

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

12/15/2022

To: Native Village of Kwinhagak and DOT&PF

Attn: Darren Cleveland Native Village of Kwinhagak P.O. Box 149 Quinhagak, AK 99655

CC: Philana Miles 4111 Aviation Avenue Anchorage, Alaska 99519-6900

Dear Darren Cleveland,

Quinhagak Airport, Quinhagak, Alaska Airport Layout Plan Conditional Approval Airspace Case No. 2022-AAL-277-NRA

The Quinhagak Airport Layout Plan (ALP), prepared by Native Village of Kwinhagak and DOT&PF, and bearing Mr. Cleveland's signature, is conditionally approved. A signed copy of the approved ALP is enclosed.

An aeronautical study (no. 2022-AAL-277-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 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 any applicable 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.

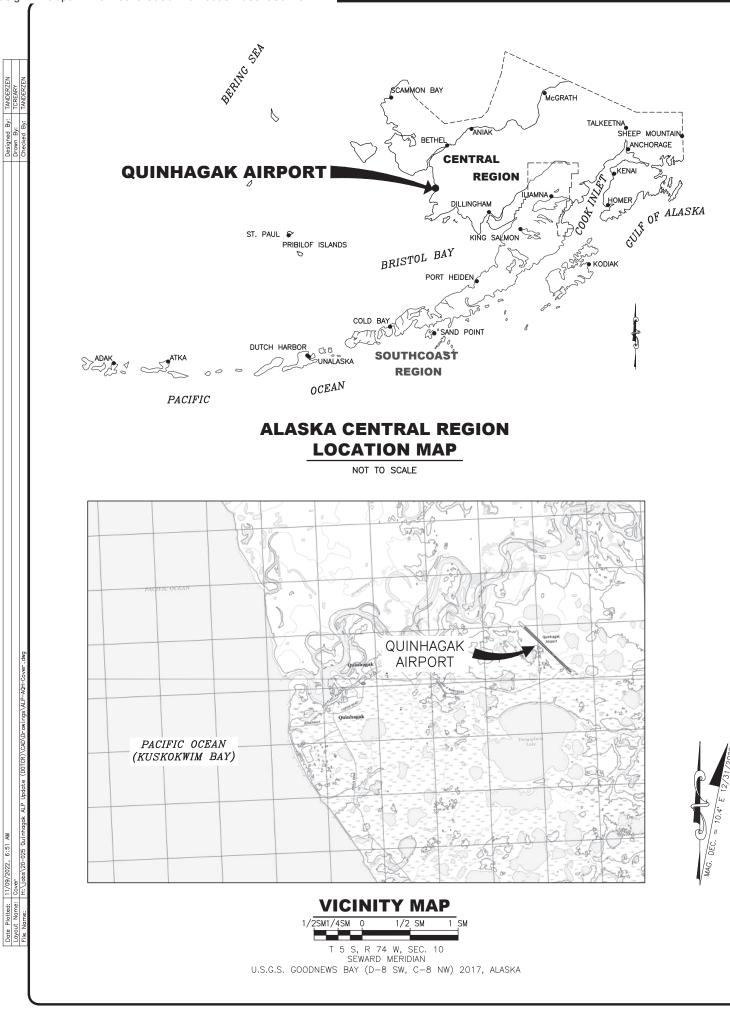
This approval does not include approval of any lease, and does not release the airport sponsor from any existing federal obligations or other legal obligations.

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 Quinhagak airport. If you have any questions, please contact Carley Wallace, Community Planner, at our office at 907-271-5845.

