



U.S. Department
of Transportation
**Federal Aviation
Administration**

Alaskan Region Airports Division

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Anchorage, Alaska 99513-7587
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Dec 10, 2015

Jessica Wuttke
ADOT&PF Central Region
P.O. Box 196900
Anchorage, AK 99513-7587

Dear Ms. Wuttke:

**Chignik Lagoon Airport
Chignik Lagoon, Alaska
As-Built Airport Layout Plan (Nov/2015)
(Original ALP Airspace #2007-AAL-229-NRA)**

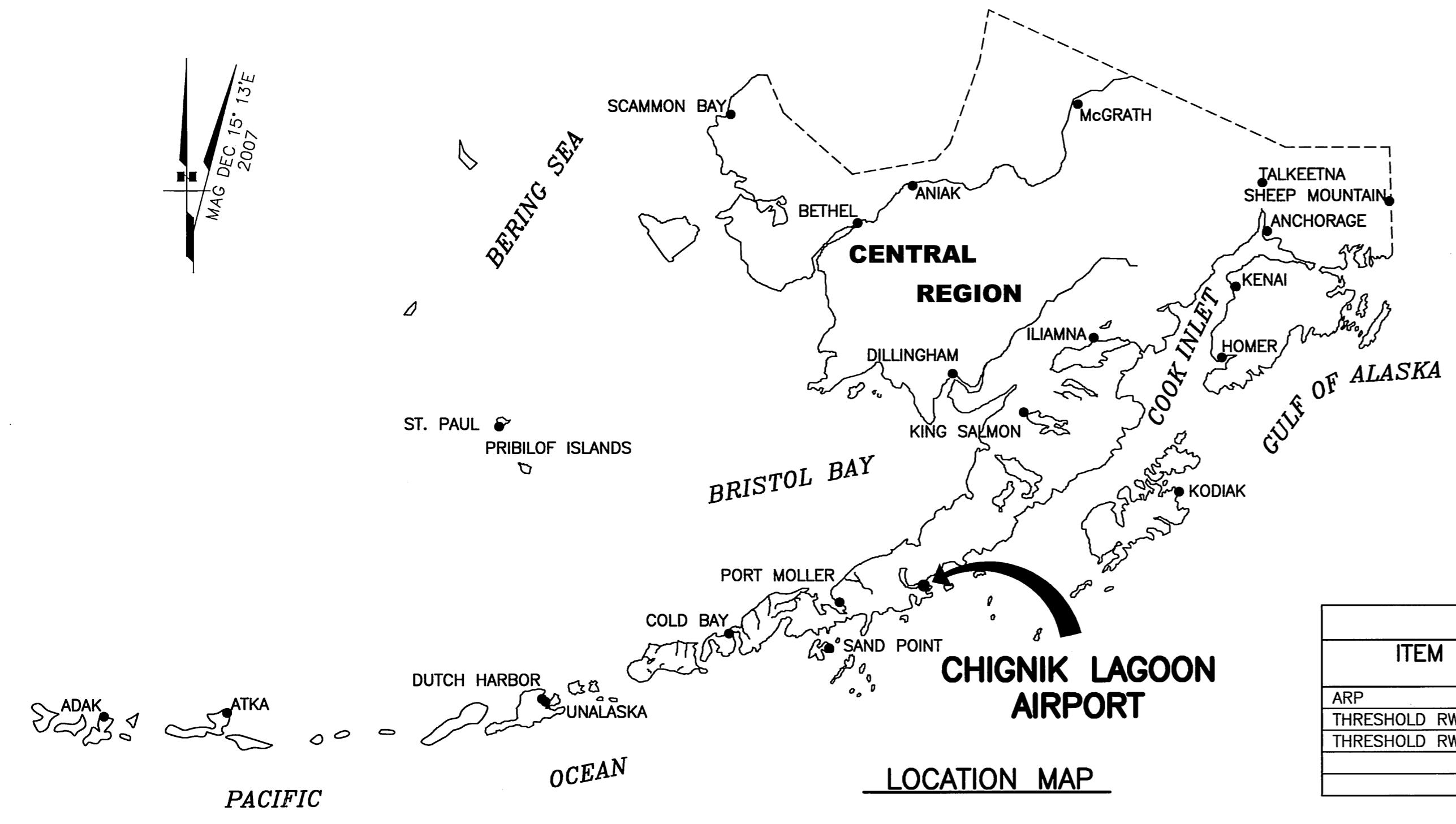
We have completed our review of the Chignik Lagoon As-Built Airport Layout Plan (ALP) dated November, 2015, and find it acceptable for documenting the existing conditions of the airport.

