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

4/18/2024

To: Department of Transportation and Public
Facilities, State of Alaska (DOT&PF)
Attn: Jenelle Brinkman
4111 Aviation Avenue
PO Box 196900
Anchorage, AK 99519

Dear Ms. Brinkman,

Chevak Airport, Chevak, Alaska
Airport Layout Plan Conditional Approval
Airspace Case No. 2024-AAL-37-NRA

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

An aeronautical study (no. 2024-AAL-37-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

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

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

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

The FAA cannot prevent the construction of structures near an airport. The airport environs

can only be protected through such means as local zoning ordinances, acquisitions of property in fee title or aviation easements, letters of agreement, or other means.

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

This determination does not indicate that the United States will participate in the cost of any development proposed. Airport Improvement Program (AIP) funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration.

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

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

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

Please attach this letter to the Airport Layout Plan and retain it in your files. We look forward to working with you in the continued development of the Chevak airport. If you have any questions, please contact Carley Wallace, Community Planner, at our office at 907-271-5185.

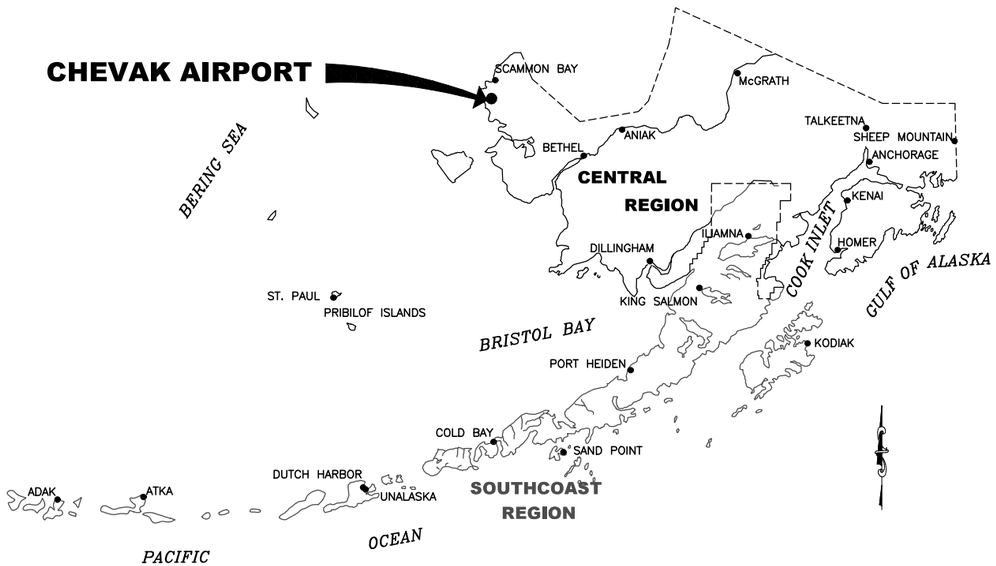
Sincerely,

JONATHAN LINQUIST

Digitally signed by JONATHAN LINQUIST
Date: 2024.04.18 13:07:34 -08'00'

Jonathan Linquist
Lead Community Planner

Enclosure

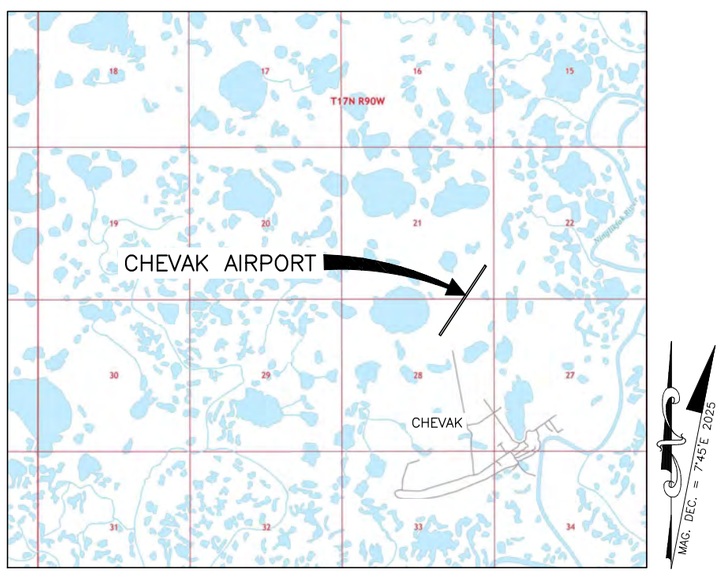


ALASKA CENTRAL REGION LOCATION MAP

NOT TO SCALE

CHEVAK AIRPORT
AIRPORT LAYOUT PLAN

CHEVAK, ALASKA



VICINITY MAP

.5 .25 0 .5 1 SM

T 17 N, R 90 W SEC. 21 & 28
SEWARD MERIDIAN
U.S.G.S. HOOPER BAY (C-2) SW 2020, ALASKA

LEGEND		
ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (A.R.P.)		
APPROACH SURFACE	AP	AP
AWOS CRITICAL AREA		
BUILDINGS		
BUILDING RESTRICTION LINE	BRL	BRL
DEPARTURE SURFACE	DP	DP
FAA WEATHER STATION		
PAPI		
PROPERTY LINE		
REIL		
ROADWAYS		
ROTATING BEACON		
RUNWAY OBJECT FREE AREA	ROFA	ROFA
RUNWAY OBSTACLE FREE ZONE	OFZ	OFZ
RUNWAY PROTECTION ZONE	RPZ	RPZ
RUNWAY SAFETY AREA	RSA	RSA
SEGMENTED CIRCLE		
SURVEY MONUMENT		
THRESHOLD MARKERS/LIGHTS		
THRESHOLD SITING SURFACE	TSS	TSS
TOPOGRAPHIC CONTOURS	100	100
TREELINE		
UTILITY POLE		
WATER BODY		
WIND CONE		
WIND TURBINE		

DRAWING INDEX

SHT #	SHEET TITLE
1	COVER & SHEET INDEX
2	AIRPORT DATA
3	WIND DATA
4	EXISTING LAYOUT
5	ULTIMATE LAYOUT
6	EXISTING INNER PORTION OF THE APPROACH SURFACE RUNWAY 2–20
7	ULTIMATE INNER PORTION OF THE APPROACH SURFACE RUNWAY 3–21
8	ULTIMATE INNNER PORTION OF THE APPROACH SURFACE RUNWAY 12–30
9	EXISTING DEPARTURE SURFACE RUNWAY 2–20
10	ULTIMATE DEPARTURE SURFACE RUNWAY 3–21
11	ULTIMATE DEPARTURE SURFACE RUNWAY 12–30
12	PRIMARY RUNWAY PROFILES
13	RUNWAY PROFILE RUNWAY 12–30
14	AIRPORT AIRSPACE (14 CFR PART 77)
15	PROPERTY MAP

BY	DATE	REVISION

APPROVED: Luke Bowland — DATE: Digitally signed by Luke Bowland Date: 2024.04.18 08:40:12 -08'00'
LUKE BOWLAND, P.E. — PRECONSTRUCTION ENGINEER

RECOMMENDED: Jenelle Brinkman — DATE: Digitally signed by Jenelle Brinkman Date: 2024.04.11 09:04:43 -08'00'
JENELLE BRINKMAN, P.E. — AVIATION DESIGN GROUP CHIEF

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 4/18/2024
FAA AIRSPACE REVIEW NUMBER: 2024-AAL-37-NRA

JONATHAN LINQUIST — Digitally signed by JONATHAN LINQUIST Date: 2024.04.18 12:57:01 -08'00'

FAA, AIRPORTS DIVISION ALASKAN REGION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CHEVAK AIRPORT
CHEVAK, ALASKA
AIRPORT LAYOUT PLAN

COVER AND INDEX SHEET

DATE: 11/30/2023

SHEET: 1 OF 15

Designed By: RLC
Drawn By: AVA
Checked By: MIM

Date Plotted: 11/30/2023, 1:21 PM
Layout Name: Cover
File Name: Z:\project\2987.01 DOT_C Chevak Airport Rehabilitation\Civil\ACAD\ALP\ALP-VAK-Cover.dwg

AIRPORT DATA TABLE

ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	PAVA	PAVA
NATIONAL AIRPORT IDENTIFIER	VAK	VAK
FAA SITE NUMBER	50096.22*A	50096.22*A
AIRPORT ELEVATION NAVD88	59.6'	59.9'
RUNWAY DESIGN CODE	A-II(S)	A-II(S)
CRITICAL AIRCRAFT OR AIRCRAFT GROUP	CESSNA 208 CARAVAN	CESSNA 208 CARAVAN
MEAN MAX. TEMPERATURE, HOTTEST MONTH	62.7°F, JULY	
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	7°45' E, 2025, 0°17 W PER YEAR	
AIRPORT AND TERMINAL NAVIGATIONAL AIDS	ROTATING BEACON	ROTATING BEACON
MISCELLANEOUS FACILITIES	LIGHTED WIND CONE & SEGMENTED CIRCLE	LIGHTED WIND CONE & SEGMENTED CIRCLE
NPIAS SERVICE LEVEL	COMMERCIAL SERVICE – NONPRIMARY	COMMERCIAL SERVICE – NONPRIMARY
STATE EQUIVALENT SERVICE ROLE	COMMUNITY OFF-ROAD	COMMUNITY OFF-ROAD

RUNWAY DATA TABLE

ITEM	EXISTING	ULTIMATE	ULTIMATE
RUNWAY IDENTIFIER	2-20	3-21	12-30
RUNWAY TYPE (UTILITY OR OTHER THAN UTILITY)	UTILITY	UTILITY	UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	NPI	NPI	NPI
FAR PART 77 VISIBILITY MINIMUM	>1 SM	>1 SM	>1 SM
FAR PART 77 APPROACH SURFACE SLOPE	20:1	20:1	20:1
APPROACH TYPE (VIS, NPA, APV(NP) APV(P), PREC)	NPA	NPA	NPA
THRESHOLD SITING SURFACE SLOPE	20:1	20:1	20:1
DEPARTURE SURFACE (Y/N)	Y	Y	Y
RUNWAY DESIGN CODE (RDC)	A-II(S)-5000	A-II(S)-5000	A-II(S)-5000
APPROACH REFERENCE CODE (APRC)	B/II/4000	B/II/4000	B/II/4000
DEPARTURE REFERENCE CODE (DPRC)	B/II	B/II	B/II
RUNWAY SURFACE	GRAVEL	GRAVEL	GRAVEL
SURFACE TREATMENT	N/A	N/A	N/A
GEAR CONFIG/PAVE STRENGTH (X1000 LBS)	N/A	N/A	N/A
PAVEMENT STRENGTH (PCN)	N/A	N/A	N/A
DESIGN AIRCRAFT (IF >60,000 LBS)	N/A	N/A	N/A
MAXIMUM ELEVATION (NAVD88)	59.6'	59.9'	59.8'
TOUCHDOWN ZONE ELEVATION (NAVD88)	59.6'	59.8' / 59.9'	59.8'
EFFECTIVE GRADE	0.69%	0.70%	1.09%
MEAN GEODETIC AZIMUTH (DEG, CW FROM NORTH)	33.02°	33.02°	123.02°
RUNWAY DIMENSIONS	75' x 3,200'	75' x 3,200'	75' x 3,200'
RUNWAY SAFETY AREA (RSA)	120' x 3,680'	150' x 3,800'	150' x 3,800'
RSA LENGTH BEYOND DEPARTURE END	240'	300'	300'
RSA LENGTH PRIOR TO THRESHOLD	240'	300'	300'
RUNWAY OBJECT FREE AREA (OFA)	500' x 3,800'	500' x 3,800'	500' x 3,800'
ROFA LENGTH BEYOND DEPARTURE END	300'	300'	300'
ROFA LENGTH PRIOR TO THRESHOLD	300'	300'	300'
RUNWAY OBSTACLE FREE ZONE (OFZ)	250' x 3,600'	250' x 3,600'	250' x 3,600'
INNER APPROACH OBSTACLE FREE ZONE (OFZ)	N/A	N/A	N/A
PRECISION APPROACH OBSTACLE FREE ZONE (POFZ)	N/A	N/A	N/A
RUNWAY PROTECTION ZONE (RPZ)	250' x 450' x 1000'	250' x 450' x 1000'	250' x 450' x 1000'
RUNWAY LIGHTING	MIRL	MIRL	MIRL
RUNWAY MARKING TYPE (V, NPI, P)	N/A	N/A	N/A
RUNWAY NAVIGATIONAL AIDS	PAPI, REIL	PAPI, REIL	–
AERONAUTICAL SURVEY TYPE REQUIRED	NVGS	NVGS	NVGS

AIRPORT CONTROL

POINT	LATITUDE	LONGITUDE	ELLIPSOID HEIGHT	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	61°32'11.92648" N	165°36'19.33504" W	–	496208.0532	381611.4000	45.05'	FD ROD: CHEVAK1
2	61°32'42.12011" N	165°35'37.15227" W	76.18'	499271.3099	383660.6524	48.97'	FD BD/ROD: AKDOT CHEVAK2
11	61°32'42.52855" N	165°35'36.59946" W	–	499312.7510	383687.5026	46.54'	FD AM[5480-S]: BENCHMARK 2 RM 2004
14	61°32'11.51504" N	165°36'19.89265" W	–	496166.3117	381584.3015	–	FD AM[5480-S]: BENCHMARK 1 RM 2004

