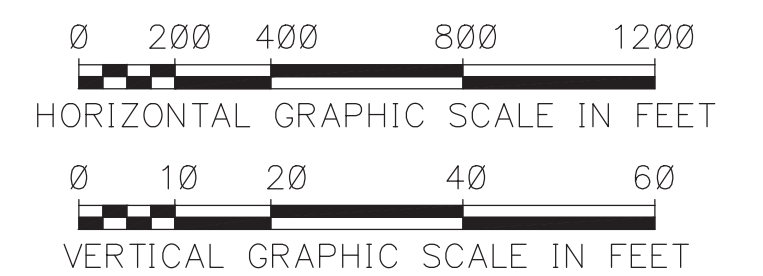
SHEET
 5 OF 16



RUNWAY 3-21 PLAN



RUNWAY 3-21 PROFILE



DESIGN MJM
DRAWN RFH
CHECKED CML

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

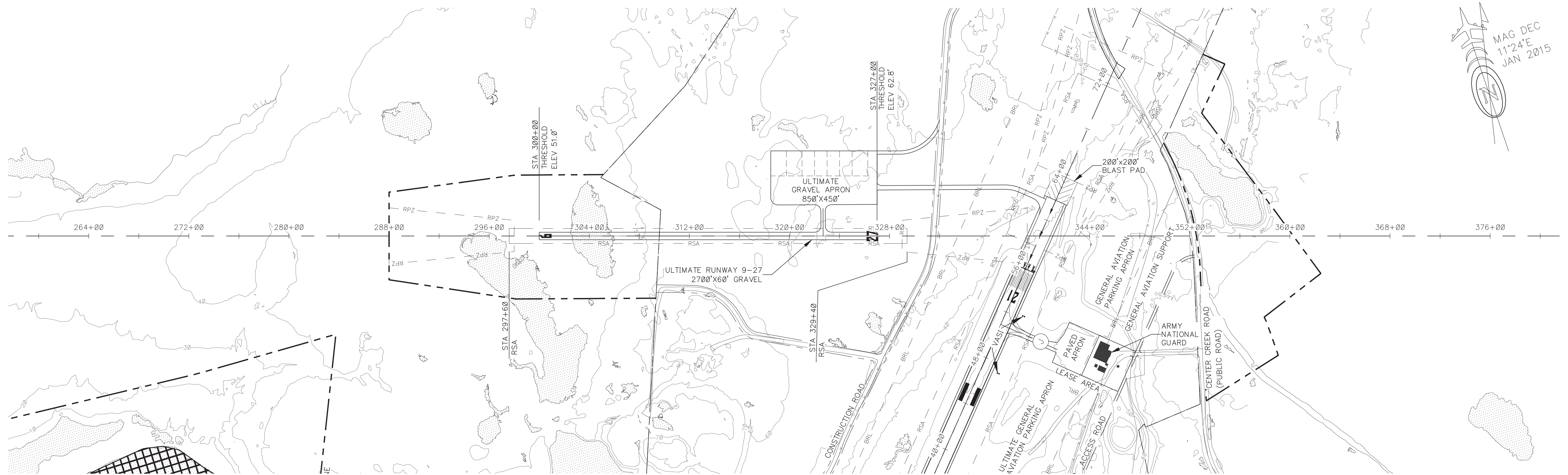
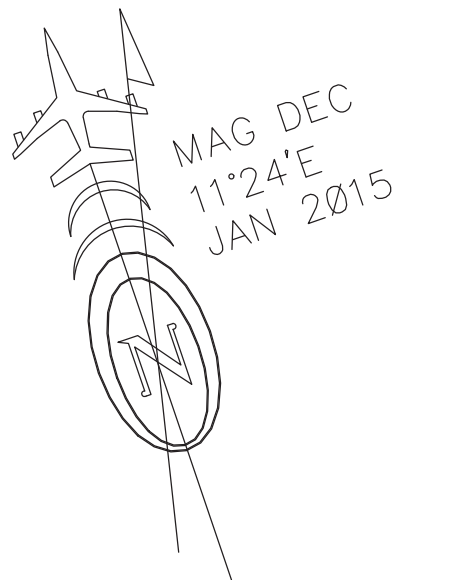
APPROVED: *Albert Beck* DATE 4/27/2022
ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

BY	DATE	NO.	REVISIONS	FAA

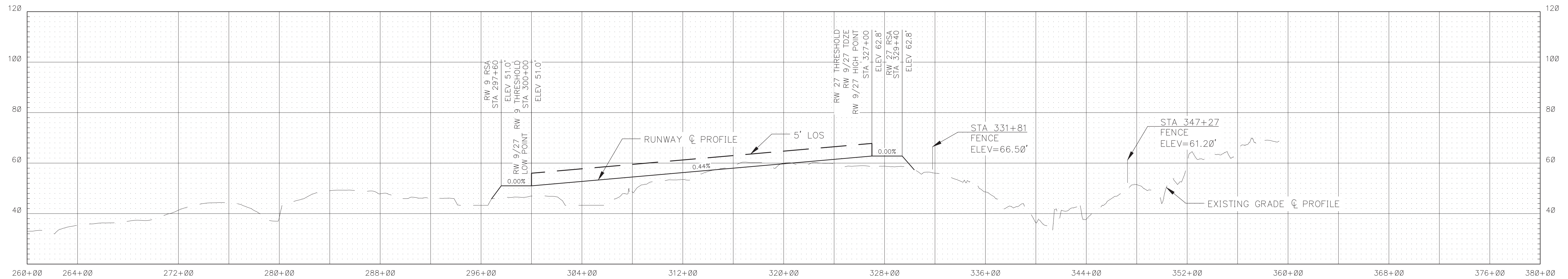
BY	DATE	NO.	REVISIONS	FAA
MBI	3/22		AS-BUILTS	
MBI	9/19		AS-BUILTS	

NOME AIRPORT
NOME, ALASKA
ULTIMATE PLAN & PROFILE
RUNWAY 3-21

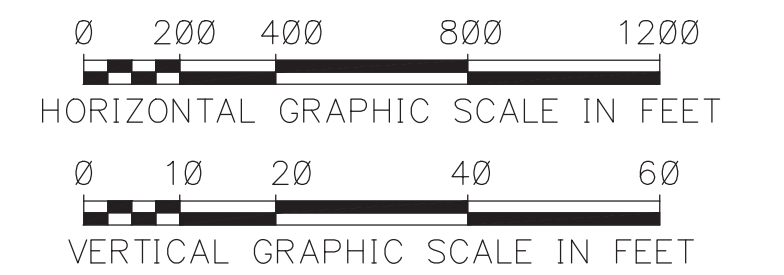
SHEET
6 OF 16



RUNWAY 9-27 PLAN



RUNWAY 9-27 PROFILE



DESIGN MJM
DRAWN RFH
CHECKED CML

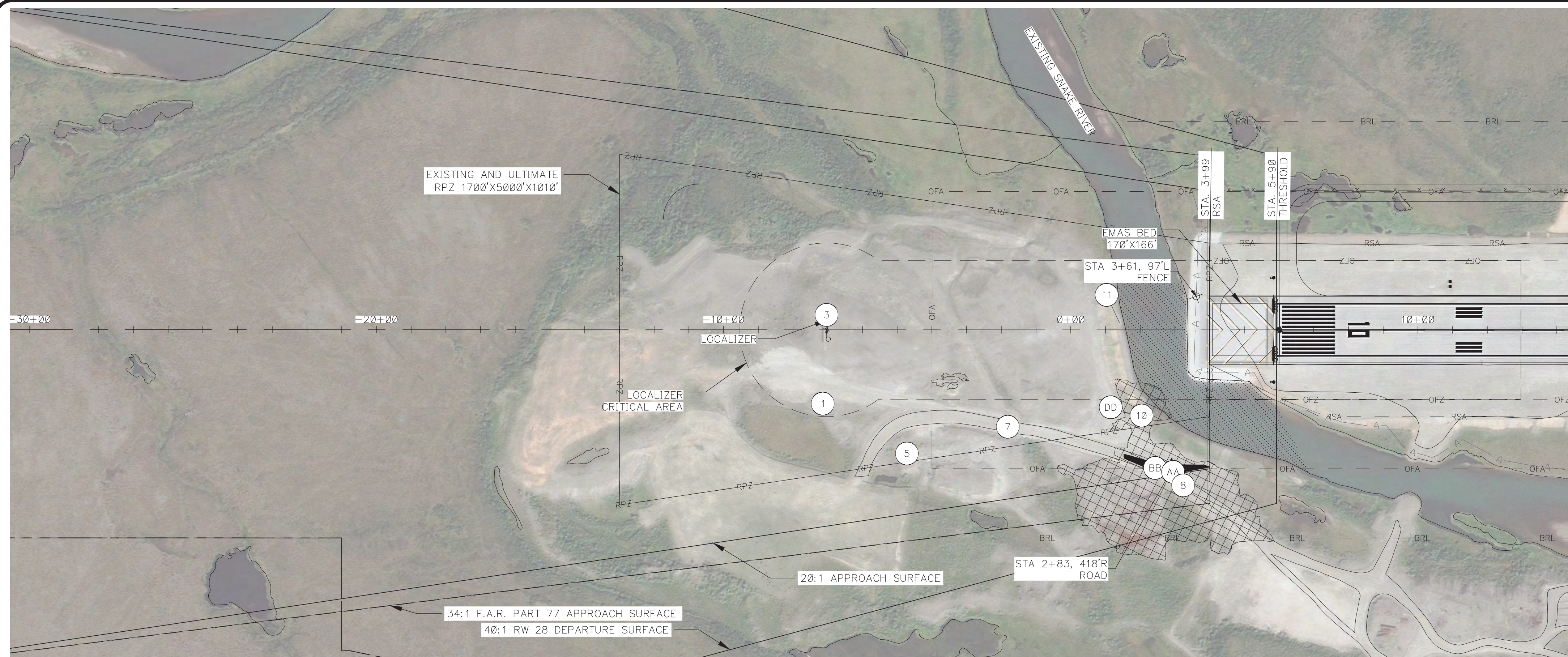
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION-AVIATION
APPROVED: *Albert Beck* DATE 4/27/2022
ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

