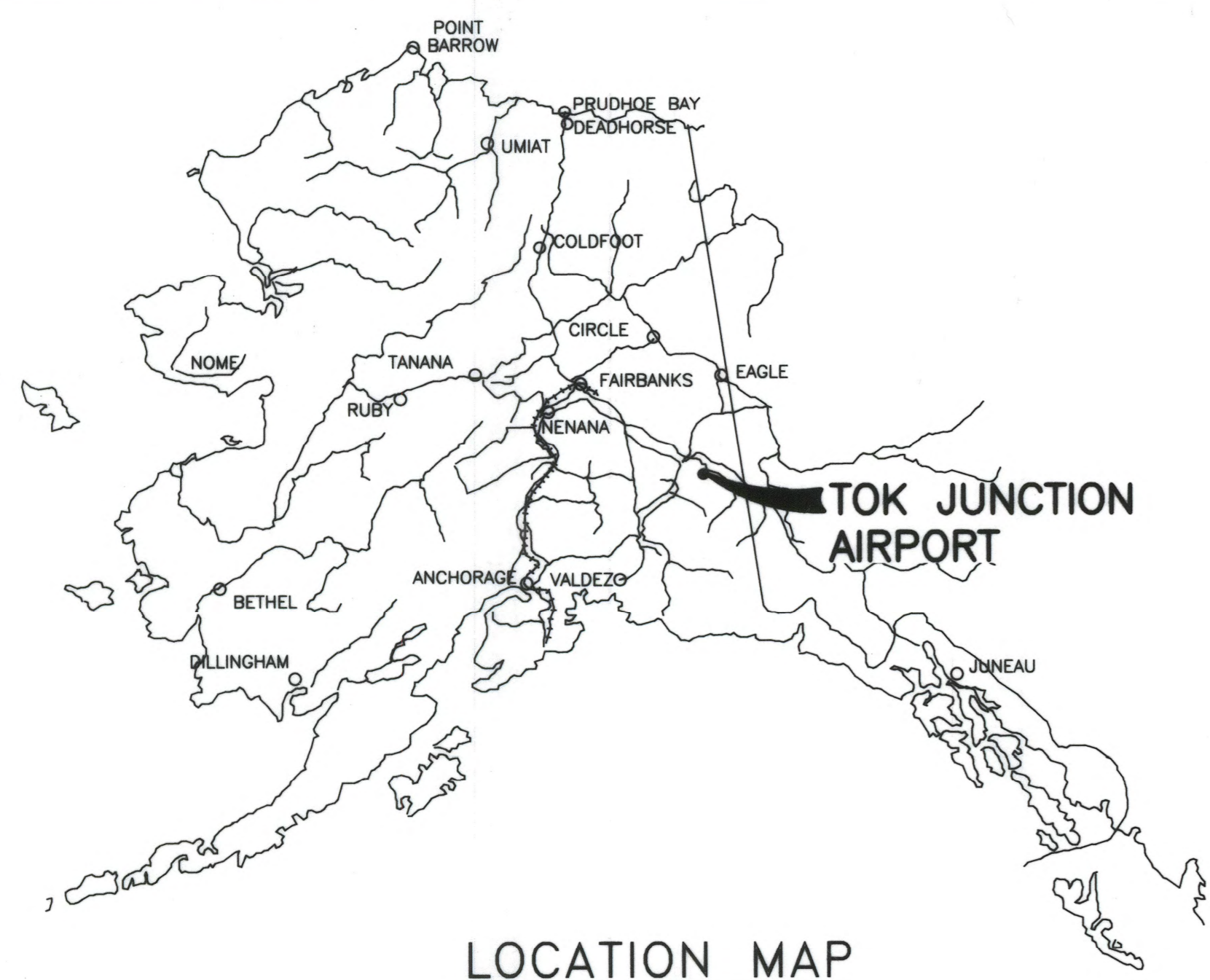
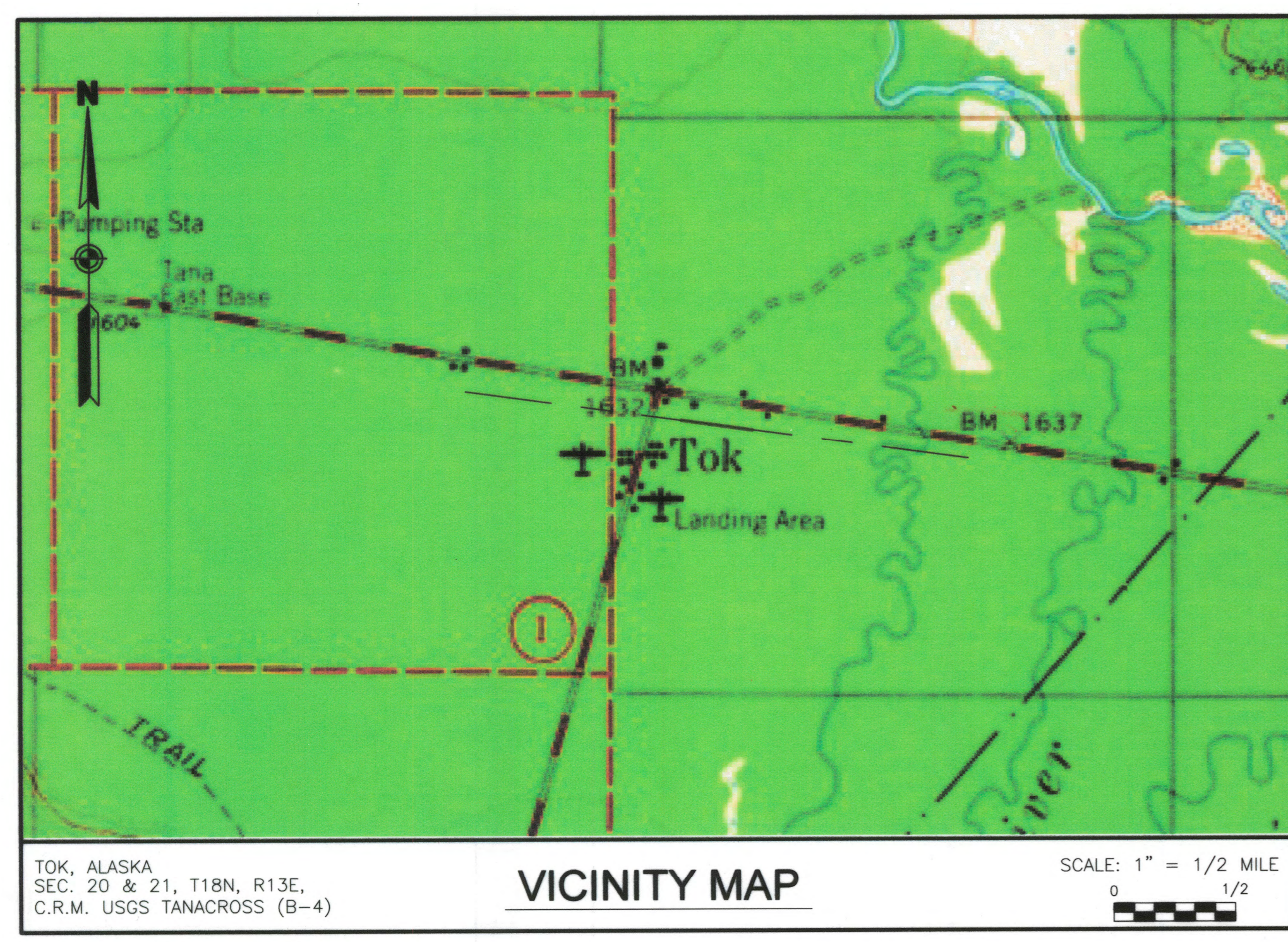


3/9/2017 9:36 AM



LOCATION MAP

TOK, ALASKA AIRPORT LAYOUT PLAN TOK JUNCTION AIRPORT



VICINITY MAP

| LEGEND | | |
|---------------------------|----------|----------|
| ITEM | EXISTING | ULTIMATE |
| ANTENNA | | |
| AIRPORT REFERENCE POINT | | |
| BUILDING | | |
| BUILDING RESTRICTION LINE | | |
| BUSH | | |
| CENTER LINE | | |
| CONTOUR | | |
| FLOOD LIGHT | | |
| FUEL TANK | | |
| FENCE | | |
| HELIPAD | | |
| LIGHTING | | |
| PROPERTY LINE | | |
| ROADWAY (GRAVEL) | | |
| ROTATING BEACON | | |
| RUNWAY | | |
| RUNWAY OBJECT FREE AREA | | |
| RUNWAY TSS/TERPS SURFACE | | |
| RUNWAY OBSTACLE FREE ZONE | | |
| RUNWAY SAFETY AREA | | |
| RUNWAY SHOULDER | | |
| RUNWAY PROTECTION ZONE | | |
| SATELLITE DISH | | |
| SEGMENTED CIRCLE | | |
| SURVEY MONUMENT | | |
| TAXIWAY (GRAVEL) | | |
| TIEDOWN | | |
| TREE | | |
| WIND CONE | | |

| SHEET INDEX | |
|-------------|---|
| SHEET NO. | DESCRIPTION |
| 1 | COVER |
| 2 | AIRPORT DATA |
| 3 | EXISTING AIRPORT LAYOUT PLAN |
| 4 | ULTIMATE AIRPORT LAYOUT PLAN |
| 5 | TERMINAL PLAN |
| 6 | EXISTING INNER PORTION OF APPROACH SURFACE - RUNWAY 7/25 |
| 7 | ULTIMATE INNER PORTION OF APPROACH SURFACE - RUNWAY 7/25 |
| 8 | ULTIMATE INNER PORTION OF APPROACH SURFACE - 7R/25L |
| 9 | ULTIMATE INNER PORTION OF APPROACH SURFACE - RUNWAY 16/34 |
| 10 | AIRPORT AIRSPACE (FAR PART 77) |
| 11 | AIRPORT AIRSPACE PROFILES (FAR PART 77) |

H:\Info_Communities\Tok\02_ALP_File\2017-03-09_TOK-ALP_Sheets\14022006k8_ALP01-ALP01

DESIGN MMM
DRAWN RWW
CHECKED JGL

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

APPROVED: Albert M.L. Beck DATE 3/10/17
ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

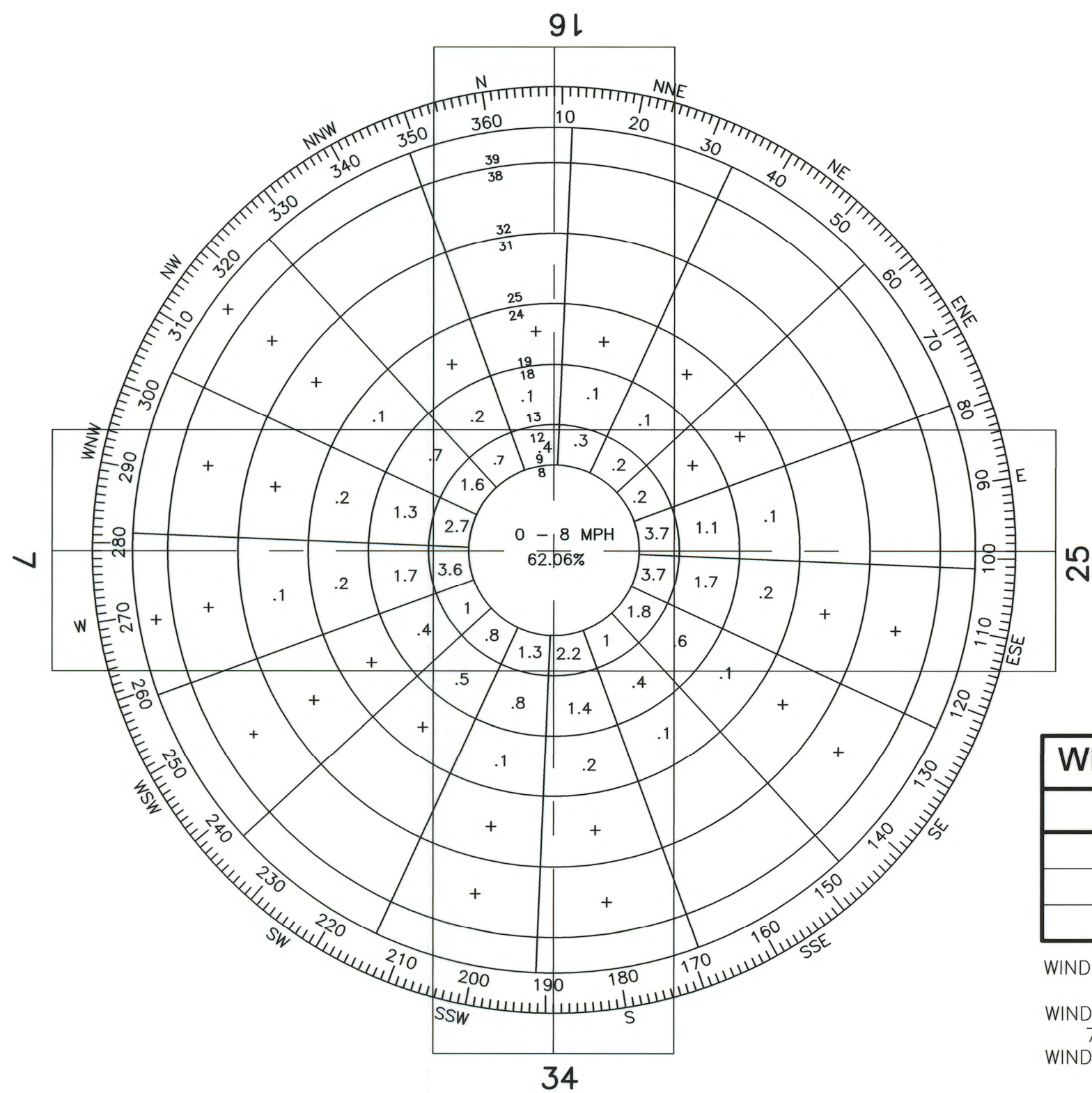
AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL ^{STILL} SUBJECT TO
ALP APPROVAL LETTER DATED 11/29/01
FAA AIRSPACE REVIEW NUMBER: N/A

AS-BUILT
Rmedda DATE 4-20-17
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-

| | | |
|-----|---------|-----------|
| JGL | 2/23/17 | AS-BUILT |
| BY | DATE | REVISIONS |

TOK AIRPORT
TOK, ALASKA
COVER

SHEET
1 OF
11



| WIND DATA (ALL WEATHER) | |
|-------------------------|---------------|
| RUNWAY | 10.5 kt (B-I) |
| 7-25 | 93.5% |
| 16-34 | 91.3% |
| COMBINED | 99.6% |