Please attach this letter to the enclosed ALP and retain it in your files for future use.

Sincerely,

Pat Zettler, P.E., Lead Engineer
Airports Division

Date Plotted: 4/21/2008, 4:52 PM
 Layout Name: DATA
 File Name: P:\Projects\DS9422C\ALP\ALP-CHIGNIK-LGN-DATA.dwg
 Designed By: nilewlyn
 Drawn By: mbauer
 Checked By: bhanson

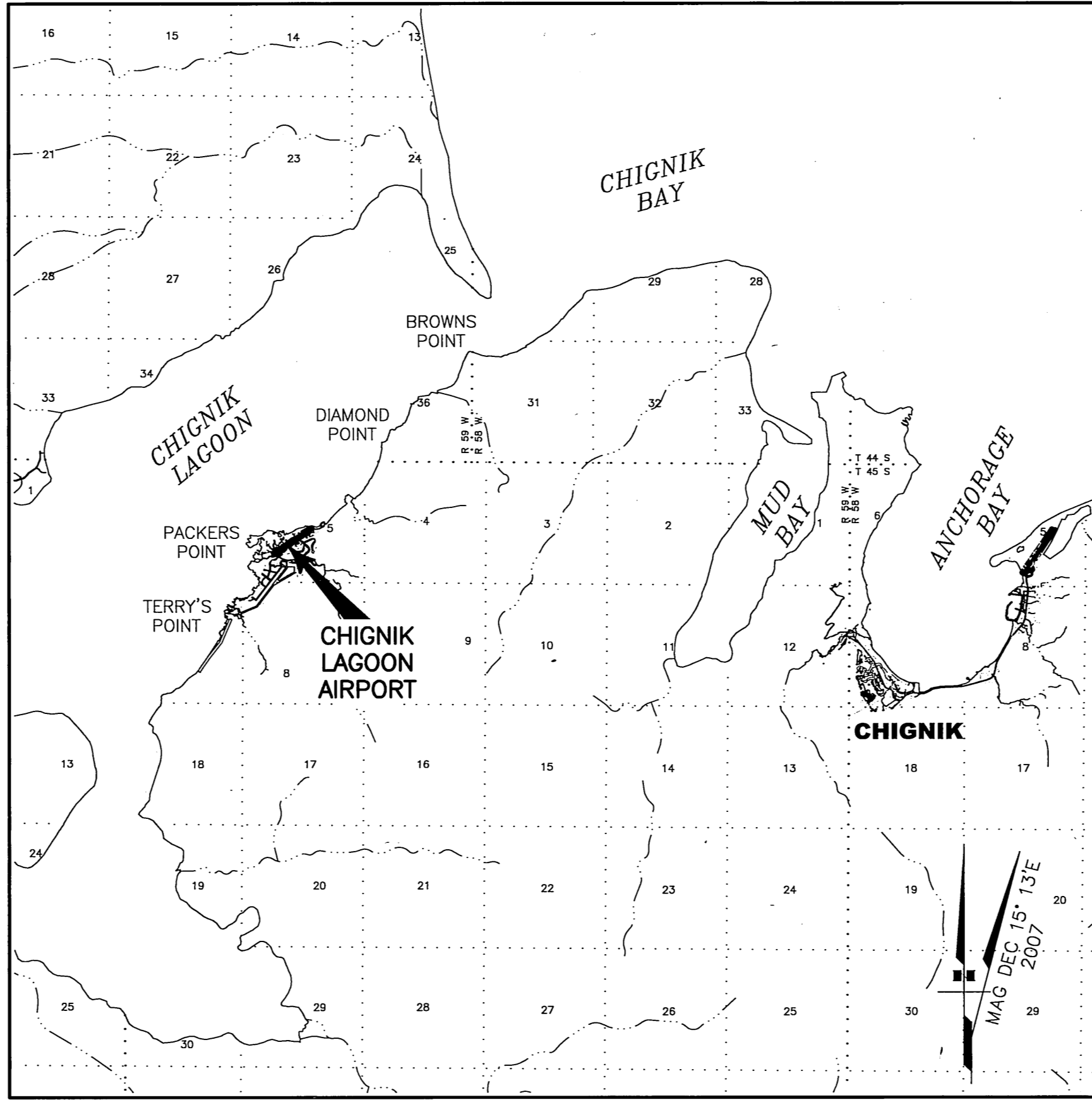
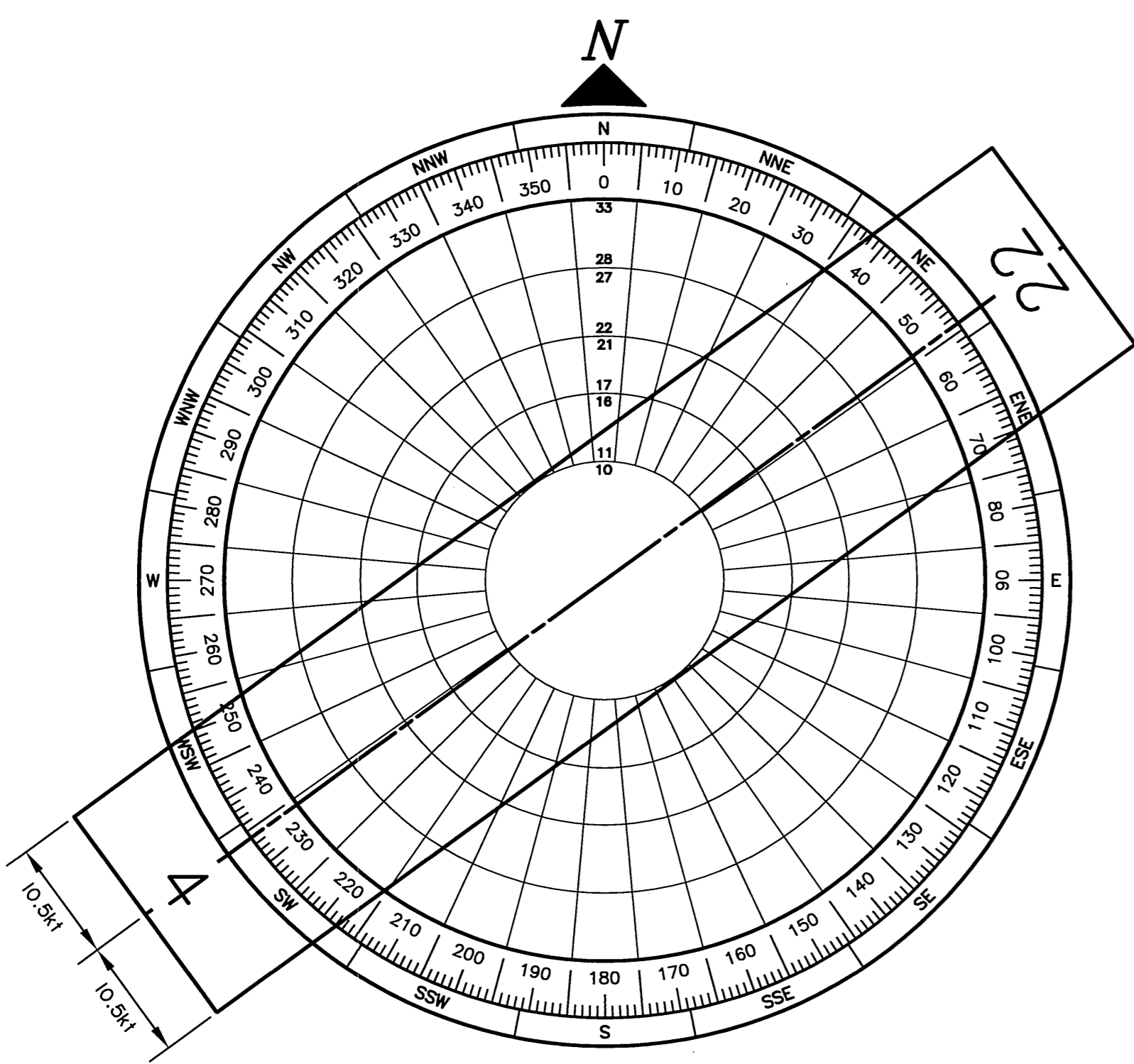


