



U.S. Department
of Transportation

**Federal Aviation
Administration**

Alaskan Region Airports Division

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Anchorage, Alaska 99513-7587
Tel. (907) 271-5438
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November 16, 2020

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

Dear Mr. Bowland,

Ekwok Airport, Ekwok, Alaska
Airport Layout Plan Conditional Approval
Airspace Case No. 2020-AAL-258-NRA

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

An aeronautical study (no. 2020-AAL-258-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

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

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

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

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

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

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

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

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

Sincerely,

**KATRINA C.
MOSS**

Digitally signed by
KATRINA C. MOSS
Date: 2020.11.16 15:56:36
-09'00'

Katrina C. Moss
Lead Community Planner

Enclosure

Date Plotted: 11/03/2020 1:38 PM
 Location: DATA
 File Name: \\ym.rnet\project\2678_01_001_C_Ekwok_Airport_Resources\61\VAQ0\VA.P\VA.P-KEK-DATA_SHEET.dwg
 Drawn By: JSC
 Checked By: CJB

AIRPORT DATA		
ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	NONE	NONE
NATIONAL AIRPORT IDENTIFIER	KEK	KEK
FAA SITE NUMBER	50182.*A	50182.*A
AIRPORT ELEVATION NAVD88	140.7'	141.2'
AIRPORT REFERENCE CODE	B-II(S)	B-II(S)
MEAN MAX. TEMPERATURE, HOTTEST MONTH	61°F, JULY (DILLINGHAM)	61°F, JULY (DILLINGHAM)
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	11° 30' E, 2025, 14' W/YEAR	
CRITICAL AIRCRAFT OR AIRCRAFT GROUP	KING AIR 200	KING AIR 200
AIRPORT AND TERMINAL NAVIGATION AND VISUAL AIDS	ROTATING BEACON, SEGMENTED CIRCLE, WIND CONE	WEATHER STATION, GPS, ROTATING BEACON, SEGMENTED CIRCLE, WIND CONE
NPIAS SERVICE LEVEL	GENERAL AVIATION	GENERAL AVIATION
STATE EQUIVALENT SERVICE ROLE	COMMUNITY OFF-ROAD	COMMUNITY OFF-ROAD

GEOGRAPHIC COORDINATES		
ITEM	EXISTING	ULTIMATE
ARP		
LATITUDE	59° 21' 24.62"	59° 21' 24.62"
LONGITUDE	157° 28' 16.10"	157° 28' 16.10"
THRESHOLD RW 03		
LATITUDE	59° 21' 11.93"	59° 21' 11.93"
LONGITUDE	157° 28' 35.98"	157° 28' 35.98"
STATION	100+00	100+00
ELEVATION	119.3'	120.0'
THRESHOLD RW 21		
LATITUDE	59° 21' 37.31"	59° 21' 37.31"
LONGITUDE	157° 27' 56.22"	157° 27' 56.22"
STATION	133+00	133+00
ELEVATION	140.7'	141.2'

- NOTES:**
- ALL LATITUDE/LONGITUDE COORDINATES ARE NAD83.
 - ALL ELEVATIONS ARE NAVD88, GEOID 12B.
 - SURVEY DATA COLLECTED MAY 21, 2019 THRU JUNE 3, 2019, BY R&M CONSULTANTS, INC.
 - ADDITIONAL BASE MAP LINWORK, OBSTRUCTION DATA, AND GROUND CONTOURS WAS TAKEN FROM COMMUNITY PROFILE MAPPING, 2013 WAAS SURVEY BY WOOLPERT, AND MAY, 2019 PUBLISHED DATA BY THE USGS.
 - DRAWING UNITS ARE IN FEET UNLESS OTHERWISE SPECIFIED.
 - RUNWAY 3/21 MEETS LINE OF SIGHT REQUIREMENTS.

PRIMARY AIRPORT CONTROL STATIONS			
POINT	LATITUDE LONGITUDE	RW 03/21 STA & OFF	DESCRIPTION
KEK A	N 59° 21' 07.1" W 157° 28' 38.8"	STA 95+25.7 OFF 191.9' RT	PACS
KEK B	N 59° 21' 17.5" W 157° 28' 19.9"	STA 109+62.3 OFF 297.7' RT	SACS
KEK C	N 59° 21' 30.5" W 157° 28' 56.7"	STA 108+01.8 OFF 2,016.4' LT	SACS