GEOGRAPHIC COORDINATES

ITEM	EXISTING LATITUDE	EXISTING LONGITUDE	EXISTING STATION	EXISTING ELEVATION	ULTIMATE LATITUDE	ULTIMATE LONGITUDE	ULTIMATE STATION	ULTIMATE ELEVATION
ARP	61°32'27.04" N	165°36'03.21" W	–	–	61°32'34.36" N	165°36'10.48" W	–	–
RW 2 THRESHOLD	61°32'13.83" N	165°36'21.20" W	9+16.68	46.7'	–	–	–	–
RW 20 THRESHOLD	61°32'40.25" N	165°35'45.22" W	41+16.68	58.7'	–	–	–	–
RW 3 THRESHOLD	–	–	–	–	61°32'13.84" N	165°36'21.20" W	9+17.00	48.6'
RW 21 THRESHOLD	–	–	–	–	61°32'40.26" N	165°35'45.22" W	41+17.00	59.9'
RW 12 THRESHOLD	–	–	–	–	61°32'50.25" N	165°36'45.43" W	205+00.00	48.0'
RW 30 THRESHOLD	–	–	–	–	61°32'33.08" N	165°35'50.06" W	237+00.00	59.8'

TAXIWAY DATA TABLE

TAXIWAY	EXISTING	ULTIMATE
AIRPLANE DESIGN GROUP	II(S)	II(S)
TAXIWAY DESIGN GROUP	1A	1A
TAXIWAY SURFACE	GRAVEL	GRAVEL
TAXIWAY DIMENSIONS	35' x 208.5'	35' x 212.5'
SHOULDER WIDTH	10'	10'
SAFETY AREA (TSA) WIDTH	79'	79'
EDGE SAFETY MARGIN (TESM)	N/A	N/A
OBJECT FREE AREA (TOFA) WIDTH	124'	124'
TAXIWAY LIGHTING	MITL	MITL
TAXIWAY MARKING	NONE	NONE

NONSTANDARD CONDITIONS

ITEM	EXISTING STANDARD	EXISTING	ULTIMATE
SEWAGE LAGOON SEPARATION	5,000'	3,355'	3,355'
LANDFILL SEPARATION	5,000'	4,078'	4,078'
RUNWAY LINE OF SIGHT	5' AT ANY POINT ON RW	DEFICIENT	SUFFICIENT
RSA WIDTH	150'	120'	150'
RSA LENGTH BEYOND DEPARTURE END	300'	240'	300'
RSA LENGTH PRIOR TO THRESHOLD	300'	240'	300'
RUNWAY TO APRON SEPARATION	250'	246'	250'
TAXIWAY WIDTH	25'	35'	35'

MODIFICATION OF STANDARDS

ASN	DESCRIPTION	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED
NONE					

NOTES:

1. THE HORIZONTAL COORDINATE SYSTEM FOR THIS ALP IS NAD83(2011) ALASKA WEST COAST 2015 LOW DISTORTION PROJECTION (LDP), U.S. SURVEY FEET. THE VERTICAL DATUM FOR THIS ALP IS NAVD88(GEOID12B). SEE CHEVAK AIRPORT REHABILITATION SURVEY CONTROL DIAGRAM, RECORD OF SURVEY 2022-2 BETHEL RECORDING DISTRICT.
2. RECORD SURVEY INFORMATION WAS DERIVED FROM THESE PROJECTS: CHEVAK AIRPORT REHABILITATION / Z537250000 (R&M CONSULTANTS INC., JUNE 2021); CHEVAK AIRPORT RUNWAY EXTENSION, STAGE 1 / 53725 (McCLINKTOK LAND ASSOCIATION, 2011)
3. REPORTED STANDARDS ARE BASED ON FAA AC 150/5300-13B.

BY	DATE	REVISION

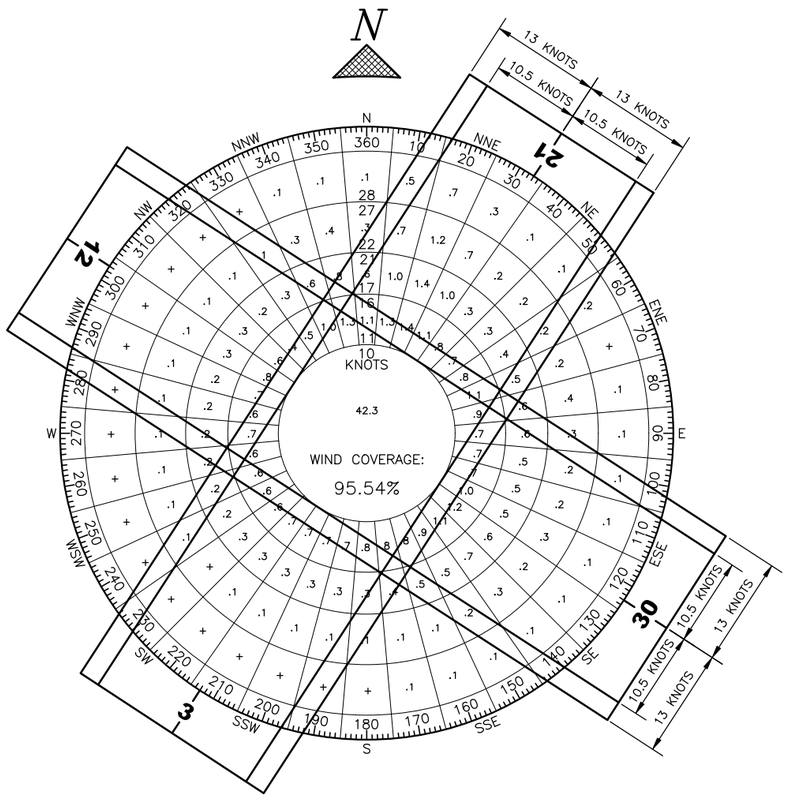
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CHEVAK AIRPORT
CHEVAK, ALASKA
AIRPORT LAYOUT PLAN

AIRPORT DATA

DATE: 11/30/2023
SHEET: 2 OF 15

Designed By: RLC
Drawn By: AVA
Checked By: MIM
Date Plotted: 11/30/2023, 1:21 PM
Layout Name: AIR
File Name: Z:\project\2387-01 DOT_C Chevak Airport Rehabilitation\Civil\ACAD\ALP\ALP-VAK-Airport Data.dwg