BY	DATE	NO.	REVISIONS	FAA

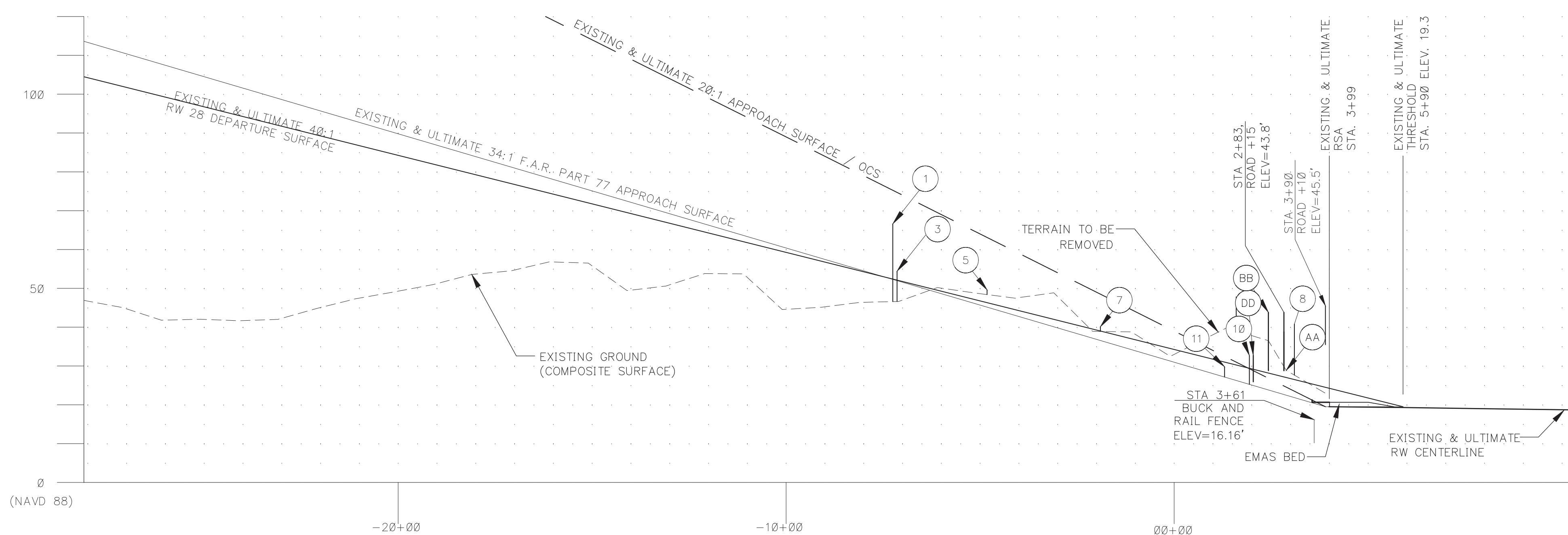
BY	DATE	NO.	REVISIONS	FAA
MBI	3/22		AS-BUILTS	
MBI	9/19		AS-BUILTS	

NOME AIRPORT
NOME, ALASKA
ULTIMATE PLAN & PROFILE
RUNWAY 9-27

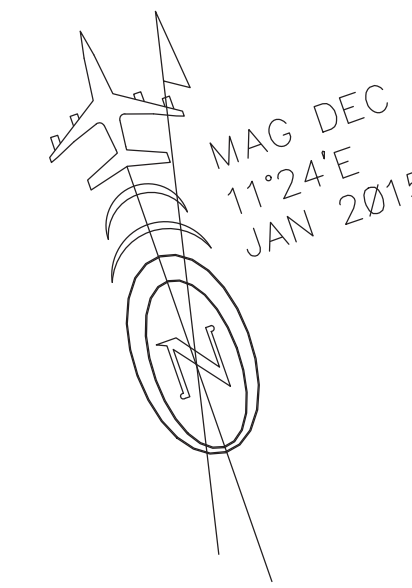
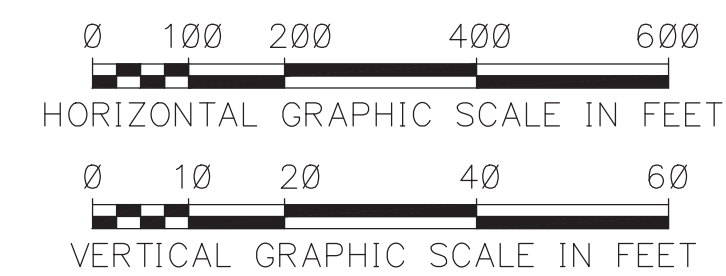
SHEET
7 OF
16



RUNWAY 10 PLAN



RUNWAY 10 PROFILE



LEGEND:

- ⊗ TERPS APPROACH OBSTRUCTION
- # F.A.R. PART 77 OBSTRUCTION
- ▬ LIMITS OF TERRAIN OBSTRUCTION (TERPS APPROACH)
- ▨ LIMITS OF TERRAIN OBSTRUCTION (F.A.R. PART 77)

NOTES:

1. THE HIGHEST RUNWAY 10 THRESHOLD SITING CRITERIA IS FOR INSTRUMENT NIGHT OPERATIONS WITH AN OBSTRUCTION CLEARANCE SLOPE (OCS) OF 20:1. REFERENCE AC 150/5300-13A, TABLE 3-2, ROW 5.
2. OBSTACLE CLEARANCE ADJUSTMENTS FOR MOBILE OBJECTS PER FAA ORDER 8260.3, UNITED STATES STANDARDS FOR TERMINAL INSTRUMENT PROCEDURES (TERPS). INTERSTATE ROADWAY +17 FEET; OTHER HIGHWAYS +15 FEET; AND RAILROAD +23 FEET. COMPUTED CLEARANCE OR AMOUNT PENETRATED INCLUDES THIS ADJUSTMENT.

RW 10-28
S70°14'39"E (MEAN GEODETIC)
6000'X150' EXISTING & ULTIMATE

OBSTACLES NOT CLEARING THE RUNWAY 10 APPROACH SURFACE

LT.	DESCRIPTION	STATION/OFFSET RUNWAY 10-28	ELEV. (NAVD 88)	SURFACE ELEV.	AMOUNT PENETRATED	DISPOSITION
AA	GROUND	2+89 / 410' RT	28.9'	25.1'	3.8'	REGRADE
BB	MAINTENANCE ROAD	02+43 / 398' RT	+42.7'	27.4'	15.3'	REGRADE
DD	GATE POSTS	02+04 / 247' RT	32.7'	29.3'	3.4'	RELOCATE

* INCLUDES 15' VEHICLE.

OBSTRUCTIONS TO THE RUNWAY 10 F.A.R. PART 77 APPROACH SURFACE

NO.	DESCRIPTION	STATION/OFFSET RUNWAY 10-28	ELEV. (NAVD 88)	APPROACH SURFACE ELEV.	APPROACH AMOUNT PENETRATED	DISPOSITION
1	DME ANTENNA	-07+25 / 213' RT	66.6'	52.3'	14.3	REMAIN
3	LOCALIZER	-07+14 / 43' LT	54.4'	51.9'	2.5	REMAIN
5	TREE	-04+82 / 356' RT	49.6'	45.1'	4.5	REMOVE
7	MAINTENANCE ROAD	-01+90 / 281' RT	+40.1'	36.5'	3.6	REMAIN
8	MAINTENANCE ROAD	03+10 / 438' RT	+40.8'	21.8'	19.0	REGRADE
10	GATE POSTS	01+94 / 247' RT	32.7'	25.2'	7.5	RELOCATE
11	VERT. STRUCTURE	01+30 / 20' LT	29.8'	27.1'	2.7	RELOCATE

* INCLUDES 10' VEHICLE.

OBSTACLES NOT CLEARING THE RUNWAY 28 DEPARTURE SURFACE

NO.	DESCRIPTION	STATION/OFFSET RUNWAY 10-28	ELEV. (NAVD 88)	SURFACE ELEV.	AMOUNT PENETRATED	DISPOSITION
BB	MAINTENANCE ROAD	02+43 / 398' RT	+42.7'	28.9'	12.8'	REGRADE
DD	GATE POSTS	02+04 / 247' RT	32.7'	29.4'	3.3'	RELOCATE
1	DME ANTENNA	-07+25 / 213' RT	66.6'	52.6'	14.0'	REMAIN
3	LOCALIZER	-07+14 / 43' LT	54.4'	52.4'	2.0'	REMAIN
5	TREE	-04+82 / 356' RT	49.6'	46.6'	3.0'	REMOVE
8	MAINTENANCE ROAD	03+10 / 438' RT	+45.8'	26.8'	19.0'	REGRADE
10	GATE POSTS	01+94 / 247' RT	32.7'	29.7'	3.0'	RELOCATE

* INCLUDES 15' VEHICLE.

DESIGN MJM
DRAWN RFH
CHECKED CML

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

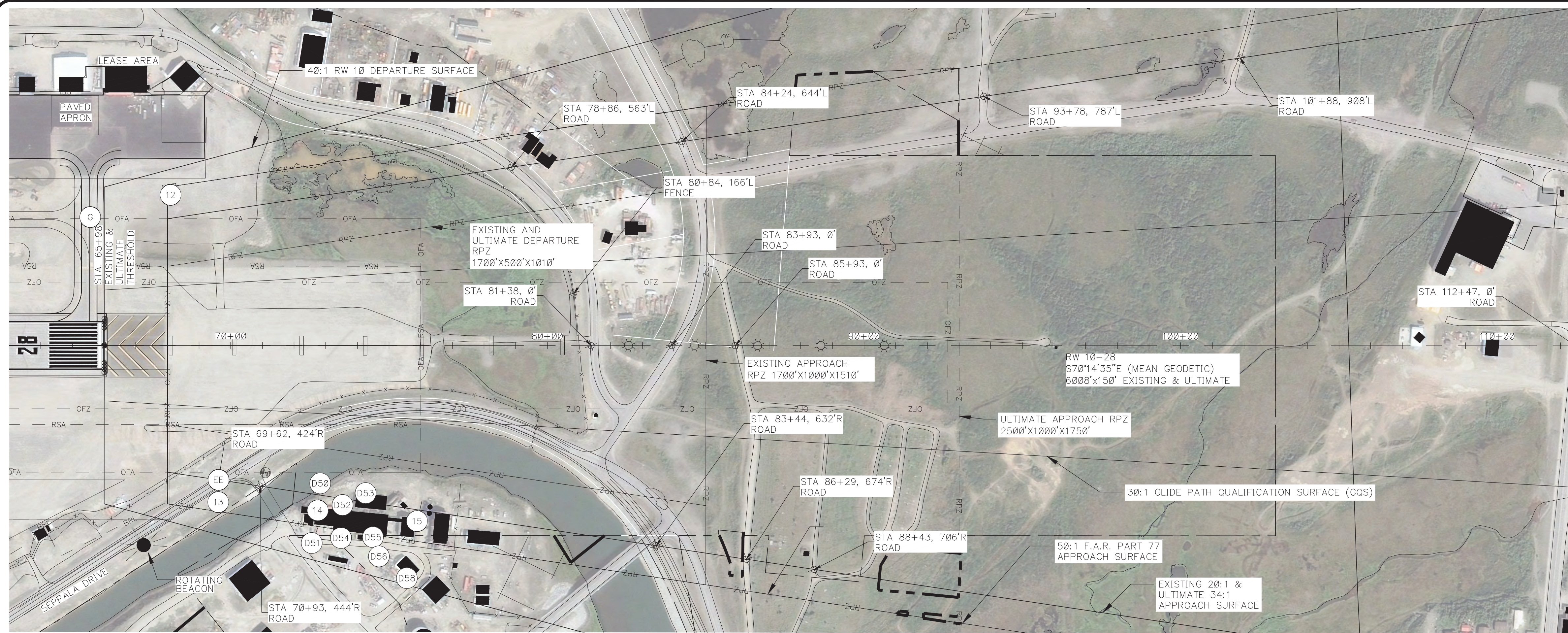
APPROVED: *Albert Beck* DATE 4/27/2022
ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

BY	DATE	NO.	REVISIONS	FAA

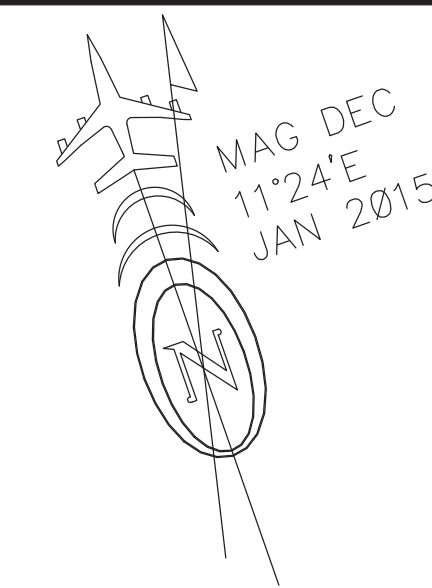
BY	DATE	NO.	REVISIONS	FAA
MBI	3/22		AS-BUILTS	
MBI	9/19		AS-BUILTS	

NOME AIRPORT
NOME, ALASKA
INNER PORTION OF APPROACH SURFACE
RUNWAY 10

SHEET
8 OF 16



RUNWAY 28 PLAN



LEGEND:

- ⊗ TERPS APPROACH OBSTRUCTION
- ⊙ F.A.R. PART 77 OBSTRUCTION
- ⊕ DEPARTURE OBSTRUCTION

OBSTACLES NOT CLEARING THE ULTIMATE RUNWAY 28 APPROACH SURFACE

LT.	DESCRIPTION	STATION/OFFSET RUNWAY 10-28	ELEV. (NAVD 88)	SURFACE ELEV.	AMOUNT PENETRATED	DISPOSITION
EE	ROAD	69+62 / 424' RT	+32.7'	29.8'	2.9'	REMAIN