LEGEND		
ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (A.R.P.)		
ANTENNA		
BLUFF		
BUILDINGS		
BUILDING RESTRICTION LINE		
FENCE		
PAPI		
PROPERTY LINE		
REIL		
ROADWAYS		
ROTATING BEACON		
SHORELINE		
SURVEY MONUMENT		
THRESHOLD MARKERS/LIGHTS		
TOPOGRAPHIC CONTOURS		
TREE (LARGE SINGLE)		
TREELINE		
VASI		
WIND CONE		
WIND CONE AND SEGMENTED CIRCLE		

GEOGRAPHIC COORDINATES TABLE				
ITEM	EXISTING LATITUDE	EXISTING LONGITUDE	ULTIMATE LATITUDE	ULTIMATE LONGITUDE
ARP	56°18'39.48"N	158°32'04.15"W		
THRESHOLD RW 4	56°18'33.02"N	158°32'19.82"W		
THRESHOLD RW 22	56°18'45.93"N	158°31'48.48"W		

AIRPORT DATA TABLE		
ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	NONE	
NATIONAL AIRPORT IDENTIFIER	KCL	
FAA SITE NUMBER	50097.51*A	
AIRPORT ELEVATION NAVD88	27.7'	
AIRPORT REFERENCE CODE	A-1	
MEAN MAX. TEMPERATURE, HOTTEST MONTH	59°F, AUGUST	
AIRPORT AND TERMINAL NAVIGATION AIDS	NONE	
TAXIWAY LIGHTING/MARKING	NONE	
OBSTRUCTION SURVEY SOURCE & TYPE	NONE	
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	15°39'E, 2005, -0°11'(W) / YEAR	
	14°43'E, 2010, -0°11'(W) / YEAR	

RUNWAY 4/22 DATA TABLE		
ITEM	EXISTING	ULTIMATE
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY	UTILITY	UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	V/V	V/V
APPROACH SURFACES	20:1/20:1	20:1/20:1
VISIBILITY MINIMUM	≥1 SM	≥1 SM
RUNWAY SURFACE	GRAVEL	GRAVEL
PAVEMENT STRENGTH SW,DW,DTW,DDTW x1000lbs	N/A	N/A
AIRCRAFT APPROACH CATEGORY	A	A
AIRPLANE DESIGN GROUP		
TRUE BEARING	N53°27'24"E	N53°27'24"E
EFFECTIVE GRADE	0.11%	0.11%
TOUCHDOWN ELEVATION NAVD88 (ESTIMATED)	27.7'	27.7'
RUNWAY DIMENSIONS	90' x 2200'	90' x 2200'
RUNWAY SAFETY AREA (RSA) DIMENSIONS	90' x 2200'	120' x 2280'
LENGTH BEYOND R/W END	0' / 0'	240' / 240'
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	250' x 450' x 1000'	250' x 450' x 1000'
RUNWAY OBJECT FREE AREA (ROFA) DIMENSIONS	250' x 2680'	250' x 2680'
LENGTH BEYOND R/W END OR STOPWAY	240' / 240'	240' / 240'
RUNWAY OBSTACLE FREE ZONE (ROFZ) DIMENSIONS	250' x 2600'	250' x 2600'
RUNWAY LIGHTING	NONE	NONE
RUNWAY MARKING TYPE	NONE	NONE
RUNWAY VISUAL APPROACH AIDS	NONE	NONE



PROTRACTED T 45 S, R 59 W, SEC. 5
SEWARD MERIDIAN
U.S.G.S. CHIGNIK (B-2), ALASKA

DATE: 11/17/2015

MODIFICATION TO STANDARDS / NON STANDARD CONDITIONS

DESCRIPTION	STANDARD	EXISTING	ULTIMATE
RSA WIDTH	120'	60'	120'
RSA LENGTH BEYOND RUNWAY ENDS	240'	0'	240'
ROFA	250'	80'	250'
ROFZ	250'	80'	250'