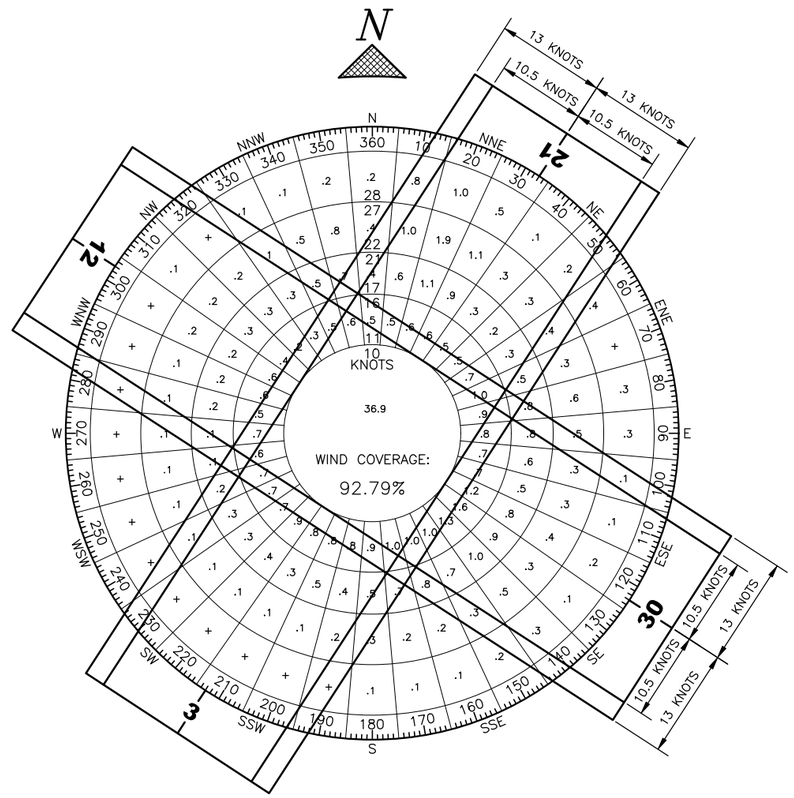


WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

ALL WEATHER WIND DATA		
RUNWAY	10.5 KT	13 KT
RW 3–21	71.79%	80.89%
RW 12–30	66.48%	76.05%
COMBINED	90.24%	95.54%

SOURCE: CHEVAK WIND DATA
FAA AIRPORT DATA AND INFORMATION PORTAL
MAY 3, 2023
PERIOD: 2013 – 2022

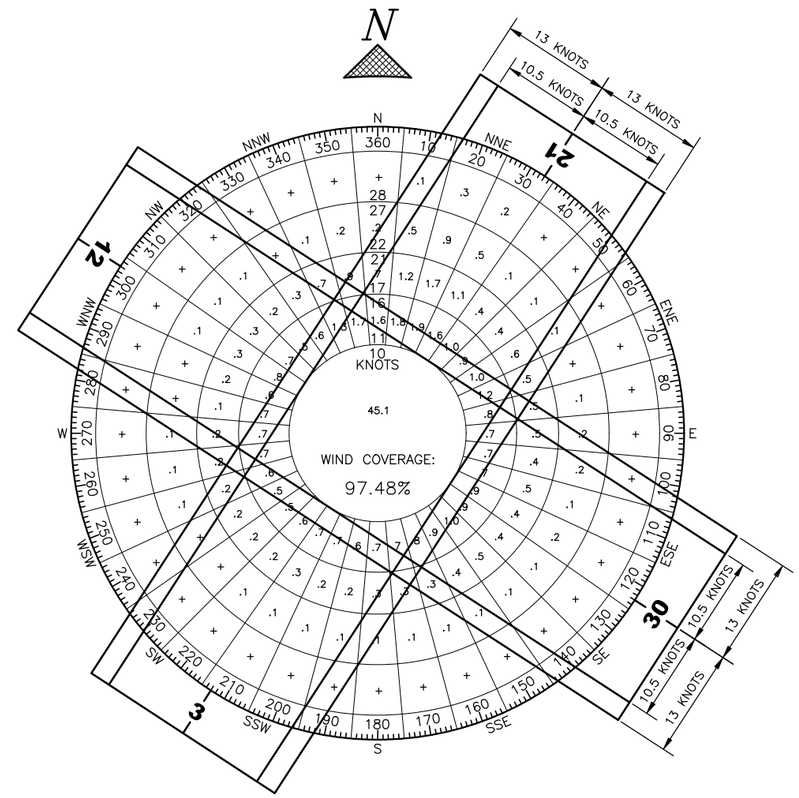


WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

IFR WIND DATA		
RUNWAY	10.5 KT	13 KT
RW 3–21	65.24%	74.77%
RW 12–30	63.03%	71.78%
COMBINED	86.37%	92.79%

SOURCE: CHEVAK WIND DATA
FAA AIRPORT DATA AND INFORMATION PORTAL
MAY 3, 2023
PERIOD: 2013 – 2022



WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

VFR WIND DATA		
RUNWAY	10.5 KT	13 KT
RW 3–21	76.00%	84.80%
RW 12–30	68.25%	78.46%
COMBINED	92.94%	97.48%

SOURCE: CHEVAK WIND DATA
FAA AIRPORT DATA AND INFORMATION PORTAL
MAY 3, 2023
PERIOD: 2013 – 2022

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CHEVAK AIRPORT
CHEVAK, ALASKA
AIRPORT LAYOUT PLAN

WIND DATA

DATE: 11/30/2023
SHEET: 3 OF 15

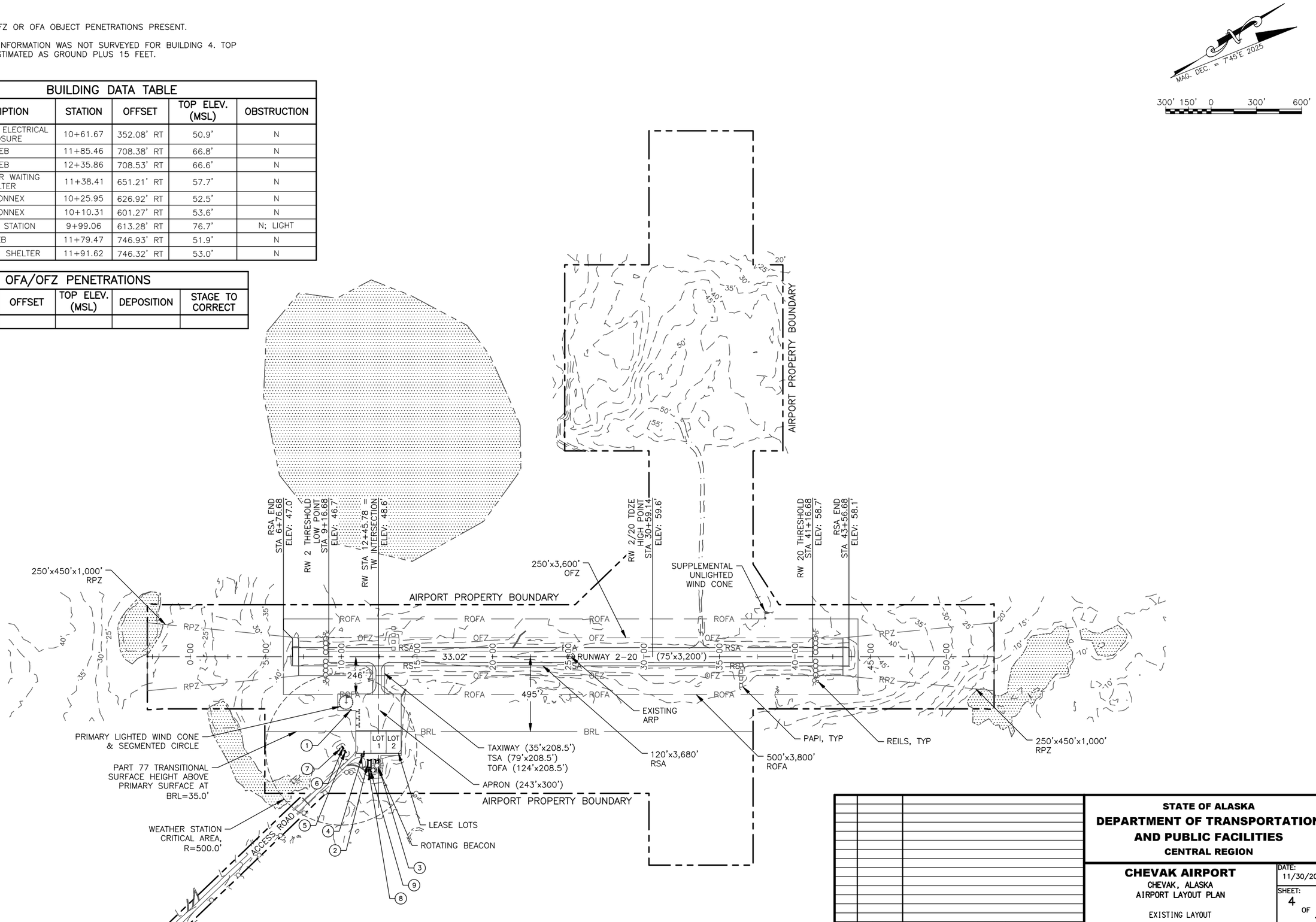
Designed By: RLC
Drawn By: AVA
Checked By: MIM
Date Plotted: 11/30/2023, 1:21 PM
Layout Name: WIND
File Name: Z:\project\2987.01 DOT_C Chevak Airport Rehabilitation\Civil\ACAD\ALP\ALP-VAK-Wind Data.dwg

NOTES:

1. THERE ARE NO OFZ OR OFA OBJECT PENETRATIONS PRESENT.
2. BUILDING HEIGHT INFORMATION WAS NOT SURVEYED FOR BUILDING 4. TOP ELEVATION WAS ESTIMATED AS GROUND PLUS 15 FEET.

BUILDING DATA TABLE					
ID#	DESCRIPTION	STATION	OFFSET	TOP ELEV. (MSL)	OBSTRUCTION
1	ABANDONED ELECTRICAL ENCLOSURE	10+61.67	352.08' RT	50.9'	N
2	SREB	11+85.46	708.38' RT	66.8'	N
3	SREB	12+35.86	708.53' RT	66.6'	N
4	PASSENGER WAITING SHELTER	11+38.41	651.21' RT	57.7'	N
5	FAA CONNEX	10+25.95	626.92' RT	52.5'	N
6	FAA CONNEX	10+10.31	601.27' RT	53.6'	N
7	WEATHER STATION	9+99.06	613.28' RT	76.7'	N; LIGHT
8	EEB	11+79.47	746.93' RT	51.9'	N
9	FAA VISAID SHELTER	11+91.62	746.32' RT	53.0'	N

OFA/OFZ PENETRATIONS					
ID#	STATION	OFFSET	TOP ELEV. (MSL)	DEPOSITION	STAGE TO CORRECT
NONE					



BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CHEVAK AIRPORT
CHEVAK, ALASKA
AIRPORT LAYOUT PLAN

EXISTING LAYOUT

DATE: 11/30/2023
SHEET: 4 OF 15

Designed By: RLC
Drawn By: AVA
Checked By: MIM

Date Plotted: 11/30/2023, 1:21 PM
Layout Name: EXIST
File Name: Z:\project\2987.01 DOT_C Chevak Airport Rehabilitation\Civil\ACAD\ALP\ALP-VAK-EXIST-Layout.dwg

NOTE:

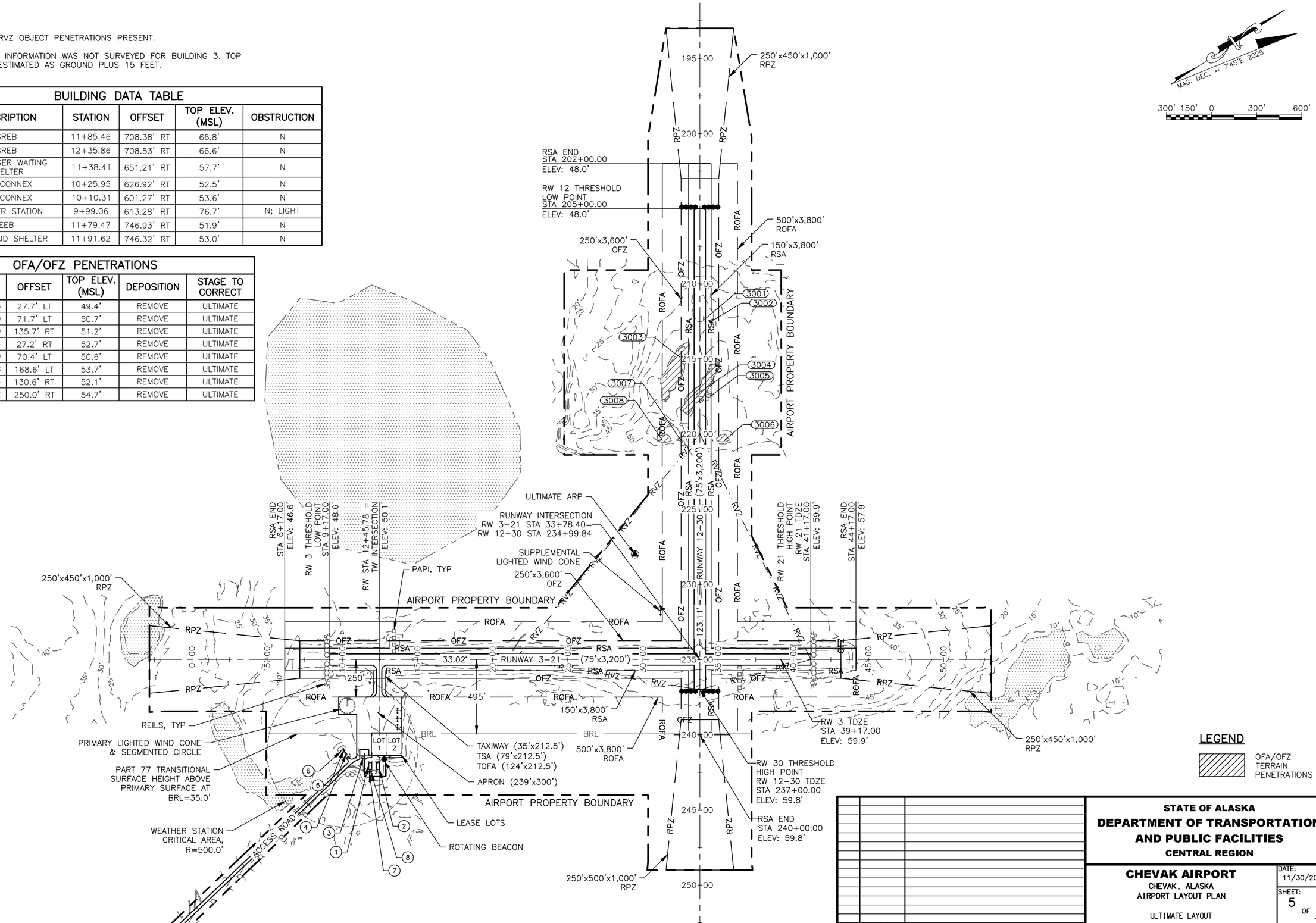
1. THERE ARE NO RVZ OBJECT PENETRATIONS PRESENT.
2. BUILDING HEIGHT INFORMATION WAS NOT SURVEYED FOR BUILDING 3. TOP ELEVATION WAS ESTIMATED AS GROUND PLUS 15 FEET.

BUILDING DATA TABLE

ID#	DESCRIPTION	STATION	OFFSET	TOP ELEV. (MSL)	OBSTRUCTION
1	SREB	11+85.46	708.38' RT	66.8'	N
2	SREB	12+35.86	708.53' RT	66.6'	N
3	PASSENGER WAITING SHELTER	11+38.41	651.21' RT	57.7'	N
4	FAA CONNEX	10+25.95	626.92' RT	52.5'	N
5	FAA CONNEX	10+10.31	601.27' RT	53.6'	N
6	WEATHER STATION	9+99.06	613.28' RT	76.7'	N; LIGHT
7	EEB	11+79.47	746.93' RT	51.9'	N
8	FAA VISAID SHELTER	11+91.62	746.32' RT	53.0'	N

OFA/OFZ PENETRATIONS

ID#	STATION	OFFSET	TOP ELEV. (MSL)	DEPOSITION	STAGE TO CORRECT
3001	212+39.56	27.7' LT	49.4'	REMOVE	ULTIMATE
3002	212+53.50	71.7' LT	50.7'	REMOVE	ULTIMATE
3003	214+87.39	135.7' RT	51.2'	REMOVE	ULTIMATE
3004	217+38.54	27.2' RT	52.7'	REMOVE	ULTIMATE
3005	217+47.89	70.4' LT	50.6'	REMOVE	ULTIMATE
3006	220+36.78	168.6' LT	53.7'	REMOVE	ULTIMATE
3007	220+36.94	130.6' RT	52.1'	REMOVE	ULTIMATE
3008	220+39.92	250.0' RT	54.7'	REMOVE	ULTIMATE



BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CHEVAK AIRPORT
CHEVAK, ALASKA
AIRPORT LAYOUT PLAN

ULTIMATE LAYOUT

DATE: 11/30/2023
SHEET: 5 OF 15

Designed By: RLC
Drawn By: AVA
Checked By: MIM

Date Plotted: 11/30/2023, 1:22 PM
Layout Name: ULT1
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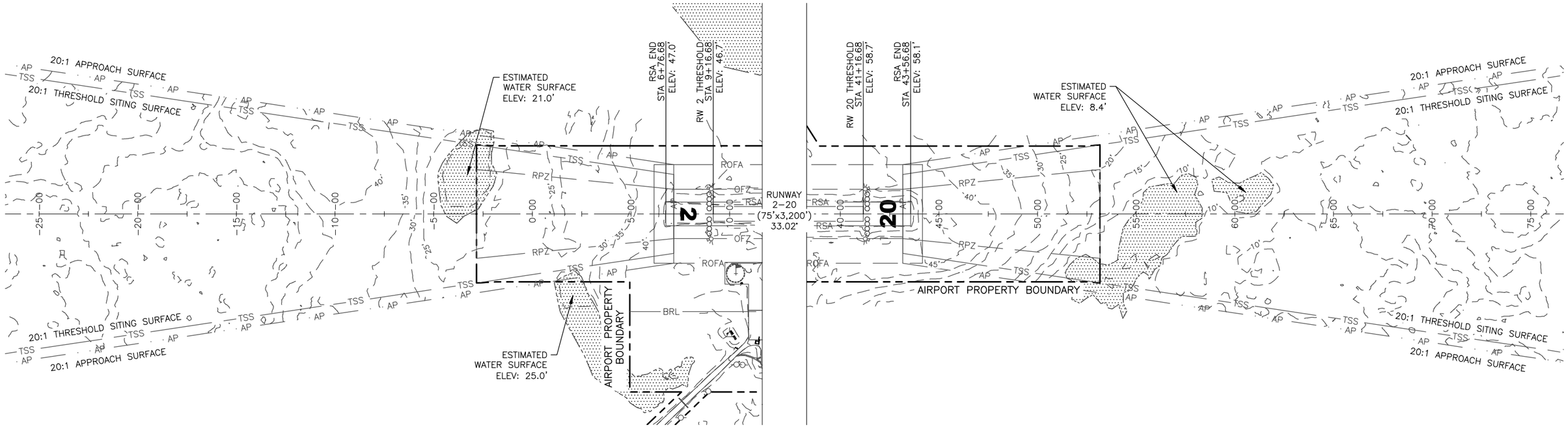
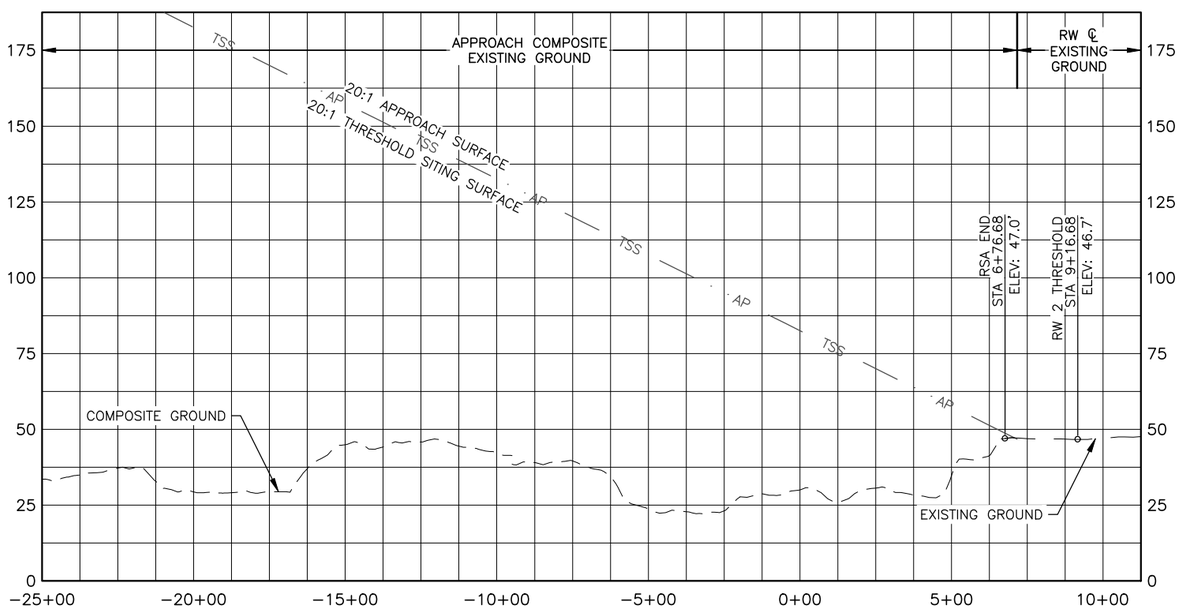
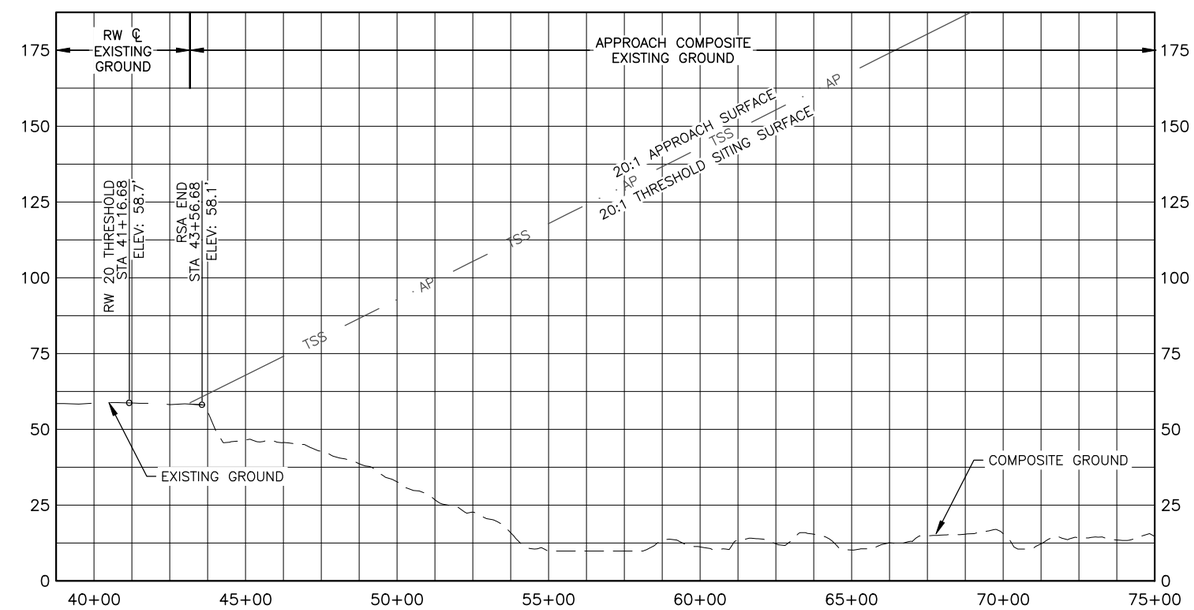




EXISTING RUNWAY 2 INNER APPROACH



EXISTING RUNWAY 20 INNER APPROACH

NOTES:

1. THERE IS NO CONTROLLING OBSTRUCTION. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1 PER AIRPORT GIS DATA INFORMATION PORTAL (ADIP), AIRPORT MASTER RECORDS DATA DICTIONARY, DATA ELEMENT 57.
2. THRESHOLD SITING CRITERIA FOR RUNWAY 2 AND RUNWAY 20 IS DEFINED PER FAA AC 150/5300-13B, TABLE 3-3, SURFACE 4 FOR APPROACH END OF RUNWAY THAT SUPPORTS IFR CIRCLING PROCEDURES AND PROCEDURES ONLY PROVIDING LATERAL GUIDANCE HAVING VISIBILITY MINIMUMS GREATER THAN OR EQUAL TO 3/4 STATUTE MILE.
3. THERE ARE NO INNER APPROACH PART 77 OR THRESHOLD SITING SURFACE PENETRATIONS.
5. SEE AIRSPACE PART 77 SHEET FOR OBSTRUCTIONS TO PART 77 SURFACE.
6. SEE NOTE 2 OF THE AIRPORT DATA SHEET FOR RECORD SURVEY SOURCE INFORMATION.

MAG. DEC. = 7°45'E 2025

250' 125 0 250' 500'

HORIZONTAL TO VERTICAL RATIO 1:10

BY	DATE	REVISION

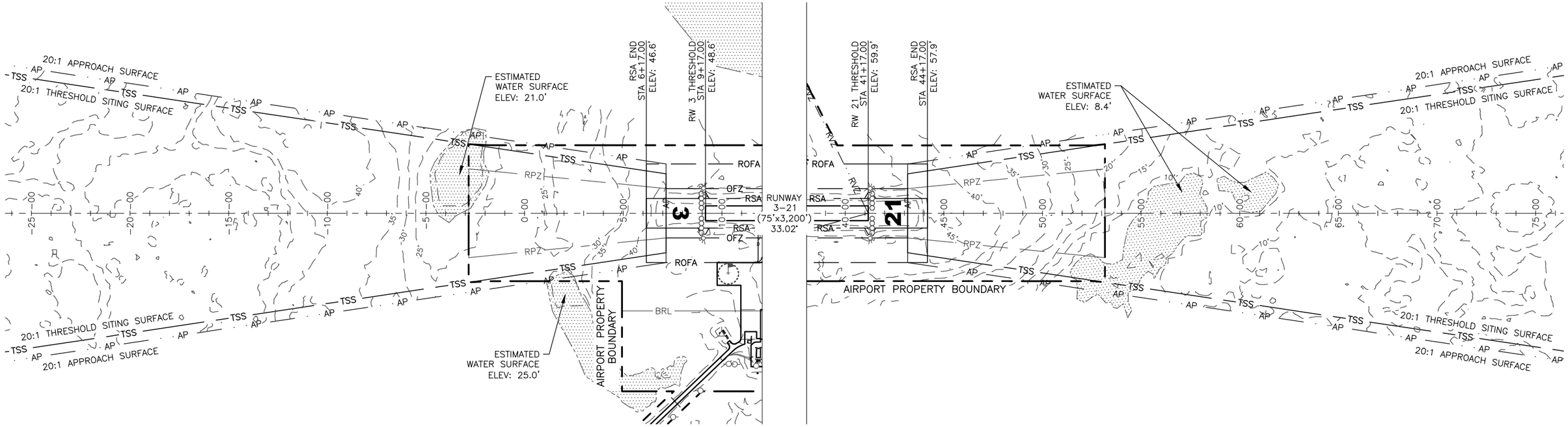
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

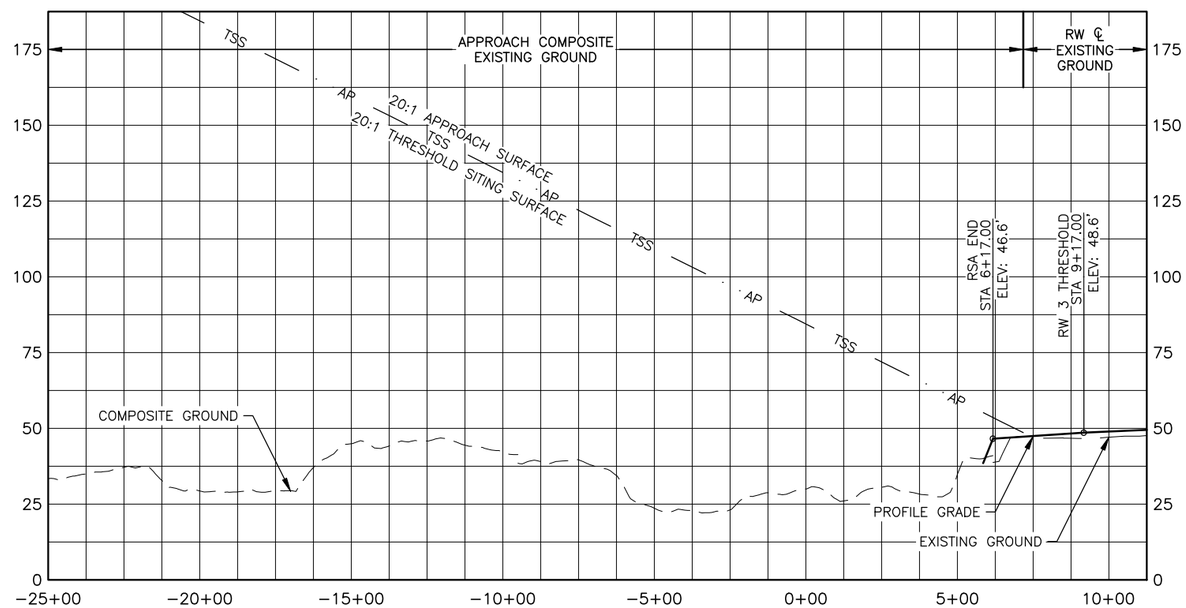
CHEVAK AIRPORT
CHEVAK, ALASKA
AIRPORT LAYOUT PLAN
EXISTING INNER PORTION OF THE APPROACH SURFACE RUNWAY 2-20

DATE: 11/30/2023
SHEET: 6 OF 15

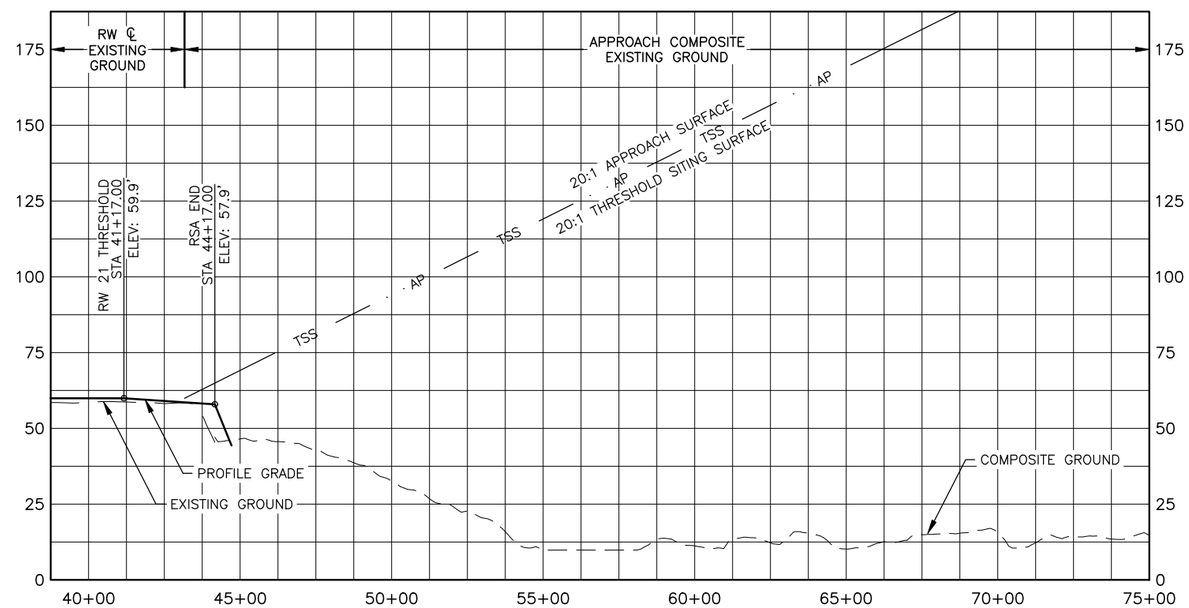
Designed By: RLC
Drawn By: AVA
Checked By: MIM

Date Plotted: 11/30/2023, 1:22 PM
Layout Name: EXST
File Name: Z:\project\2987.01 DOT_C Chevak Airport Rehabilitation\Civil\ACAD\ALP\ALP-VAK-EXST-Inner Approach.dwg





ULTIMATE RUNWAY 3 INNER APPROACH



ULTIMATE RUNWAY 21 INNER APPROACH

NOTES:

1. THERE IS NO CONTROLLING OBSTRUCTION. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1 PER AIRPORT GIS DATA INFORMATION PORTAL (ADIP), AIRPORT MASTER RECORDS DATA DICTIONARY, DATA ELEMENT 57.
2. THRESHOLD SITING CRITERIA FOR RUNWAY 3 AND RUNWAY 21 IS DEFINED PER FAA AC 150/5300-13B, TABLE 3-3, SURFACE 4 FOR APPROACH END OF RUNWAY THAT SUPPORTS IFR CIRCLING PROCEDURES AND PROCEDURES ONLY PROVIDING LATERAL GUIDANCE HAVING VISIBILITY MINIMUMS GREATER THAN OR EQUAL TO 3/4 STATUTE MILE.
3. THERE ARE NO INNER APPROACH PART 77 OR THRESHOLD SITING SURFACE PENETRATIONS.
4. SEE AIRSPACE PART 77 SHEET FOR OBSTRUCTIONS TO PART 77 SURFACE.
6. SEE NOTE 2 OF THE AIRPORT DATA SHEET FOR RECORD SURVEY SOURCE INFORMATION.