Sincerely,

Jonathan Linquist Lead Community Planner

Enclosure

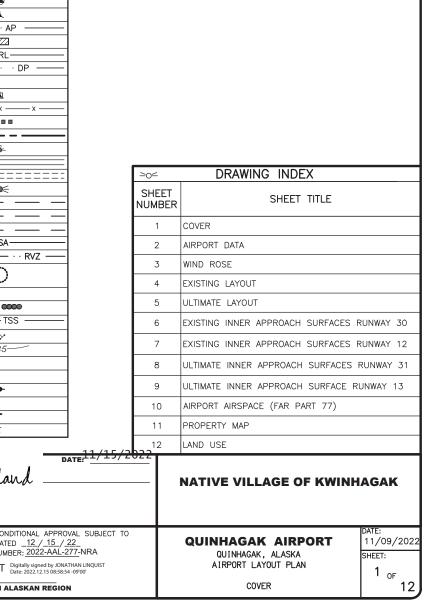


QUINHAGAK AIRPORT AIRPORT LAYOUT PLAN

QUINHAGAK, ALASKA

	LEGEND	
ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (A.R.P.)	0	۲
ANTENNA	٨	<u>الم</u>
APPROACH SURFACE	· · AP	· · AP
BUILDINGS		2772
BUILDING RESTRICTION LINE	BRL	BRL-
DEPARTURE SURFACE		· · · ·
EASEMENT		
FAA WEATHER STATION	应	山
FENCE	x x	xx
PAPI	0000	
PROPERTY LINE		
REIL	-&-	-
ROADWAYS		
GRAVEL RUNWAY EDGE		
ROTATING BEACON	≥0€	≥0 €
RUNWAY OBJECT FREE AREA	OFA	— OFA — -
RUNWAY OBSTACLE FREE ZONE	OFZ	— OFZ — -
RUNWAY PROTECTION ZONE		— RPZ — -
RUNWAY SAFETY AREA	RSA	RSA-
RUNWAY VISIBILITY ZONE		— · · RVZ — ·
SEGMENTED CIRCLE	O	0
SURVEY MONUMENT	Θ	
THRESHOLD MARKERS/LIGHTS	000 000	0000 000
THRESHOLD SITING SURFACE		——————————————————————————————————————
TIE-DOWN	×	7
TOPOGRAPHIC CONTOURS	35	35
TRAIL		
TREELINE	·······································	
UTILITY POLE	-0-	+
WATER BODY		
WIND CONE	4	1
WIND TURBINE	*	*

			DocuSigned by: Darren (level) 7730AE3590884A1
			AIRPORT LAYOUT PLAN CO ALP APPROVAL LETTER DAT FAA AIRSPACE REVIEW NUM JONATHAN LINQUIST
BY	DATE	REVISION	FAA, AIRPORTS DIVISION



	AIRPORT DATA	
ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	PAQH	PAQH
NATIONAL AIRPORT IDENTIFIER	AQH	AQH
FAA SITE NUMBER	50623.4*A	50623.4*A
AIRPORT ELEVATION NAVD88	43.2	43.2
AIRPORT REFERENCE CODE (ARC)	A-II (S)	A-II
CRITICAL AIRCRAFT	A-II (S)	A-II
MEAN MAXIMUM TEMP. HOTTEST MONTH	63.4°F	(JULY)
MAGNETIC DECLINATION, DATE, RATE OF CHANGE	10°04' E, December 31, 2022, CH	ANGING 0°15'W PER YEAR (NOAA)
AIRPORT AND TERMINAL NAVIGATIONAL AIDS	SEGMENTED CIRCLE, ROTATING BEACON, WINDCONE	SEGMENTED CIRCLE, ROTATING BEACON, WINDCONE, PAPI
MISCELLANEOUS FACILITIES	WEATHER STATION	WEATHER STATION
NPIAS SERVICE LEVEL	NONPRIMARY COMMERCIAL SERVICE	NONPRIMARY COMMERCIAL SERVICE
STATE EQUIVALENT SERVICE ROLE	COMMUNITY OFF-ROAD	COMMUNITY OFF-ROAD

GEOGRAPHIC COORDINATES				
ITEM	EXISTING (12/30)	ULTIMATE (13/31)		
ARP				
LATITUDE	59°45'18.33" N	59*45'18.33" N		
LONGITUDE	161°50'43.32" W	161°50'43.32" W		
THRESHOLD 12 (13 ULTIMATE)				
LATITUDE	59°45'32.04" N	59*45'32.04" N		
LONGITUDE	161 ° 51'11.37" W	161°51'11.37" W		
STATION	44+36.5	44+36.5		
ELEVATION	42.4	42.4		
THRESHOLD 30 (31 ULTIMATE)				
LATITUDE	59°45'04.64" N	59°45'04.64" N		
LONGITUDE	161°50'15.27" W	161°50'15.27" W		
STATION	4+36.5	4+36.5		
ELEVATION	43.2	43.2		