* INCLUDES 15' VEHICLE

OBSTRUCTIONS TO THE RUNWAY 28 F.A.R. PART 77 APPROACH SURFACE

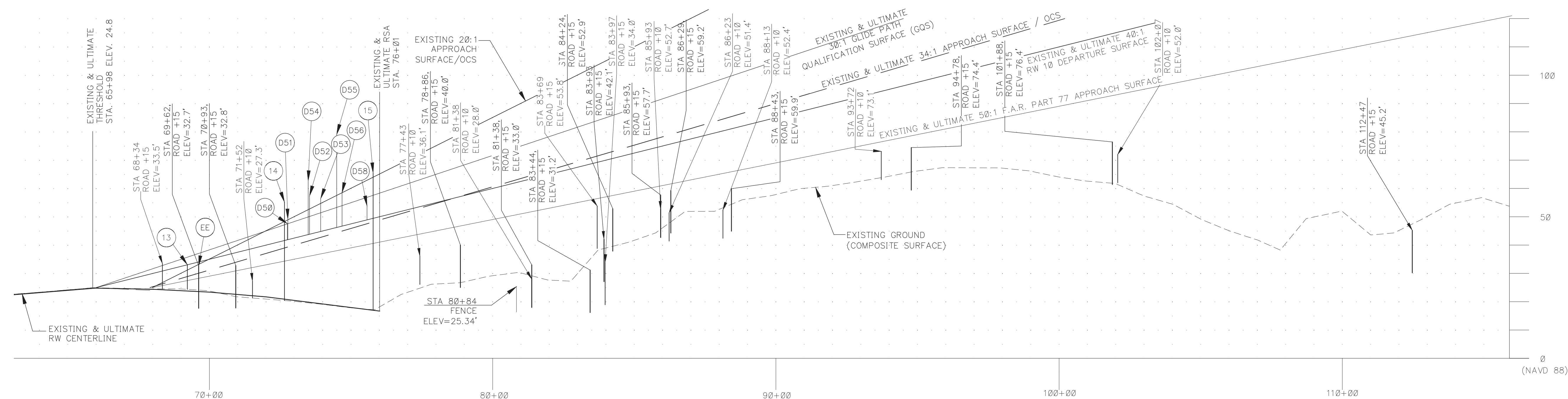
NO.	DESCRIPTION	STATION/OFFSET RUNWAY 10-28	ELEV. (NAVD 88)	SURFACE ELEV.	AMOUNT PENETRATED	DISPOSITION
13	ROAD	69+22 / 451' RT	+33.1'	27.6'	5.5'	REMAIN
14	ANTENNA	72+65 / 520' RT	55.2'	34.5'	20.7'	REMAIN
15	CHIMNEY	75+78 / 554' RT	65.5'	40.7'	24.8'	REMAIN

* INCLUDES 15' VEHICLE

OBSTACLES NOT CLEARING THE RUNWAY 10 DEPARTURE SURFACE

NO.	DESCRIPTION	STATION/OFFSET RUNWAY 10-28	ELEV. (NAVD 88)	SURFACE ELEV.	AMOUNT PENETRATED	DISPOSITION
D50	ANTENNA	72+75 / 520' RT	47.6'	41.9'	5.7'	REMAIN
D51	ANTENNA	72+77 / 571' RT	49.2'	41.9'	7.3'	REMAIN
D52	CHIMNEY	73+53 / 503' RT	57.4'	43.8'	13.6'	REMAIN
D53	UTILITY POLE	73+93 / 501' RT	56.4'	44.8'	11.6'	REMAIN
D54	POLE GROUP	73+49 / 608' RT	62.7'	43.7'	19.0'	REMAIN
D55	CHIMNEY	74+49 / 605' RT	79.1'	46.2'	32.9'	REMAIN
D56	UTILITY POLE	74+68 / 666' RT	58.5'	46.7'	11.8'	REMAIN
D58	UTILITY POLE	75+56 / 734' RT	53.8'	48.9'	4.9'	REMAIN

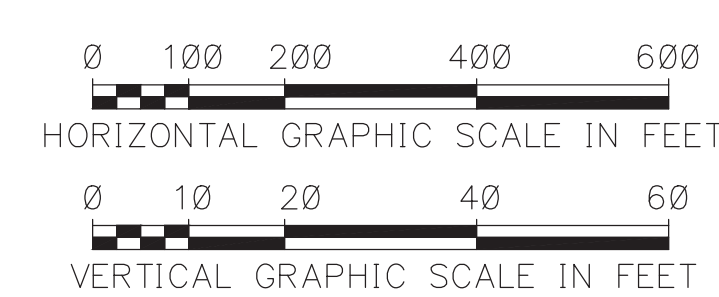
* STATION/OFFSET PROVIDED AT POINT OF MOST AMOUNT PENETRATED.



RUNWAY 28 PROFILE

NOTES:

- THE HIGHEST RUNWAY 28 THRESHOLD SITING CRITERIA IS FOR PRECISION APPROACH WITH AN OBSTRUCTION CLEARANCE SLOPE (OCS) OF 34:1. REFERENCE AC 150/5300-13A, TABLE 3-2, ROW 7.
- RUNWAY 28 HAS A 30:1 GLIDE PATH QUALIFICATION SLOPE (GQS) TO ACCOMMODATE APPROACHES WITH VERTICAL GUIDANCE. REFERENCE AC 150/5300-13A, TABLE 3-2, ROW 8.
- OBSTACLE CLEARANCE ADJUSTMENTS FOR MOBILE OBJECTS PER FAA ORDER 8260.3, UNITED STATES STANDARDS FOR TERMINAL INSTRUMENT PROCEDURES (TERPS). INTERSTATE ROADWAY +17 FEET; OTHER HIGHWAYS +15 FEET; AND RAILROAD +23 FEET. COMPUTED CLEARANCE OR AMOUNT PENETRATED INCLUDES THIS ADJUSTMENT.



DESIGN MJM
DRAWN RFH
CHECKED CML

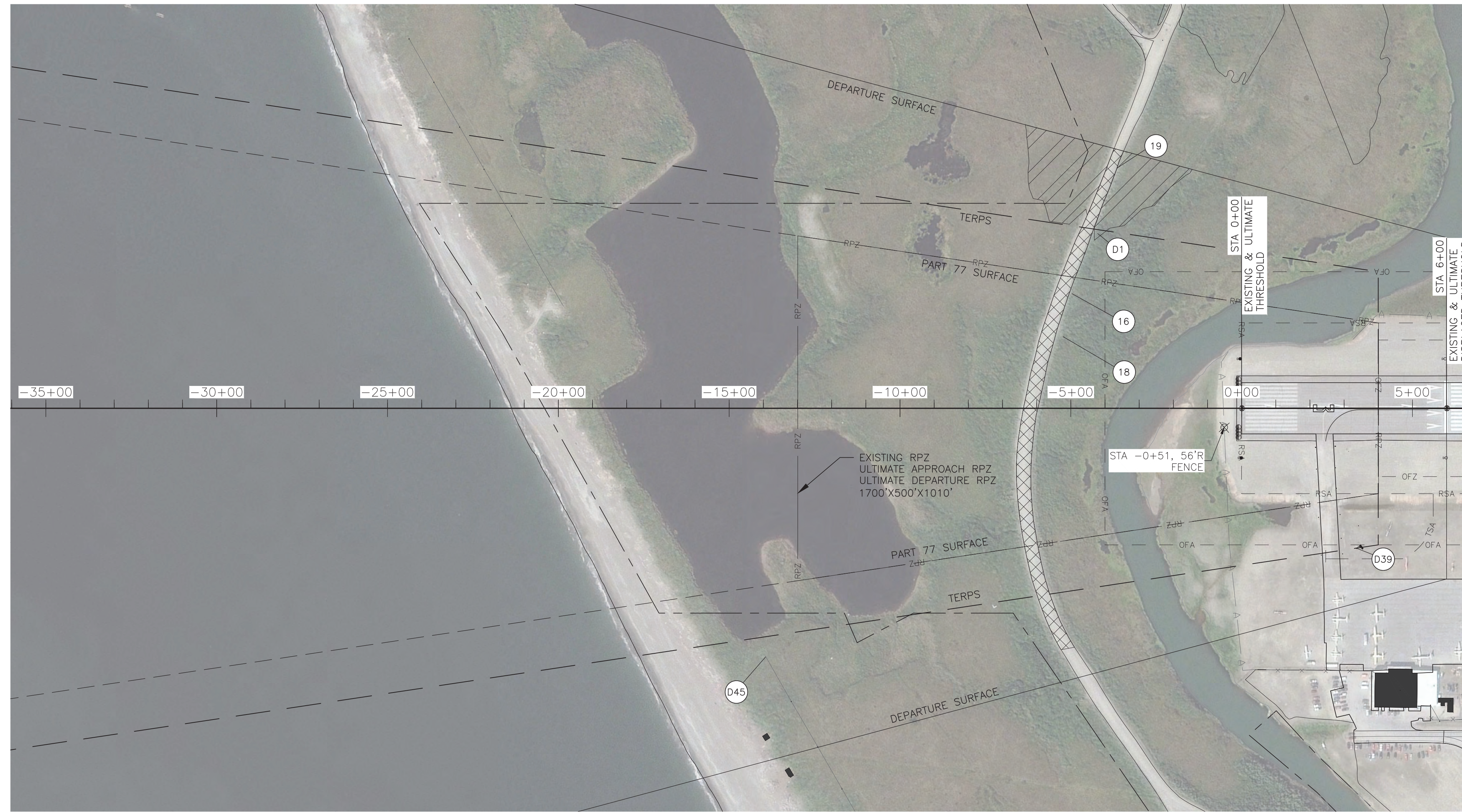
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION-AVIATION
APPROVED: *Albert Beck* DATE 4/27/2022
ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

BY	DATE	NO.	REVISIONS	FAA

BY	DATE	NO.	REVISIONS	FAA
MBI	3/22		AS-BUILTS	
MBI	9/19		AS-BUILTS	

NOME AIRPORT
NOME, ALASKA
INNER PORTION OF APPROACH SURFACE
RUNWAY 28

SHEET
9 OF 16



RUNWAY 3 INNER APPROACH PLAN

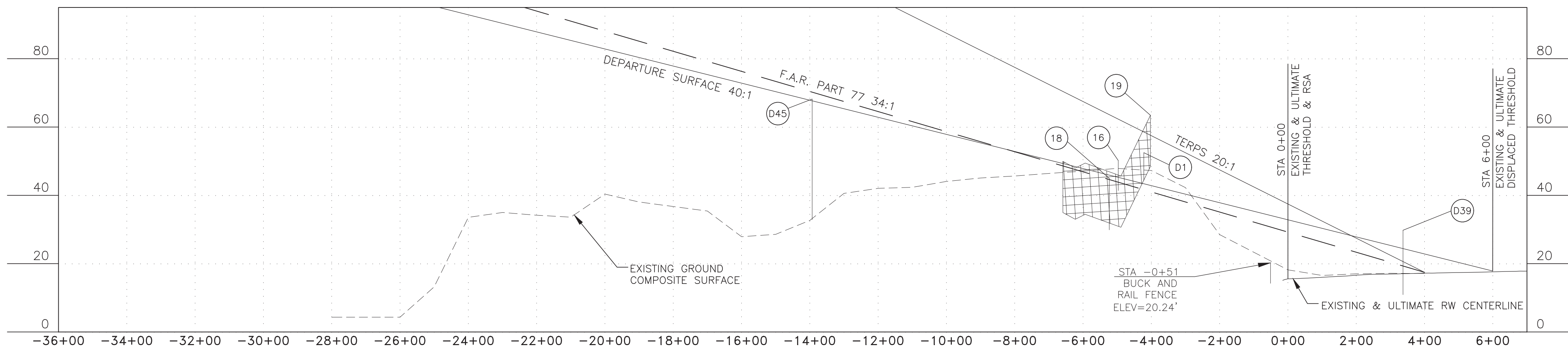
OBSTRUCTIONS TO RUNWAY 3 F.A.R. PART 77 APPROACH SURFACE						
NO.	DESCRIPTION	STATION/OFFSET RUNWAY 3-21	ELEV. (NAVD 88)	SURFACE ELEV.	AMOUNT PENETRATED	DISPOSITION
16	TREE	-4+97 / 336' LT	50.2	45.3	6.3'	REMOVE
18	TREE	-5+23 / 210' LT	45.1	44.6	0.4'	REMOVE
19	ROAD**	-4+14 / 576' LT	58.1	41.1 TO 48.6	0' TO 12.6'	REMAIN