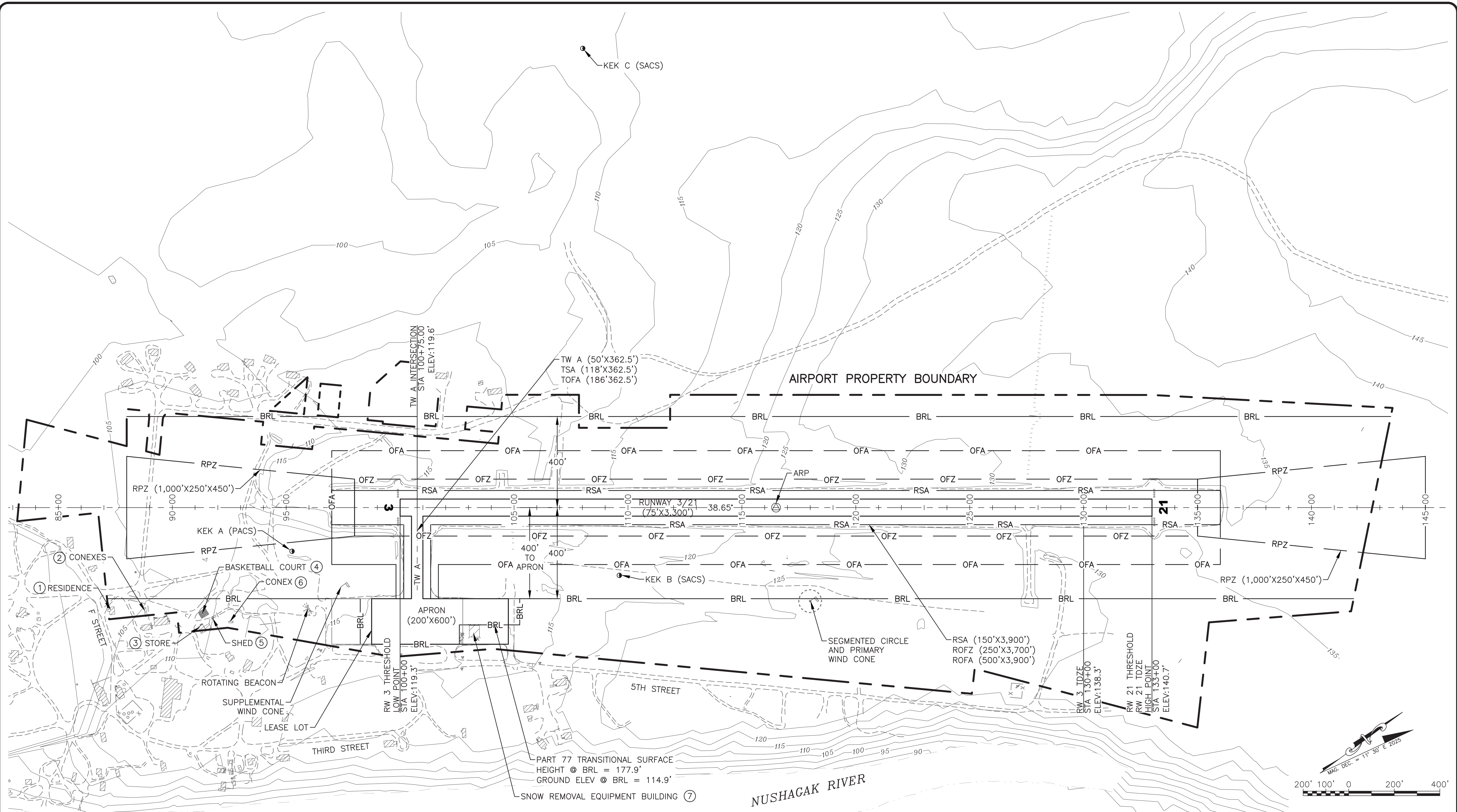
MODIFICATIONS TO STANDARDS					
ASN	DESCRIPTION	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED
	NONE REQUIRED				

RUNWAY DATA		
ITEM	EXISTING	ULTIMATE
RUNWAY IDENTIFIER	03/21	03/21
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY	UTILITY	UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	V/V	NPI/NPI
FAR PART 77 VISIBILITY MINIMUM	VISUAL	>1 SM
FAR PART 77 APPROACH SURFACES SLOPE	20:1 / 20:1	20:1 / 20:1
APPROACH TYPE (VIS, NPA, APV(NP), APV(P), PREC)	VIS	NPA
THRESHOLD SITING SURFACE SLOPE	20:1	20:1
RUNWAY DESIGN CODE	B-II(S)-VIS	B-II(S)-5000
APPROACH RUNWAY REFERENCE CODE (APRC)	D/IV/VIS D/V/VIS	D/IV/5000 D/V/5000
DEPARTURE RUNWAY REFERENCE CODE (DPRC)	D/IV D/V	D/IV D/V
RUNWAY SURFACE	GRAVEL	GRAVEL
SURFACE TREATMENT	NONE	NONE
AIRPLANE GEAR CONFIG/PAVE STRENGTH (x1000 lbs)	N/A	N/A
PAVEMENT STRENGTH BY PCN	N/A	N/A
DESIGN AIRCRAFT (>60,000 lbs)	N/A	N/A
MAXIMUM ELEVATION	140.7'	141.2'
TOUCHDOWN ZONE ELEVATION	138.3'/140.7'	138.7'/141.2'
MAXIMUM GRADE	0.85%	0.81%
TRUE BEARING	38.65°	38.65°
RUNWAY DIMENSIONS	75' X 3,300'	75' X 3,300'
RUNWAY SAFETY AREA (RSA)	150' X 3,900'	150' X 3,900'
RSA LENGTH BEYOND DEPARTURE END	300'	300'
RSA LENGTH PRIOR TO THRESHOLD	300'	300'
RUNWAY OBJECT FREE AREA (OFA)	500' X 3,900'	500' X 3,900'
ROFA LENGTH BEYOND DEPARTURE END	300'	300'
ROFA LENGTH PRIOR TO THRESHOLD	300'	300'
RUNWAY OBSTACLE FREE ZONE (OFZ)	250' X 3,700'	250' X 3,700'
PRECISION OBSTACLE FREE ZONE (POFZ)	N/A	N/A
RUNWAY PROTECTION ZONE (RPZ)	1,000' X 250' X 450'	1,000' X 250' X 450'
RUNWAY LIGHTING	MIRL	MIRL
RUNWAY MARKING TYPE	NONE	NONE
RUNWAY NAVIGATION AIDS	NONE	NONE
AERONAUTICAL SURVEY TYPE REQUIRED	NVG	NVG
DEPARTURE SURFACE	NO	YES