NOTES

- NO PRIOR ALP EXISTS FOR THE CHIGNIK LAGOON AIRPORT.
- NAVD88 ELEVATIONS WERE DEVELOPED AT THE SITE BY STATIC GPS OBSERVATIONS WITH OPUS DERIVED ELLIPSOID HEIGHTS ADJUSTED BY GEOID2006 GEOID HEIGHTS.
- RUNWAY NUMBERS CHANGED FROM 3/21 TO 4/22 DUE TO CHANGES IN MAGNETIC DECLINATION.

DRAWING INDEX	
SHT #	TITLE
1	AIRPORT DATA SHEET
2	AIRPORT LAYOUT PLAN
3	AIRPORT AIRSPACE

11/2015	AS-BUILT PROJECT 51024
BY DATE	REVISION
APPROVED: <i>[Signature]</i>	DATE: 5/12/08
ROBERT A. CAMPBELL, P.E.	PRECONSTRUCTION ENGINEER
RECOMMENDED: <i>[Signature]</i>	DATE: 5/4/2008
HARVEY M. DOUTHIT, P.E.	DESIGN SECTION CHIEF

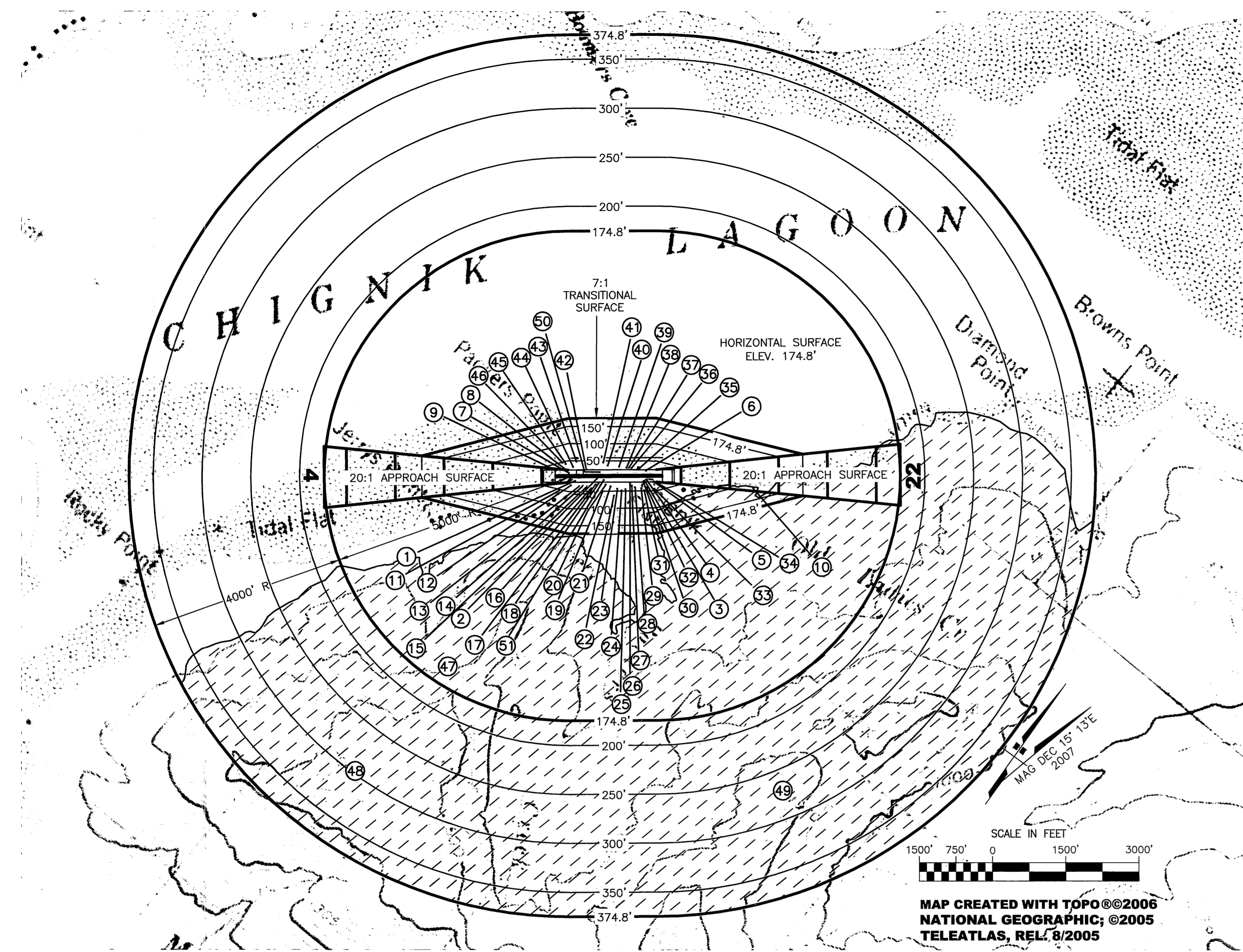
AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 6/10/2008
FAA AIRSPACE REVIEW NUMBER: 07AAL-22A-MA