OBSTACLES NOT CLEARING RUNWAY 21 DEPARTURE SURFACE						
NO.	DESCRIPTION	STATION/OFFSET RUNWAY 3-21	ELEV. (NAVD 88)	SURFACE ELEV.	AMOUNT PENETRATED	DISPOSITION
D1	TERRAIN AND TREES*	-4+22 / 512' LT	52.5	43.4	9.1'	REMAIN
16	TREE	-4+97 / 336' LT	50.2	45.2	5.0'	REMOVE
19	ROAD**	-4+14 / 576' LT	63.4	57.6 TO 58.7	0.5' TO 22.4'	REMAIN
D39	WIND SOCK	3+37 / 410' RT	29.8	24.4	5.4'	REMAIN
D45	POWER POLE	-13+93 / 784' RT	68.2	67.7	0.5'	REMAIN

* STATION AND OFFSET PROVIDED AT POINT WITH GREATEST PENETRATION. SEE PLAN AND PROFILE FOR EXTENT OF TERRAIN OBSTRUCTION.
 ** INCLUDES 15' VEHICLE

NOTES:

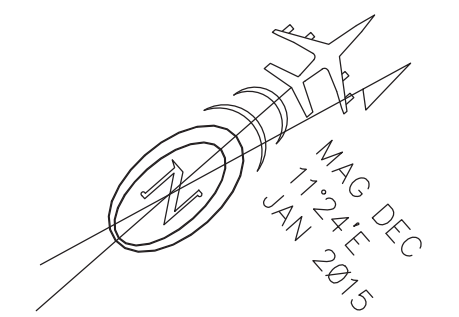
- NO THRESHOLD SITING SURFACE PENETRATIONS FOR ULTIMATE RUNWAY 3.
- THE HIGHEST RUNWAY 3 SITING CRITERIA IS FOR INSTRUMENT NIGHT OPERATIONS WITH AN OCS OF 20:1. REFERENCE AC 150/5300-13A, TABLE 3-2, ROW 5.
- OBSTACLE CLEARANCE ADJUSTMENTS FOR MOBILE OBJECTS PER FAA ORDER 8260.3, UNITED STATES STANDARDS FOR TERMINAL INSTRUMENT PROCEDURES (TERPS). INTERSTATE ROADWAY +17 FEET; OTHER HIGHWAY +15 FEET; AND RAILROAD +23 FEET. COMPUTED CLEARANCE OR AMOUNT PENETRATED INCLUDES THIS ADJUSTMENT.



RUNWAY 3 INNER APPROACH PROFILE

LEGEND:

- APPROACH OBSTRUCTION
- LIMITS OF ROAD OBSTRUCTION
- LIMITS OF TERRAIN OBSTRUCTION



DESIGN GAT
 DRAWN GAT
 CHECKED CML

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

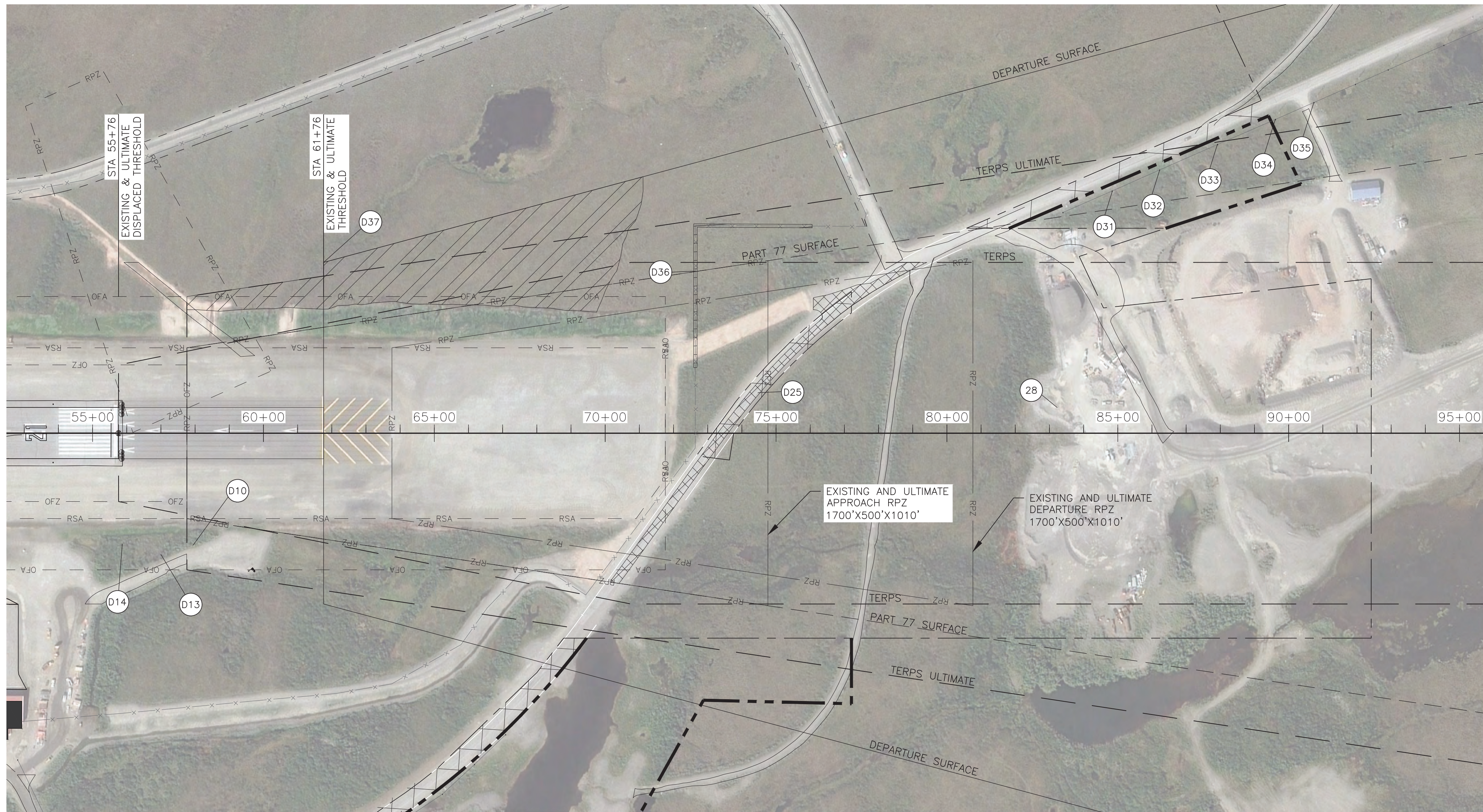
APPROVED: *Albert Beck* DATE 4/27/2022
 ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

BY	DATE	NO.	REVISIONS	FAA

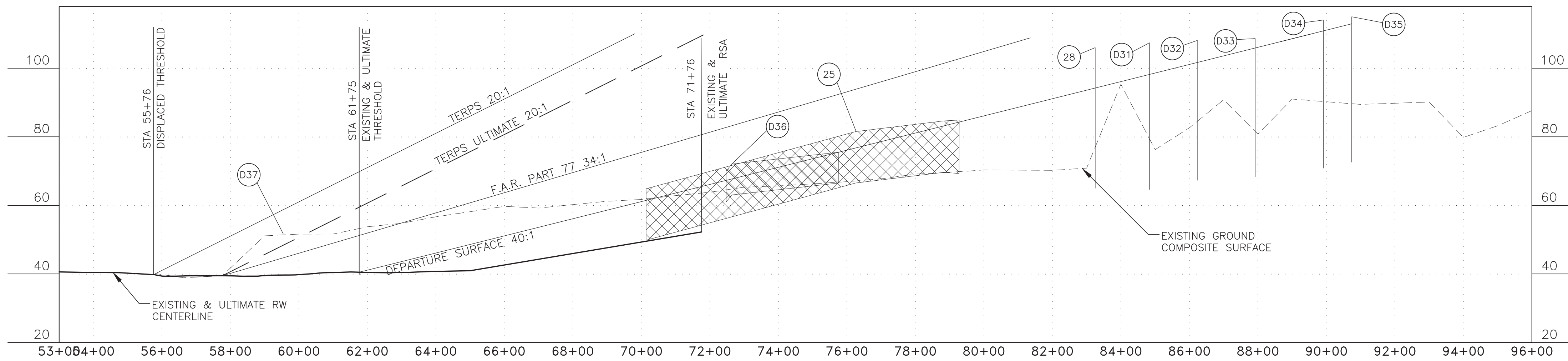
BY	DATE	NO.	REVISIONS	FAA
MBI	3/22		AS-BUILTS	
MBI	9/19		AS-BUILTS	

NOME AIRPORT
 NOME, ALASKA
 INNER PORTION OF APPROACH SURFACE
 RUNWAY 3

SHEET
 10 OF 16



RUNWAY 21 INNER APPROACH PLAN



RUNWAY 21 INNER APPROACH PROFILE

OBSTACLES NOT CLEARING RUNWAY 3 DEPARTURE SURFACE

NO.	DESCRIPTION	STATION/OFFSET RUNWAY 3-21	ELEV. (NAVD 88)	SURFACE ELEV.	AMOUNT PENETRATED	DISPOSITION
D37	TERRAIN*	61+76 / 500' LT	53.4	40.5 TO 62.2	0' TO 12.7'	REMOVE
25	ROAD**	76+26 / 271' LT	81.5	6.4 TO 84.3	0.4' TO 4.6'	REMOVE
28	POLE	82+26 74.3' LT	106.0	94.2	11.8'	RELOCATE
D31	POWER POLE	83+40 / 464' LT	107.4	98.2	9.2'	RELOCATE
D32	POWER POLE	84+83 / 709' LT	108.1	101.7	6.4'	RELOCATE
D33	POWER POLE	86+23 / 771' LT	108.6	105.9	2.7'	RELOCATE
D34	POWER POLE	89+61 / 919' LT	114.0	110.9	3.1'	RELOCATE
D35	POWER POLE	90+74 / 968' LT	115.0	112.9	2.1'	RELOCATE
D36	FENCE*	72+64 / 473' LT	72.4	67.7	4.7'	REMAIN

OBSTRUCTION TO RUNWAY 21 TERPS ULTIMATE APPROACH SURFACE

NO.	DESCRIPTION	STATION/OFFSET RUNWAY 3-21	ELEV. (NAVD 88)	ELEV.	AMOUNT PENETRATED	DISPOSITION
D37	TERRAIN*	57.76 / 400' LT	50.7	39.5 TO 51.6	0' TO 11.2'	REMOVE

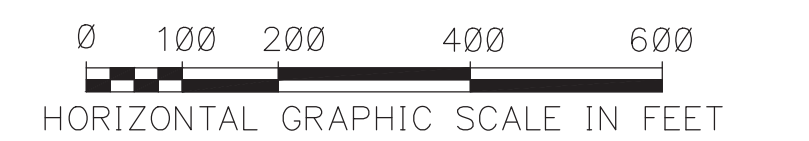
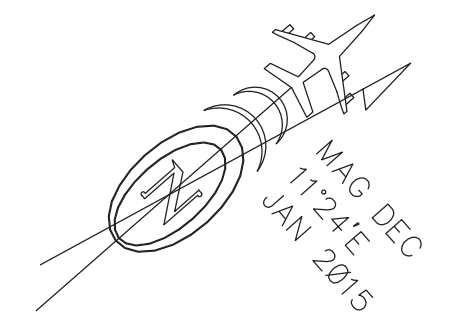
* STATION AND OFFSET PROVIDED AT POINT WITH GREATEST PENETRATION. SEE PLAN AND PROFILE FOR EXTENT OF OBSTRUCTION.
 ** INCLUDES 15' VEHICLE

NOTES:

- NO THRESHOLD SITING SURFACE PENETRATIONS FOR ULTIMATE RUNWAY 21.
- THE HIGHEST RUNWAY 21 SITING CRITERIA IS FOR VISUAL APPROACH WITH AN OCS OF 20:1. REFERENCE AC 150/5300-13A, TABLE 3-2, ROW 3.
- OBSTACLE CLEARANCE ADJUSTMENTS FOR MOBILE OBJECTS PER FAA ORDER 8260.3, UNITED STATES STANDARDS FOR TERMINAL INSTRUMENT PROCEDURES (TERPS). INTERSTATE ROADWAY +17 FEET; OTHER HIGHWAY +15 FEET; AND RAILROAD +23 FEET. COMPUTED CLEARANCE OR AMOUNT PENETRATED INCLUDES THIS ADJUSTMENT.