TAXIWAY DATA		
ITEM	EXISTING	ULTIMATE
AIRPLANE DESIGN GROUP	II	II
TAXIWAY DESIGN GROUP	2	2
TAXIWAY SURFACE	GRAVEL	GRAVEL
TAXIWAY DIMENSIONS	50'X362.5'	35'X362.5'
SHOULDER WIDTH	20'	15'
SAFETY AREA (TSA) WIDTH	118'	79'
EDGE SAFETY MARGIN (TESM)	10'	7.5'
OBJECT FREE AREA (TOFA) WIDTH	186'	131'
TAXIWAY LIGHTING	MITL	MITL
TAXIWAY MARKING	NONE	NONE

BY	DATE	REVISION
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION		
EKWOK AIRPORT EKWOK, ALASKA AIRPORT LAYOUT PLAN		DATE: 11/03/2020 SHEET: 2 OF 15
DATA SHEET		

Date Plotted: 11/03/2020 1:38 PM
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 Designed By: MM
 Drawn By: USC/RLC
 Checked By: CJB



- NOTES:**
- NO OFZ OBJECT PENETRATIONS.
 - ALL INNER APPROACH SURFACE AND THRESHOLD SITING SURFACE DIMENSIONS AND SLOPES ARE SHOWN ON THE INNER APPROACH SHEETS.

BUILDING DATA TABLE				
ID #	DESCRIPTION	STATION/OFFSET	TOP ELEV.	OBSTRUCTION MARKING
1	VACANT RESIDENCE	87+30/449' RT	117.5'	NONE
2	FIREFIGHTING CONEXES	88+82/454' RT	120.5'	NONE
3	STORE	91+25/526' RT	124.6'	NONE
4	BASKETBALL COURT	91+33/465' RT	109.3'	NONE
5	FIREFIGHTING ATV SHED	91+77/483' RT	124.9'	NONE
6	BRISTOL BAY TELE. CONEX	92+57/501' RT	128.6'	NONE
7	SREB	103+26/518' RT	142.7'	NONE

BY	DATE	REVISION

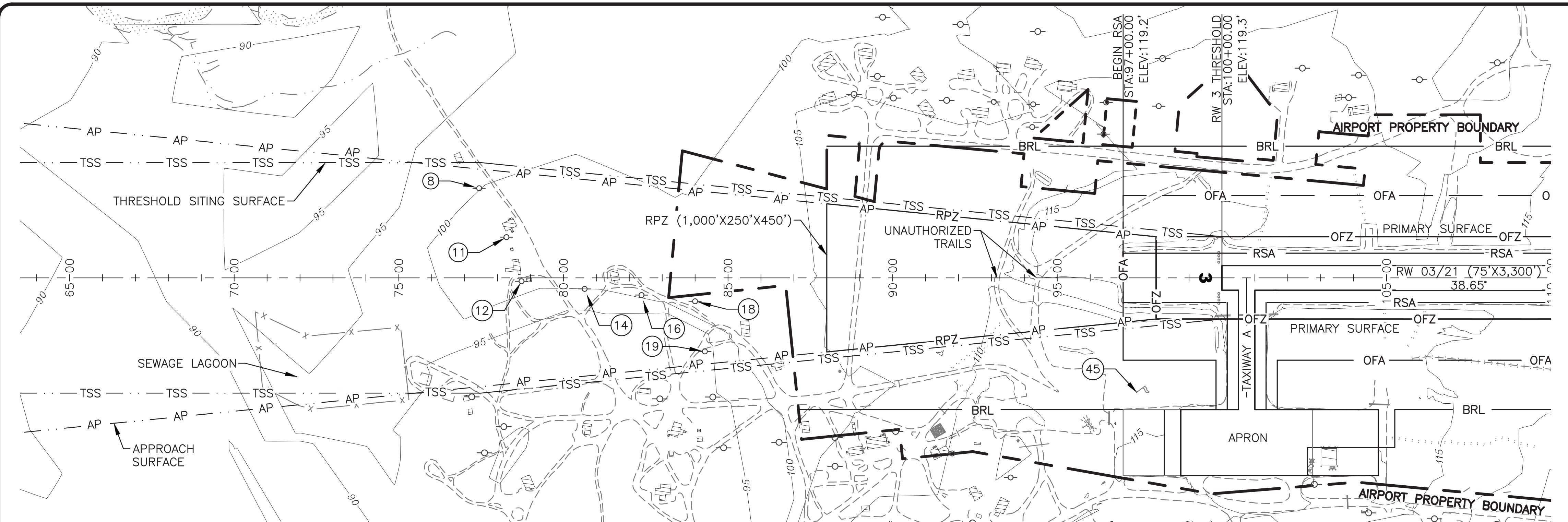
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