MAG. DEC. = 7°45'E 2025

250' 125 0 250' 500'

HORIZONTAL TO VERTICAL RATIO 1:10

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

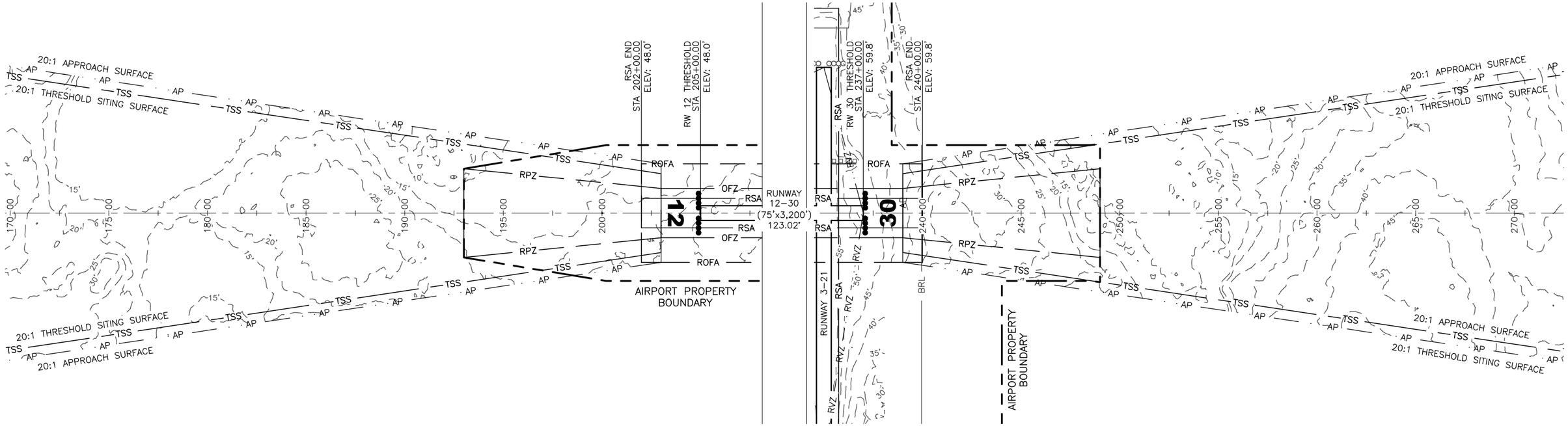
CHEVAK AIRPORT
CHEVAK, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE INNER PORTION OF THE APPROACH SURFACE
RUNWAY 3-21

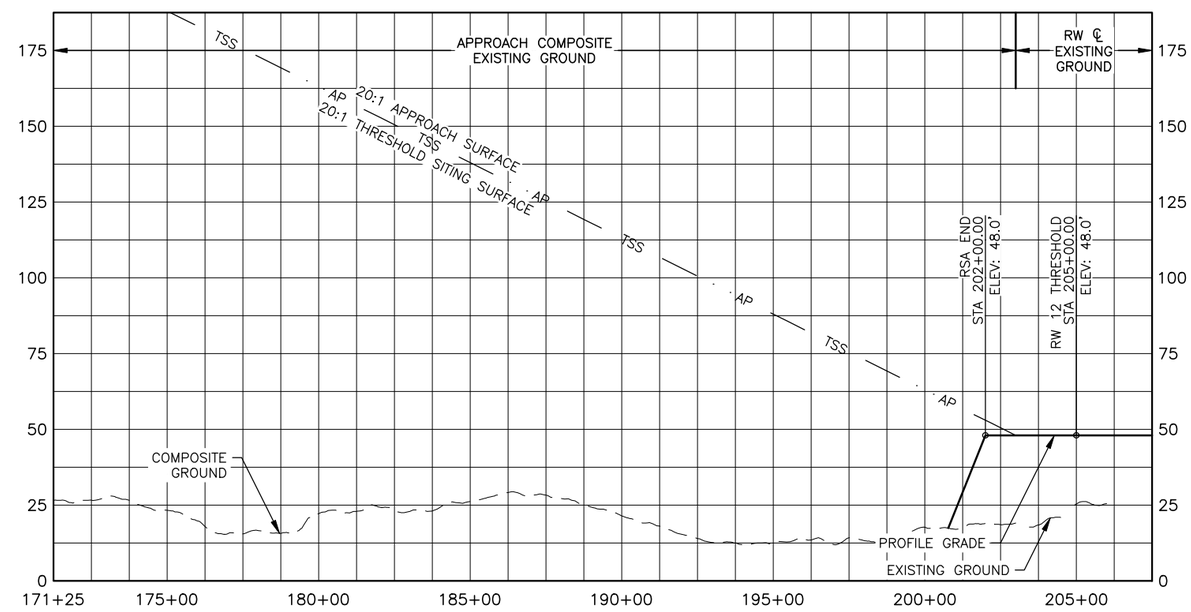
DATE: 11/30/2023

SHEET: 7 OF 15

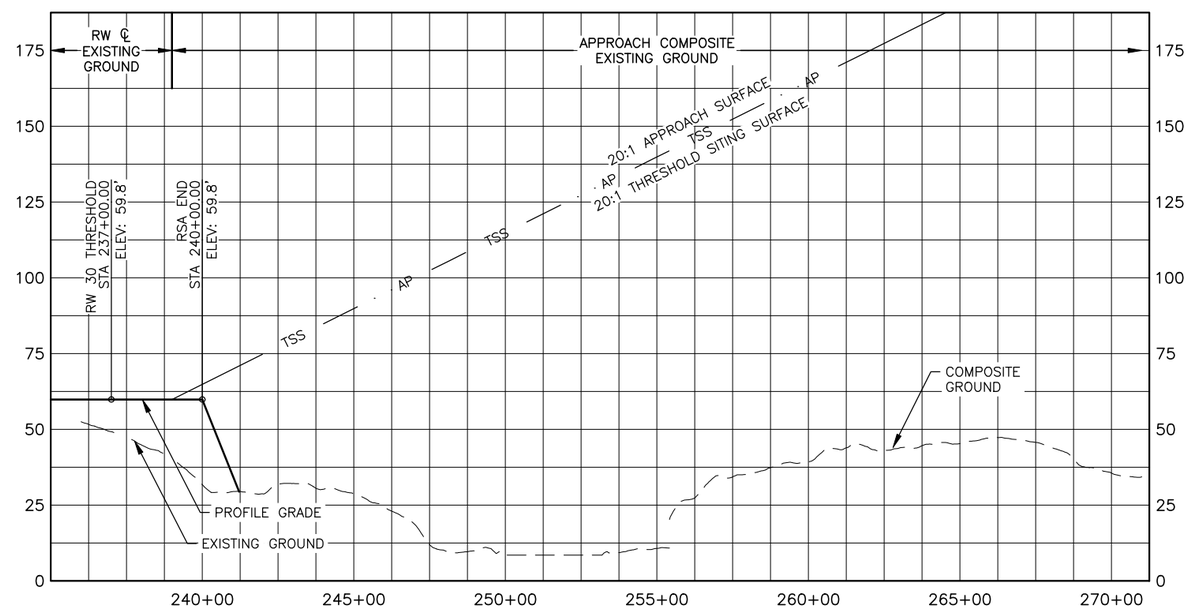
Designed By: RLC
Drawn By: AVA
Checked By: MIM

Date Plotted: 11/30/2023, 1:22 PM
Layout Name: ULTI
File Name: Z:\project\2987.01 DOT_C Chevak Airport Rehabilitation\Civil\ACAD\ALP\ALP-VAK-ULTI-Inner Approach.dwg





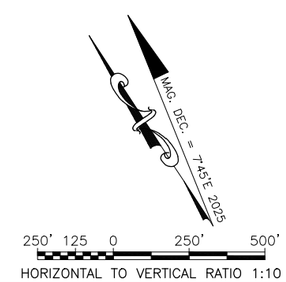
ULTIMATE RUNWAY 12 INNER APPROACH



ULTIMATE RUNWAY 30 INNER APPROACH

NOTES:

1. THERE IS NO CONTROLLING OBSTRUCTION. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1 PER AIRPORT GIS DATA INFORMATION PORTAL (ADIP), AIRPORT MASTER RECORDS DATA DICTIONARY, DATA ELEMENT 57.
2. THRESHOLD SITING CRITERIA FOR RUNWAY 12 AND RUNWAY 30 IS DEFINED PER FAA AC 150/5300–13B, TABLE 3–3, SURFACE 4 FOR APPROACH END OF RUNWAY THAT SUPPORTS IFR CIRCLING PROCEDURES AND PROCEDURES ONLY PROVIDING LATERAL GUIDANCE HAVING VISIBILITY MINIMUMS GREATER THAN OR EQUAL TO 3/4 STATUTE MILE.
3. THERE ARE NO INNER APPROACH PART 77 OR THRESHOLD SITING SURFACE PENETRATIONS.
4. SEE AIRSPACE PART 77 SHEET FOR OBSTRUCTIONS TO PART 77 SURFACE.
6. SEE NOTE 2 OF THE AIRPORT DATA SHEET FOR RECORD SURVEY SOURCE INFORMATION.



BY	DATE	REVISION

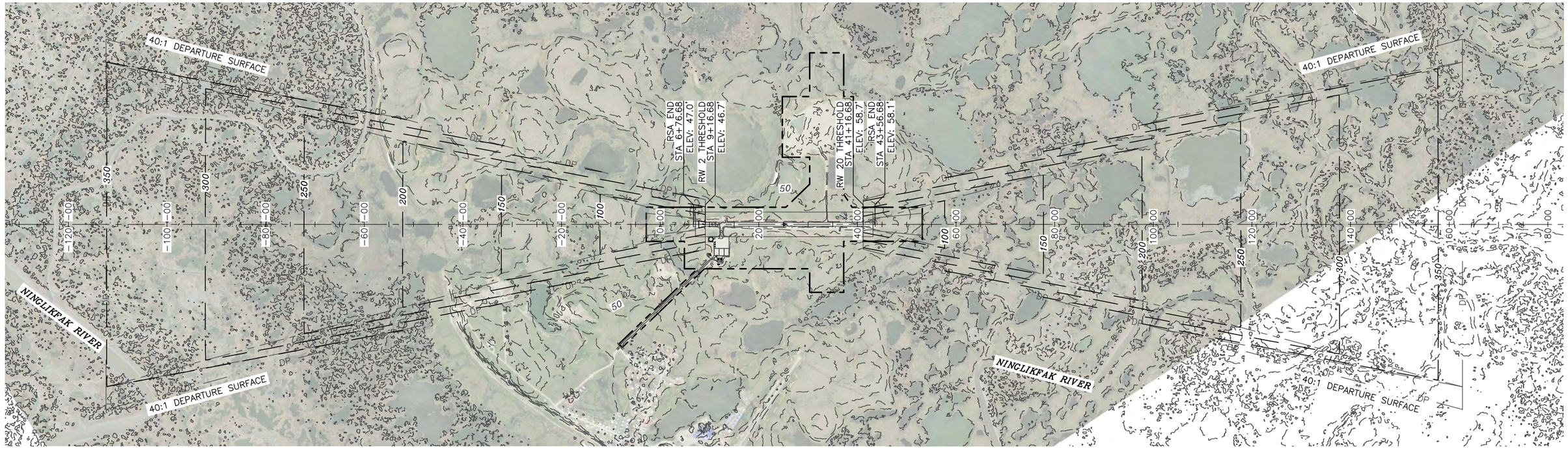
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

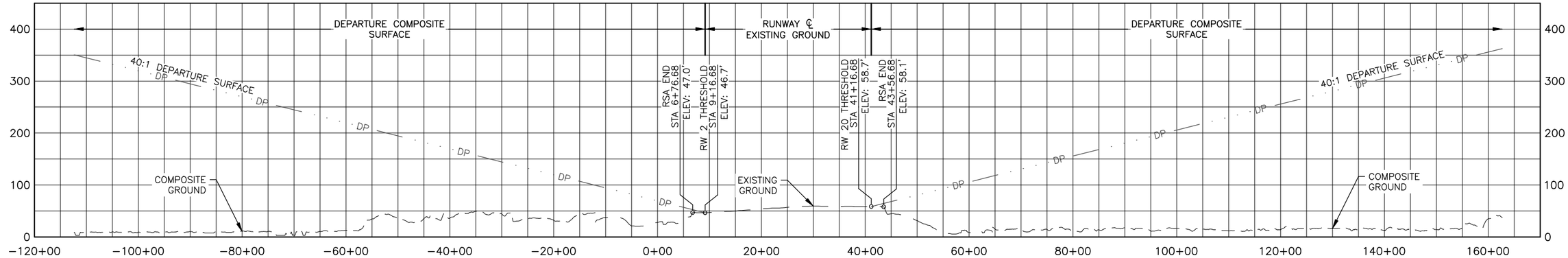
CHEVAK AIRPORT
CHEVAK, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE INNNER PORTION OF THE APPROACH SURFACE RUNWAY 12–30

DATE: 11/30/2023
SHEET: 8 OF 15

Designed By: RLC
Drawn By: AVA
Checked By: MIM

Date Plotted: 11/30/2023, 1:23 PM
Layout Name: ULTI
File Name: Z:\project\2687.01 DOT_C Chevak Airport Rehabilitation\Civil\ACAD\ALP\ALP-VAK-ULTI-Inner Approach RW 12-30.dwg





EXISTING RUNWAY 2–20

RW 20 DEPARTURE SURFACE OBSTRUCTION & SIGNIFICANT OBJECT TABLE								
ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
	NONE							

RW 2 DEPARTURE SURFACE OBSTRUCTION & SIGNIFICANT OBJECT TABLE								
ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
	NONE							

NOTES:

1. (HP) = POINT OF HIGHEST PENETRATION.
2. DEPARTURE SURFACES ARE DEFINED PER FAA AC 150/5300-13B, TABLE 3-5, SURFACE 7.