LEGEND:

- # APPROACH OBSTRUCTION
- [Hatched Box] LIMITS OF ROAD OBSTRUCTION
- [Diagonal Lines] LIMITS OF TERRAIN OBSTRUCTION
- [Cross-hatched Box] LIMITS OF FENCE OBSTRUCTION



DESIGN GAT
 DRAWN GAT
 CHECKED CML

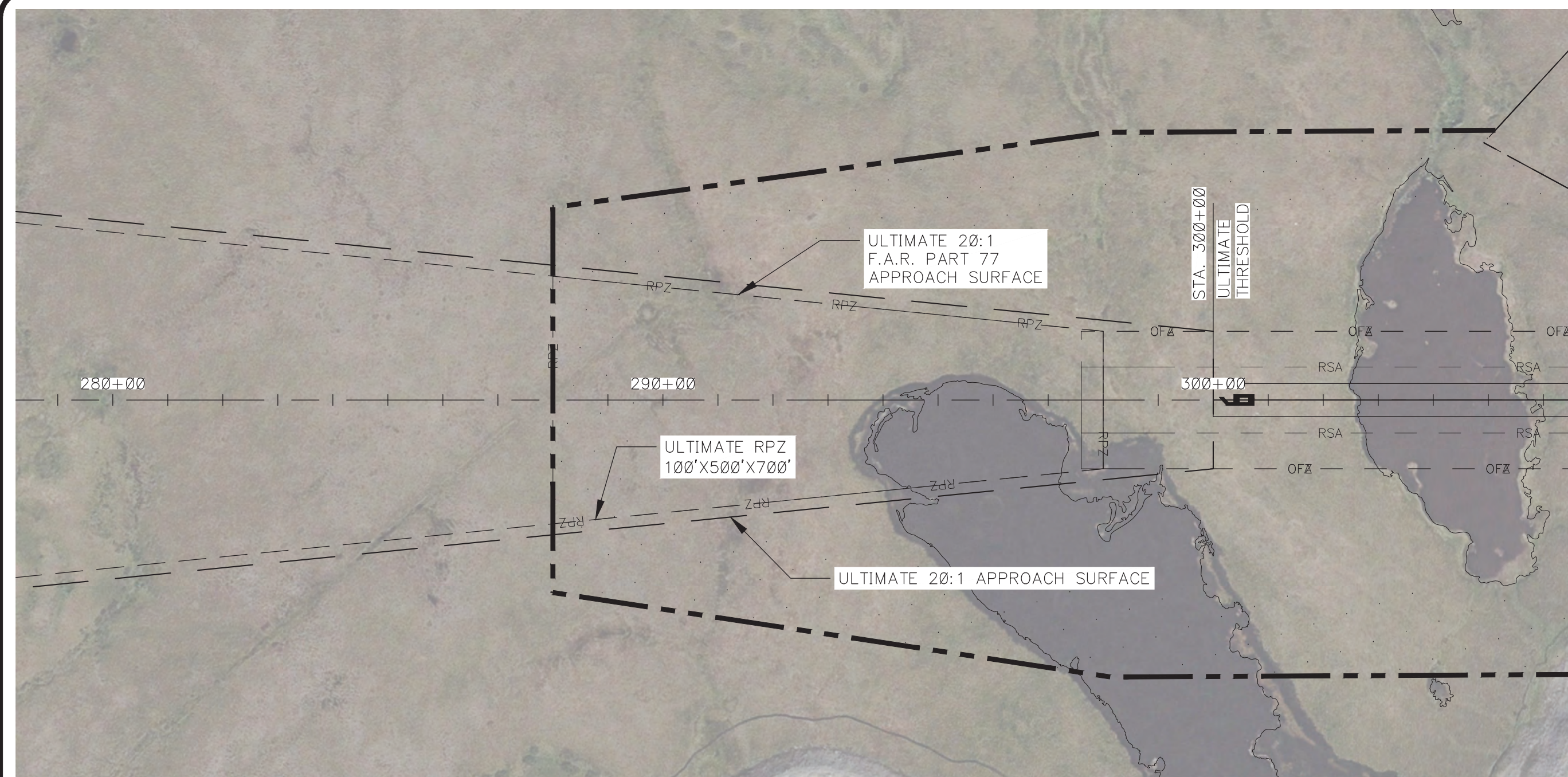
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION-AVIATION
 APPROVED: *Albert Beck* DATE 4/27/2022
 ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

BY	DATE	NO.	REVISIONS	FAA

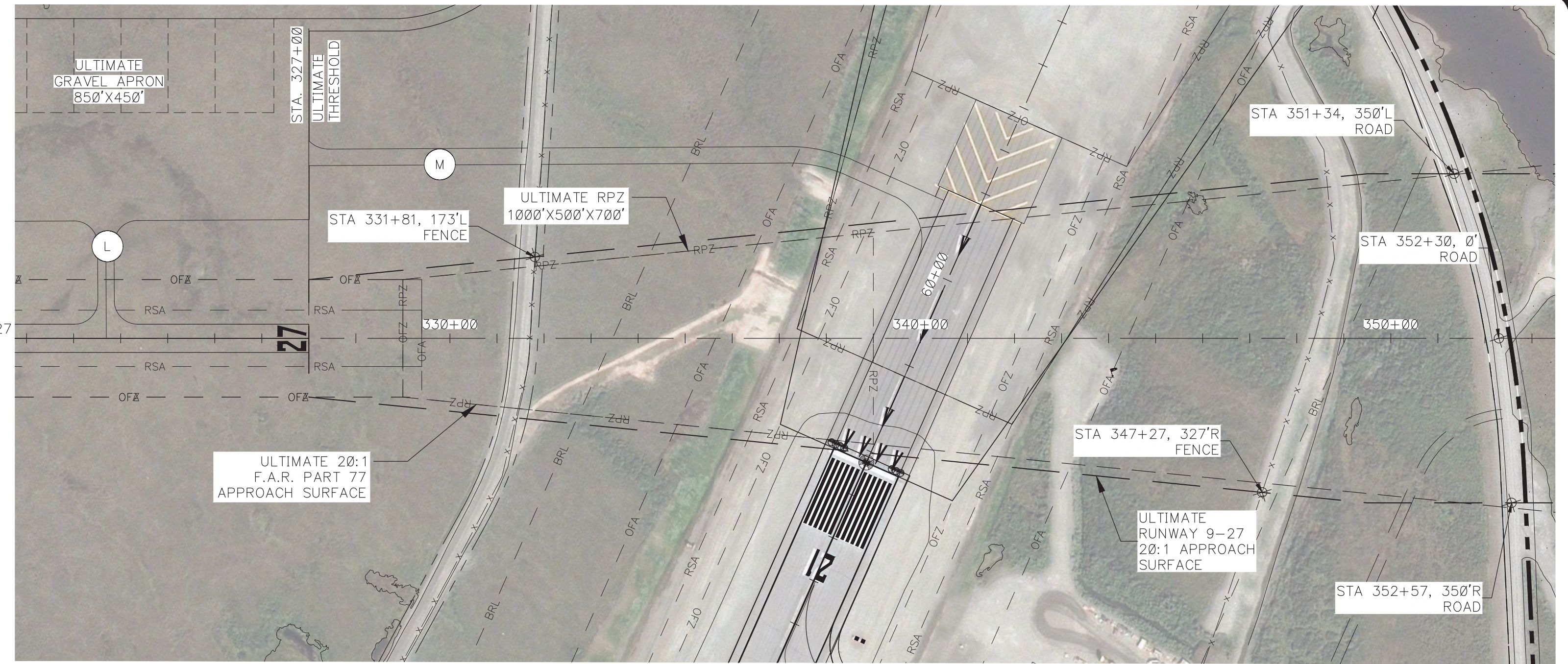
BY	DATE	NO.	REVISIONS	FAA

NOME AIRPORT
 NOME, ALASKA
 INNER PORTION OF APPROACH SURFACE
 RUNWAY 21

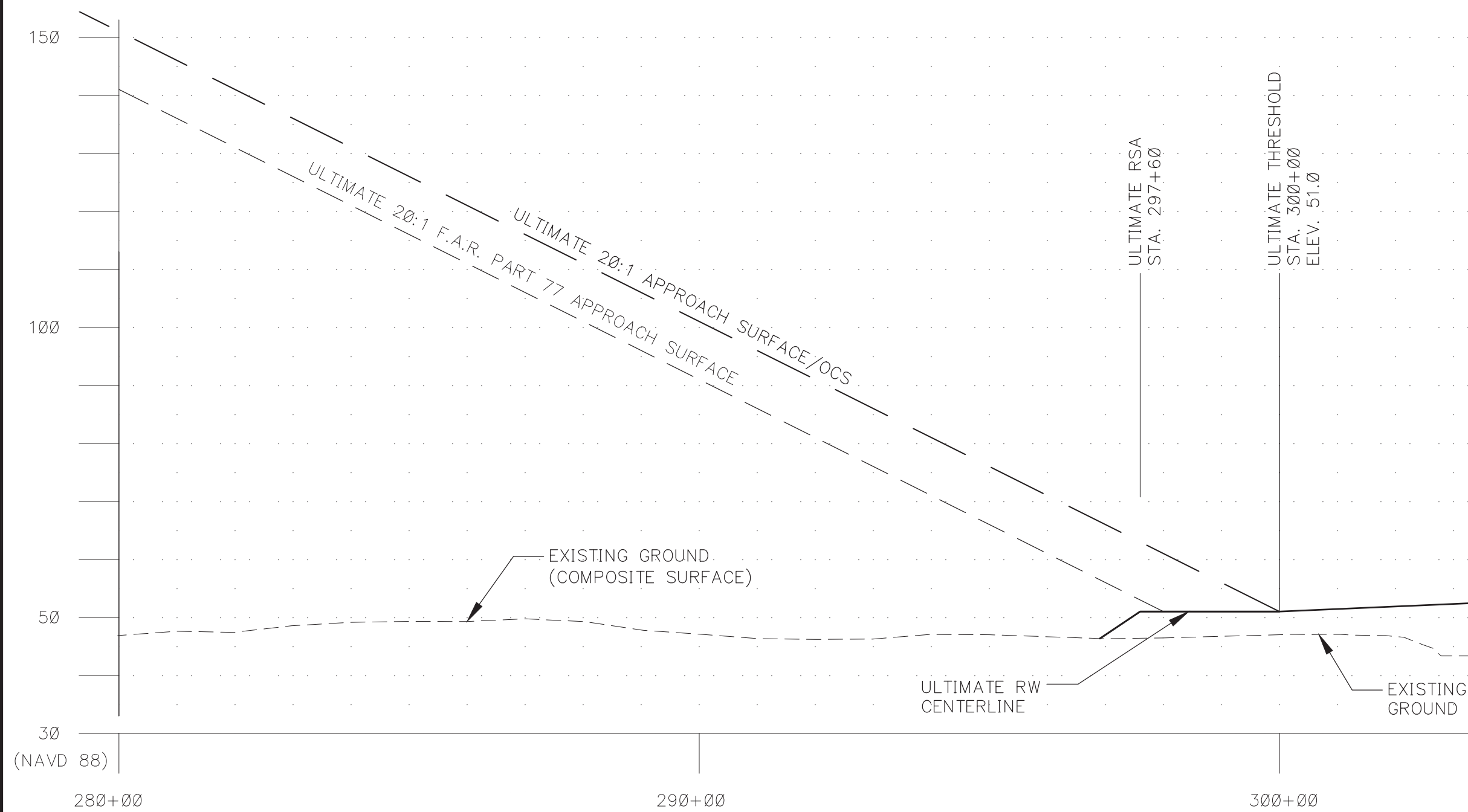
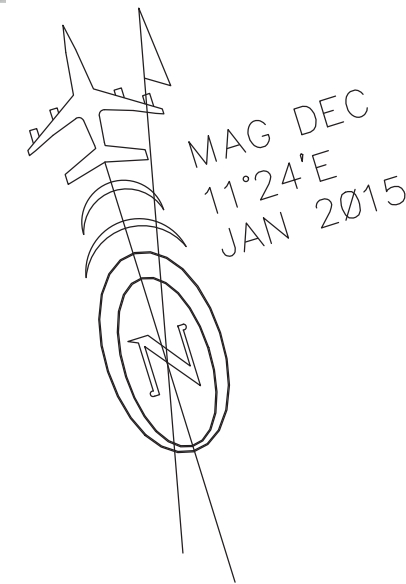
SHEET
 11 OF 16