WIND DATA SOURCE: ENRI, UNIVERSITY OF ALASKA
 WIND DATA FOR PREDOMINANT USE PERIOD:
 7 AM - 7 PM, APRIL - SEPTEMBER
 WIND DATA PERIOD: 5/16/89 - 6/19/91

| AIRPORT DATA | | |
|--|---|----------|
| ITEM | EXISTING | ULTIMATE |
| ICAO IDENTIFIER | PFTO | SAME |
| NATIONAL AIRPORT IDENTIFIER | 6K8 | SAME |
| FAA SITE NUMBER | 50764.72*A | SAME |
| AIRPORT REFERENCE CODE (ARC) | B-1 | SAME |
| NPIAS SERVICE LEVEL (P, CS, R, GA) | GA | SAME |
| AASP CLASSIFICATION | COMMUNITY ON-ROAD | SAME |
| AIRPORT ELEVATION (NAVD88) | 1642.75' | SAME |
| MEAN MAX TEMPERATURE, HOTTEST MONTH | 74°F / JULY | SAME |
| OBSTRUCTION SURVEY SOURCE & TYPE | AOC (SEE NOTES) | SAME |
| MAGNETIC DECLINATION, YEAR, RATE OF CHANGE | 19°45'36"E, 2015, 23.4'W / YEAR | |
| AIRPORT AND TERMINAL NAVIGATION AIDS | LIGHTED WIND CONE, SEGMENTED CIRCLE, BEACON | SAME |

| RUNWAY DATA | | | | | | |
|--|-----------------------------------|---------------|--------------|------------------------------------|---------------------------|-------------------------------------|
| ITEM | RUNWAY 7-25 | | RUNWAY 16-34 | | RUNWAY 7R-25L (SKI STRIP) | |
| | EXISTING | ULTIMATE | EXISTING | ULTIMATE | EXISTING | ULTIMATE |
| FAR PART 77 APPROACH CATEGORY | UTILITY | SAME | NONE | UTILITY | NONE | UTILITY |
| FAR PART 77 APPROACH TYPE (V, C, NPA, PA) | NPA / V | NPA / NPA | NONE | NPA / NPA | NONE | V / V |
| AERONAUTICAL SURVEY TYPE | VERTICALLY GUIDED | SAME | NONE | VERTICALLY GUIDED | NONE | NONE |
| RUNWAY DESIGN CODE | B-1 | SAME | NONE | B-1 | NONE | B-1 (SMALL) |
| DESIGN AIRCRAFT | UNKNOWN | C-207 | NONE | UNKNOWN | NONE | UNKNOWN |
| FAR PART 77 APPROACH SLOPE | 20:1 / 20:1 | SAME | NONE | 20:1 / 20:1 | NONE | 20:1 / 20:1 |
| THRESHOLD SITING SURFACE SLOPE | 20:1 / 20:1 | SAME | NONE | 20:1 / 20:1 | NONE | 20:1 / 20:1 |
| VISIBILITY MINIMUM | ≥1 SM / VISUAL | ≥1 SM / ≥1 SM | NONE | ≥1 SM / ≥1 SM | NONE | VISUAL |
| RUNWAY SURFACE | ASPHALT | SAME | NONE | GRAVEL | NONE | GRAVEL |
| PAVEMENT STRENGTH (SW, DW, DTW x1000lbs) | 16, N/A, N/A | SAME | NONE | N/A | NONE | N/A |
| TRUE MEAN BEARING | S 80°51'24.4" E | SAME | NONE | S 09°08'35.6" W | NONE | S 80°51'24.4" E |
| MAXIMUM ELEVATION ABOVE MSL | 1642.75' | SAME | NONE | 1640.19' | NONE | 1641.25' |
| EFFECTIVE GRADE | 0.01% | 0.04% | NONE | 0.28% | NONE | 0.24% |
| RUNWAY TOUCHDOWN ZONE ELEVATIONS (NAVD 88) | RW 7: 1642.75' RW 25: 1642.75' | SAME | NONE | RW 16: 1640.19' RW 34: 1640.19' | NONE | RW 7R: 1640.24' RW 25L: 1641.25' |
| RUNWAY DIMENSIONS | 50' x 2509' | 60' x 4000' | NONE | 60' x 3200' | NONE | 60' x 1900' |
| RUNWAY SAFETY AREA (RSA) DIMENSIONS | 120' x 2989' | 120' x 4480' | NONE | 120' x 3680' | NONE | 120' x 2380' |
| RSA LENGTH BEYOND RUNWAY ENDS | 240' | SAME | NONE | 240' | NONE | 240' |
| RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS | 500' x 700' x 1000' | SAME | NONE | 500' x 700' x 1000' | NONE | 250' x 450' x 1000' |
| RUNWAY OBJECT FREE AREA (OFA) DIMENSIONS | 400' x 2989' | 400' x 4480' | NONE | 400' x 3680' | NONE | 400' x 2380' |
| ROFA LENGTH BEYOND RUNWAY ENDS | 240' | SAME | NONE | 240' | NONE | 240' |
| RUNWAY OBSTACLE FREE ZONE (OFZ) DIMENSIONS | 250' x 2909' | 250' x 4400' | NONE | 250' x 3600' | NONE | 120' x 2300' |
| PRECISION OBSTACLE FREE ZONE (POFZ) DIMENSIONS | N/A | SAME | NONE | NONE | NONE | N/A |
| RUNWAY LIGHTING TYPE | MIRL | SAME | NONE | MIRL | NONE | NONE |
| RUNWAY MARKING TYPE (P, NP, B, NONE) | B | SAME | NONE | NONE | NONE | NONE |
| RUNWAY VISUAL APPROACH AIDS | NONE | SAME | NONE | NONE | NONE | NONE |
| RUNWAY LANDING AIDS | GPS / NONE | GPS / GPS | NONE | GPS / GPS | NONE | NONE |

| TAXIWAY DATA TABLE | | | | | | | | | | | | | | | | |
|--------------------|----------|--------|-------|-------|------|------|------|--------|----------|--------|-------|-------|-----|------|------|--------|
| ITEM | EXISTING | | | | | | | | ULTIMATE | | | | | | | |
| | TDG | LENGTH | WIDTH | SHLDR | TSR | TOFA | TESM | LIGHTS | TDG | LENGTH | WIDTH | SHLDR | TSR | TOFA | TESM | LIGHTS |
| TAXIWAY A | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE | 2 | 126' | 35' | 15' | 79' | 131' | 7.5' | MITL |
| TAXIWAY B | 2 | 500' | 35' | 15' | 79' | 131' | 7.5' | MITL | 2 | 500' | 35' | 15' | 79' | 131' | 7.5' | MITL |
| TAXIWAY C | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE | 2 | 126' | 35' | 15' | 79' | 131' | 7.5' | MITL |
| TAXIWAY D | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE | 1A | 2966' | 25' | 10' | 49' | 89' | 5' | MITL |
| TAXIWAY E | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE | 2 | 250' | 35' | 15' | 79' | 131' | 7.5' | MITL |
| TAXIWAY F | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE | 2 | 290' | 35' | 15' | 79' | 131' | 7.5' | MITL |
| TAXIWAY G | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE | 2 | 3410' | 35' | 15' | 79' | 131' | 7.5' | MITL |

- NOTES**
- THIS DRAWING IS A COMPILATION OF GROUND SURVEY AND AERIAL MAPPING DATA COLLECTED DURING THE 2014 SEASON IN SUPPORT OF FAA AERONAUTICAL SURVEY #152653.
 - THE HORIZONTAL COORDINATE SYSTEM FOR THIS PROJECT IS NAD 83 (2011) (EPOCH 2010) ALASKA STATE PLANE ZONE 2 U.S. FEET. THE VERTICAL DATUM FOR THIS PROJECT IS NAVD 88 (GEOID 12A).
 - GROUND SURVEY WAS PERFORMED BY STANTEC MAY 16 THROUGH MAY 20, 2014. AERIAL MAPPING WAS PERFORMED BY KODIAK MAPPING USING IMAGERY COLLECTED JUNE 29, 2014.
 - PACS AND SACS POSITIONS SHOWN HEREIN ARE BASED NATIONAL GEODETIC SURVEY (NGS) PUBLISHED POSITIONS AS OF APRIL 3, 2015.

| MODIFICATION TO STANDARDS | | | | | |
|---------------------------|----------|----------|----------|------------|---------------|
| DESCRIPTION | STANDARD | EXISTING | ULTIMATE | AIRSPACE # | APPROVAL DATE |
| NONE | | | | | |

| NON-STANDARD CONDITIONS | | | |
|-----------------------------------|------------------|-------------------|------------------|
| ITEM | STANDARD | EXISTING | ULTIMATE |
| RW 7/25 WIDTH | 60' | 50' | 60' |
| RW 7/25 NUMBERS | INSIDE THRESHOLD | OUTSIDE THRESHOLD | INSIDE THRESHOLD |
| TAXIWAY B WIDTH | 25' | 50' | 50' |
| APRON PARKING AREAS | 200' | 250' | 250' |
| PARALLEL RW CENTERLINE SEPARATION | 700' | 103' | 103' |

| GEOGRAPHIC COORDINATES (NAD 83) & ELEVATIONS (NAVD 88) | | | | | | |
|--|-------------------|--------------------|--------------------|-------------------|--------------------|--------------------|
| ITEM | EXISTING LATITUDE | EXISTING LONGITUDE | EXISTING ELEVATION | ULTIMATE LATITUDE | ULTIMATE LONGITUDE | ULTIMATE ELEVATION |
| ARP | 63°19'46.25" N | 142°57'13.26" W | N/A | 63°19'35.82" N | 142°56'42.42" W | N/A |
| RUNWAY 7 END | 63°19'48.21" N | 142°57'40.39" W | 1642.50' | 63°19'48.21" N | 142°57'40.39" W | SAME |
| RUNWAY 25 END | 63°19'44.29" N | 142°56'46.13" W | 1642.64' | 63°19'41.95" N | 142°56'13.89" W | 1640.98' |
| RUNWAY 16 END | N/A | N/A | N/A | 63°19'39.79" N | 142°56'18.44" W | 1640.19' |
| RUNWAY 34 END | N/A | N/A | N/A | 63°19'08.69" N | 142°57'03.33" W | 1640.00' |
| RUNWAY 7R END | N/A | N/A | N/A | 63°19'44.46" N | 142°57'03.33" W | 1640.24' |
| RUNWAY 25L END | N/A | N/A | N/A | 63°19'41.49" N | 142°56'22.25" W | 1640.69' |

| PACS & SACS | | | | | | | |
|-------------|----------------|-----------------|------------------|------------|------------|-----------|-------------|
| DESIGNATION | LATITUDE | LONGITUDE | ELLIPSOID HEIGHT | NORTHING | EASTING | ELEVATION | DESCRIPTION |
| 6K8 A | 63°19'43.93" N | 142°57'13.22" W | 1678.56' | 3410023.09 | 1483675.88 | 1640.56' | PACS |
| 6K8 B | 63°19'41.50" N | 142°56'41.42" W | 1679.67' | 3409754.57 | 1485123.81 | 1641.69' | SACS |
| 6K8 C | 63°19'46.48" N | 142°57'48.55" W | 1680.33' | 3410306.61 | 1482066.94 | 1642.29' | SACS |

U:\204700259\Tok_Airport\Drawings\C_Sheets\14022006K8_ALP02-ALP02

DESIGN MMM
 DRAWN RWW
 CHECKED JGL

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

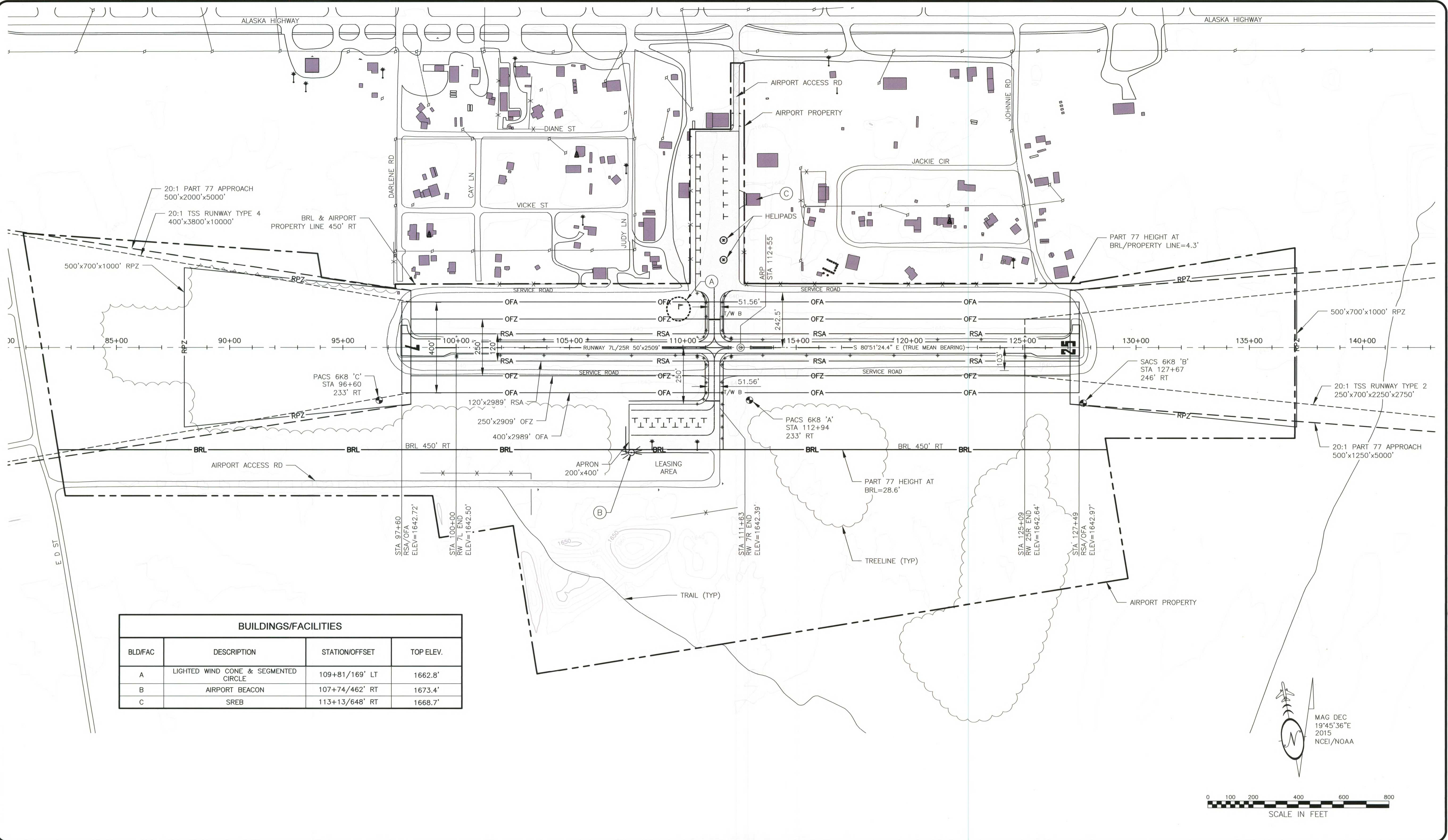
APPROVED: Albert M.L. Beck DATE 3/10/17
 ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

| | | | |
|-----|---------|-----------|-----|
| JGL | 2/23/17 | AS-BUILT | |
| BY | DATE | REVISIONS | FAA |

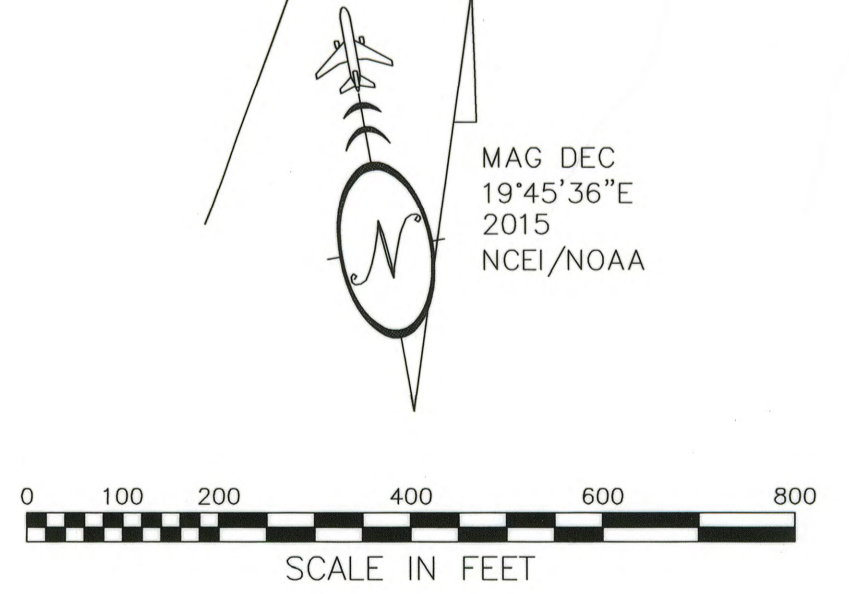
| | | | |
|----|------|-----------|-----|
| BY | DATE | REVISIONS | FAA |
|----|------|-----------|-----|

TOK JUNCTION AIRPORT
 TOK, ALASKA
 AIRPORT DATA

SHEET
 2 OF
 11



| BUILDINGS/FACILITIES | | | |
|----------------------|--------------------------------------|----------------|-----------|
| BLD/FAC | DESCRIPTION | STATION/OFFSET | TOP ELEV. |
| A | LIGHTED WIND CONE & SEGMENTED CIRCLE | 109+81/169' LT | 1662.8' |
| B | AIRPORT BEACON | 107+74/462' RT | 1673.4' |
| C | SREB | 113+13/648' RT | 1668.7' |