MAG. DEC. = 7°45'E 2025

1000' 500' 1000' 2000'

HORIZONTAL TO VERTICAL RATIO 1:10

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CHEVAK AIRPORT
CHEVAK, ALASKA
AIRPORT LAYOUT PLAN

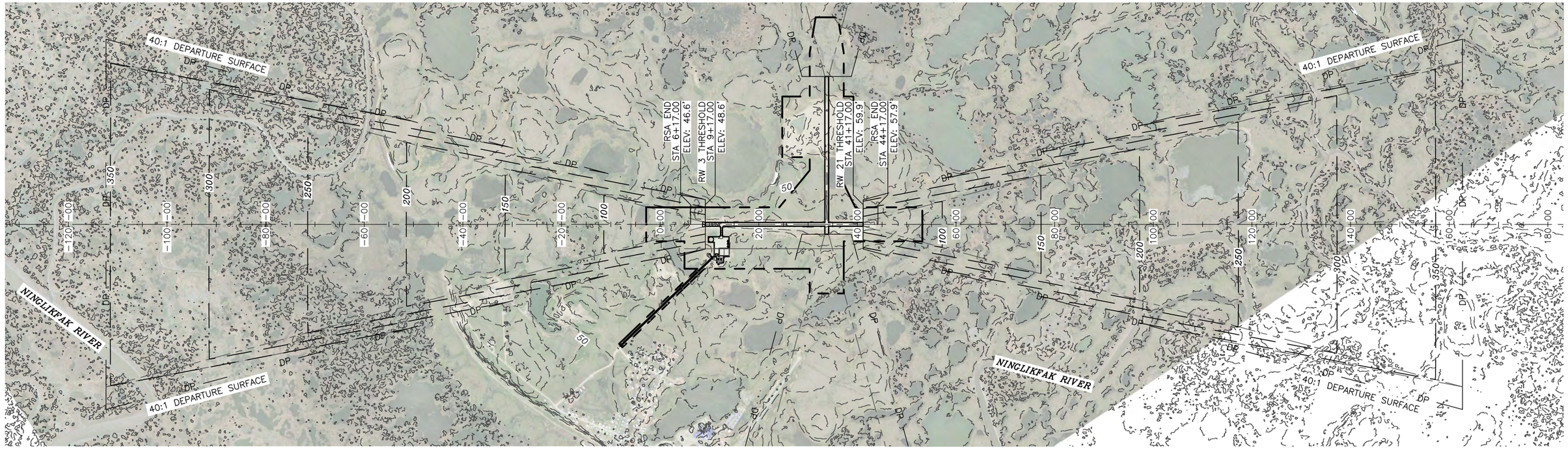
EXISTING DEPARTURE SURFACE
RUNWAY 2-20

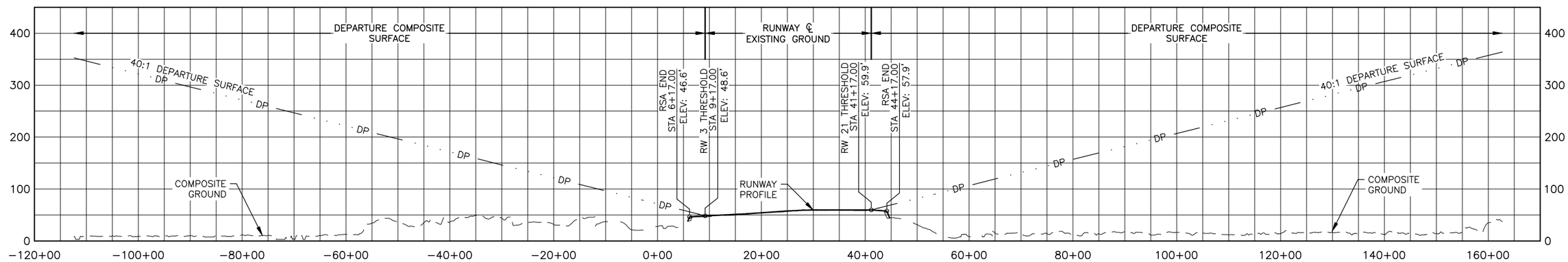
DATE: 11/30/2023

SHEET: 9 OF 15

Designed By: RLC
Drawn By: AVA
Checked By: MIM

Date Plotted: 11/30/2023, 1:24 PM
Layout Name: EXST
File Name: Z:\project\2987.01 001_C Chevak Airport Rehabilitation\Civil\ACAD\ALP\ALP-VAK-EXST-Departure.dwg





ULTIMATE RUNWAY 3–21

RW 21 DEPARTURE SURFACE OBSTRUCTION & SIGNIFICANT OBJECT TABLE								
ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
	NONE							

RW 3 DEPARTURE SURFACE OBSTRUCTION & SIGNIFICANT OBJECT TABLE								
ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
	NONE							

NOTES:

1. (HP) = POINT OF HIGHEST PENETRATION.
2. DEPARTURE SURFACES ARE DEFINED PER FAA AC 150/5300-13B, TABLE 3-5, SURFACE 7.

MAG. DEC. = 7°45'E 2025

1000' 500' 1000' 2000'

HORIZONTAL TO VERTICAL RATIO 1:10

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CHEVAK AIRPORT
CHEVAK, ALASKA
AIRPORT LAYOUT PLAN

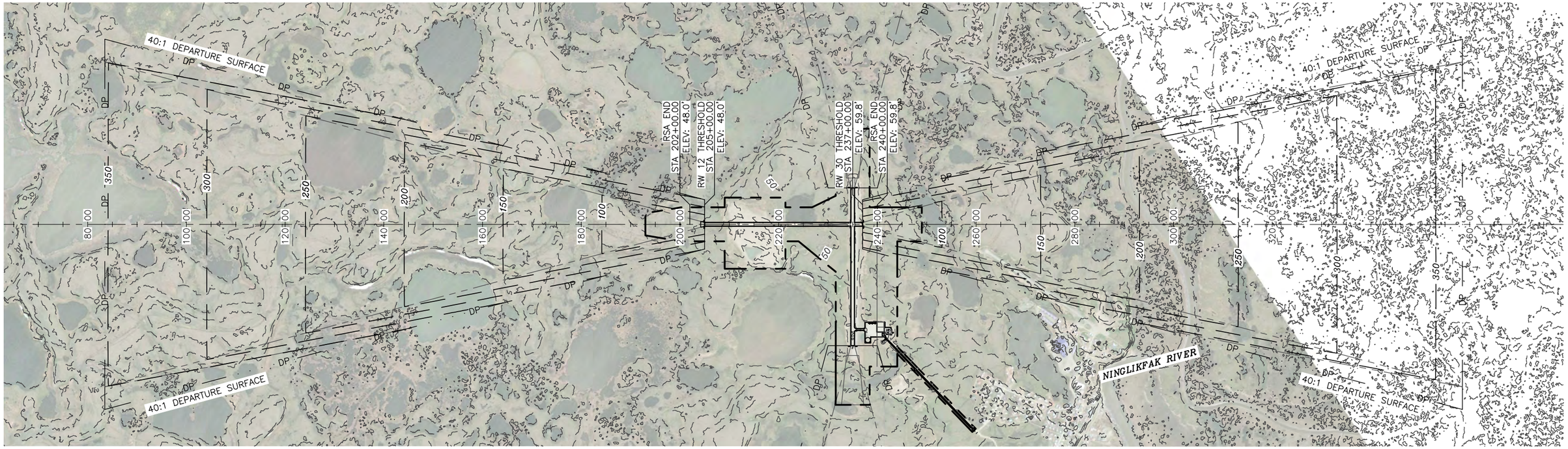
ULTIMATE DEPARTURE SURFACE
RUNWAY 3-21

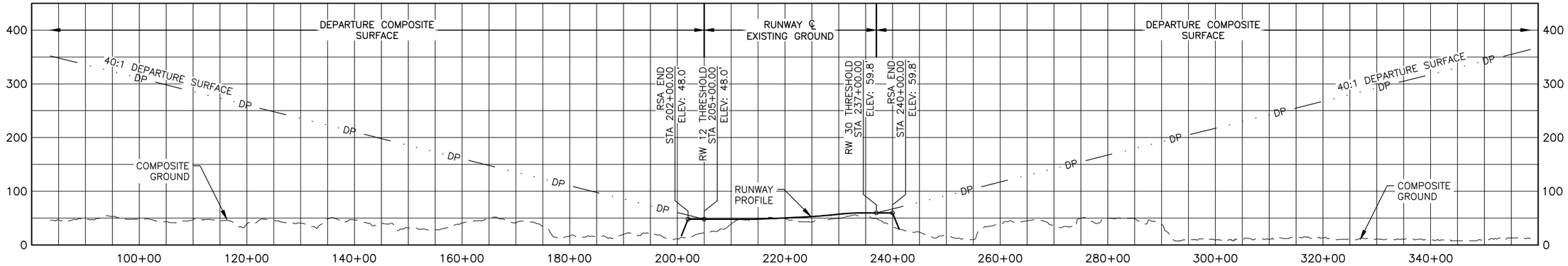
DATE: 11/30/2023

SHEET: 10 OF 15

Designed By: RLC
Drawn By: AVA
Checked By: MIM

Date Plotted: 11/30/2023, 1:24 PM
Layout Name: ULT1
File Name: Z:\project\2987.01 001_C Chevak Airport Rehabilitation\Civil\ACAD\ALP\ALP-VAK-ULT1-Departure.dwg





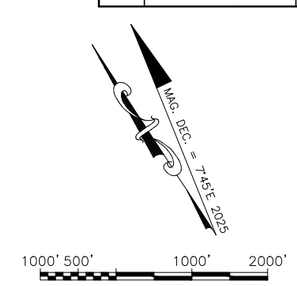
ULTIMATE RUNWAY 12–30

RW 30 DEPARTURE SURFACE OBSTRUCTION & SIGNIFICANT OBJECT TABLE								
ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
	NONE							

RW 12 DEPARTURE SURFACE OBSTRUCTION & SIGNIFICANT OBJECT TABLE								
ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
	NONE							

NOTES:

1. (HP) = POINT OF HIGHEST PENETRATION.
2. DEPARTURE SURFACES ARE DEFINED PER FAA AC 150/5300-13B, TABLE 3-5, SURFACE 7.



BY	DATE	REVISION

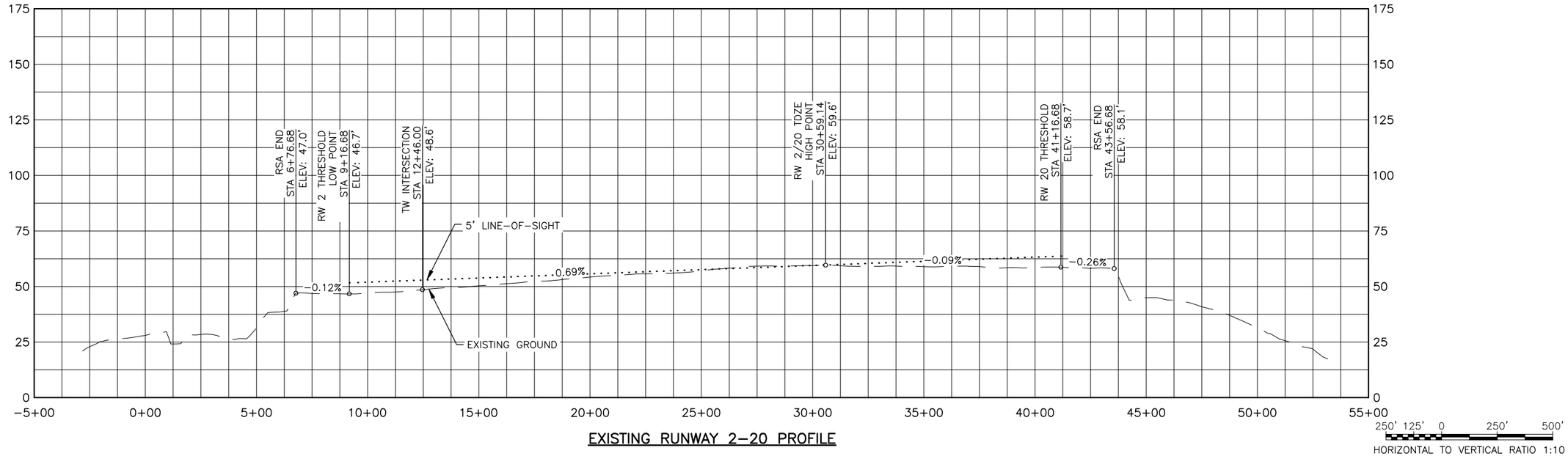
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CHEVAK AIRPORT
CHEVAK, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE DEPARTURE SURFACE
RUNWAY 12-30