RUNWAY 9 PLAN



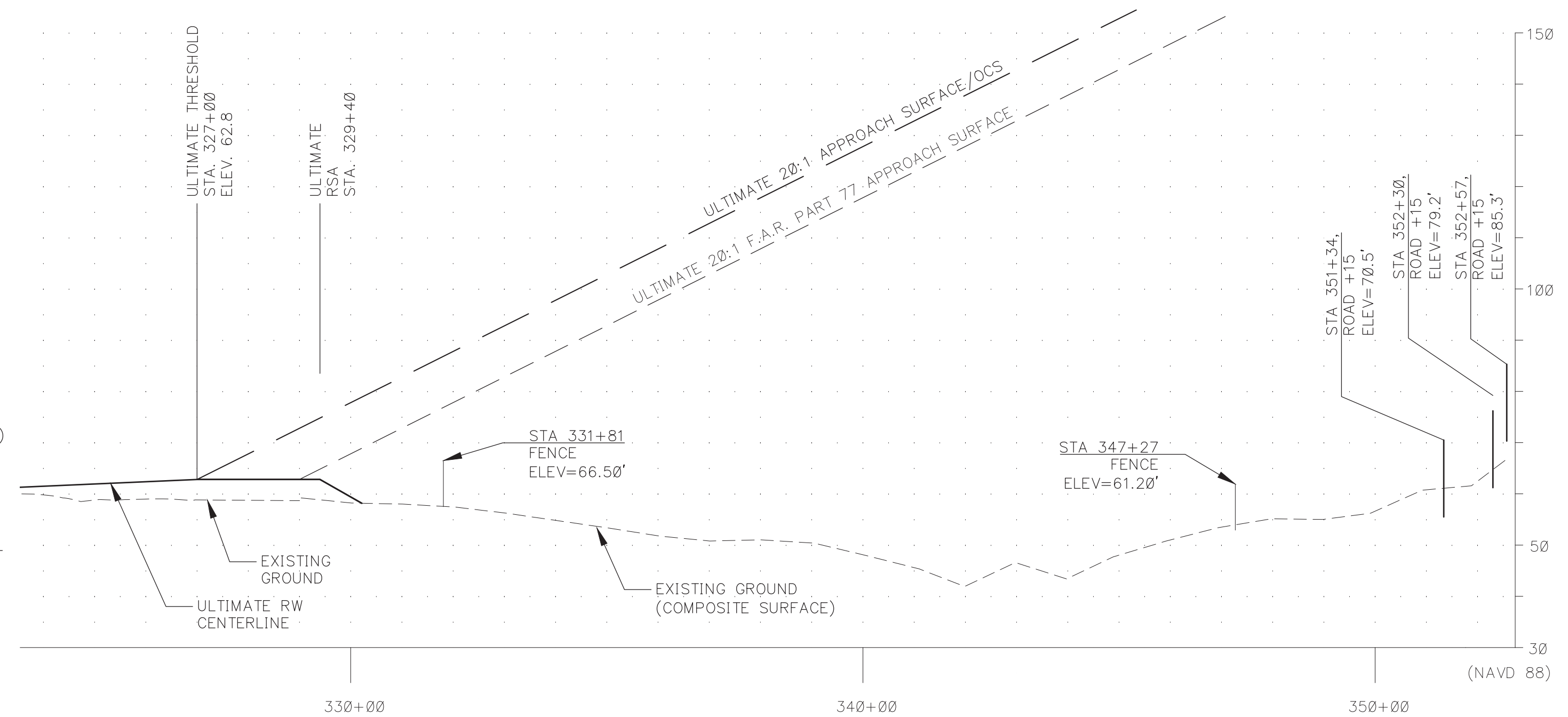
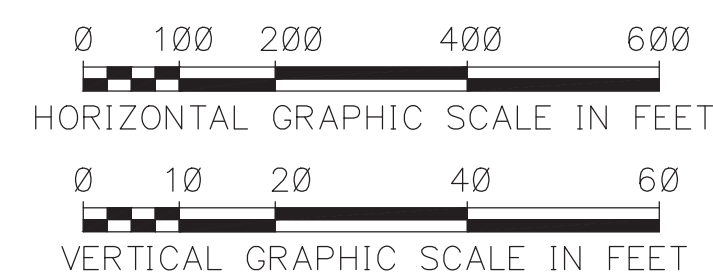
RUNWAY 27 PLAN



RUNWAY 9 PROFILE

NOTES:

1. NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS FOR RUNWAY 9 OR 27.
2. THE HIGHEST RUNWAY THRESHOLD SITING CRITERIA IS FOR VISUAL APPROACH WITH AN OBSTRUCTION CLEARANCE SLOPE (OCS) OF 20:1. REFERENCE AC 150/5300-13A, TABLE 3-2, ROW 2.
3. OBSTACLE CLEARANCE ADJUSTMENTS FOR MOBILE OBJECTS PER FAA ORDER 8260.3, UNITED STATES STANDARDS FOR TERMINAL INSTRUMENT PROCEDURES (TERPS). INTERSTATE ROADWAY +17 FEET; OTHER HIGHWAYS +15 FEET; AND RAILROAD +23 FEET. COMPUTED CLEARANCE OR AMOUNT PENETRATED INCLUDES THIS ADJUSTMENT.



RUNWAY 27 PROFILE

DESIGN MJM
DRAWN RFH
CHECKED CML

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

APPROVED: *Albert Beck* DATE 4/27/2022
ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

BY	DATE	NO.	REVISIONS	FAA

BY	DATE	NO.	REVISIONS	FAA
MBI	3/22		AS-BUILTS	
MBI	9/19		AS-BUILTS	

NOME AIRPORT
NOME, ALASKA

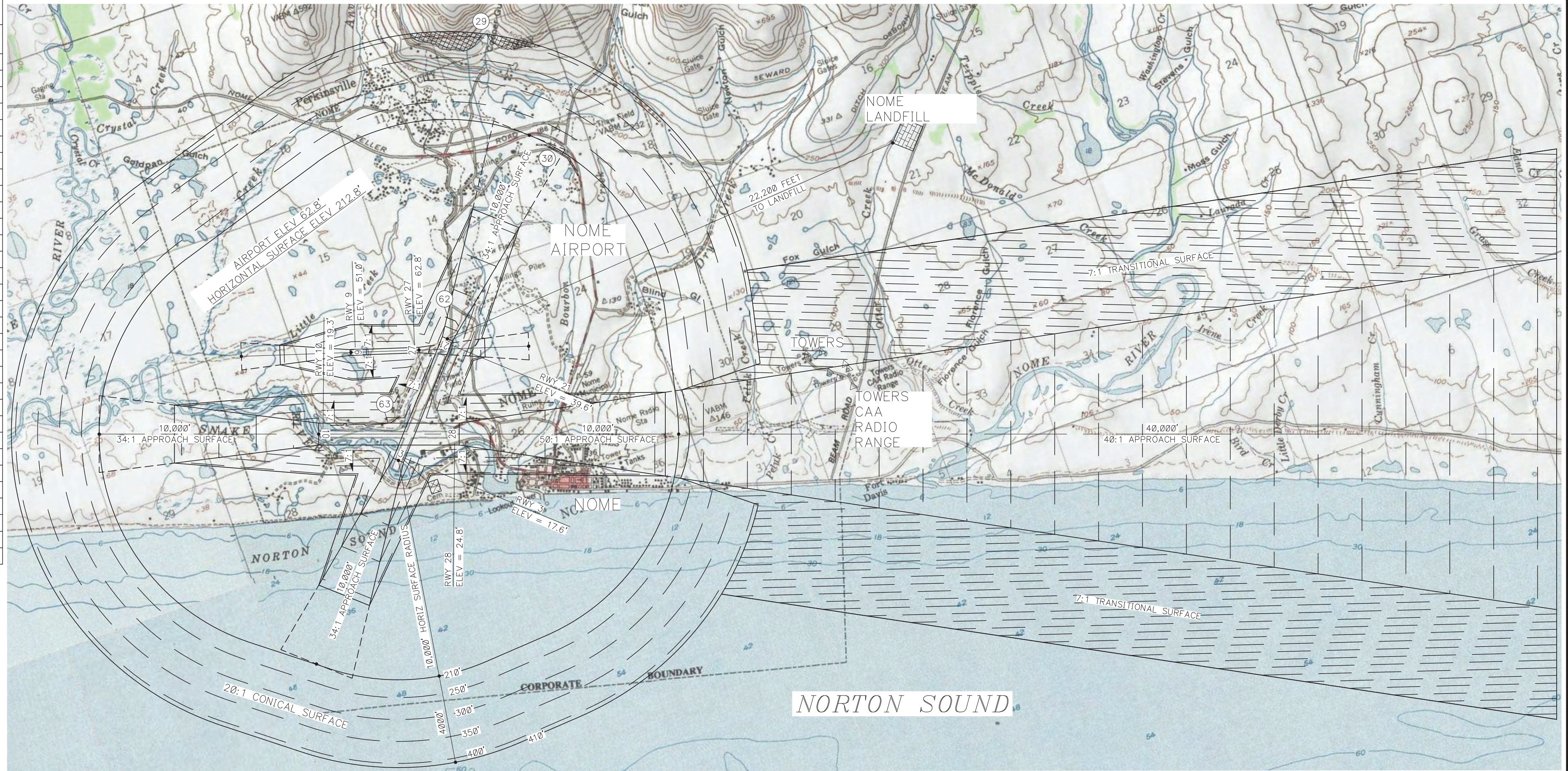
INNER PORTION OF APPROACH SURFACE
RUNWAY 9 & RUNWAY 27