DATE: 6/10/2008
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

CHIGNIK LAGOON AIRPORT
CHIGNIK LAGOON, ALASKA
AIRPORT LAYOUT PLAN

DATE: 02/08/2008
SHEET: 1 OF 3



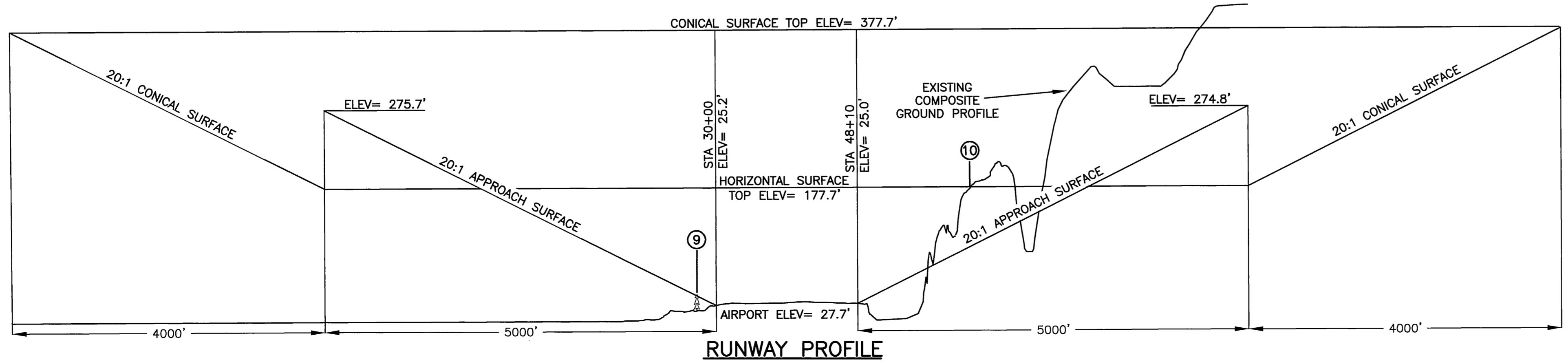
MAP CREATED WITH TOPO ©2006
 NATIONAL GEOGRAPHIC; ©2005
 TELEATLAS, REL. 8/2005

ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
1	BRUSH	*	33.5'	PRIMARY	30.6'	3.1'	REMOVE	NEAR-TERM
2	ROAD/DRIVEWAYS	*	38.5'	PRIMARY	30.6'	8.1'	REMAIN	
3	TELEPHONE BOOTH	15+72/80' RT	30.5'	PRIMARY	30.6'	0.1'	REMAIN	
4	SATELLITE DISH	46+06/105' RT	33.5'	PRIMARY	30.6'	3.1'	REMAIN	
5	SATELLITE DISHES	125' / 120' RT	33.5'	PRIMARY	30.6'	3.1'	REMAIN	
6	WIND CONE	46+06/105' LT	42'	PRIMARY	30.9'	11.1'	REMAIN	
7	PHONE BOOTH	30+02/65' LT	29'	PRIMARY	27.9'	1.1'	REMAIN	
8	TREES	29+97/115' LT	43'	APPROACH	30.9'	12.1'	REMOVE	NEAR-TERM
9	TREES	27+55/120' LT	42'	APPROACH	42.9'	****	REMOVE	
10	TERRAIN	62+10/175' RT	175'	APPROACH	130.9'	44.1'	REMAIN	
11	BUILDING	28+40/302' RT	55'	TRANSITIONAL	30.9'	24.1'	REMAIN	
12	BRIDGE RAIL	30+75/200' RT	41'	TRANSITIONAL	37.9'	3.1'	REMAIN	
13	POWER LINE	**	63'	TRANSITIONAL	40.9'	22.1'	REMAIN	
14	BUILDING	33+00/175' RT	56'	TRANSITIONAL	37.9'	18.1'	REMAIN	
15	BUILDING	34+00/200' RT	50'	TRANSITIONAL	41.9'	8.1'	REMAIN	
16	BUILDING	35+00/230' RT	46'	TRANSITIONAL	44.9'	1.1'	REMAIN	
17	BUILDING	35+50/170' RT	42'	TRANSITIONAL	36.9'	5.1'	REMAIN	
18	TREE	36+00/130' RT	30'	TRANSITIONAL	31.9'	****	REMAIN	
19	BUILDING	37+00/320' RT	109'	TRANSITIONAL	57.9'	51.1'	REMAIN	
20	BUILDING	37+75/160' RT	37'	TRANSITIONAL	35.9'	1.1'	REMAIN	
21	BUILDING	38+85/ 200' RT	41'	TRANSITIONAL	41.9'	****	REMAIN	
22	BUILDING	39+40/375' RT	103'	TRANSITIONAL	66.9'	36.1'	REMAIN	
23	POST OFFICE	39+75/265' RT	51'	TRANSITIONAL	50.9'	0.1'	REMAIN	