U:\204700259\Tok Airport\Drawings\C\Drawings\14022006K8_ALP03-ALP03

DESIGN MMM
 DRAWN RWW
 CHECKED JGL

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

APPROVED: Albert M.L. Beck DATE 3/10/17
 ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

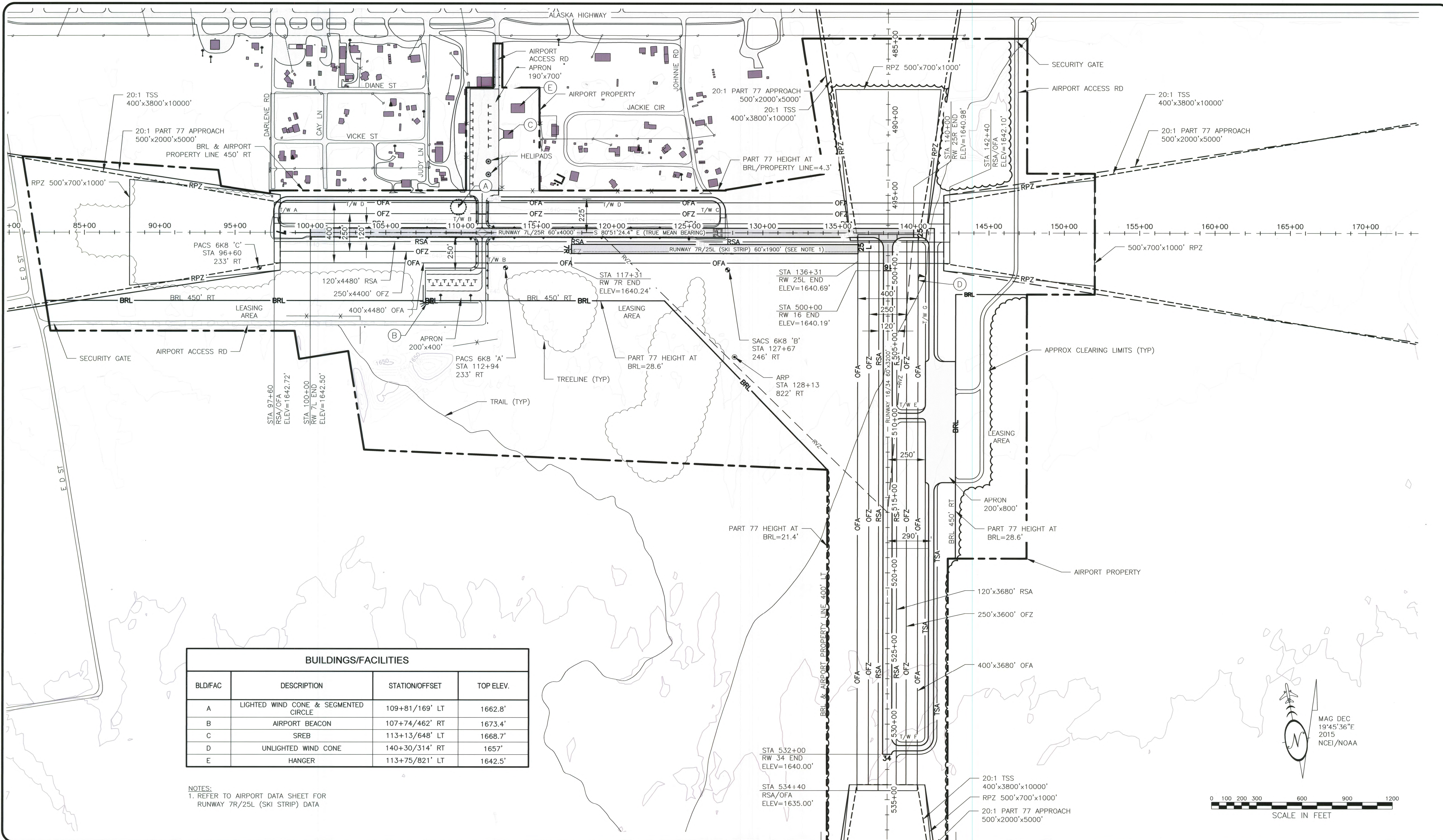
| | | | |
|-----|---------|-----------|-----|
| JGL | 2/23/17 | AS-BUILT | |
| BY | DATE | REVISIONS | FAA |

| | | | |
|----|------|-----------|-----|
| BY | DATE | REVISIONS | FAA |
|----|------|-----------|-----|

TOK JUNCTION AIRPORT
 TOK, ALASKA
 EXISTING
 AIRPORT LAYOUT PLAN

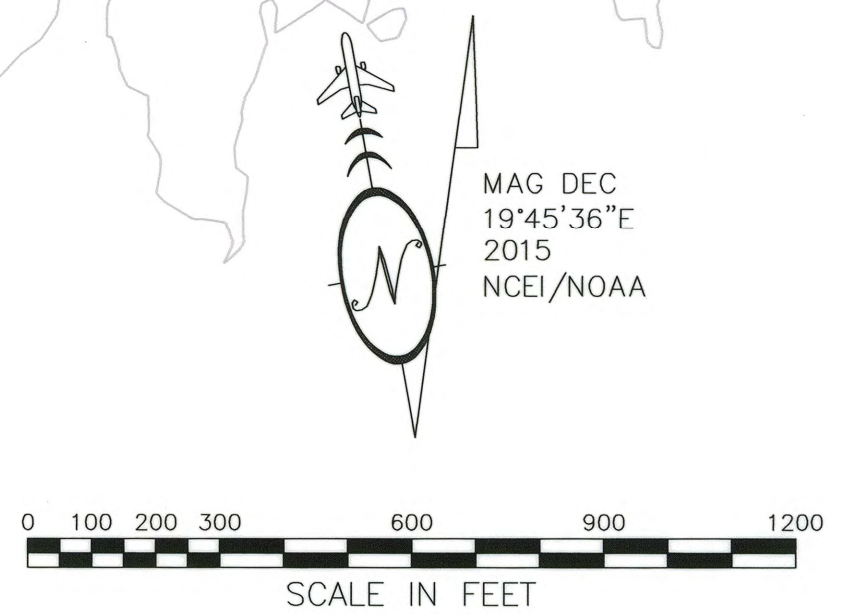
SHEET
 3 OF
 11

U:\204700259\Tok Airport\Drawings\C\Sheets\14022006K8_ALP04-ALP04



| BUILDINGS/FACILITIES | | | |
|----------------------|--------------------------------------|----------------|-----------|
| BLD/FAC | DESCRIPTION | STATION/OFFSET | TOP ELEV. |
| A | LIGHTED WIND CONE & SEGMENTED CIRCLE | 109+81/169' LT | 1662.8' |
| B | AIRPORT BEACON | 107+74/462' RT | 1673.4' |
| C | SREB | 113+13/648' LT | 1668.7' |
| D | UNLIGHTED WIND CONE | 140+30/314' RT | 1657' |
| E | HANGER | 113+75/821' LT | 1642.5' |

NOTES:
1. REFER TO AIRPORT DATA SHEET FOR RUNWAY 7R/25L (SKI STRIP) DATA



DESIGN MMM
DRAWN RWW
CHECKED JGL

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

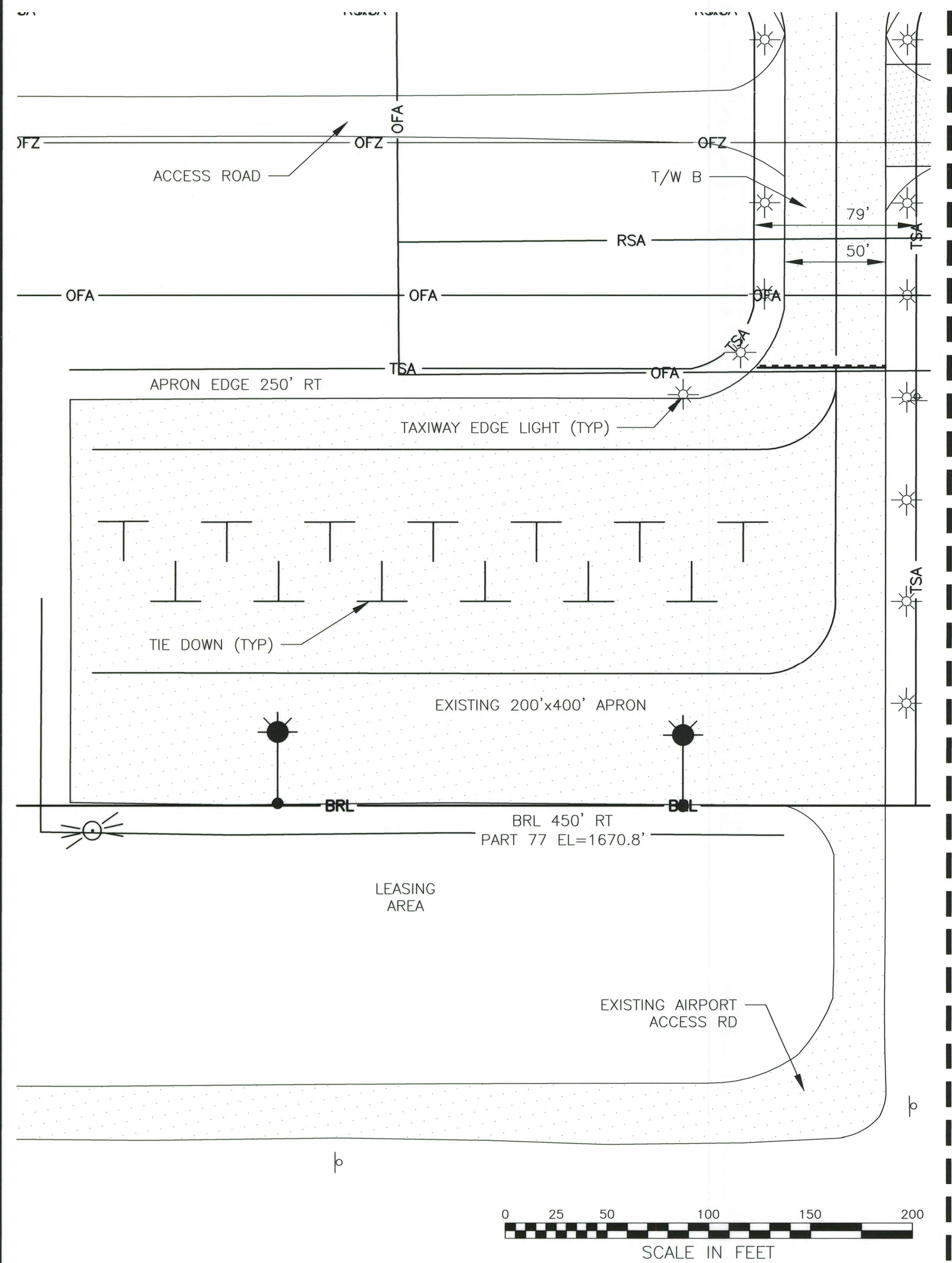
APPROVED: Albert M.L. Beck DATE 3/10/17
ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