SHEET
12 OF 16

F.A.R. PART 77 SURFACE OBSTRUCTION DATA

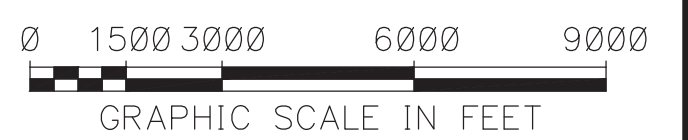
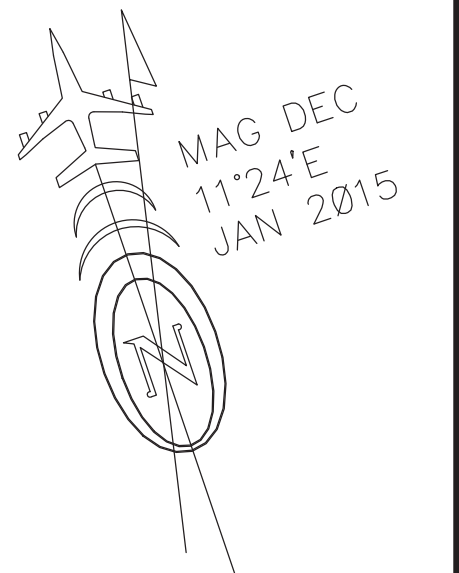
NO.	DESCRIPTION	STATION/OFFSET RUNWAY 10-28	ELEV. FT (NAVD 88)	SURFACE PENETRATED	SURFACE ELEV.	AMOUNT PENETRATED	DISPOSITION
29	GROUND	54+02 / 18,295' LT	535.8'	CONICAL	411.7'	124.1'	REMAIN
30	UTILITY POLES	117+55 / 12,586' LT	236.8'	HORIZONTAL	212.8'	24.0'	REMAIN
31	MAINTENANCE ROAD + 15'	05+60 / 635' RT	50.7'	TRANSITIONAL	38.7'	12.0'	REMAIN
32	TREE	04+99 / 361' RT	24.1'	PRIMARY	19.5'	55.2'	REMOVE
33	ROAD + 15	38+40 / 631' LT	63.2'	TRANSITIONAL	36.2'	27.0'	REMAIN
34	TREE	40+14 / 595' LT	38.4'	TRANSITIONAL	31.8'	6.6'	REMOVE
35	TREE	39+90 / 783' LT	50.7'	TRANSITIONAL	47.1'	3.6'	REMOVE
36	TREE	42+05 / 522' LT	24.8'	TRANSITIONAL	21.9'	2.9'	REMOVE
37	ANTENNA	56+97 / 749' RT	57.2'	TRANSITIONAL	54.7'	2.5'	REMAIN
38	ANTENNA	57+18 / 749' RT	57.0'	TRANSITIONAL	54.8'	2.2'	REMAIN
39	ANTENNA	58+02 / 947' RT	89.6'	TRANSITIONAL	83.4'	6.2'	REMAIN
40	ANTENNA	59+00 / 946' RT	99.8'	TRANSITIONAL	83.7'	16.1'	REMAIN
41	POLE	59+04 / 838' LT	73.3'	TRANSITIONAL	68.6'	4.7'	REMAIN
42	ANTENNA	61+02 / 821' LT	74.2'	TRANSITIONAL	66.9'	7.3'	REMAIN
43	ANTENNA	63+46 / 821' LT	71.6'	TRANSITIONAL	68.3'	3.3'	REMAIN
44	DOVE	63+97 / 599' RT	50.5'	TRANSITIONAL	37.4'	13.1'	REMAIN
45	ROAD + 15'	68+01 / 537' RT	33.7'	TRANSITIONAL	30.2'	3.5'	REMAIN
46	POLE	74+69 / 666' RT	58.5'	TRANSITIONAL	47.7'	10.8'	REMAIN
47	POLE	77+05 / 637' RT	46.7'	TRANSITIONAL	43.3'	3.4'	REMAIN
48	POLE	102+51 / 1020' LT	98.4'	TRANSITIONAL	94.3'	4.1'	REMAIN
49	ANTENNA	47+57 / 1474' RT	95.9'	TRANSITIONAL	93.0'	2.9'	REMAIN
52	TREE	58+05 / 2361' LT	53.1'	TRANSITIONAL	48.7'	4.4'	REMOVE
54	ANTENNA	61+91 / 3217' LT	60.7'	TRANSITIONAL	55.4'	5.3'	REMAIN
55	ROAD + 15	61+79 / 3345' LT	58.1'	TRANSITIONAL	46.8'	11.3'	REMAIN
56	TREE	55+77 / 3480' LT	53.4'	TRANSITIONAL	49.7'	3.7'	REMOVE
57	TREE	56+53 / 3592' LT	58.9'	TRANSITIONAL	45.5'	13.4'	REMOVE
59	ROAD +10'	56+41 / 129' RT*	48.3'	PRIMARY	39.7'	8.6'	RELOCATE
61	ROAD + 15'	59+59 / 304' RT*	57.4'	TRANSITIONAL	46.8'	10.6'	RELOCATE
62	FENCE	72+64 / 377' LT	71.4'	APPROACH	61.2'	10.2	REMAIN
63	FENCE	35+68 / 499'L	55.2'	PRIMARY	14.2'	41	REMAIN

*INDICATES A STATION/OFFSET REFERENCE FROM RUNWAY 3-21



NOTES:

- DESIGNATED AIRPORT ELEVATION IS 62.8 FT. NAVD 88.
- ALL ELEVATIONS AND CONTOURS ARE IN FEET. F.A.R. PART 77 CONTOUR ELEVATIONS BASED ON NAVD 88.
- BASE MAP DATA FROM USGS QUADRANGLE NOME (C-1), ALASKA.
- PRIMARY SURFACE WIDTHS OF RUNWAYS 3-21, 9-27, AND 10-28 ARE 500', 250', AND 1000', RESPECTIVELY.
- OBSTRUCTION NUMBERS 31-61 TABULATED ON THIS SHEET ARE CLOSE-IN OBSTRUCTIONS. THESE OBSTRUCTIONS ARE NOT SHOWN GRAPHICALLY.
- OBSTRUCTION NUMBERS 1-11 AND 13-28 ARE OBSTRUCTIONS TO THE F.A.R. PART 77 APPROACH SURFACES. SEE THE INNER PORTION OF THE APPROACH SHEETS 7-11 (NOTE: OBSTRUCTION #12 NOT USED).



DESIGN MJM
DRAWN RFH
CHECKED CML

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

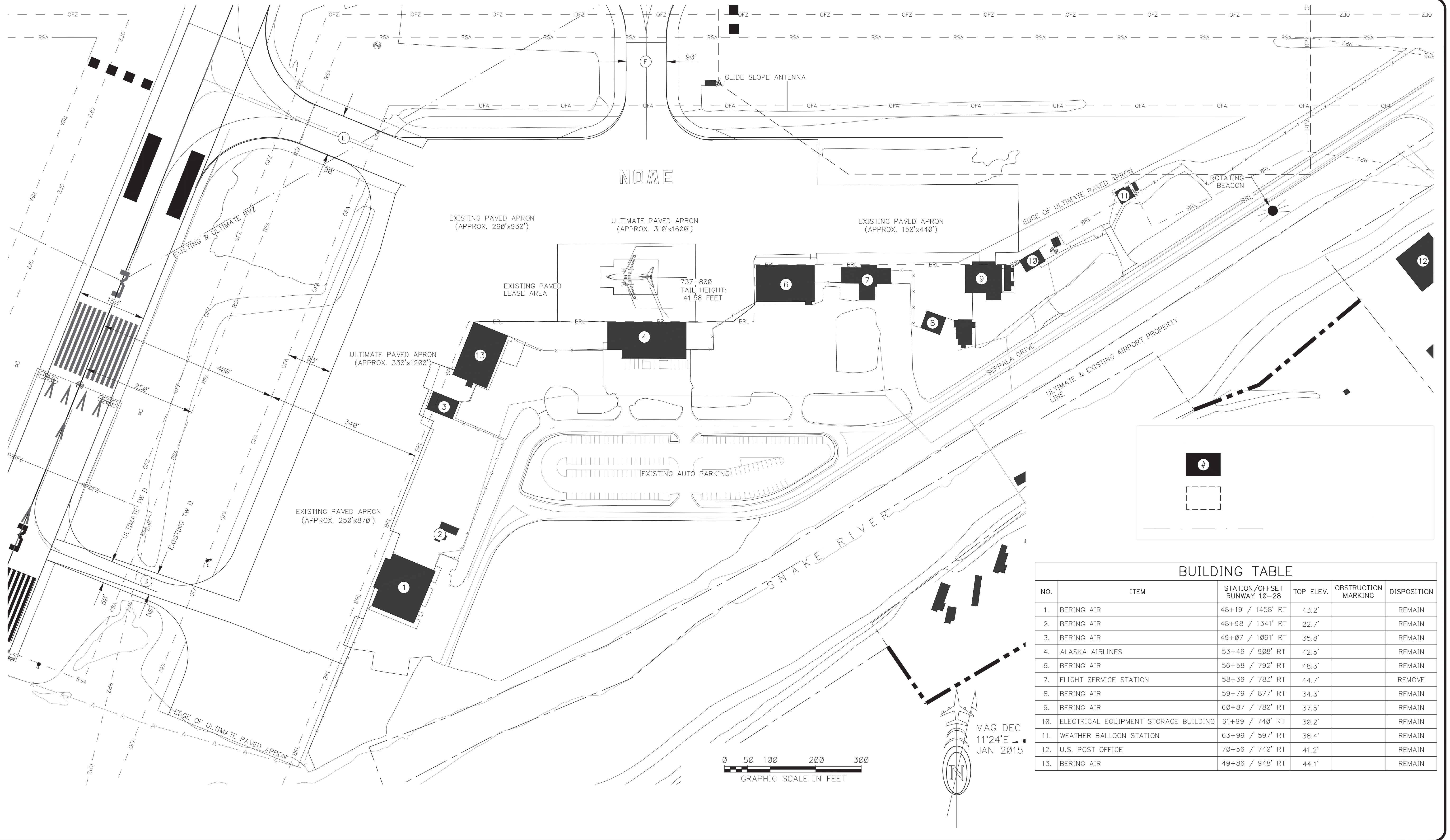
APPROVED: *Albert Beck* DATE 4/27/2022
ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

BY	DATE	NO.	REVISIONS	FAA

BY	DATE	NO.	REVISIONS	FAA

NOME AIRPORT
NOME, ALASKA
AIRSPACE PLAN
ULTIMATE

SHEET
13 OF
16



BUILDING TABLE					
NO.	ITEM	STATION/OFFSET RUNWAY 10-28	TOP ELEV.	OBSTRUCTION MARKING	DISPOSITION
1.	BERING AIR	48+19 / 1458' RT	43.2'		REMAIN
2.	BERING AIR	48+98 / 1341' RT	22.7'		REMAIN
3.	BERING AIR	49+07 / 1061' RT	35.8'		REMAIN
4.	ALASKA AIRLINES	53+46 / 908' RT	42.5'		REMAIN
6.	BERING AIR	56+58 / 792' RT	48.3'		REMAIN
7.	FLIGHT SERVICE STATION	58+36 / 783' RT	44.7'		REMOVE
8.	BERING AIR	59+79 / 877' RT	34.3'		REMAIN
9.	BERING AIR	60+87 / 780' RT	37.5'		REMAIN
10.	ELECTRICAL EQUIPMENT STORAGE BUILDING	61+99 / 740' RT	30.2'		REMAIN
11.	WEATHER BALLOON STATION	63+99 / 597' RT	38.4'		REMAIN
12.	U.S. POST OFFICE	70+56 / 740' RT	41.2'		REMAIN
13.	BERING AIR	49+86 / 948' RT	44.1'		REMAIN

DESIGN MJM
 DRAWN RFH
 CHECKED CML

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

APPROVED: *Albert Beck* DATE 4/27/2022
 ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