24	BUILDING	49+00/280' RT	53'	TRANSITIONAL	52.9'	0.1'	REMAIN	
25	BUILDING	41+40/285' RT	55'	TRANSITIONAL	53.9'	1.1'	REMAIN	
26	TREE	42+80/140' RT	55'	TRANSITIONAL	32.9'	22.1'	REMAIN	
27	BUILDING	43+10/150' RT	50'	TRANSITIONAL	33.9'	16.1'	REMAIN	
28	BUILDING	43+80/210' RT	54'	TRANSITIONAL	42.9'	11.1'	REMAIN	
29	BUILDING/ANTENNA	44+80/210' RT	65'	TRANSITIONAL	42.9'	22.1'	REMAIN	
30	BUILDING	45+40/160' RT	37'	TRANSITIONAL	35.9'	1.1'	REMAIN	
31	POWER LINE	45+60/285' RT	63'	TRANSITIONAL	52.9'	10.1'	REMAIN	
32	BUILDING	46+20/220' RT	43'	TRANSITIONAL	44.9'	****	REMAIN	
33	BUILDING	47+60/230' RT	41'	TRANSITIONAL	45.9'	****	REMAIN	
34	BUILDING	48+40/160' RT	39'	TRANSITIONAL	35.9'	3.1'	REMAIN	
35	BUILDING	44+75/160' LT	42'	TRANSITIONAL	35.9'	6.1'	REMAIN	
36	BUILDING	42+85/140' LT	45'	TRANSITIONAL	32.9'	12.1'	REMAIN	
37	BUILDING	42+45/105' LT	43'	TRANSITIONAL	34.9'	8.1'	REMAIN	
38	BUILDING/ANTENNA	42+20/140' LT	37'	TRANSITIONAL	32.9'	4.1'	REMAIN	
39	BUILDING/ANTENNA	40+65/175' LT	61'	TRANSITIONAL	37.9'	23.1'	REMAIN	
40	BUILDING	38+00/190' LT	37'	TRANSITIONAL	39.9'	****	REMAIN	
41	BUILDING	37+00/235' LT	43'	TRANSITIONAL	45.9'	****	REMAIN	
42	POLE	33+80/170' LT	44'	TRANSITIONAL	36.9'	7.1'	REMAIN	
43	TOWER	31+80/265' LT	53'	TRANSITIONAL	54.9'	****	REMAIN	
44	POLE	31+15/185' LT	39'	TRANSITIONAL	39.9'	****	REMAIN	
45	TOWER	29+45/245' LT	54'	TRANSITIONAL	47.9'	6.1'	REMAIN	
46	ANTENNA	29+00/285' LT	54'	TRANSITIONAL	54.9'	****	REMAIN	
47***	TERRAIN	5+18/3883' RT	1400'	HORIZONTAL	180.6'	1219.4'	REMAIN	
48***	TERRAIN	-13+92/6011' RT	1970'	CONICAL	305.9'	1664.1'	REMAIN	
49***	TERRAIN	73+72/6445' RT	1970'	CONICAL	280.9'	1689.1'	REMAIN	
50	BEACON	29+09/80' LT±	40.7'±	PRIMARY	33.7'±	7.1'±	REMAIN	
51	BEACON	29+48/80' RT±	40.7'±	PRIMARY	33.7'±	7.1'±	REMAIN	