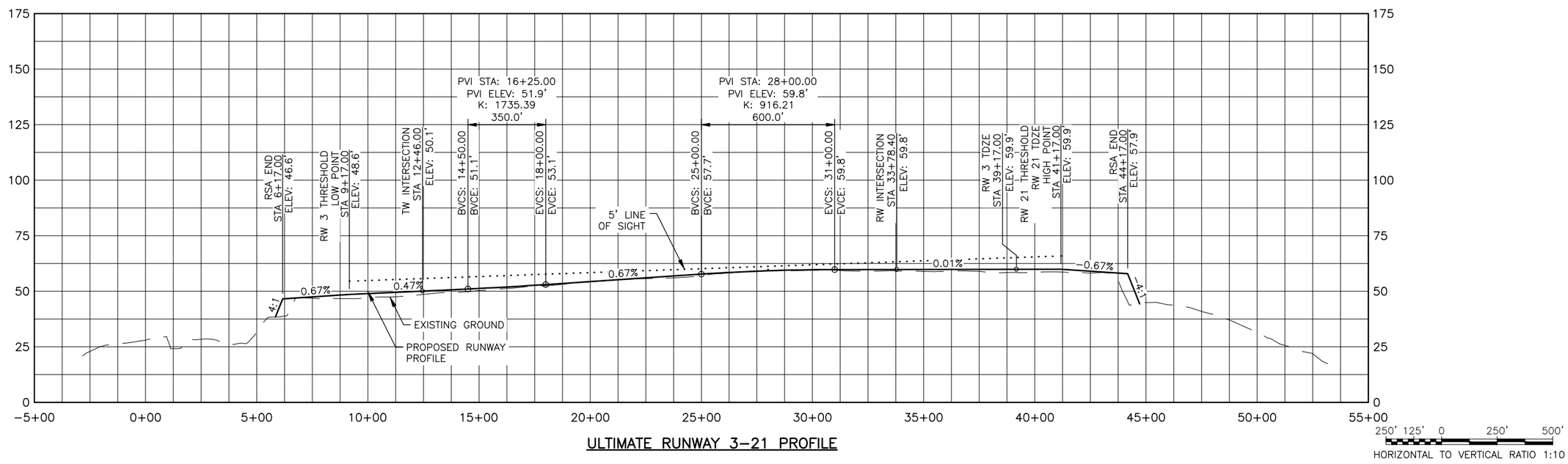
DATE: 11/30/2023
SHEET: 11 OF 15

Designed By: RLC
Drawn By: AVA
Checked By: MIM

Date Plotted: 11/30/2023, 1:25 PM
Layout Name: ULT1
File Name: Z:\project\2387.01 001_C Chevak Airport Rehabilitation\Civil\ACAD\ALP\ALP-VAK-ULT1-Departure RW 12-30.dwg



EXISTING RUNWAY 2-20 PROFILE



ULTIMATE RUNWAY 3-21 PROFILE

NOTE:

1. EXISTING RUNWAY DOES NOT MEET LINE-OF-SIGHT CRITERIA.
2. ULTIMATE RUNWAY MEETS LINE-OF-SIGHT CRITERIA.

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

CHEVAK AIRPORT
CHEVAK, ALASKA
AIRPORT LAYOUT PLAN

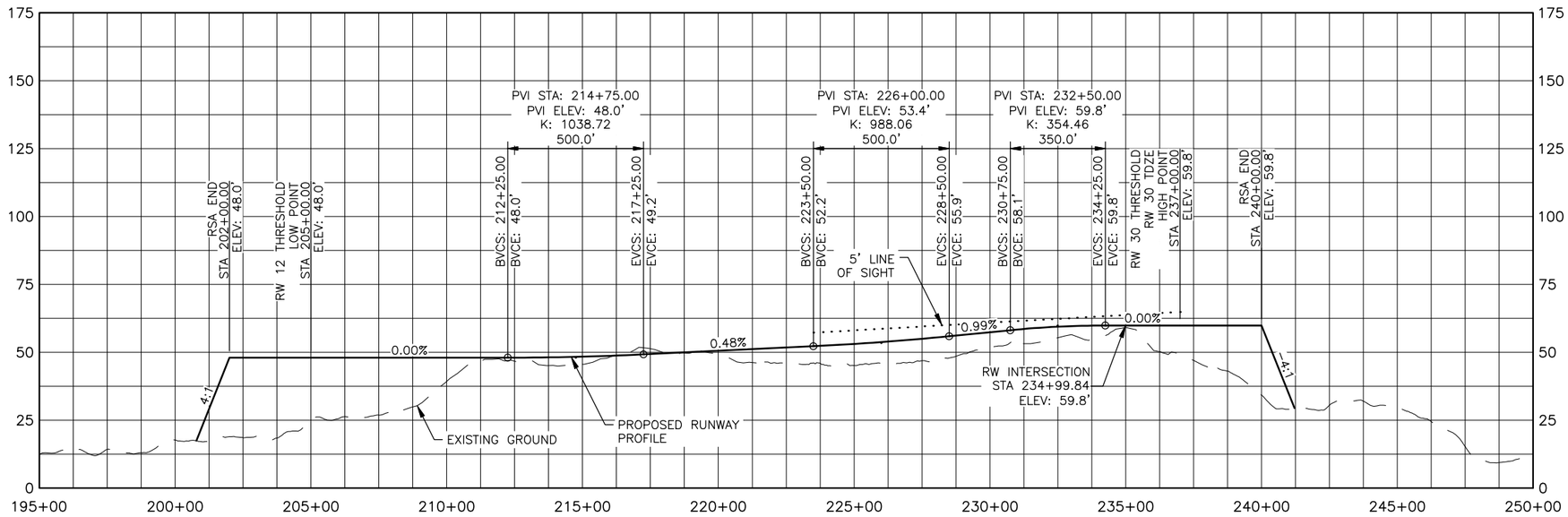
PRIMARY RUNWAY PROFILES

DATE: 11/30/2023

SHEET: 12 OF 15

Designed By: RLC
Drawn By: AVA
Checked By: MIM

Date Plotted: 11/30/2023, 1:25 PM
Layout Name: PROF1
File Name: Z:\project\2987.01 DOT_C Chevak Airport Rehabilitation\Civil\ACAD\ALP\ALP-VAK-Runway Profiles.dwg



ULTIMATE RUNWAY 12–30 PROFILE

250' 125' 0 250' 500'

HORIZONTAL TO VERTICAL RATIO 1:10

NOTE:

1. RUNWAY MEETS LINE–OF–SIGHT CRITERIA.

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CHEVAK AIRPORT
CHEVAK, ALASKA
AIRPORT LAYOUT PLAN

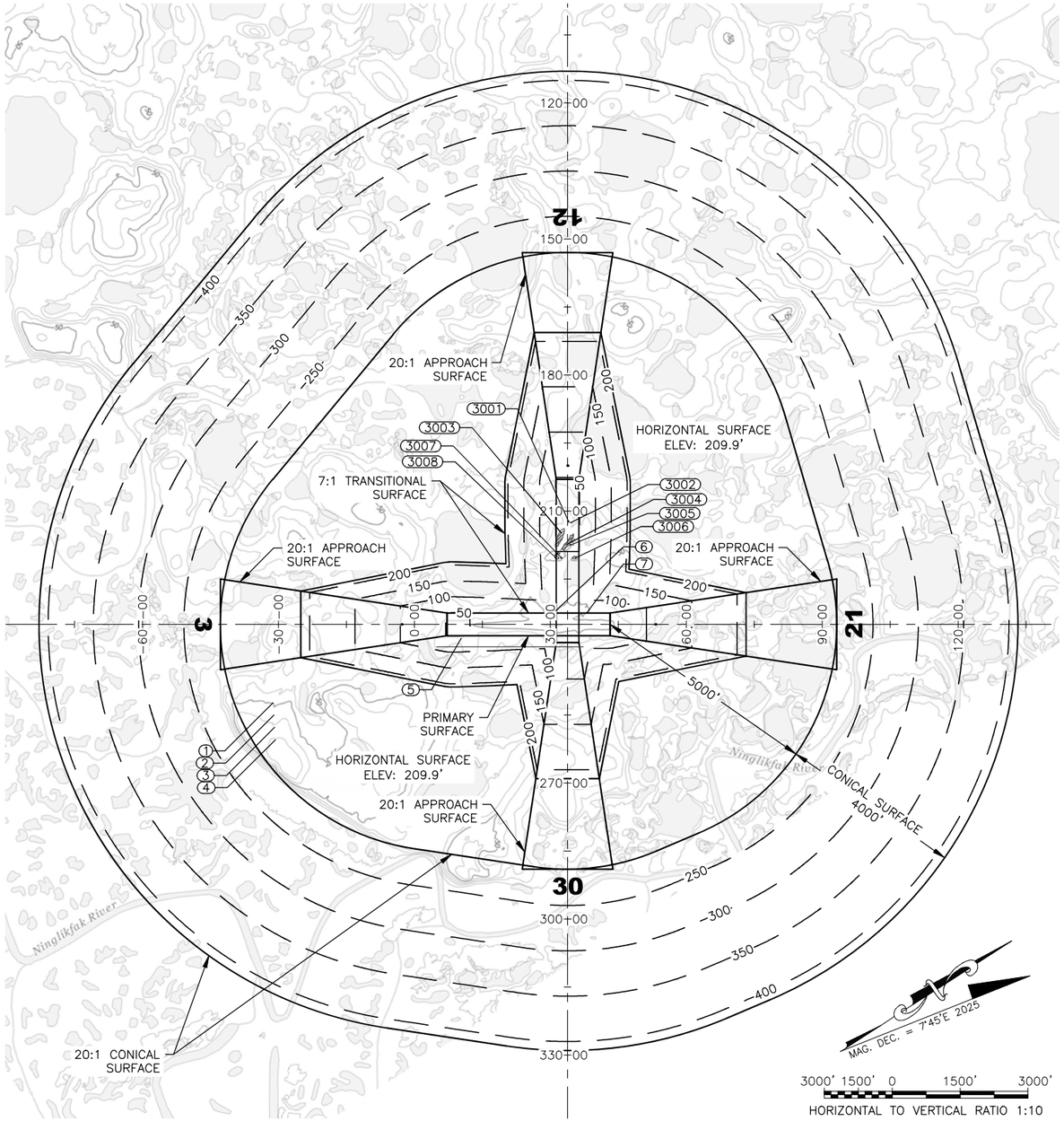
RUNWAY PROFILE
RUNWAY 12-30

DATE: 11/30/2023

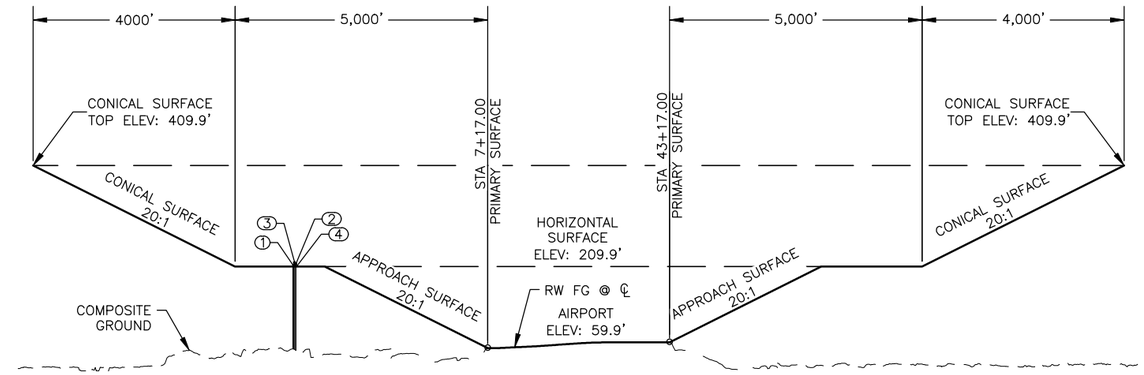
SHEET: 13 OF 15

Designed By: RLC
Drawn By: AVA
Checked By: MIM

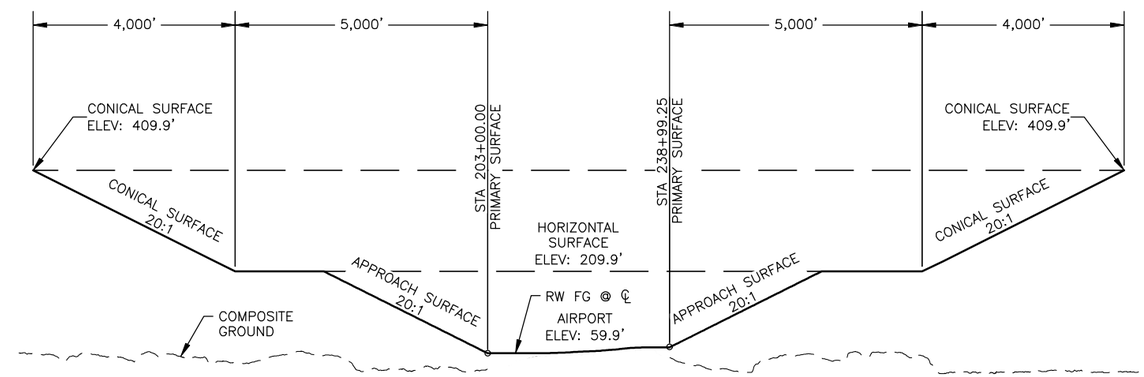
Date Plotted: 11/30/2023, 1:25 PM
Layout Name: PROF2
File Name: Z:\project\2987.01 DOT_C Chevak Airport Rehabilitation\Civil\ACAD\ALP\ALP-VAK-Runway Profiles.dwg