| | | | |
|-----|---------|-----------|-----|
| JGL | 2/23/17 | AS-BUILT | |
| BY | DATE | REVISIONS | FAA |

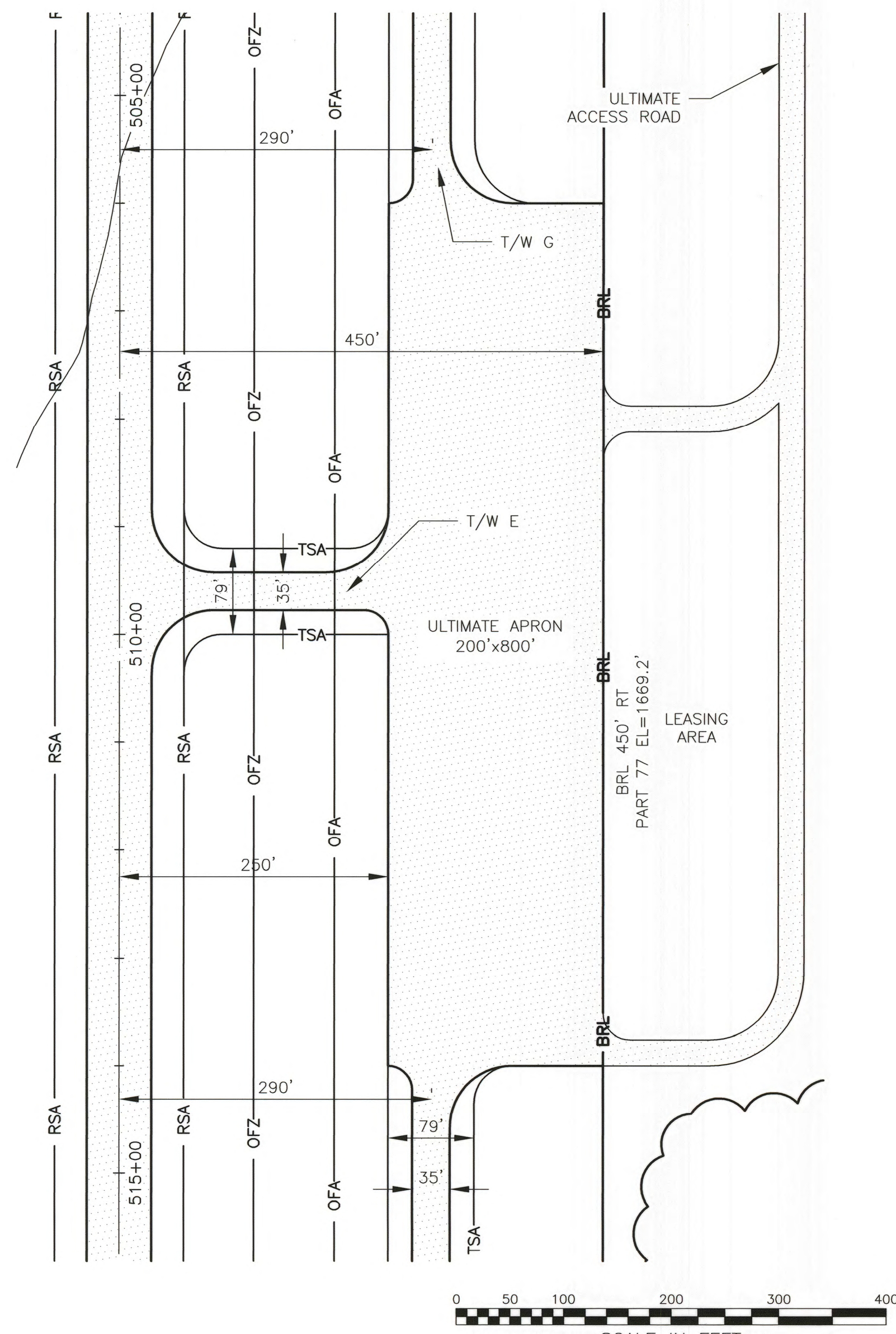
TOK JUNCTION AIRPORT
TOK, ALASKA
ULTIMATE AIRPORT LAYOUT PLAN

SHEET
4 OF
11

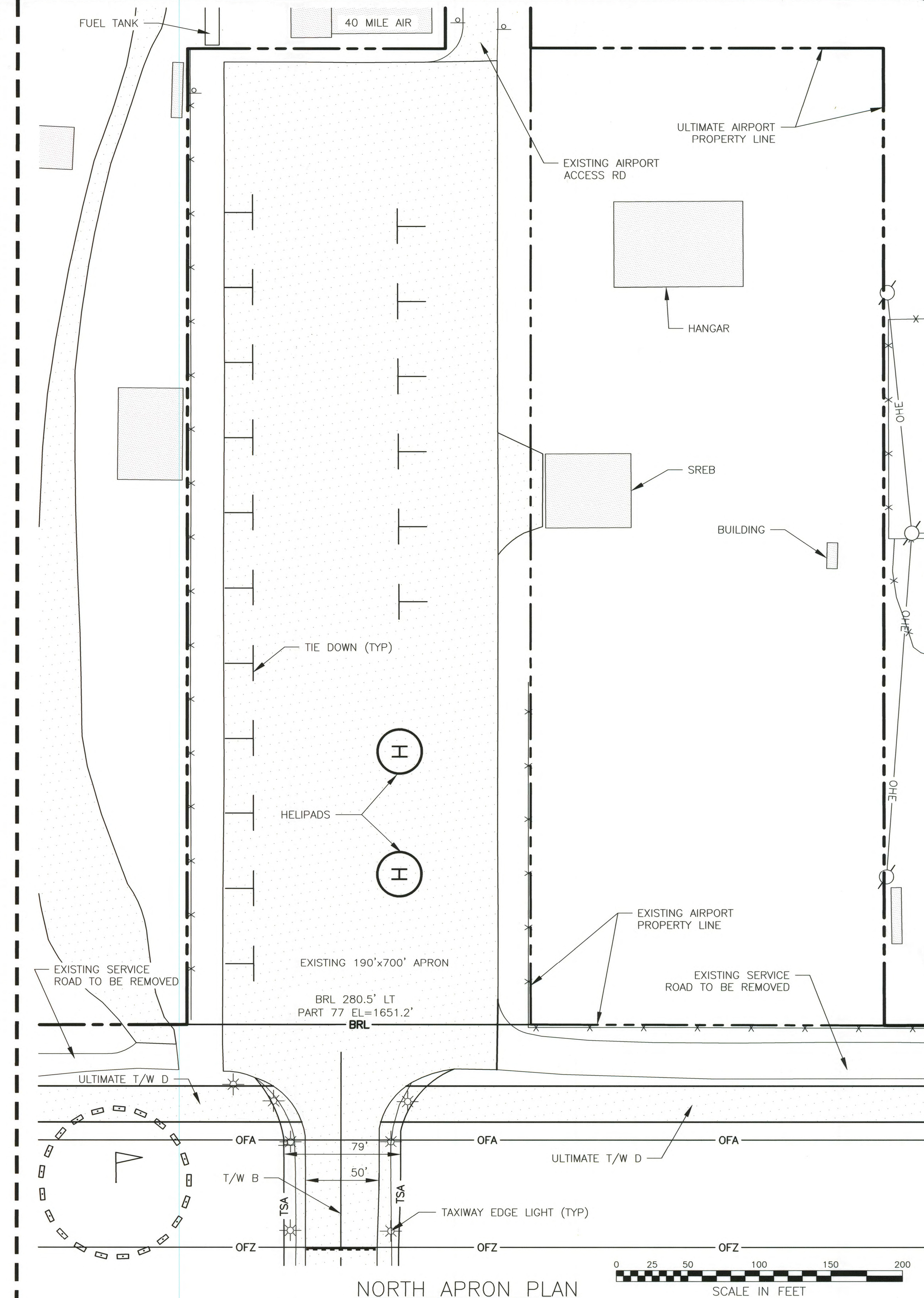
U:\204700259\Tok Airport\Dwgs\C\Sheets\14022006K8_ALP05-ALP05



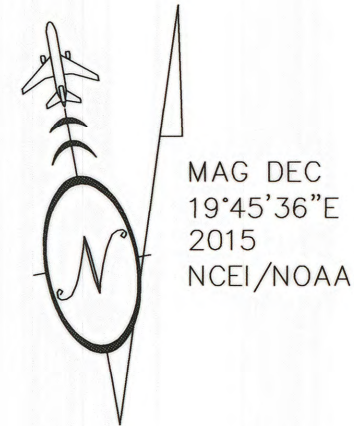
SOUTH APRON PLAN



EAST APRON ULTIMATE PLAN



NORTH APRON PLAN



DESIGN MMM
 DRAWN RWW
 CHECKED JGL

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

APPROVED: *Albert M.L. Beck* DATE 3/10/17
 ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

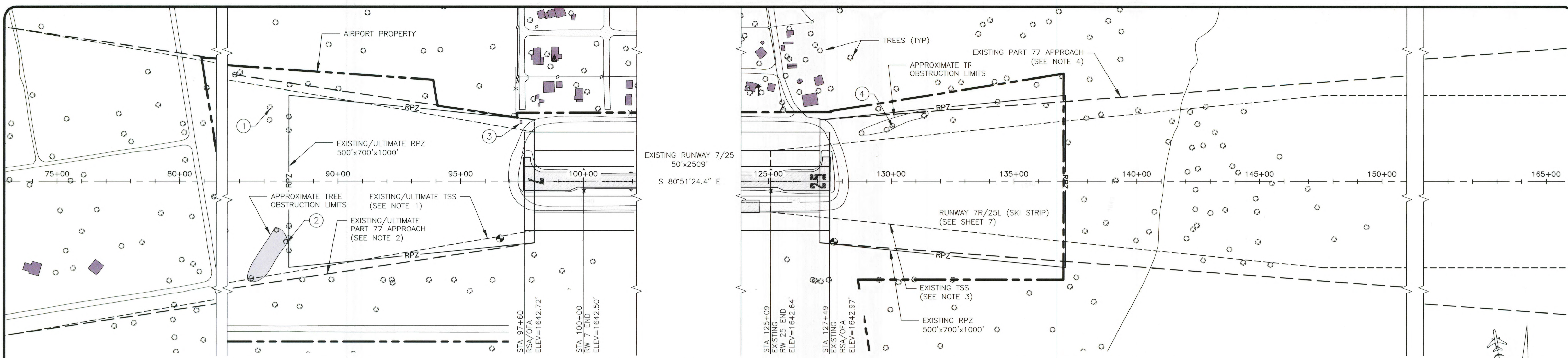
| | | | |
|-----|---------|-----------|-----|
| JGL | 2/23/17 | AS-BUILT | |
| BY | DATE | REVISIONS | FAA |

| | | | |
|----|------|-----------|-----|
| | | | |
| BY | DATE | REVISIONS | FAA |

TOK JUNCTION AIRPORT
 TOK, ALASKA
 TERMINAL PLAN

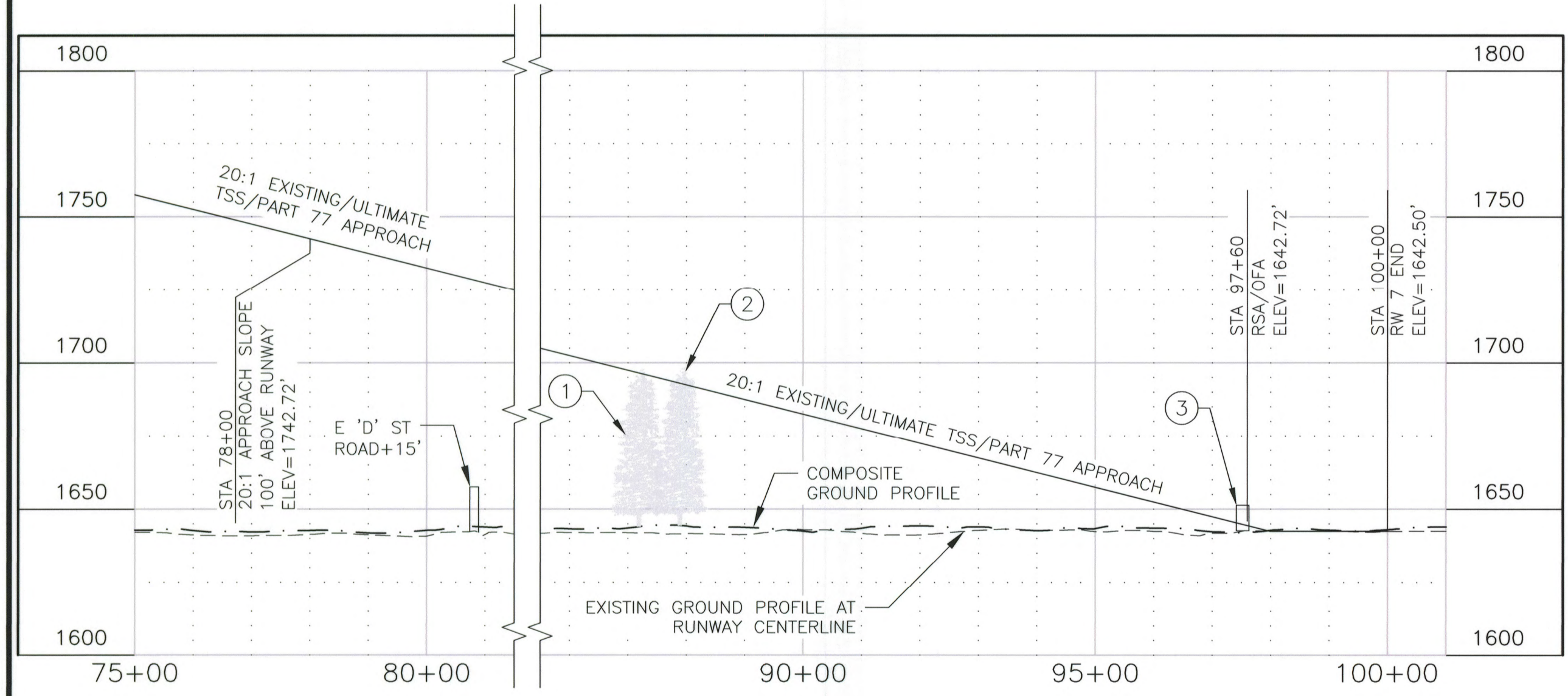
SHEET
 5 OF
 11

U:\204700259\Tok Airport\Drawings\C\Sheets\14022006K8_ALP06-ALP06

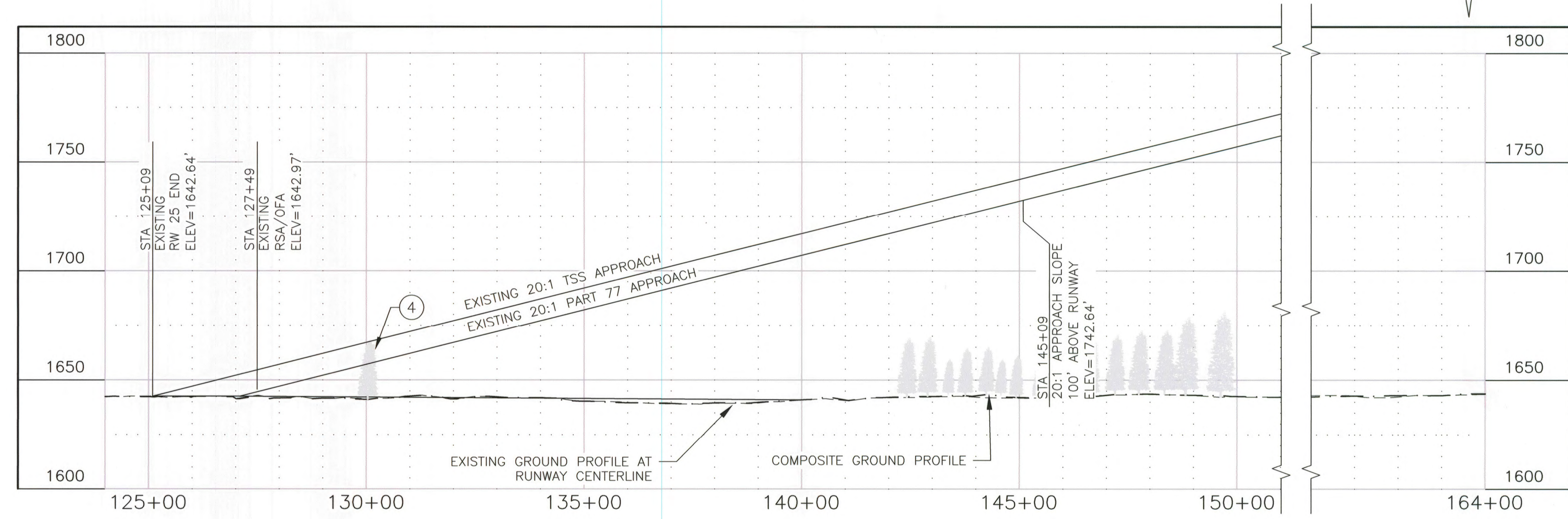


RUNWAY 7 INNER APPROACH PLAN

RUNWAY 25 INNER APPROACH PLAN



RUNWAY 7 INNER APPROACH PROFILE



RUNWAY 25 INNER APPROACH PROFILE

| ID# | DESCRIPTION | STATION/OFFSET | ELEV. | SURFACE ELEV. | SURFACE PENETRATED | SURFACE PENETRATION | DISPOSITION |
|-----|---------------------|----------------|---------|---------------|--------------------|---------------------|-------------|
| ① | TREE | 87+22/302' LT | 1700.4' | 1696.5' | TTS/PART 77 | 3.9' | REMOVE |
| ② | TREES (HP) | 87+89/244' RT | 1702.4' | 1693.1' | TSS/PART 77 | 9.3' | REMOVE |
| ③ | ELECTRICAL BUILDING | 97+46/241' LT | 1651.7' | 1645.3' | PART 77 | 6.4' | RELOCATE |

(HP) = HIGH POINT OF OBSTRUCTION

- GENERAL NOTES:
- RW 7 EXISTING/ULTIMATE TSS = 400'x3800'x1500'x10000' @ 20:1 (TYPE 4, TABLE 3-2, AC 150/5300-13A)
 - RW 7 EXISTING/ULTIMATE PART 77 APPROACH SURFACE = 500'x2000'x5000' @ 20:1
 - RW 25 EXISTING TSS = 250'x700'x2250'x2750' @ 20:1 (TYPE 2, TABLE 3-2, AC 150/5300-13A)
 - RW 25 EXISTING PART 77 APPROACH SURFACE = 500'x1250'x5000' @ 20:1
 - PART 77 ROAD OBSTRUCTION HEIGHTS ARE INCLUDED (10' FOR PRIVATE ROAD & 15' FOR PUBLIC ROAD)

| ID# | DESCRIPTION | STATION/OFFSET | ELEV. | SURFACE ELEV. | SURFACE PENETRATED | SURFACE PENETRATION | DISPOSITION |
|-----|-------------|----------------|---------|---------------|--------------------|---------------------|-------------|
| ④ | TREES (HP) | 130+03/227' LT | 1672.1' | 1657.4' | TSS/PART 77 | 14.7' | REMOVE |

(HP) = HIGH POINT OF OBSTRUCTION

DESIGN MMM
DRAWN RWW
CHECKED JGL

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

APPROVED: Albert M.L. Beck DATE 3/10/17
ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