EKWOK AIRPORT
 EKWOK, ALASKA
 AIRPORT LAYOUT PLAN

EXISTING LAYOUT

DATE: 11/03/2020
 SHEET: 4 OF 15

Designed By: MIM USC/RLC
 Drawn By: USC/RLC
 Checked By: CJB
 Date: 11/03/2020 1:39 PM
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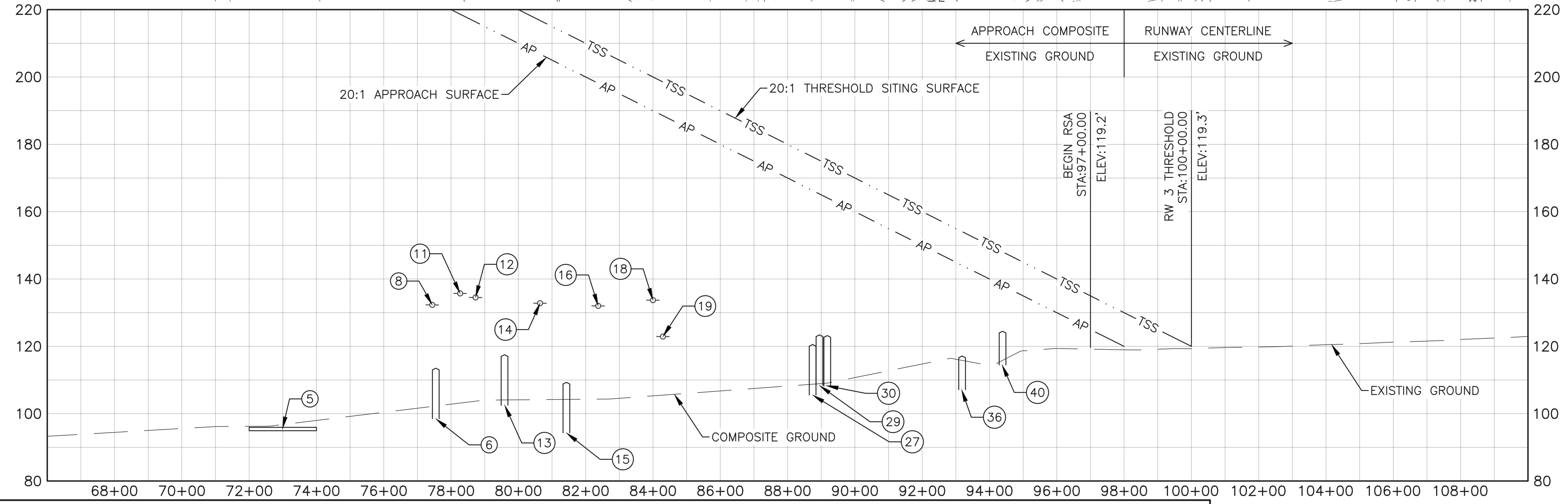


NOTES:

1. THERE IS NO CONTROLLING OBSTRUCTION. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1.
2. THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS. THRESHOLD SITING CRITERIA FOR RUNWAY 3 IS BASED ON VISUAL APPROACHES EXPECTED TO SERVE SMALL AIRCRAFT WITH APPROACH SPEEDS GREATER THAN 50 KNOTS (VISUAL RUNWAYS ONLY, DAY/NIGHT), AS DEFINED BY ENGINEERING BRIEF No. 99, TABLE 3-2, LINE 2.
3. NO INNER APPROACH PART 77 OR THRESHOLD SITING SURFACE PENETRATIONS.

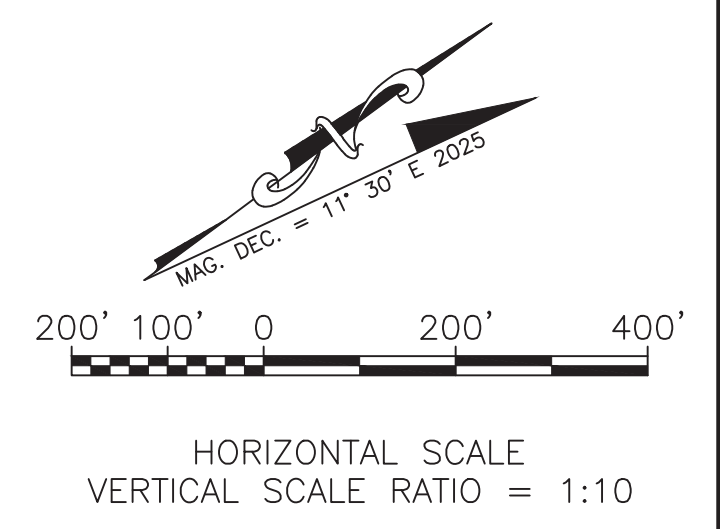
LEGEND:

SIGNIFICANT OBJECT IDENTIFIER



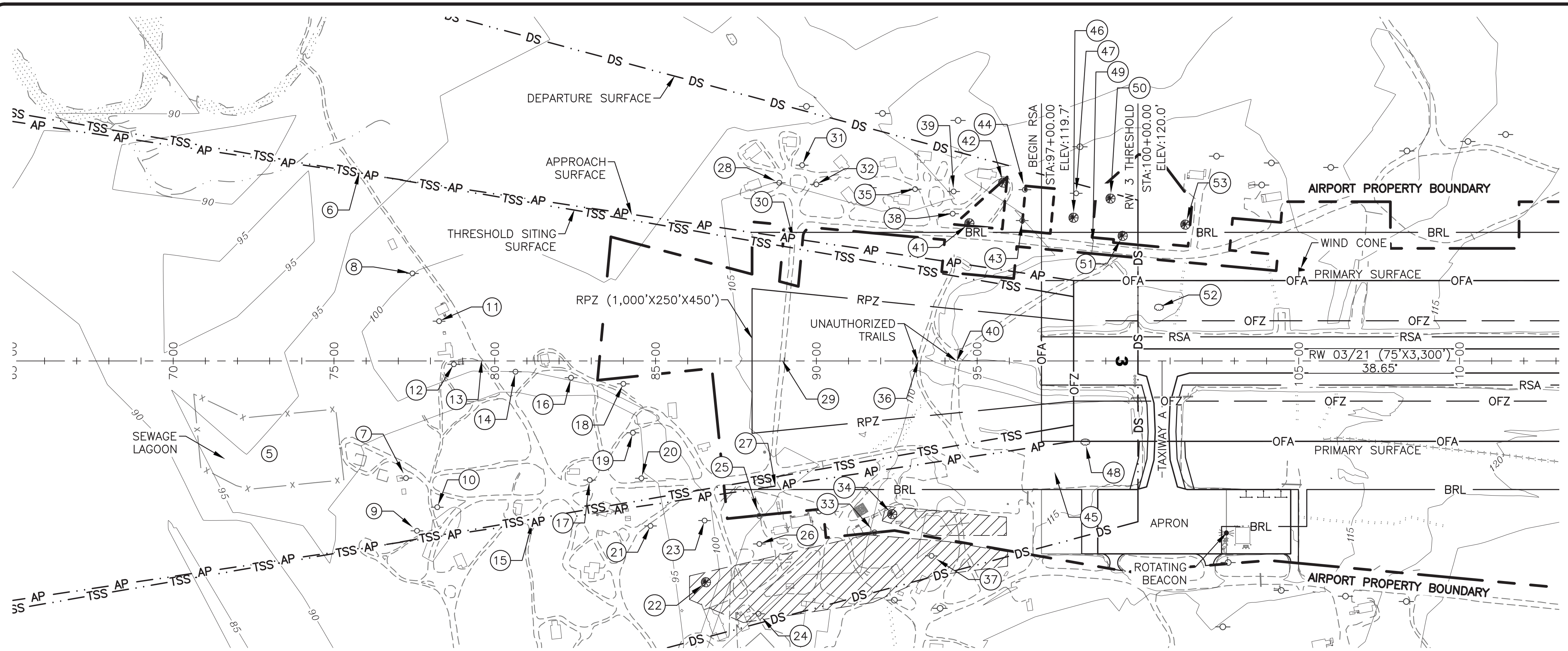
INNER PORTION RUNWAY 3 SIGNIFICANT OBJECTS

ID #	DESCRIPTION	STATION/OFFSET	GRD ELEV	AGL	TOP ELEV	SURFACE PENETRATED	SURFACE ELEV	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
5	SEWAGE LAGOON	72+99/289' RT	95.5'	0.0'	95.5'	-	-	-	REMAIN	-
6	ROAD+15'	77+55/330' LT	98.5'	15.0'	113.5'	-	-	-	REMAIN	-
8	UTILITY POLE	77+44/272' LT	99.7'	32.6'	132.3'	-	-	-	REMAIN	-
11	UTILITY POLE	78+27/124' LT	103.5'	32.2'	135.7'	-	-	-	REMAIN	-
12	UTILITY POLE	78+73/10' RT	102.0'	32.5'	134.5'	-	-	-	REMAIN	-
13	ROAD+15'	79+59/0'	102.5'	15.0'	117.5'	-	-	-	REMAIN	-
14	UTILITY POLE	80+64/33' RT	99.8'	33.0'	132.8'	-	-	-	REMAIN	-
15	ROAD+15'	81+42/291' RT	94.3'	15.0'	109.3'	-	-	-	REMAIN	-
16	UTILITY POLE	82+37/52' RT	100.4'	31.6'	132.0'	-	-	-	REMAIN	-
18	UTILITY POLE	84+00/71' RT	101.3'	32.4'	133.7'	-	-	-	REMAIN	-
19	UTILITY POLE	84+29/223' RT	93.3'	29.6'	122.9'	-	-	-	REMAIN	-
27	ROAD+15'	88+73/218' RT	105.5'	15.0'	120.5'	-	-	-	REMAIN	-
29	ROAD+15'	88+95/0'	108.3'	15.0'	123.3'	-	-	-	REMAIN	-
30	ROAD+15'	89+14/214' LT	108.3'	15.0	123.3'	-	-	-	REMAIN	-
36	TRAIL+10'	93+17/0'	107.1'	10.0'	117.1'	-	-	-	BLOCK ACCESS	NEAR
40	TRAIL+10'	94+37/0'	114.5'	10.0'	124.5'	-	-	-	BLOCK ACCESS	NEAR
45	WIND CONE	97+42/348' RT	112.1'	18.9'	131.0'	-	-	-	REMAIN	-



STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION	
EKWOK AIRPORT EKWOK, ALASKA AIRPORT LAYOUT PLAN EXISTING INNER PORTION OF THE APPROACH SURFACE - RUNWAY 3	DATE: 11/03/2020 SHEET: 6 OF 15
BY: _____ DATE: _____	REVISION: _____