PLAN



RW 3–21 AIRPORT AIRSPACE PROFILE



RW 12–30 AIRPORT AIRSPACE PROFILE

PART 77 AIRSPACE OBSTRUCTIONS TABLE

ID#	DESCRIPTION	STATION / OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
1	WIND TURBINE (HP)[5]	–31+20 / 1730.4' RT	215.5'	HORIZONTAL	209.9'	5.6'	LIGHTED	–
2	WIND TURBINE (HP)[5]	–31+02 / 2001.7' RT	219.9'	HORIZONTAL	209.9'	10.0'	LIGHTED	–
3	WIND TURBINE (HP)[5]	–30+84 / 2272.5' RT	210.6'	HORIZONTAL	209.9'	0.7'	LIGHTED	–
4	WIND TURBINE (HP)[5]	–30+67 / 2543.9' RT	217.3'	HORIZONTAL	209.9'	7.4'	LIGHTED	–
5	PRIMARY WINDCONE	10+32 / 302.4' RT	62.4'	TRANSITIONAL	56.6'	5.8'	LIGHTED	–
6	ULTIMATE SUPPLEMENTAL WINDCONE	31+17 / 300.0' RT	70.3'	TRANSITIONAL	60.7'	9.6'	LIGHT	–
7	EXISTING SUPPLEMENTAL WINDCONE	38+01 / 253.6' LT	69.6'	TRANSITIONAL	60.4'	9.2'	REMOVE	ULTIMATE
3001	TERRAIN	212+40 / 27.7' LT	49.4'	PRIMARY	48.0'	1.4'	REMOVE	ULTIMATE
3002	TERRAIN	212+53 / 71.7' LT	50.7'	PRIMARY	48.0'	2.7'	REMOVE	ULTIMATE
3003	TERRAIN	214+87 / 135.7' LT	51.2'	PRIMARY	48.3'	2.9'	REMOVE	ULTIMATE
3004	TERRAIN	217+39 / 27.2' RT	52.7'	PRIMARY	49.3'	3.4'	REMOVE	ULTIMATE
3005	TERRAIN	217+48 / 70.4' LT	50.6'	PRIMARY	49.3'	1.3'	REMOVE	ULTIMATE
3006	TERRAIN	220+37 / 168.6' LT	53.7'	PRIMARY	50.7'	3.0'	REMOVE	ULTIMATE
3007	TERRAIN	220+37 / 130.6' RT	52.1'	PRIMARY	50.7'	1.4'	REMOVE	ULTIMATE
3008	TERRAIN	220+40 / 250.0' RT	54.7'	PRIMARY / TRANSITIONAL	50.7'	4.0'	REMOVE	ULTIMATE

NOTES:

1. (HP) = POINT OF HIGHEST PENETRATION.
2. PRIMARY SURFACE WIDTH IS 500'.
3. AIRPORT AIRSPACE PART 77 SURFACE SHOWN FOR ULTIMATE CONDITION.
4. THERE ARE NO KNOWN HEIGHT RESTRICTIONS.
5. WIND TURBINE ELEVATIONS ARE TAKEN AT THE HIGHEST ELEVATION OF THE BLADE.
6. SEE NOTE 2 OF THE AIRPORT DATA SHEET FOR RECORD SURVEY SOURCE INFORMATION.
7. USGS QUAD HOOPER BAY (C–2) SW, ALASKA 2020.

LEGEND

14 CFR PART 77 TERRAIN OBSTRUCTIONS

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CHEVAK AIRPORT
CHEVAK, ALASKA
AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE
(14 CFR PART 77)

DATE: 11/30/2023

SHEET: 14 OF 15

Designed By: RLC
Drawn By: AVA
Checked By: MIM

Date Plotted: 11/30/2023, 1:26 PM
Layout Name: AIRPORT AIRSPACE (FAR PART 77)
File Name: Z:\project\2987.01 001_C Chevak Airport Rehabilitation\Civil\ACAD\VALP\VALP-VAK-Airport Airspace.dwg

NOTES:

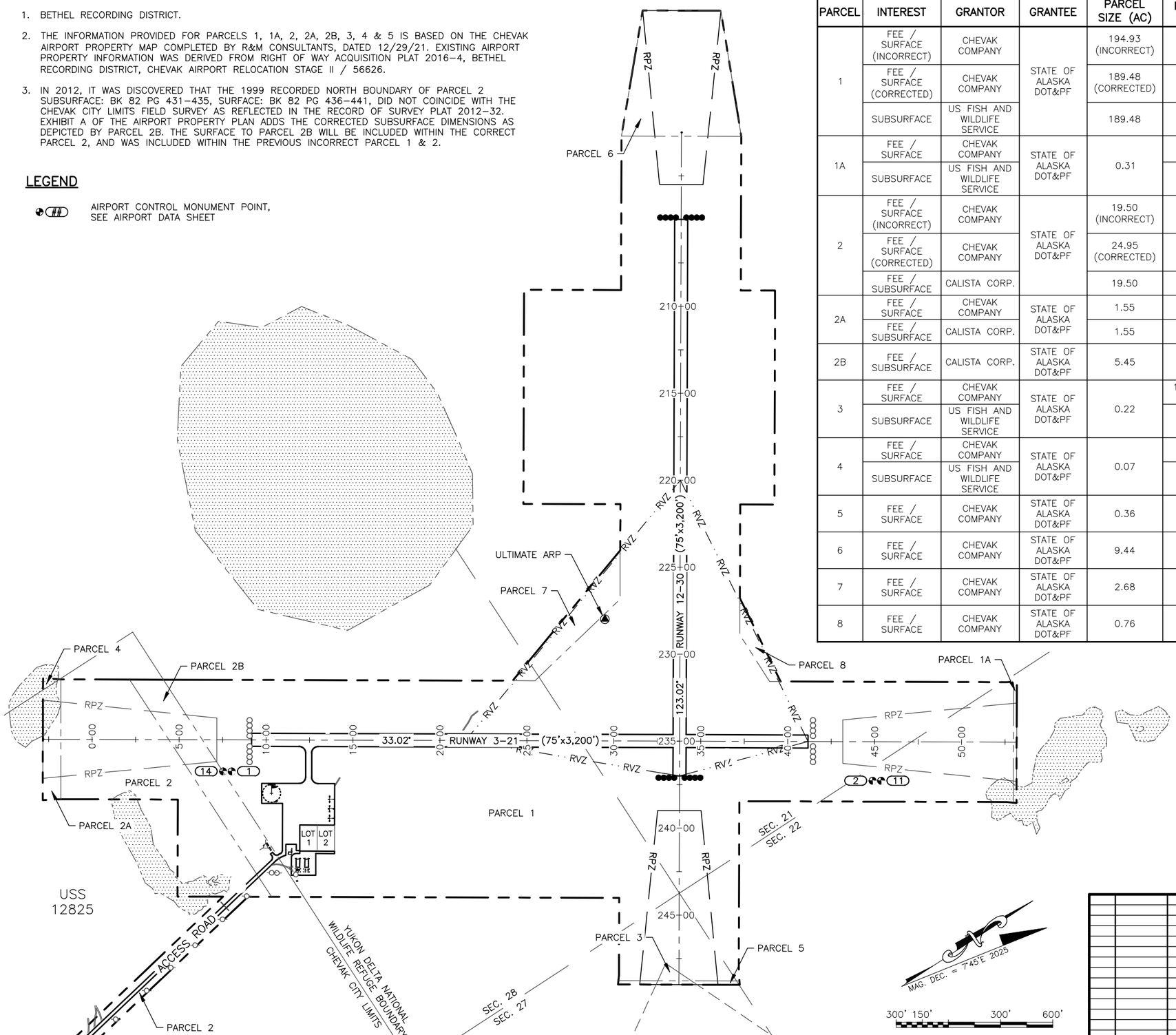
1. BETHEL RECORDING DISTRICT.
2. THE INFORMATION PROVIDED FOR PARCELS 1, 1A, 2, 2A, 2B, 3, 4 & 5 IS BASED ON THE CHEVAK AIRPORT PROPERTY MAP COMPLETED BY R&M CONSULTANTS, DATED 12/29/21. EXISTING AIRPORT PROPERTY INFORMATION WAS DERIVED FROM RIGHT OF WAY ACQUISITION PLAT 2016–4, BETHEL RECORDING DISTRICT, CHEVAK AIRPORT RELOCATION STAGE II / 56626.
3. IN 2012, IT WAS DISCOVERED THAT THE 1999 RECORDED NORTH BOUNDARY OF PARCEL 2 SUBSURFACE: BK 82 PG 431–435, SURFACE: BK 82 PG 436–441, DID NOT COINCIDE WITH THE CHEVAK CITY LIMITS FIELD SURVEY AS REFLECTED IN THE RECORD OF SURVEY PLAT 2012–32. EXHIBIT A OF THE AIRPORT PROPERTY PLAN ADDS THE CORRECTED SUBSURFACE DIMENSIONS AS DEPICTED BY PARCEL 2B. THE SURFACE TO PARCEL 2B WILL BE INCLUDED WITHIN THE CORRECT PARCEL 2, AND WAS INCLUDED WITHIN THE PREVIOUS INCORRECT PARCEL 1 & 2.

LEGEND

AIRPORT CONTROL MONUMENT POINT, SEE AIRPORT DATA SHEET

PROPERTY STATUS

PARCEL	INTEREST	GRANTOR	GRANTEE	PARCEL SIZE (AC)	RECORDED DOC NO.	DATE ACQUIRED	PURPOSE OF ACQUISITION	CURRENT USE	ACQUIRED UNDER AIP NO.
1	FEE / SURFACE (INCORRECT)	CHEVAK COMPANY	STATE OF ALASKA DOT&PF	194.93 (INCORRECT)	1999–000042–0 (INCORRECT)	1/7/1999	CURRENT AERONAUTICAL	N/A	3–02–0052–01
	FEE / SURFACE (CORRECTED)	CHEVAK COMPANY		189.48 (CORRECTED)	2015–000994–0 (CORRECTED)	10/5/2015	CURRENT AERONAUTICAL	N/A	3–02–0468–001–2005
	SUBSURFACE	US FISH AND WILDLIFE SERVICE		189.48	NOT ACQUIRED				
1A	FEE / SURFACE	CHEVAK COMPANY	STATE OF ALASKA DOT&PF	0.31	2015–000992–0	10/5/2015	CURRENT AERONAUTICAL	N/A	3–02–0468–001–2005
	SUBSURFACE	US FISH AND WILDLIFE SERVICE			NOT ACQUIRED				
2	FEE / SURFACE (INCORRECT)	CHEVAK COMPANY	STATE OF ALASKA DOT&PF	19.50 (INCORRECT)	1999–000041–0 (INCORRECT)	1/7/1999	CURRENT AERONAUTICAL	N/A	3–02–0052–01
	FEE / SURFACE (CORRECTED)	CHEVAK COMPANY		24.95 (CORRECTED)	2015–000995–0 (CORRECTED)	10/5/2015	CURRENT AERONAUTICAL	N/A	3–02–0468–001–2005
	FEE / SUBSURFACE	CALISTA CORP.		19.50	1999–000040–0	1/7/1999	CURRENT AERONAUTICAL	N/A	3–02–0052–01
2A	FEE / SURFACE	CHEVAK COMPANY	STATE OF ALASKA DOT&PF	1.55	2015–000990–0	10/5/2015	CURRENT AERONAUTICAL	N/A	3–02–0468–001–2005
	FEE / SUBSURFACE	CALISTA CORP.		1.55	2015–000991–0	10/5/2015	CURRENT AERONAUTICAL	N/A	3–02–0468–001–2005
2B	FEE / SUBSURFACE	CALISTA CORP.	STATE OF ALASKA DOT&PF	5.45	2015–000690–0	6/30/2015	CURRENT AERONAUTICAL	N/A	3–02–0468–001–2005
3	FEE / SURFACE	CHEVAK COMPANY	STATE OF ALASKA DOT&PF	0.22	1983–00355–0 & 2009–000553–0	4/30/2009	CURRENT AERONAUTICAL	N/A	3–02–0468–001–2005
	SUBSURFACE	US FISH AND WILDLIFE SERVICE			NOT ACQUIRED				
4	FEE / SURFACE	CHEVAK COMPANY	STATE OF ALASKA DOT&PF	0.07	2015–000993–0	10/5/2015	CURRENT AERONAUTICAL	N/A	3–02–0468–001–2005
	SUBSURFACE	US FISH AND WILDLIFE SERVICE			NOT ACQUIRED		FUTURE DEVELOPMENT		
5	FEE / SURFACE	CHEVAK COMPANY	STATE OF ALASKA DOT&PF	0.36	TO BE ACQUIRED		FUTURE DEVELOPMENT		
6	FEE / SURFACE	CHEVAK COMPANY	STATE OF ALASKA DOT&PF	9.44	TO BE ACQUIRED		FUTURE DEVELOPMENT		
7	FEE / SURFACE	CHEVAK COMPANY	STATE OF ALASKA DOT&PF	2.68	TO BE ACQUIRED		FUTURE DEVELOPMENT		
8	FEE / SURFACE	CHEVAK COMPANY	STATE OF ALASKA DOT&PF	0.76	TO BE ACQUIRED		FUTURE DEVELOPMENT		



BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

CHEVAK AIRPORT
CHEVAK, ALASKA
AIRPORT LAYOUT PLAN

PROPERTY MAP

DATE: 11/30/2023
SHEET: 15 OF 15

Designed By: RLC
Drawn By: AVA
Checked By: MIM

Date Plotted: 11/30/2023, 1:26 PM
Layout Name: PROPERTY MAP
File Name: Z:\project\2987.01 DOT_C Chevak Airport Rehabilitation\Civil\ACAD\ALP\ALP-VAK-Property Map.dwg