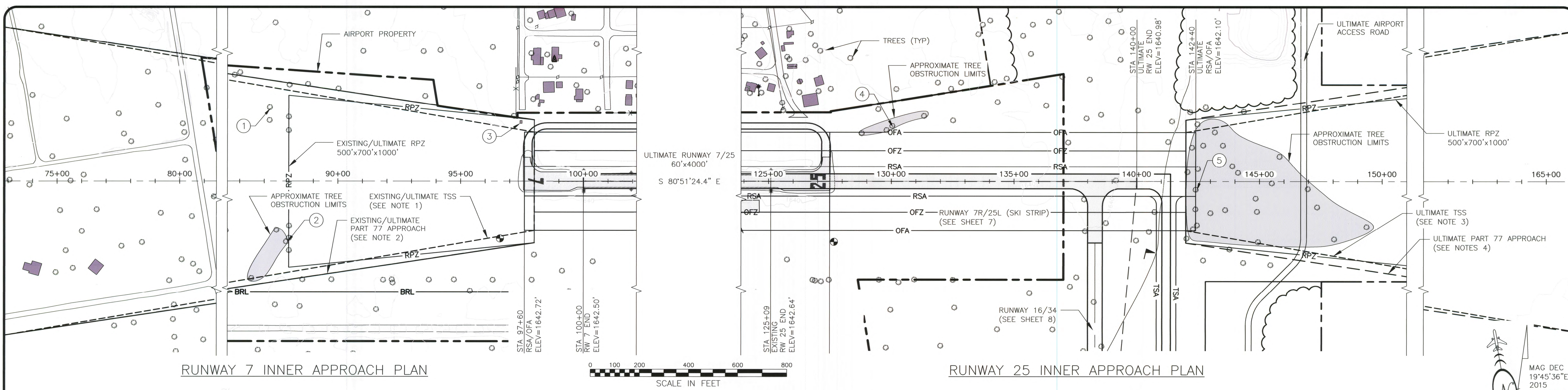
| BY | DATE | REVISIONS | FAA |
|-----|---------|-----------|-----|
| JGL | 2/23/17 | AS-BUILT | |

| BY | DATE | REVISIONS | FAA |
|----|------|-----------|-----|
| | | | |

TOK JUNCTION AIRPORT
TOK, ALASKA
EXISTING
INNER PORTION OF APPROACH SURFACE
RUNWAY 7/25

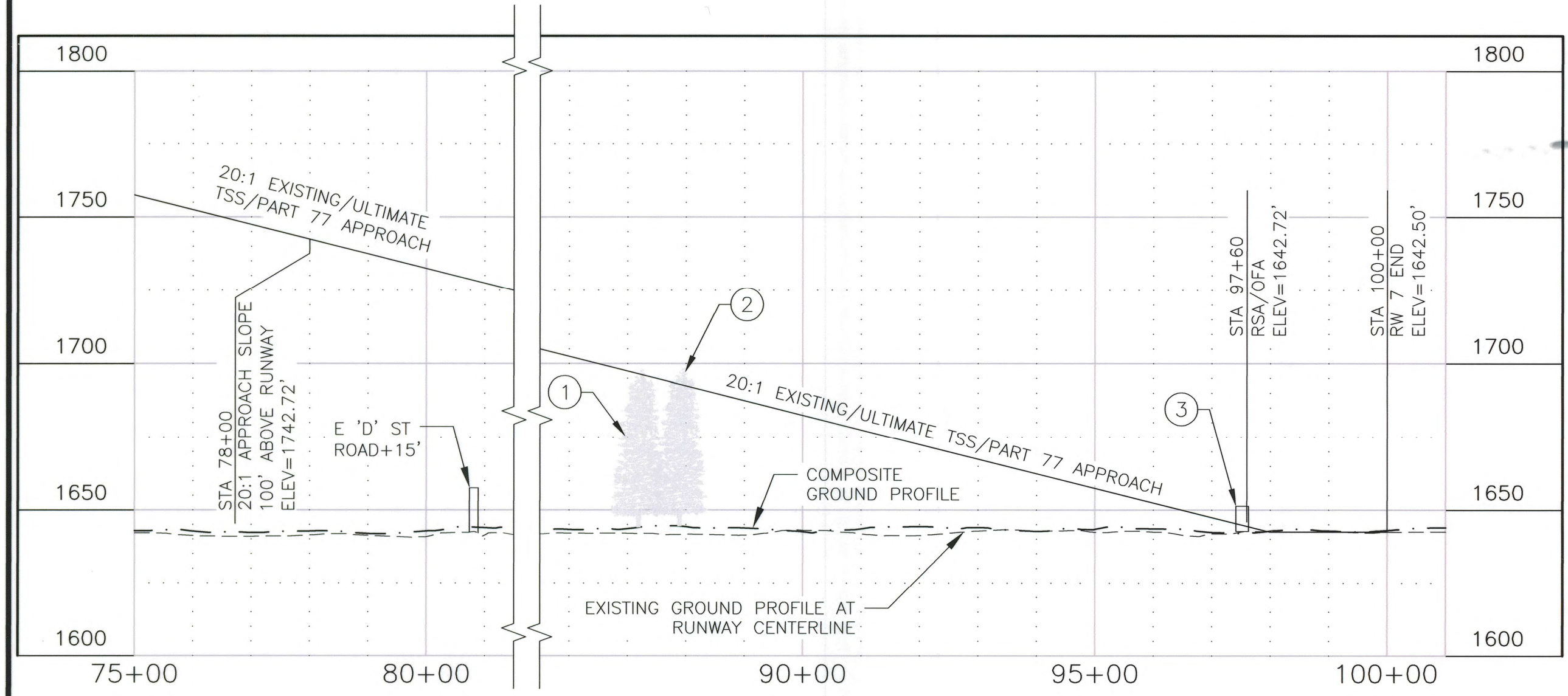
SHEET
6 OF 11

U:\204700259\Tok_Airport\Drawings\C\Sheets\14022006K8_ALP07-ALP07

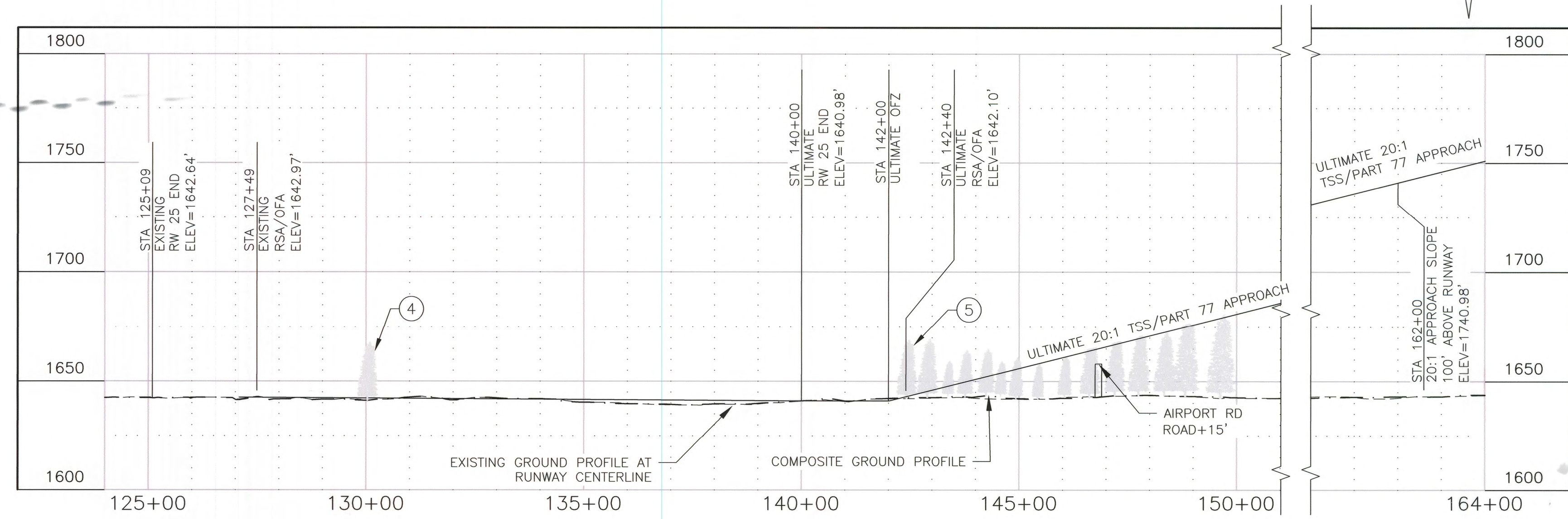


RUNWAY 7 INNER APPROACH PLAN

RUNWAY 25 INNER APPROACH PLAN



RUNWAY 7 INNER APPROACH PROFILE



RUNWAY 25 INNER APPROACH PROFILE

OBSTRUCTION TABLE (INNER PORTION R/W 7)

| ID# | DESCRIPTION | STATION/OFFSET | ELEV. | SURFACE ELEV. | SURFACE PENETRATED | SURFACE PENETRATION | DISPOSITION |
|-----|---------------------|----------------|---------|---------------|--------------------|---------------------|-------------|
| ① | TREE | 87+22/302' LT | 1700.4' | 1696.5' | TTS/PART 77 | 3.9' | REMOVE |
| ② | TREES (HP) | 87+89/244' RT | 1702.4' | 1693.1' | TSS/PART 77 | 9.3' | REMOVE |
| ③ | ELECTRICAL BUILDING | 97+46/241' LT | 1651.7' | 1645.3' | PART 77 | 6.4' | RELOCATE |

(HP) = HIGH POINT OF OBSTRUCTION

- GENERAL NOTES:**
- RW 7 EXISTING/ULTIMATE TSS = 400'x3800'x1500'x10000' @ 20:1 (TYPE 4, TABLE 3-2, AC 150/5300-13A)
 - RW 7 EXISTING/ULTIMATE PART 77 APPROACH SURFACE = 500'x2000'x5000' @ 20:1 (TYPE 4, TABLE 3-2, AC 150/5300-13A)
 - RW 25 ULTIMATE TSS = 400'x3800'x1500'x10000' @ 20:1 (TYPE 4, TABLE 3-2, AC 150/5300-13A)
 - RW 25 ULTIMATE PART 77 APPROACH SURFACE = 500'x2000'x5000' @ 20:1
 - PART 77 ROAD OBSTRUCTION HEIGHTS ARE INCLUDED (10' FOR PRIVATE ROAD & 15' FOR PUBLIC ROAD)

OBSTRUCTION TABLE (INNER PORTION R/W 25)

| ID# | DESCRIPTION | STATION/OFFSET | ELEV. | SURFACE ELEV. | SURFACE PENETRATED | SURFACE PENETRATION | DISPOSITION |
|-----|-------------|----------------|---------|---------------|--------------------|---------------------|-------------|
| ④ | TREES (HP) | 130+03/227' LT | 1672.1' | 1657.4' | TSS/PART 77 | 14.7' | REMOVE |
| ⑤ | TREES (HP) | 142+40/33' RT | 1676.6' | 1643.0' | TSS/PART 77 | 33.6' | REMOVE |

(HP) = HIGH POINT OF OBSTRUCTION

DESIGN MMM
DRAWN RWW
CHECKED JGL

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

APPROVED: Albert M.L. Beck DATE 3/10/17
ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

JGL 2/23/17 AS-BUILT

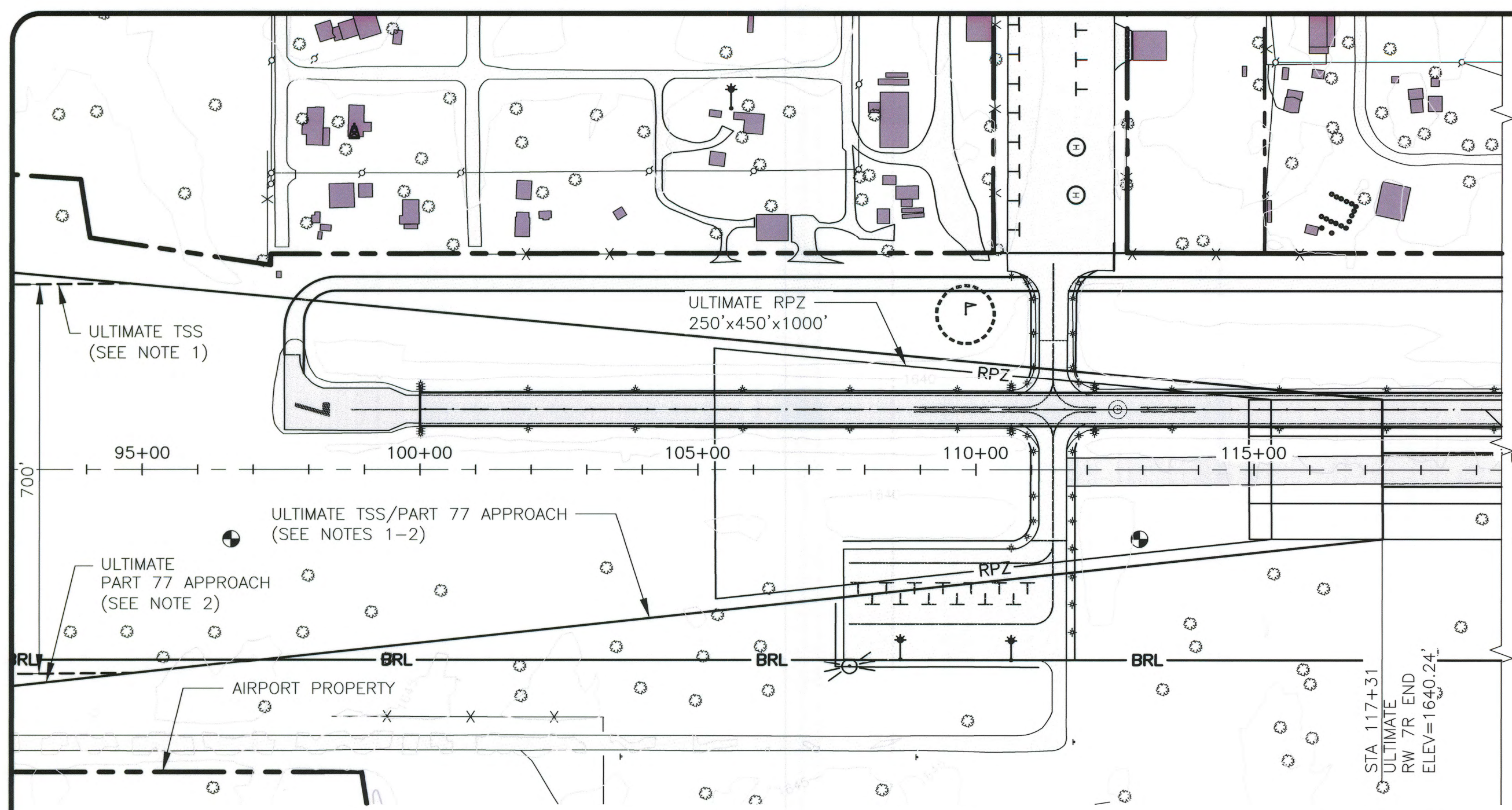
| BY | DATE | REVISIONS | FAA |
|----|------|-----------|-----|
| | | | |

| BY | DATE | REVISIONS | FAA |
|----|------|-----------|-----|
| | | | |

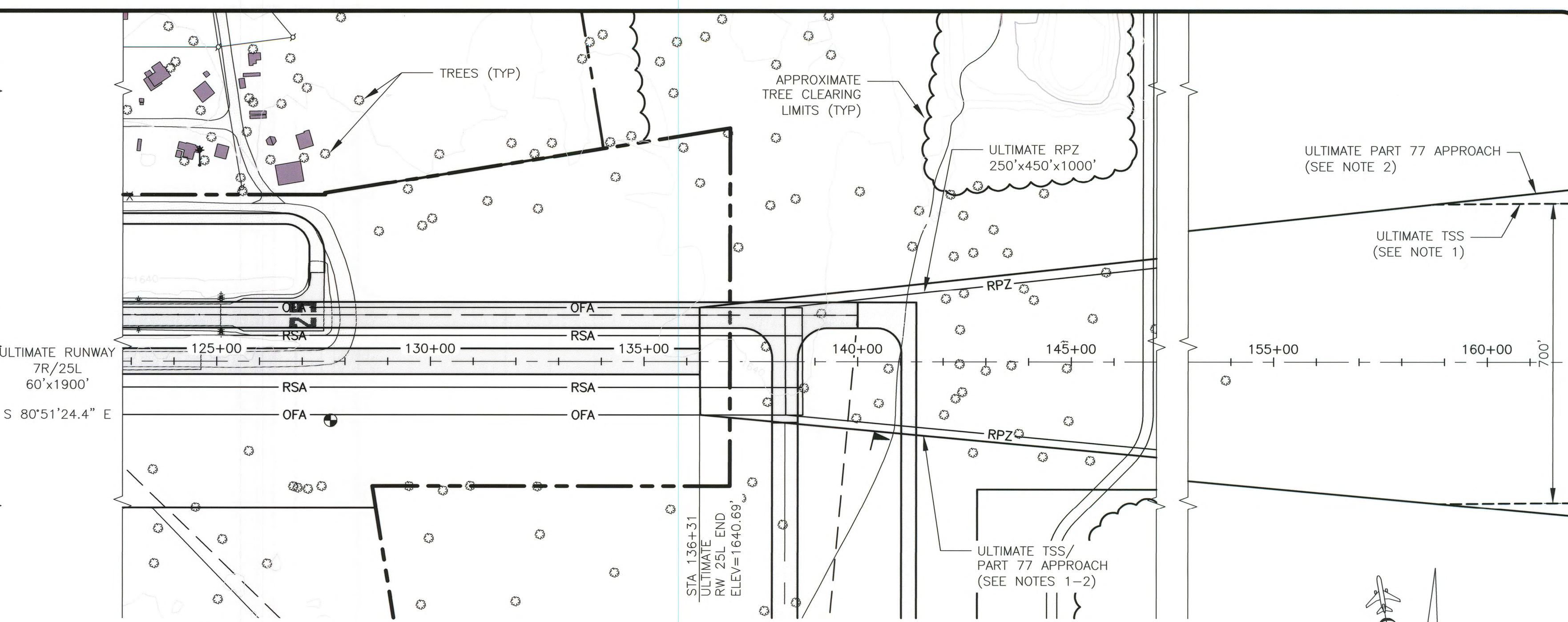
TOK JUNCTION AIRPORT
TOK, ALASKA
ULTIMATE
INNER PORTION OF APPROACH SURFACE
RUNWAY 7/25