Date: 11/03/2020 1:40 PM
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 Drawn By: CJB
 Checked By: CJB

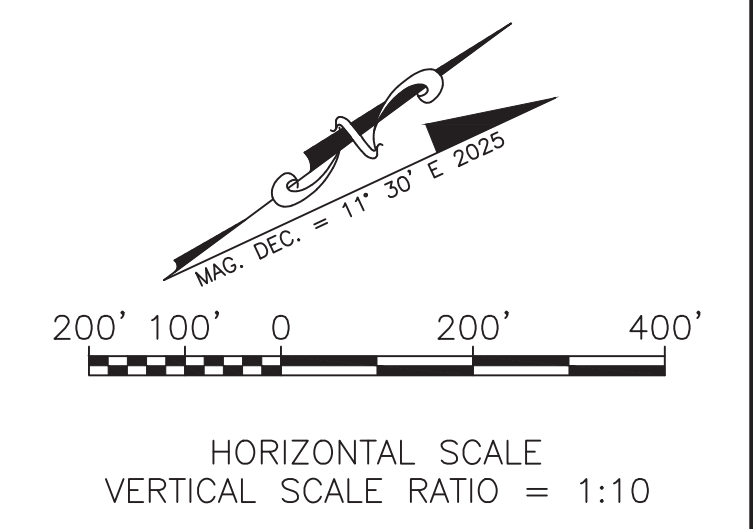
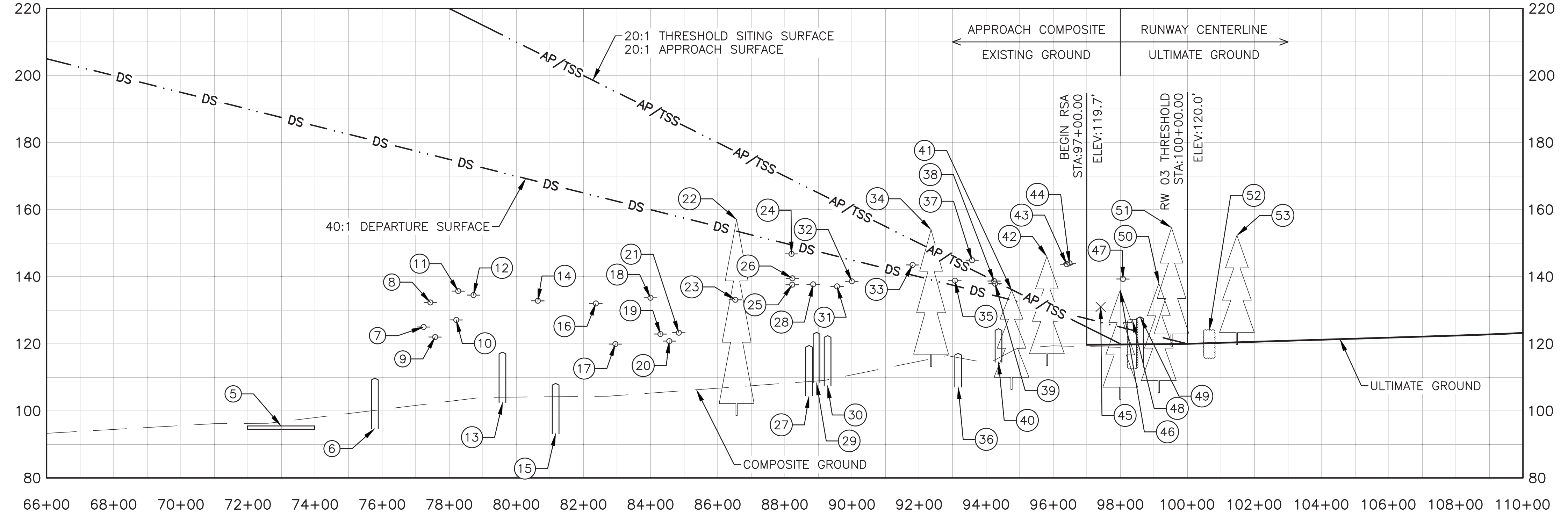


NOTES:

1. THERE IS NO CONTROLLING OBSTRUCTION. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 34:1.
2. THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS. THRESHOLD SITING CRITERIA FOR RUNWAY 3 IS BASED ON INSTRUMENT APPROACHES HAVING VISIBILITY GREATER THAN OR EQUAL TO 3/4 STATUTE MILE, AS DEFINED BY ENGINEERING BRIEF NO. 99, TABLE 3-2, LINE 4.
3. DEPARTURE SURFACE SLOPE IS 40:1 AS DEFINED BY ENGINEERING BRIEF No. 99, TABLE 3-2, LINE 7 FOR INSTRUMENT OPERATIONS.
4. NO INNER APPROACH PART 77, OR THRESHOLD SITING SURFACE PENETRATIONS.
5. SIGNIFICANT OBJECTS, DEPARTURE SURFACE OBSTRUCTIONS, AND PART 77 PRIMARY AND TRANSITIONAL SURFACE OBSTRUCTIONS ARE TABULATED ON THE ULTIMATE OBSTRUCTIONS TABLE SHEET.