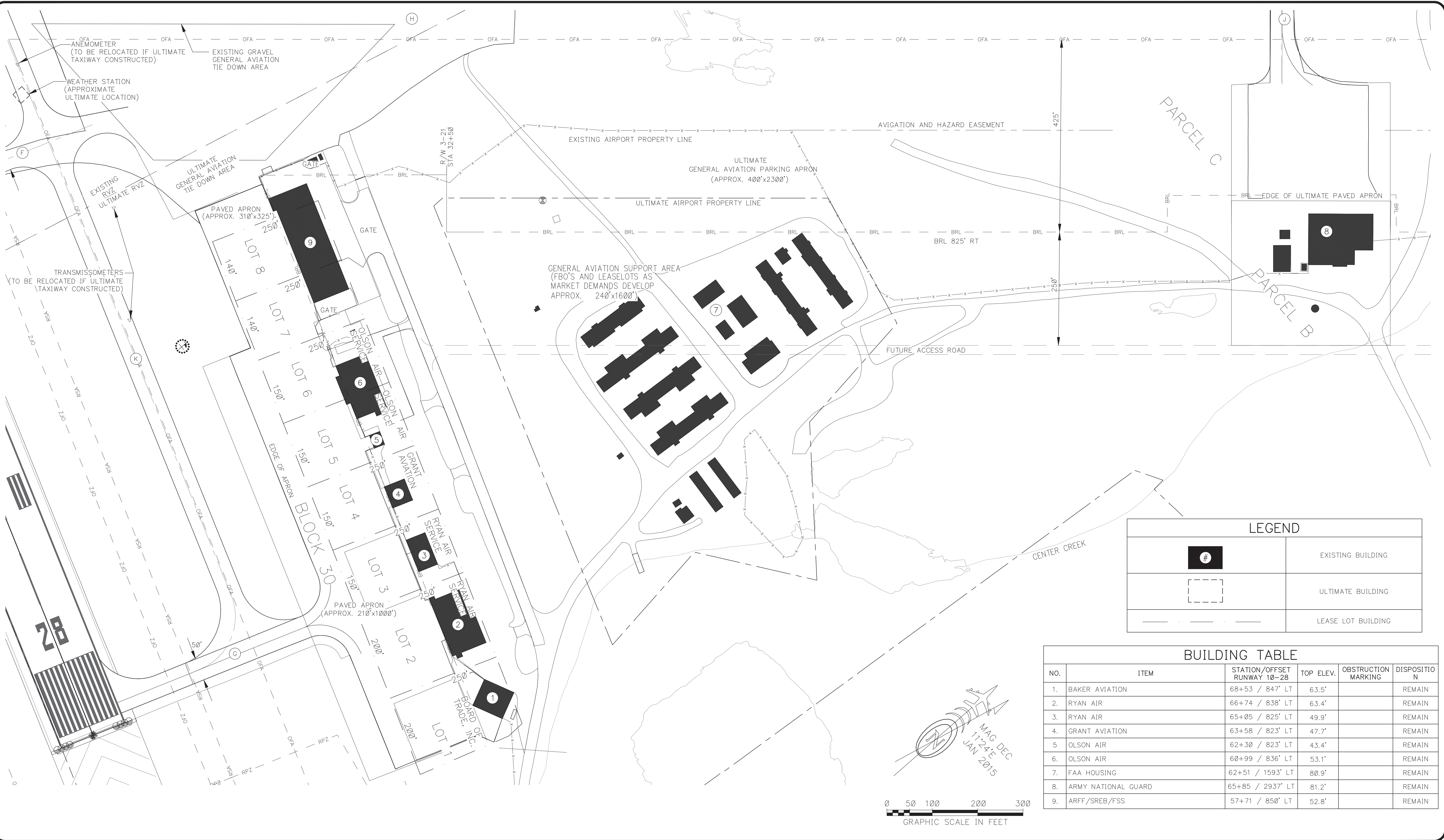
BY	DATE	NO.	REVISIONS	FAA

MBI	3/22	AS-BUILTS		
MBI	9/19	AS-BUILTS		
BY	DATE	NO.	REVISIONS	FAA

NOME AIRPORT
 NOME, ALASKA
 TERMINAL
 AREA PLAN

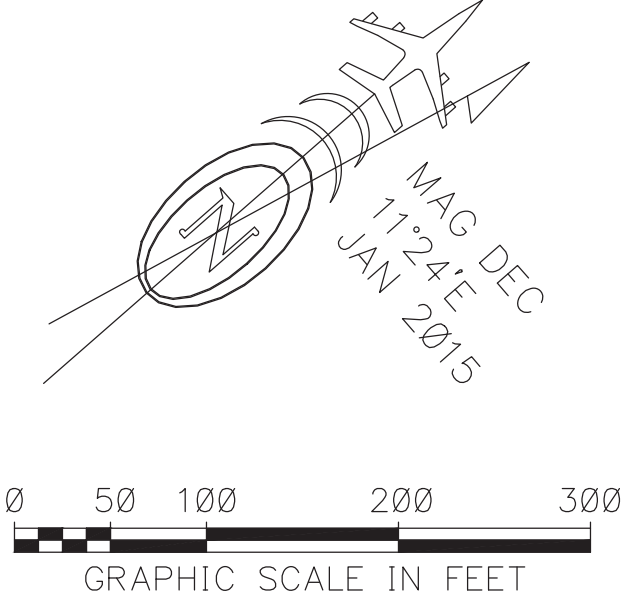
SHEET
 14 OF 16

4/21/2022 11:42 AM
 T:\AKDOT\173039 - 2018 Aeronautical Surveys and ALPs\05 CADD\Name\Production\1605.03-Area Plan-NORTHEAST HANGER & GENERAL AVIATION PLAN



LEGEND	
	EXISTING BUILDING
	ULTIMATE BUILDING
	LEASE LOT BUILDING

BUILDING TABLE					
NO.	ITEM	STATION/OFFSET RUNWAY 10-28	TOP ELEV.	OBSTRUCTION MARKING	DISPOSITION
1.	BAKER AVIATION	68+53 / 847' LT	63.5'		REMAIN
2.	RYAN AIR	66+74 / 838' LT	63.4'		REMAIN
3.	RYAN AIR	65+05 / 825' LT	49.9'		REMAIN
4.	GRANT AVIATION	63+58 / 823' LT	47.7'		REMAIN
5.	OLSON AIR	62+30 / 823' LT	43.4'		REMAIN
6.	OLSON AIR	60+99 / 836' LT	53.1'		REMAIN
7.	FAA HOUSING	62+51 / 1593' LT	80.9'		REMAIN
8.	ARMY NATIONAL GUARD	65+85 / 2937' LT	81.2'		REMAIN
9.	ARFF/SREB/FSS	57+71 / 850' LT	52.8'		REMAIN



DESIGN MJM
 DRAWN RFH
 CHECKED CML

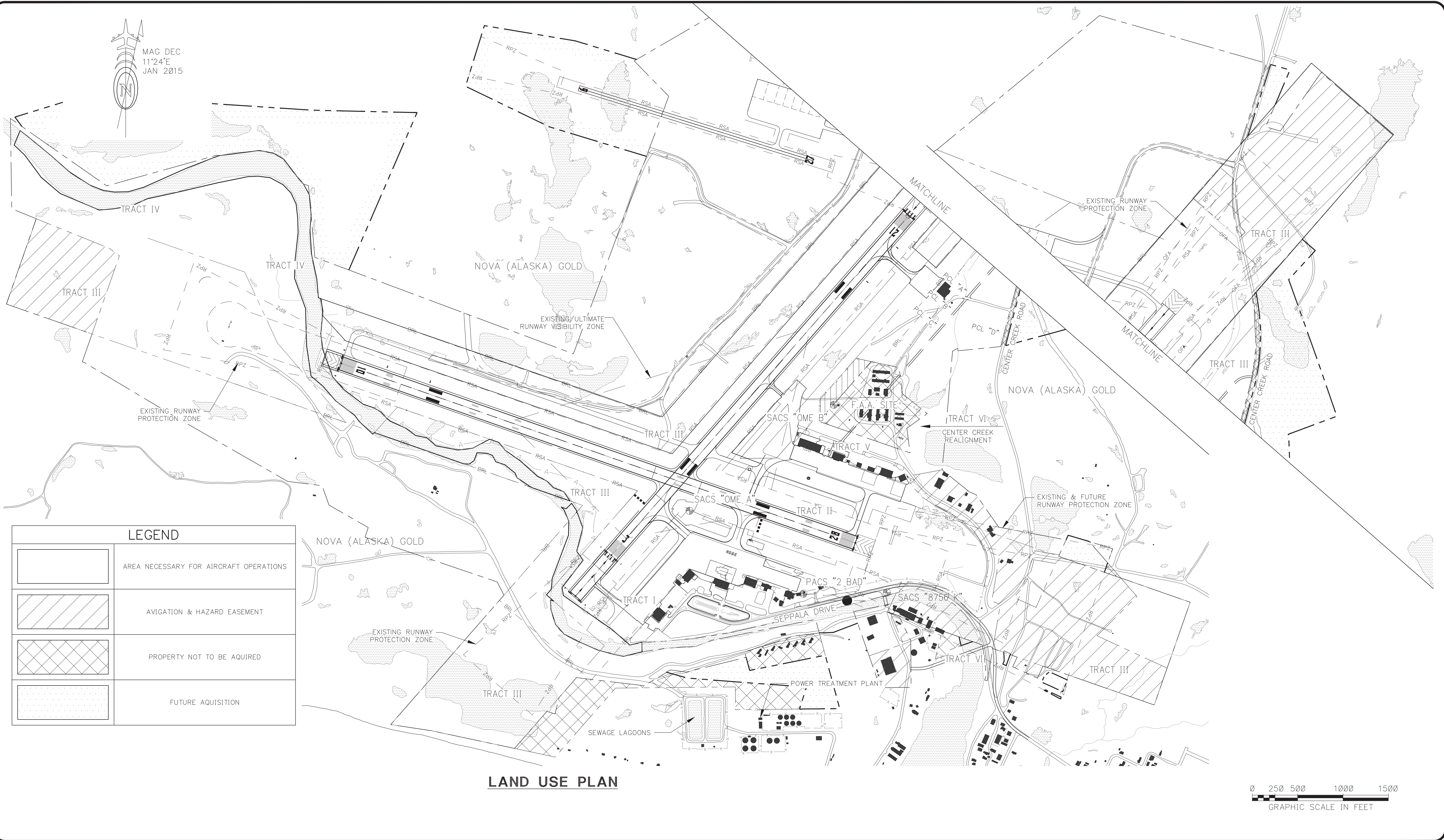
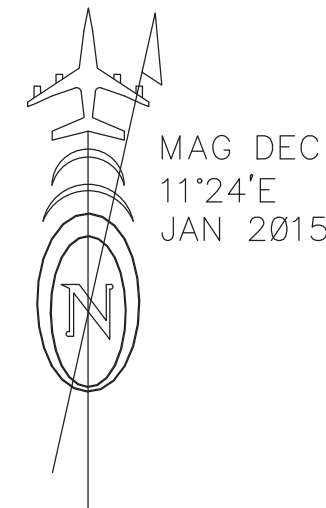
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION-AVIATION
 APPROVED: *Albert Beck* DATE 4/27/2022
 ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

BY	DATE	NO.	REVISIONS	FAA

BY	DATE	NO.	REVISIONS	FAA
MBI	3/22		AS-BUILTS	
MBI	9/19		AS-BUILTS	

NOME AIRPORT
 NOME, ALASKA
 NORTHEAST HANGER &
 GENERAL AVIATION PLAN

SHEET
 15 OF 16



LEGEND	
	AREA NECESSARY FOR AIRCRAFT OPERATIONS
	AVIGATION & HAZARD EASEMENT
	PROPERTY NOT TO BE ACQUIRED
	FUTURE ACQUISITION

LAND USE PLAN



DESIGN MJM
 DRAWN RFH
 CHECKED CML

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

APPROVED: *Albert Beck* DATE 4/27/2022
 ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

BY	DATE	NO.	REVISIONS	FAA

BY	DATE	NO.	REVISIONS	FAA
MBI	3/22		AS-BUILTS	
MBI	9/19		AS-BUILTS	

NOME AIRPORT
 NOME, ALASKA
 LAND USE PLAN

SHEET
 16 OF
 16