SHEET
7 OF
11

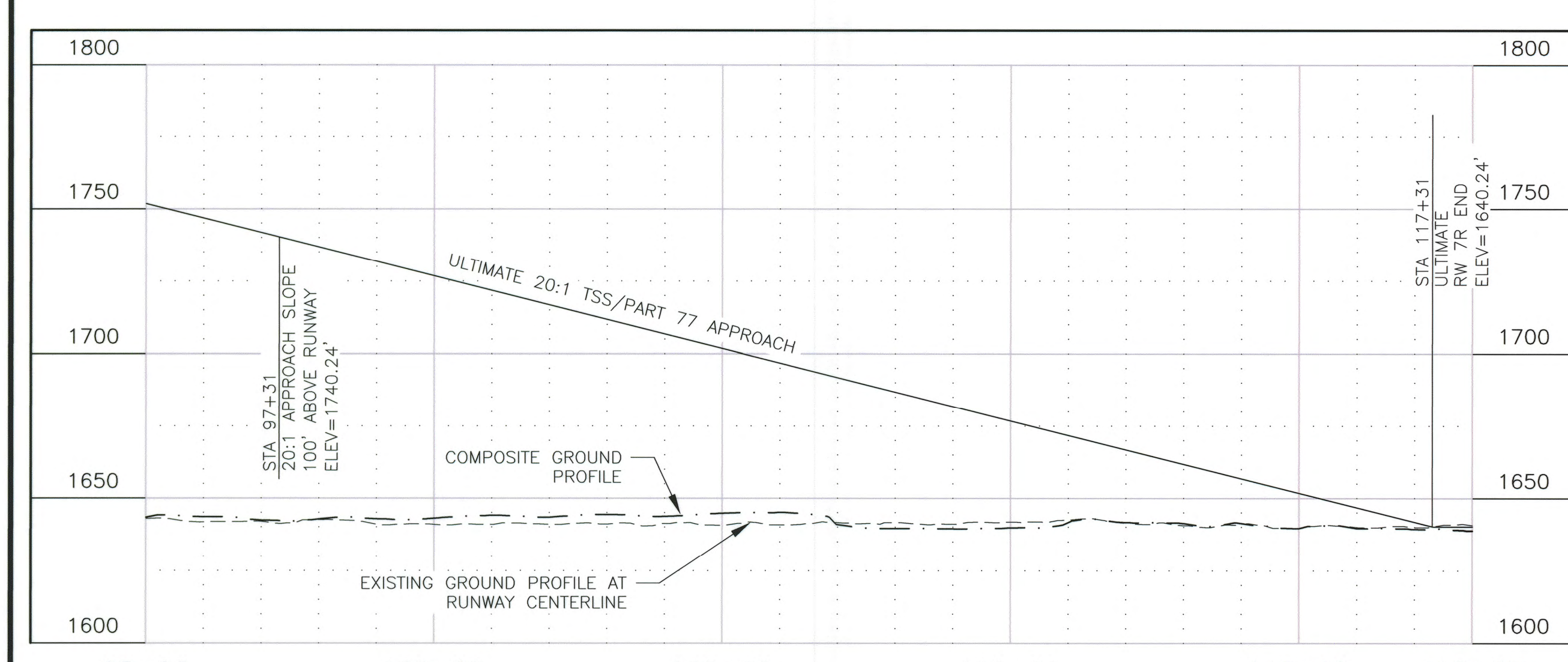
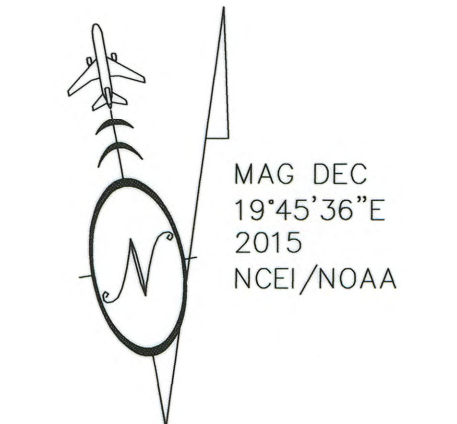
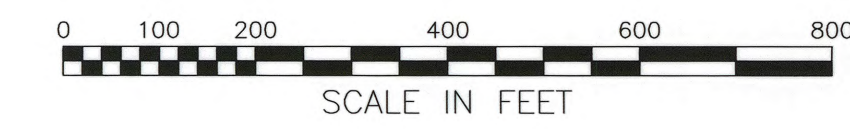
U:\204700259\Tok Airport\Drawings\C\Sheets\14022006K8_ALP08-ALP08



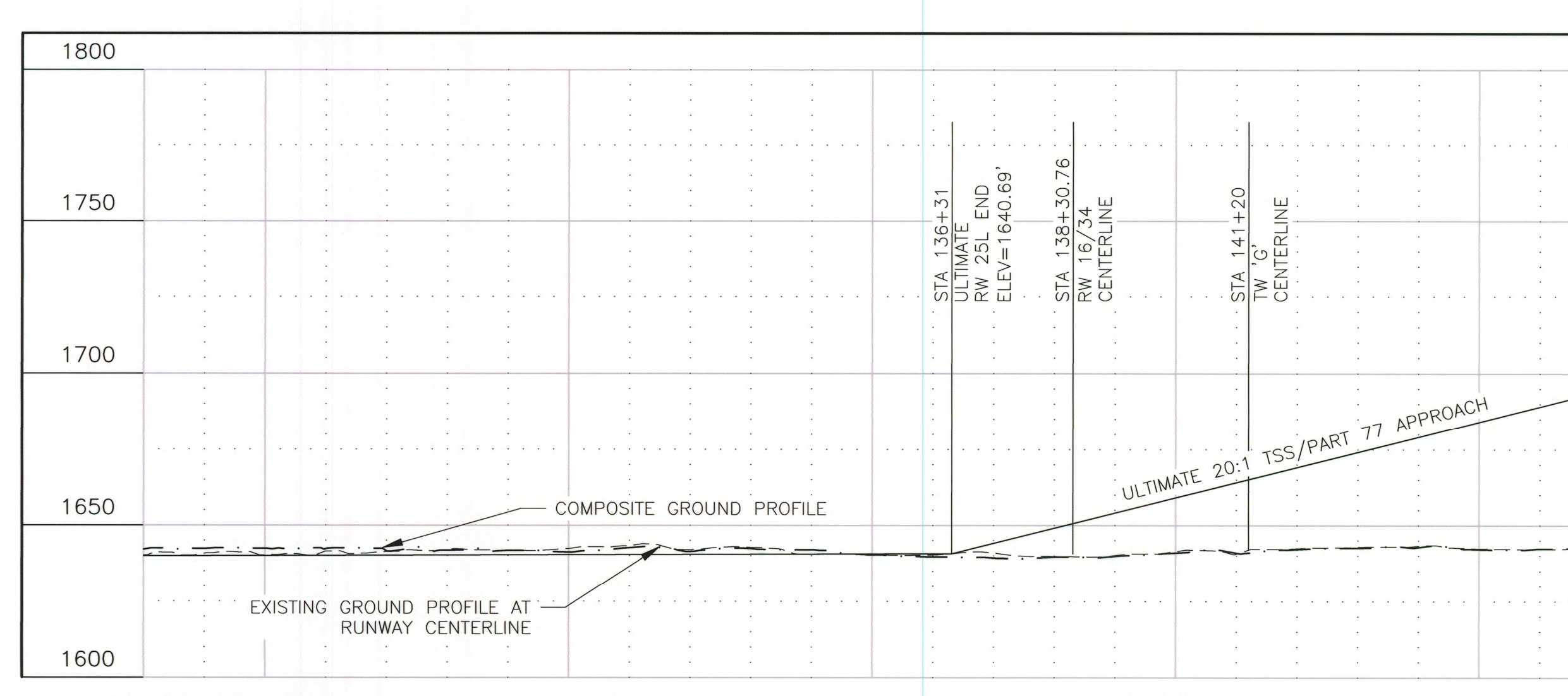
RUNWAY 7R INNER APPROACH PLAN



RUNWAY 25L INNER APPROACH PLAN



RUNWAY 7R INNER APPROACH PROFILE



RUNWAY 25L INNER APPROACH PROFILE

| OBSTRUCTION TABLE (INNER PORTION R/W 7R) | | | | | | | |
|--|-------------|----------------|-------|---------------|--------------------|---------------------|-------------|
| ID# | DESCRIPTION | STATION/OFFSET | ELEV. | SURFACE ELEV. | SURFACE PENETRATED | SURFACE PENETRATION | DISPOSITION |
| | NONE | | | | | | |

NO THRESHOLD SITING SURFACE PENETRATIONS

GENERAL NOTES:

1. RW 7R & RW 25L TSS = 250'x700'x2250'x2750' @ 20:1 (TYPE 2, TABLE 3-2, AC 150/5300-13A)
2. RW 7R & RW 25L PART 77 APPROACH SURFACE = 250'x1250'x5000' @ 20:1
3. PART 77 ROAD OBSTRUCTION HEIGHTS ARE INCLUDED (10' FOR PRIVATE ROAD & 15' FOR PUBLIC ROAD)

| OBSTRUCTION TABLE (INNER PORTION R/W 25L) | | | | | | | |
|---|-------------|----------------|-------|---------------|--------------------|---------------------|-------------|
| ID# | DESCRIPTION | STATION/OFFSET | ELEV. | SURFACE ELEV. | SURFACE PENETRATED | SURFACE PENETRATION | DISPOSITION |
| | NONE | | | | | | |

NO THRESHOLD SITING SURFACE PENETRATIONS

DESIGN MMM
 DRAWN RWW
 CHECKED JGL

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

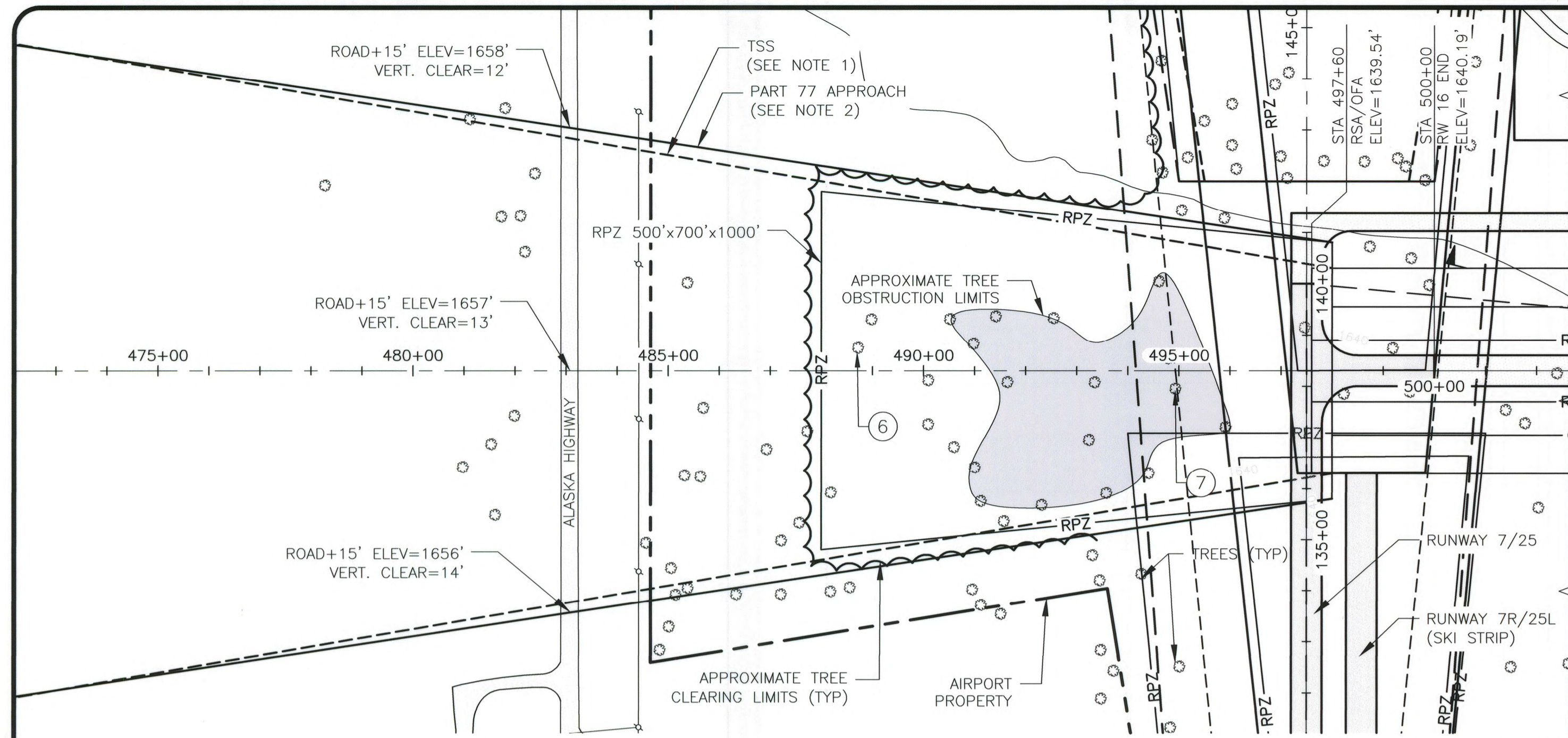
APPROVED: Albert M.L. Beck DATE 3/10/17
 ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

| BY | DATE | REVISIONS | FAA |
|-----|---------|-----------|-----|
| JGL | 2/23/17 | AS-BUILT | |

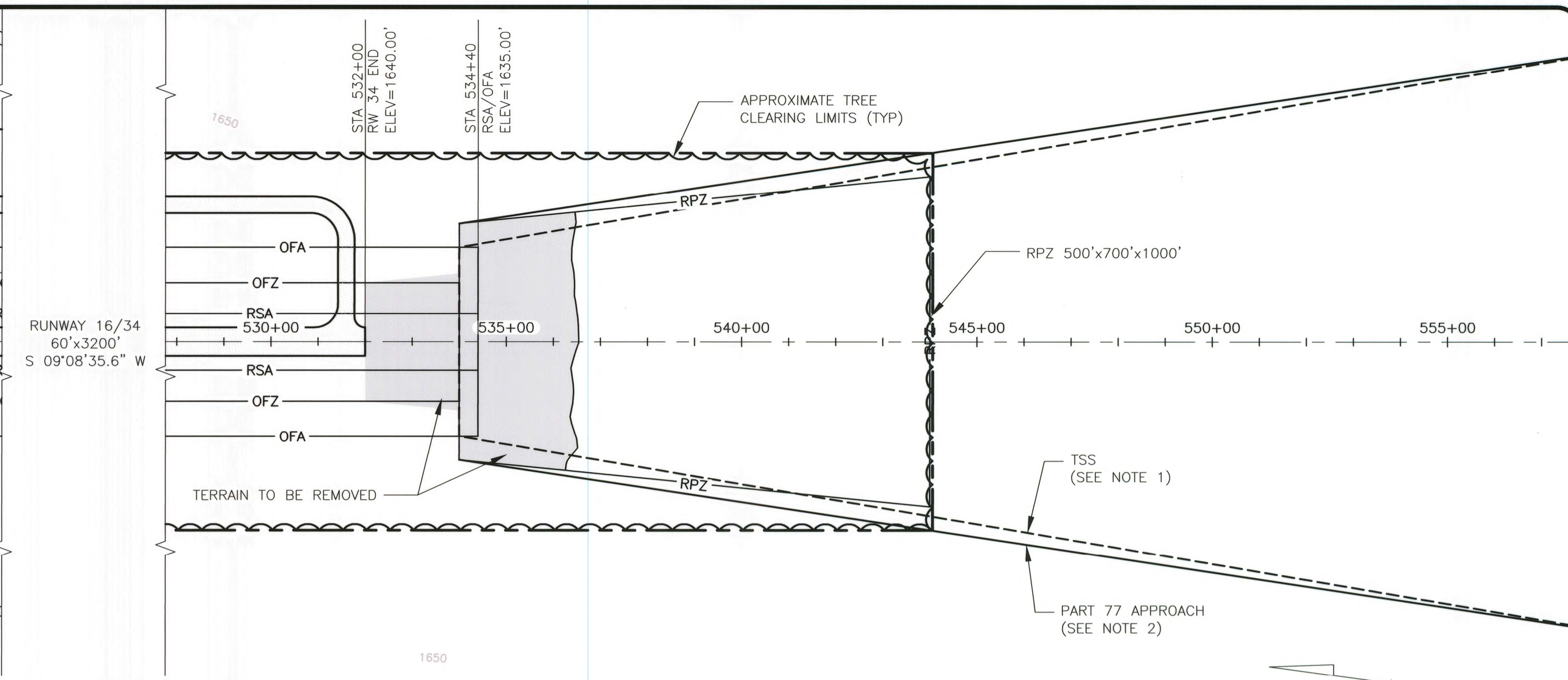
| BY | DATE | REVISIONS | FAA |
|----|------|-----------|-----|
| | | | |