TAXIWAY DATA				
ITEM	EXISTING	ULTIMATE		
AIRCRAFT DESIGN GROUP	II			
TAXIWAY DESIGN GROUP	TDG 2	TDG 2		
TAXIWAY SURFACE	GRAVEL	GRAVEL		
TAXIWAY DIMENSIONS	35X200	35x200		
TAXIWAY SHOULDER WIDTH	15	15		
TAXIWAY SAFETY AREA (TSA)	79	79		
TAXIWAY OBJECT FREE AREA (TOFA)	124	124		
TAXIWAY EDGE SAFETY MARGIN (TESM)	N/A	N/A		
TAXIWAY LIGHTING	MITL	MITL		
TAXIWAY SURFACE MARKING	N/A	N/A		

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

AIRPORT CONTROL STATIONS (SEE NOTE 2)					
POINT	LATITUDE	LONGITUDE	STATION/OFFSET	DESCRIPTION	
\bigcirc	59°45'01.66"	161°50'19.58"	3+85.23/371.46 LT	AQH A 2020	
2	59°45'29.15"	161°50'56.66"	36+91.77/313.67 RT	AQH B 2020	
3	59°44'53.60"	161°51'51.30"	31+94.05/4226.53 LT	AQH C 2020	

ITEM	WAY DATA EXISTING	ULTIMATE
RUNWAY IDENTIFIER	12/30	13/31
RUNWAY TYPE (UTILITY OR OTHER THAN UTILITY)	UTILITY	OTHER THAN UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	NPI	NPI
FAR PART 77 VISIBILITY MINIMUM	1 SM	1 SM
FAR PART 77 APPROACH SLOPE	20:1	34:1
APPROACH TYPE (VIS, NPA, APV(NP), APV(P) PREC)	APV(NP)	APV(NP)
THRESHOLD SITING SURFACE SLOPE	20:1 AND 30:1*	20:1 AND 30:1*
RUNWAY DESIGN CODE (RDC)	A-II (S)	A-11
APPROACH RUNWAY REFERENCE CODE (APRC)	N/A	N/A
DEPARTURE RUNWAY REFERENCE CODE (DPRC)	N/A	N/A
RUNWAY SURFACE	GRAVEL	GRAVEL
SURFACE TREATMENT	NONE	NONE
GEAR CONFIGURATION/PAVE STRENGTH (x1000 LBS)	N/A	N/A
PAVEMENT STRENGTH (PCN)	N/A	N/A
DESIGN AIRCRAFT (> 60,000 LBS)	N/A	N/A
MAXIMUM ELEVATION	43.2	43.2
TOUCHDOWN ZONE ELEVATION	43.1/43.2	43.0/43.2
EFFECTIVE GRADE	0.12%	0.02%
MEAN GEODETIC BEARING	134.06	134.06
RUNWAY DIMENSIONS	75×4,000	75×4,000
RUNWAY SAFETY AREA (RSA)	150x4,600	150x4,600
RSA LENGTH BEYOND RUNWAY END	300/300	300/300
RSA LENGTH PRIOR TO THRESHOLD	300/300	300/300
RUNWAY OBJECT FREE AREA (OFA)	500x4,600	500x4,600
OFA LENGTH BEYOND RUNWAY END	300/300	300/300
RUNWAY OBSTACLE FREE ZONE (OFZ)	250x4,400	400x4,400
PRECISION OBSTACLE FREE ZONE (POFZ)	N/A	N/A
RUNWAY 12 RPZ	1,000×250×450	1,000×500×700
RUNWAY 30 RPZ	1,000x250x450	1,000×500×700
RUNWAY LIGHTING	MIRL	MIRL
RUNWAY MARKING TYPE (V, NPI, P)	N/A	N/A
VISUAL AND RUNWAY NAVIGATIONAL AIDS	NONE	PAPI / NONE
AERONAUTICAL SURVEY TYPE	NVGS	NVGS
RUNWAY DEPARTURE SURFACE (YES or N/A)	YES	YES

* AC 150/5300-13B TABLE 3-2, SURFACE 4; AND TABLE 3-3 SURFACE 5 AND SURFACE 6

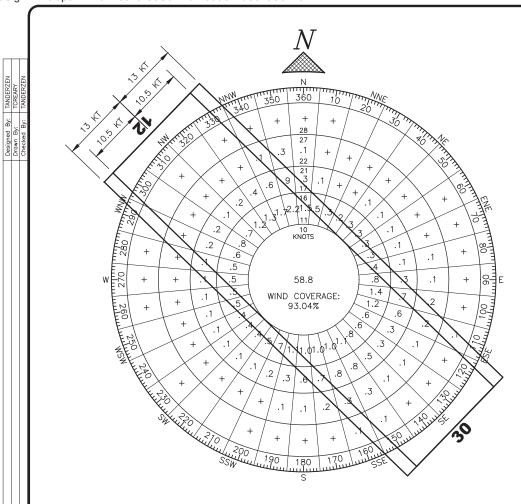
NOTES:

- THIS PROJECT IS LOCATED ENTIRELY WITHIN THE BRISTOL BAY NUSHUGAK 2016 LOW DISTORTION PROJECTION (LDP) COORDINATE SYSTEM DEVELOPED BY THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION SURVEY SECTION. THE VERTICAL DATUM FOR THIS PROJECT IS NAVD88 (GEOID 12B).
- 2. TOPOGRAPHIC SURVEY WAS PERFORMED BY HDL ENGINEERING CONSULTANTS, LLC. (HDL), FROM OCTOBER 06 THROUGH OCTOBER 19, 2020.
- 3. AIRPORT CONTROL POSITIONS SHOWN HEREIN ARE BASED ON SURVEY PERFORMED BY HDL ENGINEERING CONSULTANTS, LLC IN OCTOBER 2020.

resigned By: TANDERZEN rrawn By: TCREARY

	NATIVE VILLAGE OF KWI	NHAGAK
REVISION	QUINHAGAK AIRPORT QUINHAGAK, ALASKA AIRPORT LAYOUT PLAN AIRPORT DATA	DATE: 11/09/202 SHEET: 2 0F 12

Layout Name: WIND ROSE 6:52 AM



360 350 10 + 27 .1 22 KNOTS Ēã WER 57.9 + WIND COVERAGE: 93.28% + 1.5.1 30 190 180

WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

ALL WEATHER WIND DATA			
RUNWAY	10.5 kt	13 kt	
RW 12/30	86.23%	93.04%	

SOURCE: 703656 QUINHAGAK AIRPORT ANNUAL PERIOD RECORD 2014 2015 2016 2017 2018 2019 2020 PERIOD: 2014 – 2020

WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

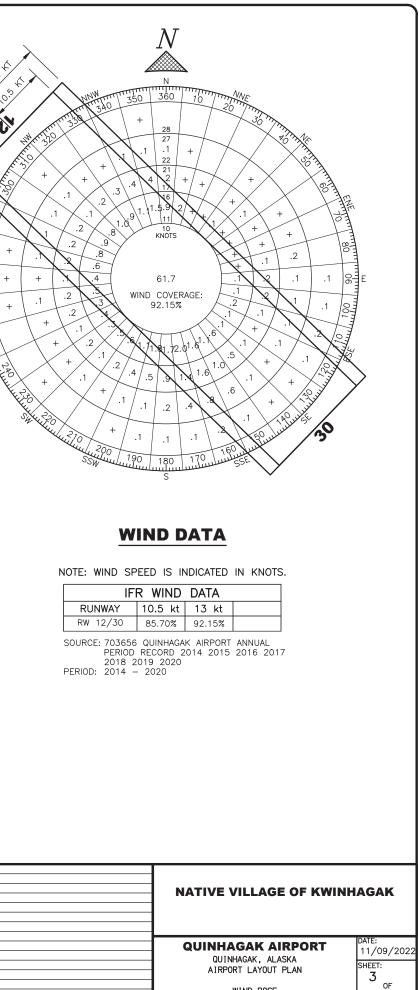
VFR WIND DATA			
RUNWAY	10.5 kt	13 kt	
RW 12/30	86.34%	93.28%	