LEGEND:

- # SIGNIFICANT OBJECT/OBSTRUCTION IDENTIFIER
- [Hatched Box] OBSTRUCTION GROUPING



INNER PORTION RUNWAY 3 PART 77 SURFACE OBSTRUCTIONS

ID #	DESCRIPTION	STATION/OFFSET	GRD ELEV	AGL	TOP ELEV	SURFACE PENETRATED	SURFACE ELEV	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
48	BUSH	98+36/252' RT	112.5'	14.5'	127.0'	PART 77 TRANSITIONAL	120.3'	6.7'	REMOVE	ULTIMATE
51	TREE	99+53/389' LT	114.3'	40.3'	154.6'	PART 77 TRANSITIONAL	139.8'	14.8'	REMOVE	ULTIMATE
52	BUSH	100+65/167' LT	115.7'	8.3'	124.0'	PART 77 PRIMARY	120.4'	3.6'	REMOVE	ULTIMATE
53	TREE	101+48/424' LT	112.8'	39.5'	152.3'	PART 77 TRANSITIONAL	145.8'	6.5'	REMOVE	ULTIMATE

BY	DATE	REVISION

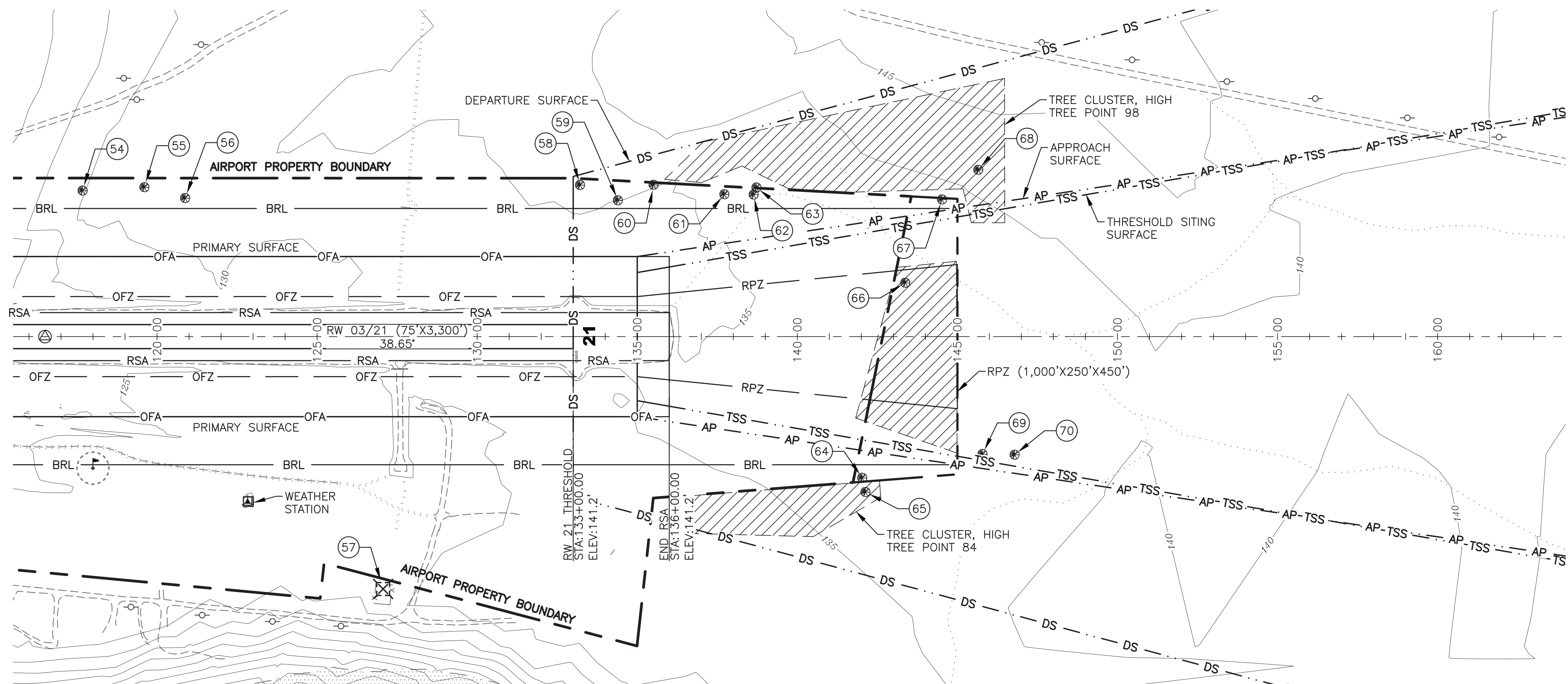
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