TOK JUNCTION AIRPORT
 TOK, ALASKA
 ULTIMATE
 INNER PORTION OF APPROACH SURFACE
 RUNWAY 7R/25L

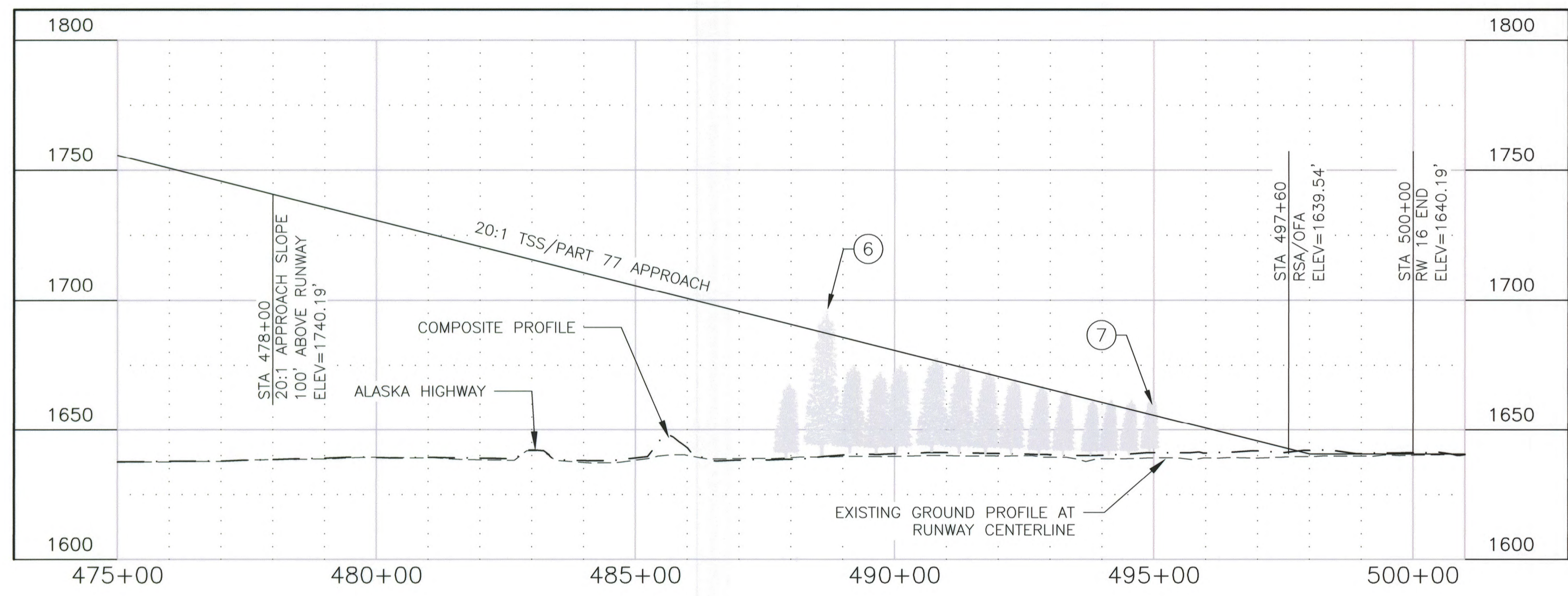
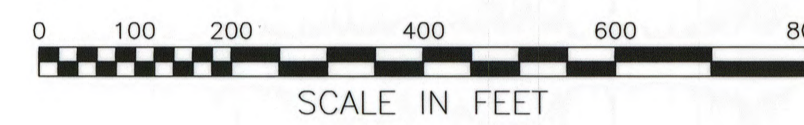
SHEET
 8 OF
 11



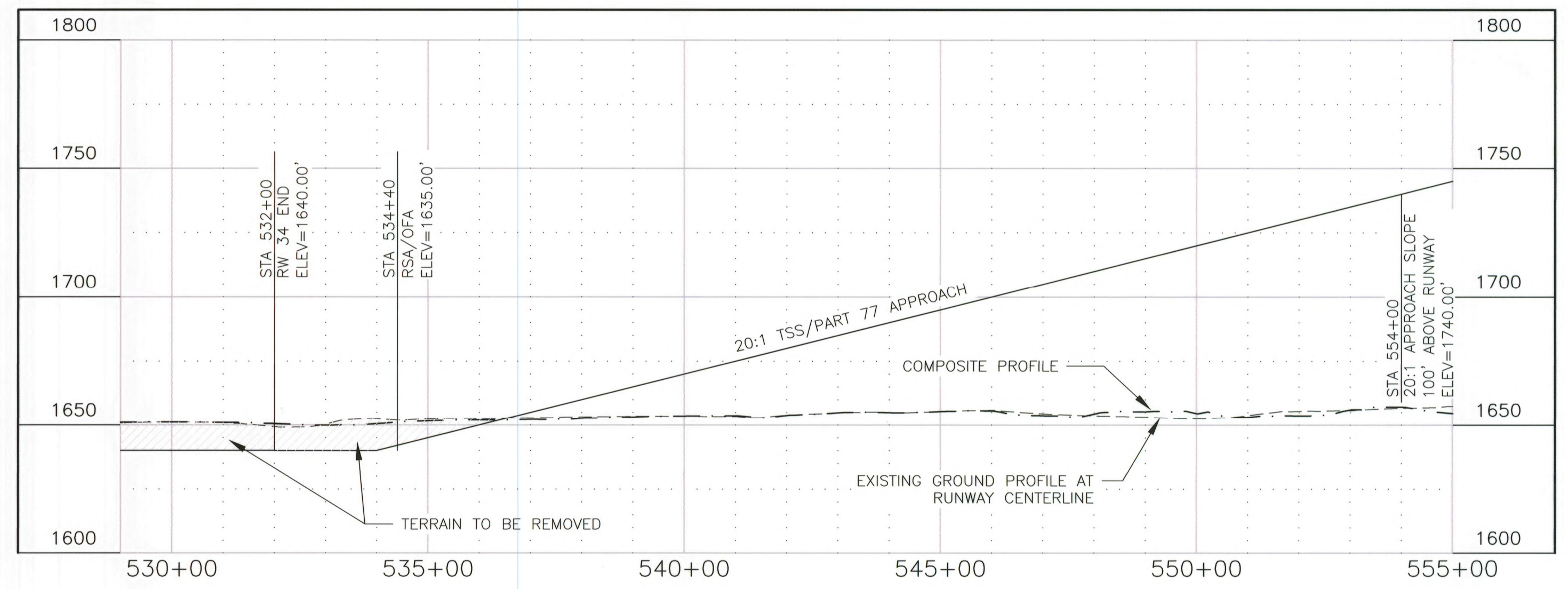
RUNWAY 16 INNER APPROACH PLAN



RUNWAY 34 INNER APPROACH PLAN



RUNWAY 16 INNER APPROACH PROFILE



RUNWAY 34 INNER APPROACH PROFILE

| ID# | DESCRIPTION | STATION/OFFSET | ELEV. | SURFACE ELEV. | SURFACE PENETRATED | SURFACE PENETRATION | DISPOSITION |
|-----|-------------|----------------|---------|---------------|--------------------|---------------------|-------------|
| 6 | TREE | 488+72/45' RT | 1695.4' | 1686.6' | TSS/PART 77 | 8.8' | REMOVE |
| 7 | TREES (HP) | 494+92/35' RT | 1670.0' | 1655.6' | TSS/PART 77 | 14.4' | REMOVE |

(HP) = HIGH POINT OF OBSTRUCTION
NO THRESHOLD SITING SURFACE PENETRATIONS

GENERAL NOTES:
 1. RW 16 & RW 34 TSS = 400'x3800'x10000' @ 20:1 (TYPE 4, TABLE 3-2, AC 150/5300-13A)
 2. RW 16 & RW 34 PART 77 APPROACH SURFACE = 500'x2000'x5000' @ 20:1
 3. PART 77 ROAD OBSTRUCTION HEIGHTS ARE INCLUDED (10' FOR PRIVATE ROAD & 15' FOR PUBLIC ROAD)

| ID# | DESCRIPTION | STATION/OFFSET | ELEV. | SURFACE ELEV. | SURFACE PENETRATED | SURFACE PENETRATION | DISPOSITION |
|-----|-------------|----------------|-------|---------------|--------------------|---------------------|-------------|
| | NONE* | | | | | | |

*TERRAIN PENETRATING THE ULTIMATE TSS AND PART 77 APPROACH WILL BE REMOVED DURING RUNWAY CONSTRUCTION

U:\204700259\Tok Airport\Dwgs\C\Sheets\14022006K8_ALP09-ALP09

DESIGN MMM
 DRAWN RWW
 CHECKED JGL

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

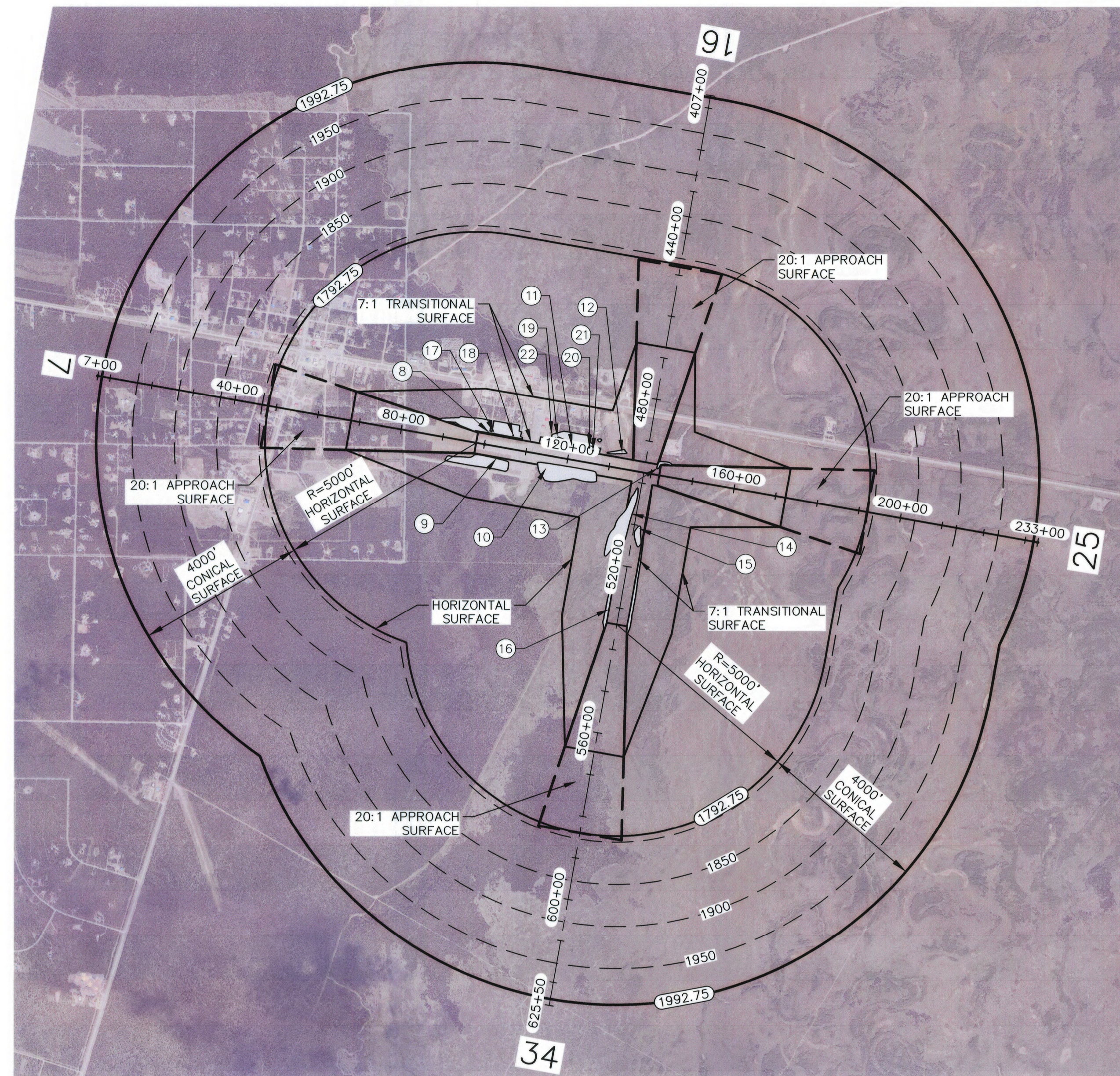
APPROVED: Albert M.L. Beck, P.E. DATE 3/10/17
 DESIGN GROUP CHIEF

| BY | DATE | REVISIONS | FAA |
|-----|---------|-----------|-----|
| JGL | 2/23/17 | AS-BUILT | |

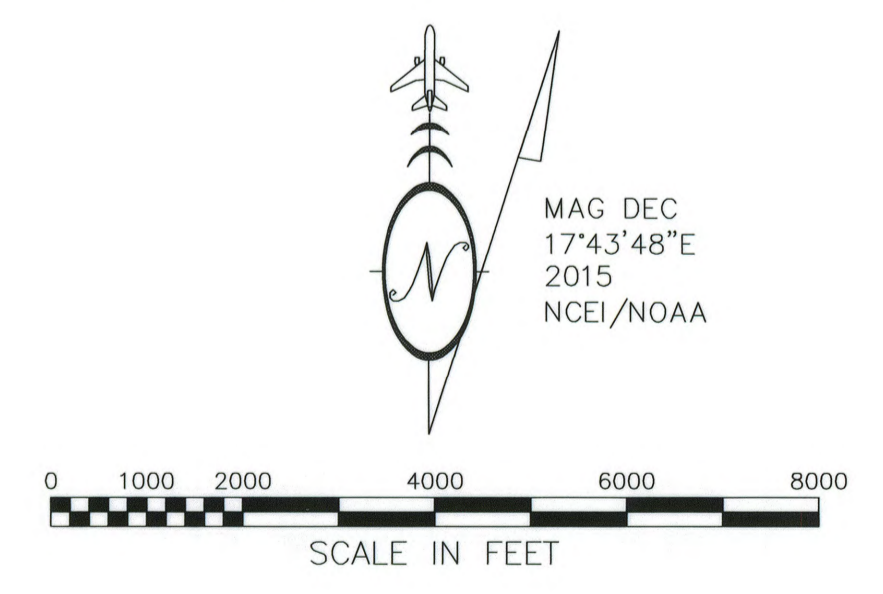
| BY | DATE | REVISIONS | FAA |
|----|------|-----------|-----|
| | | | |