* BOTH SIDES OF ENTIRE RUNWAY LENGTH/40-70 FEET FROM RUNWAY CENTERLINE
 ** ENTIRE LENGTH OF RUNWAY/OFFSET 250'-350' FROM CENTERLINE
 *** HIGHEST FEATURE IN A LARGE AREA OF TERRAIN PENETRATION; REFER TO HATCHED AREAS ON MAP
 **** OBSTRUCTION NO LONGER PENETRATES ITS SURFACE DUE TO AIRPORT RUNWAY RECONSTRUCTION

NOTES

- AIRPORT ELEVATION IS 27.7'.
- CONTOURS SHOWN IN FEET. BASEMAP DATA IS FROM USGS QUAD, CHIGNIK B-2.
- PRIMARY SURFACE IS 250' WIDE.
- A RANGEFINDER WITH A BUILT-IN INCLINOMETER WAS USED TO IDENTIFY OBSTRUCTIONS CLOSE TO THE RUNWAY IN THE PRIMARY AND TRANSITIONAL SURFACES.
- PART 77 SURFACES BASED ON EXISTING AIRPORT LAYOUT.
- THE CONTROLLING OBSTRUCTION FOR RUNWAY 4 IS TREES AT STA 27+55, 120'LT, ELEVATION IS 17' ABOVE THE RUNWAY. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 15:1, PER FAA AC 150/5200-35, CHAP. 4.
- THE CONTROLLING OBSTRUCTION FOR RUNWAY 22 IS TERRAIN AT STA 62+10, 175'RT, ELEVATION IS 150' ABOVE THE RUNWAY. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 9:1, PER FAA AC 150/5200-35, CHAP. 4.
- THE RUNWAY 4 APPROACH END SITING SURFACES DO NOT MEET ANY THRESHOLD SITING CRITERIA BECAUSE OF VEGETATION PENETRATIONS. IF THE PENETRATIONS WERE REMOVED, THERE WOULD BE NO OBJECT PENETRATIONS IN THE RUNWAY 4 APPROACH END SITING SURFACES, AS DEFINED IN FAA AC 150/5300-13, TABLE A2-1, ROW 2.
- THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY 22 APPROACH END SITING SURFACES, AS DEFINED IN FAA AC 150/5300-13, TABLE A2-1, ROW 1.
- THERE ARE NO KNOWN HEIGHT RESTRICTIONS. CHIGNIK LAGOON IS UNINCORPORATED, AND THE LAKE AND PENINSULA BOROUGH CODES DO NOT ADDRESS STRUCTURE HEIGHTS.
- APPROACH SURFACES ARE 20:1 BEGINNING AT THE THRESHOLDS.



11/2015 AS-BUILT PER AKSAS 51024	
BY	DATE
REVISION	
CHIGNIK LAGOON AIRPORT CHIGNIK LAGOON, ALASKA AIRPORT LAYOUT PLAN	
AIRPORT AIRSPACE 14 CFR, PART 77	
DATE:	02/08/2008
SHEET:	3 OF 3