EKWOK AIRPORT
 EKWOK, ALASKA
 AIRPORT LAYOUT PLAN

ULTIMATE INNER PORTION OF THE
 APPROACH SURFACE - RUNWAY 3

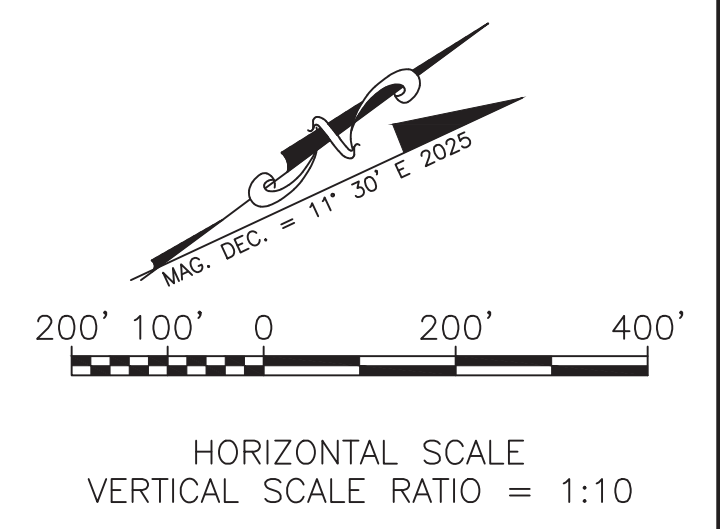
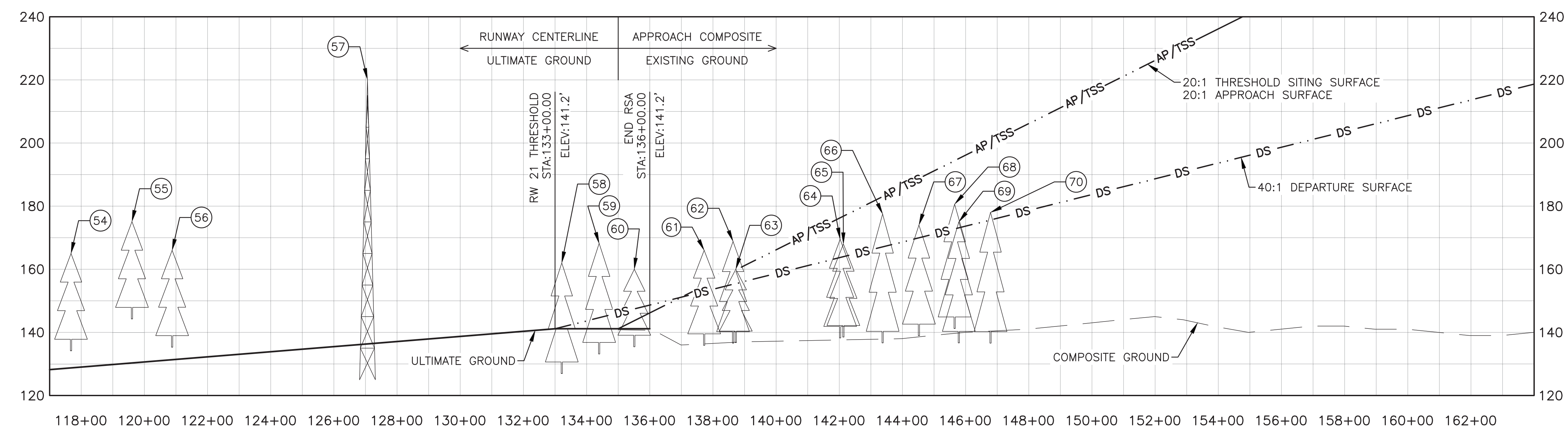
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 SHEET: 8 OF 15

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 Designed By: MIM USC/RLC
 Drawn By: USC/RLC
 Checked By: CJB



- NOTES:**
1. THE CONTROLLING OBSTRUCTION FOR RUNWAY 21 IS A TREE. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 28:1.
 2. THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS. THRESHOLD SITING CRITERIA FOR RUNWAY 21 IS BASED ON INSTRUMENT APPROACHES HAVING VISIBILITY GREATER THAN OR EQUAL TO 3/4 STATUTE MILE, AS DEFINED BY ENGINEERING BRIEF NO. 99, TABLE 3-2, LINE 4.
 3. DEPARTURE SURFACE SLOPE IS 40:1 AS DEFINED BY ENGINEERING BRIEF No. 99, TABLE 3-2, LINE 7 FOR INSTRUMENT OPERATIONS.
 4. DEPARTURE SURFACE OBSTRUCTIONS AND PART 77 APPROACH AND TRANSITIONAL SURFACE OBSTRUCTIONS ARE TABULATED ON THE ULTIMATE OBSTRUCTIONS TABLES SHEET.

- LEGEND:**
- (#) SIGNIFICANT OBJECT/OBSTRUCTION IDENTIFIER
 - [Hatched Box] OBSTRUCTION GROUPING



INNER PORTION RUNWAY 21 PART 77 SURFACE OBSTRUCTIONS										
ID #	DESCRIPTION	STATION/OFFSET	GRD ELEV	AGL	TOP ELEV	SURFACE PENETRATED	SURFACE ELEV	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
54	TREE	117+68/456' LT	129.8'	35.2'	165.0'	PART 77 TRANSITIONAL	160.7'	4.3'	REMOVE	ULTIMATE
55	TREE	119+61/466' LT	133.2'	41.9'	175.1'	PART 77 TRANSITIONAL	163.5'	11.6'	REMOVE	ULTIMATE
56	TREE	120+88/432' LT	133.9'	32.1'	166.0'	PART 77 TRANSITIONAL	159.5'	6.5'	REMOVE	ULTIMATE
57	OBSTRUCTION LIGHTED TOWER	127+06/788' RT	127.9'	92.2'	220.1'	PART 77 TRANSITIONAL	214.2'	5.9'	REMAIN	-

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

EKWOK AIRPORT
 EKWOK, ALASKA
 AIRPORT LAYOUT PLAN

ULTIMATE INNER PORTION OF THE
 APPROACH SURFACE - RUNWAY 21

DATE: 11/03/2020
 SHEET: 10 OF 15