TOK JUNCTION AIRPORT
 TOK, ALASKA
 ULTIMATE INNER PORTION
 OF APPROACH SURFACE RUNWAY 16/34

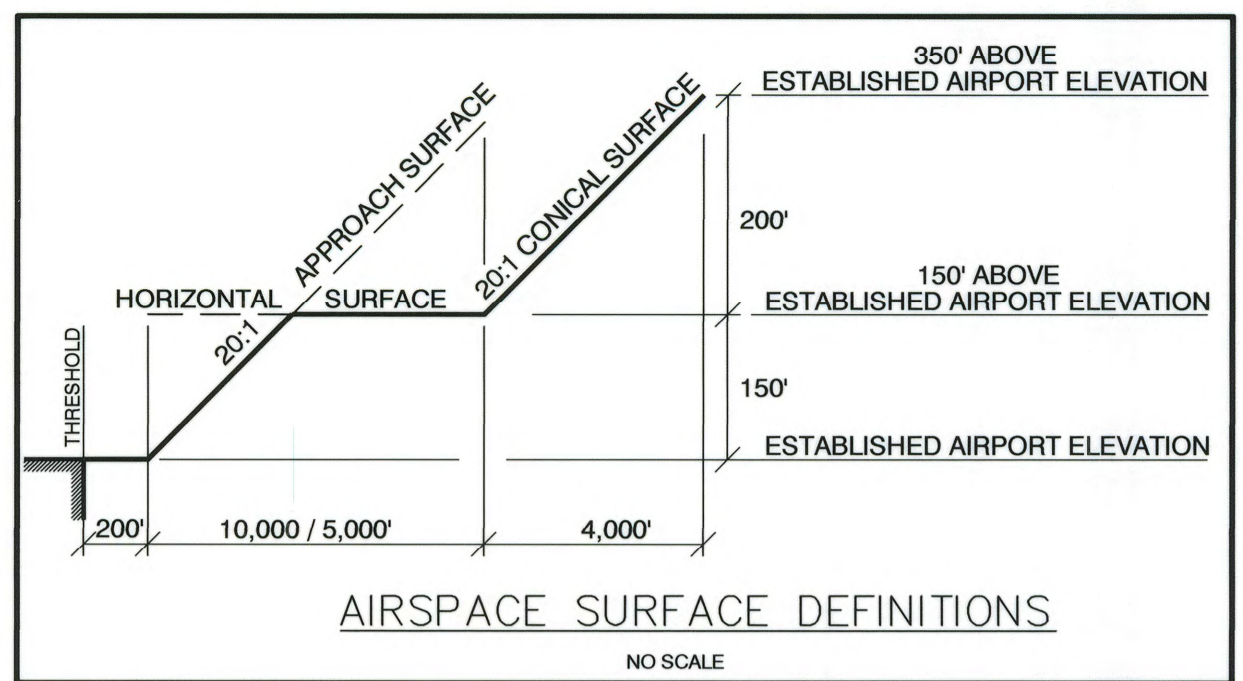
SHEET
 9 OF 11



AIRSPACE PLAN



| LEGEND | |
|--------|---|
| | AIRSPACE ELEVATION (SURFACE DIVIDERS) |
| | AIRSPACE SURFACE DIVIDERS (NON CONTROLLING) |
| | AIRSPACE ELEVATION (50' INCREMENTS) |
| | RUNWAY CENTERLINE (EXTENDED) |
| | OBSTRUCTION EXTENTS |



| ULTIMATE RUNWAYS FAR PART 77 DATA | | |
|-----------------------------------|----------------------------------|-----------------------------------|
| DESCRIPTION | RUNWAY 7/25 | RUNWAY 16/34 |
| RUNWAY TYPE | UTILITY, NPA, ≥1 S.M. | UTILITY, NPA, ≥1 S.M. |
| ESTABLISHED AIRPORT ELEVATION | 1642.75' | 1642.75' |
| RUNWAY THRESHOLD ELEVATION | RW 7: 1642.50' / RW 25: 1640.98' | RW 16: 1640.19' / RW 34: 1640.00' |
| PRIMARY SURFACE DIMENSION | 500' x 4400' | 500' x 3600' |
| HORIZONTAL SURFACE ELEVATION | 1792.75' | 1792.75' |
| HORIZONTAL SURFACE RADIUS | 5000' | 5000' |
| APPROACH SURFACE DIMENSION | 500' x 2000' x 5000' | 500' x 2000' x 5000' |
| APPROACH SURFACE SLOPE | 20:1 | 20:1 |
| CONICAL SURFACE WIDTH | 4000' @ 20:1 | 4000' @ 20:1 |
| TRANSITIONAL SURFACE SLOPE | 7:1 | 7:1 |

| FAR PART 77 SURFACE OBSTRUCTION TABLE | | | | | | | |
|---------------------------------------|-----------------|------------------|---------|----------------------|---------------|---------------------|----------------|
| ID # | DESCRIPTION | STATION/OFFSET | ELEV. | SURFACE PENETRATED | SURFACE ELEV. | SURFACE PENETRATION | DISPOSITION |
| 8 | TREES (HP)* | 100+59/296' LT | 1700' | TRANSITIONAL | 1650' | 50' | TO REMAIN |
| 9 | TREES (HP) | 103+36/283' RT | 1705' | TRANSITIONAL | 1647' | 58' | TO BE REMOVED |
| 10 | TREES (HP) | 115+36/294' RT | 1708' | PRIMARY/TRANSITIONAL | 1648' | 60' | TO BE REMOVED |
| 11 | TREES (HP)* | 120+52/313' LT | 1708' | TRANSITIONAL | 1658' | 40' | TO REMAIN |
| 12 | TREES (HP) | 132+43/378' LT | 1684' | TRANSITIONAL | 1671' | 13' | TO BE REMOVED |
| 13 | TREES (HP) | 141+27/162' LT | 1677' | PRIMARY/TRANSITIONAL | 1641' | 36' | TO BE REMOVED |
| 14 | TREES (HP) | 507+60/131' RT** | 1700' | PRIMARY/TRANSITIONAL | 1641' | 59' | TO BE REMOVED |
| 15 | TREES (HP) | 510+67/117' LT** | 1680' | PRIMARY | 1641' | 39' | TO BE REMOVED |
| 16 | TERRAIN (HP)*** | 530+80/250' RT** | 1652' | TRANSITIONAL | 1641' | 11' | TO BE REMOVED |
| 17 | BUILDING | 101+82/309' LT | 1665.6' | TRANSITIONAL | 1651.7' | 13.9' | OBST. LIGHTING |
| 18 | BUILDING | 106+34/326' LT | 1659.6' | TRANSITIONAL | 1655.4' | 4.2' | OBST. LIGHTING |
| 19 | POST | 116+39/318' LT | 1658.7' | TRANSITIONAL | 1657.7' | 1.0' | TO BE REMOVED |
| 20 | LIGHT POLE | 124+59/350' LT | 1666.5' | TRANSITIONAL | 1664.8' | 1.7' | OBST. LIGHTING |
| 21 | UTILITY POLE | 125+58/297' LT | 1681.4' | TRANSITIONAL | 1658.1' | 23.3' | OBST. LIGHTING |
| 22 | UTILITY POLE | 115+20/383' LT | 1670' | TRANSITIONAL | 1663' | 7' | OBST. LIGHTING |

HP = HIGH POINT OF OBSTRUCTION AREA
 *AREA CONSISTS OF VARIOUS OBJECT PENETRATIONS INCLUDING TREES, BUILDINGS, UTILITY POLES, CATENARIES, AND/OR ROADS +15'
 **STATION AND OFFSET ARE IN REFERENCE TO RUNWAY 16/34 CENTERLINE ALIGNMENT
 ***TERRAIN PENETRATING THE ULTIMATE TRANSITIONAL SURFACE WILL BE REMOVED DURING RUNWAY CONSTRUCTION

- NOTES:
- REFER TO INNER PORTION OF APPROACH SURFACE (SHEETS 6-8) FOR CLOSE IN OBSTRUCTIONS ANALYZED WITH THE TSS & PART 77 APPROACH SURFACE.
 - THERE ARE NO KNOWN HEIGHT RESTRICTIONS.
 - REFER TO THE AIRPORT LAYOUT PLANS (SHEETS 3 & 4) FOR BUILDING LOCATIONS AND ELEVATIONS.
 - GROUND SURFACE INFORMATION WAS PROVIDED BY AN AERIAL MAPPING SUBCONTRACTOR. A CAREFUL COMPARISON WITH SURVEYED DATA WAS MADE TO ENSURE THAT ALL INFORMATION MEETS THE ACCURACY REQUIREMENTS ESTABLISHED IN AC 150/5300-18B.

U:\204700259\Tok Airport\Dwgs\C\Sheets\14022006K8_ALP10-ALP10

DESIGN MMM
 DRAWN RWW
 CHECKED JGL

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

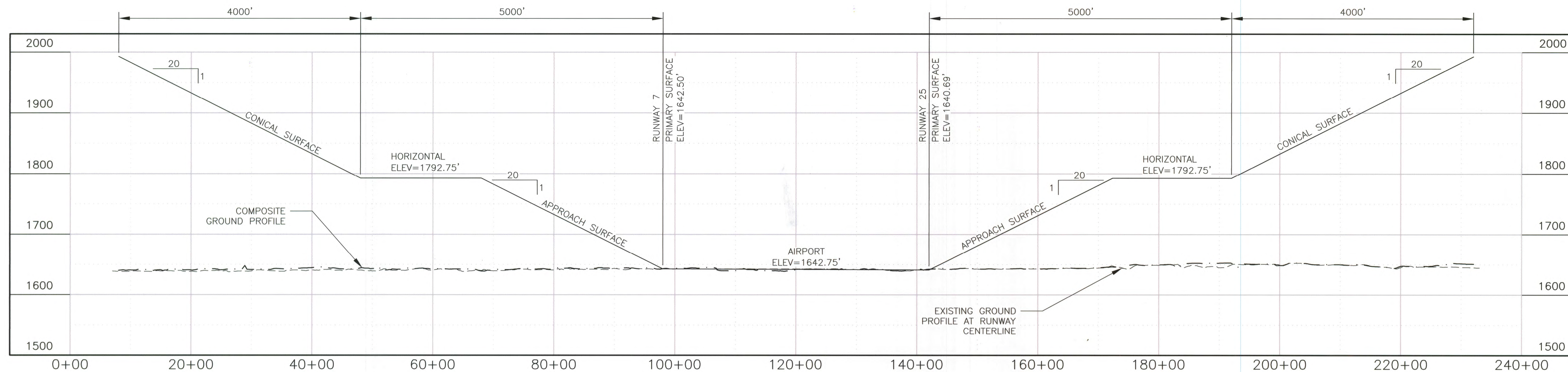
APPROVED: Albert M.L. Beck DATE 3/10/17
 ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

| | | | |
|-----|---------|-----------|-----|
| JGL | 2/23/17 | AS-BUILT | |
| BY | DATE | REVISIONS | FAA |

| | | | |
|----|------|-----------|-----|
| BY | DATE | REVISIONS | FAA |
|----|------|-----------|-----|

TOK JUNCTION AIRPORT
 TOK, ALASKA
 AIRPORT AIRSPACE
 (FAR PART 77)

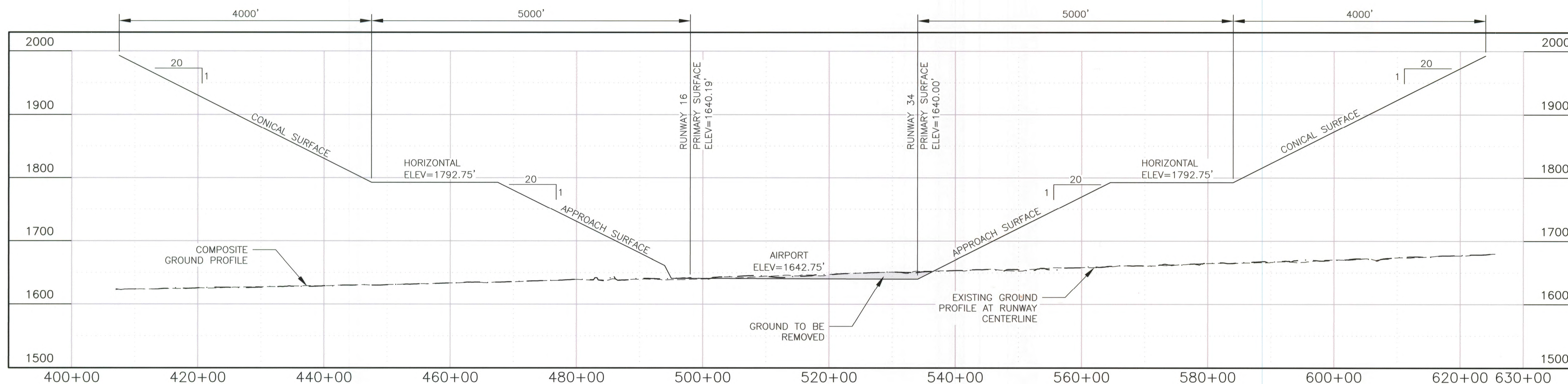
SHEET
 10 OF 11



AIRSPACE PROFILE (RW 7/25)



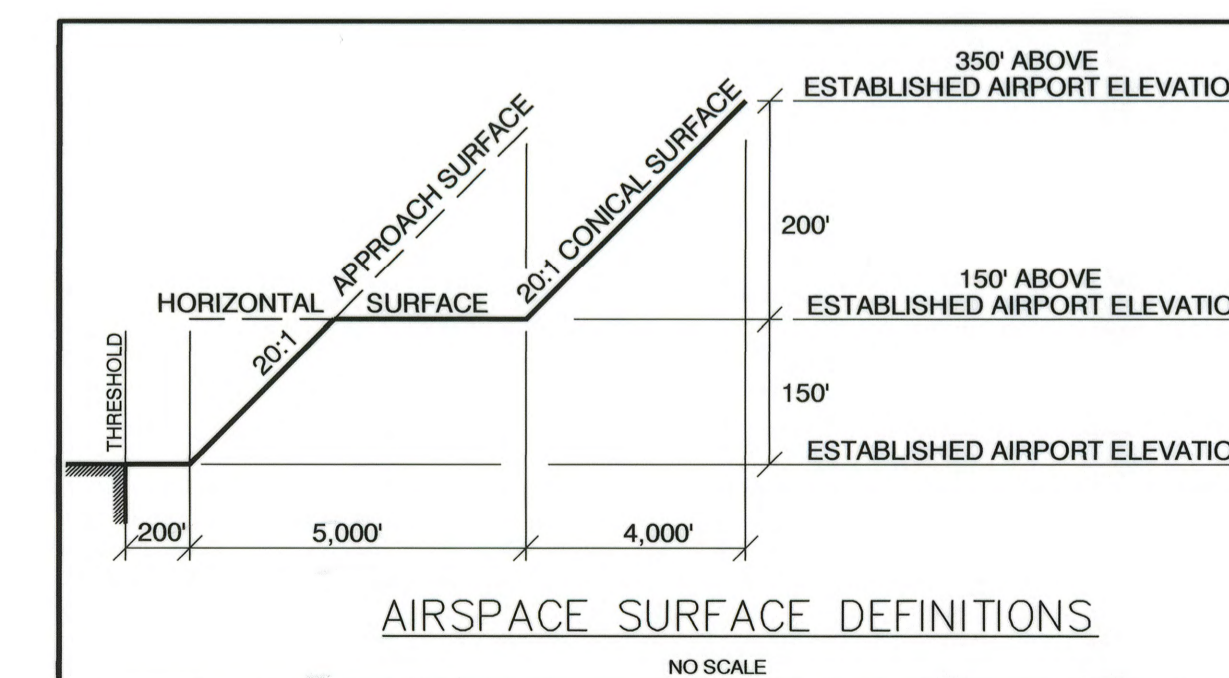
HORIZONTAL TO VERTICAL RATIO IS 1:10



AIRSPACE PROFILE (RW 16/34)



HORIZONTAL TO VERTICAL RATIO IS 1:10



U:\204700259\Tok Airport\Drawings\C\Sheets\14022006K8_ALP11-ALP11

DESIGN MMM
 DRAWN RWW
 CHECKED JGL

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION-AVIATION
 APPROVED: Albert M.L. Beck DATE 3/10/17
 ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

| | | | |
|-----|---------|-----------|-----|
| JGL | 2/23/17 | AS-BUILT | |
| BY | DATE | REVISIONS | FAA |

| | | | |
|----|------|-----------|-----|
| BY | DATE | REVISIONS | FAA |
|----|------|-----------|-----|

TOK JUNCTION AIRPORT
 TOK, ALASKA
 AIRPORT AIRSPACE PROFILES
 (FAR PART 77)

SHEET
 11 OF
 11