SOURCE: 703656 QUINHAGAK AIRPORT ANNUAL PERIOD RECORD 2014 2015 2016 2017 2018 2019 2020 PERIOD: 2014 – 2020

BY	DATE	

270W

260



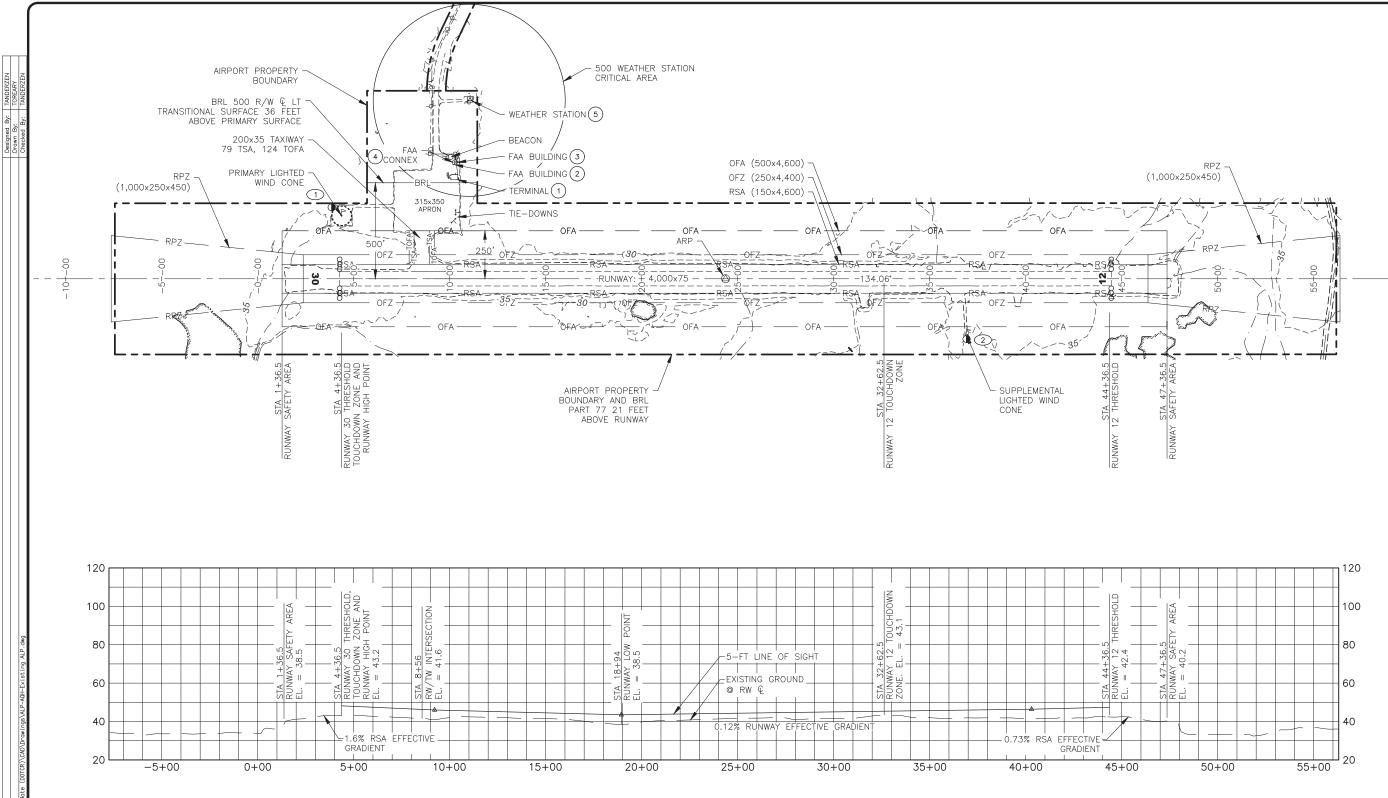
REVISION

WIND ROSE

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Date Layou



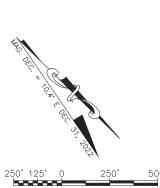
	BUILDING DATA								
ID			TOP ELEVATION (NAVD88)	OBSTRUCTION MARKING					
	TERMINAL BUILDING	STA 10+23, 530 LT	57.0	NONE					
2	FAA BUILDING	STA 10+35, 606 LT	45.8	NONE					
3	FAA BUILDING	STA 10+34, 626 LT	48.5 (TOP OF ANTENNA)	NONE					
4	FAA CONNEX	STA 10+20, 605 LT	44.7	NONE					
5	WEATHER STATION	STA 11+05, 934 LT	69.5	RED LIGHT					

NOTES:

- 1. SEE INNER APPROACH SHEETS FOR THRESHOLD SITING AND APPROACH SURFACES.
- 2. NO 5-FOOT LINE OF SIGHT OBSTRUCTIONS.
- 3. NO OFA OR OFZ PENETRATIONS.
- 4. TOPOGRAPHIC SURVEY WAS PERFORMED BY HDL ENGINEERING CONSULTANTS, LLC. (HDL), FROM OCTOBER 06 THROUGH OCTOBER 19, 2020.
- 5. SEE SHEET 2 FOR AIRPORT CONTROL STATION INFORMATION.
- 6. SEE SHEET 11 FOR AIRPORT CONTROL STATION POINT 3 LOCATION.

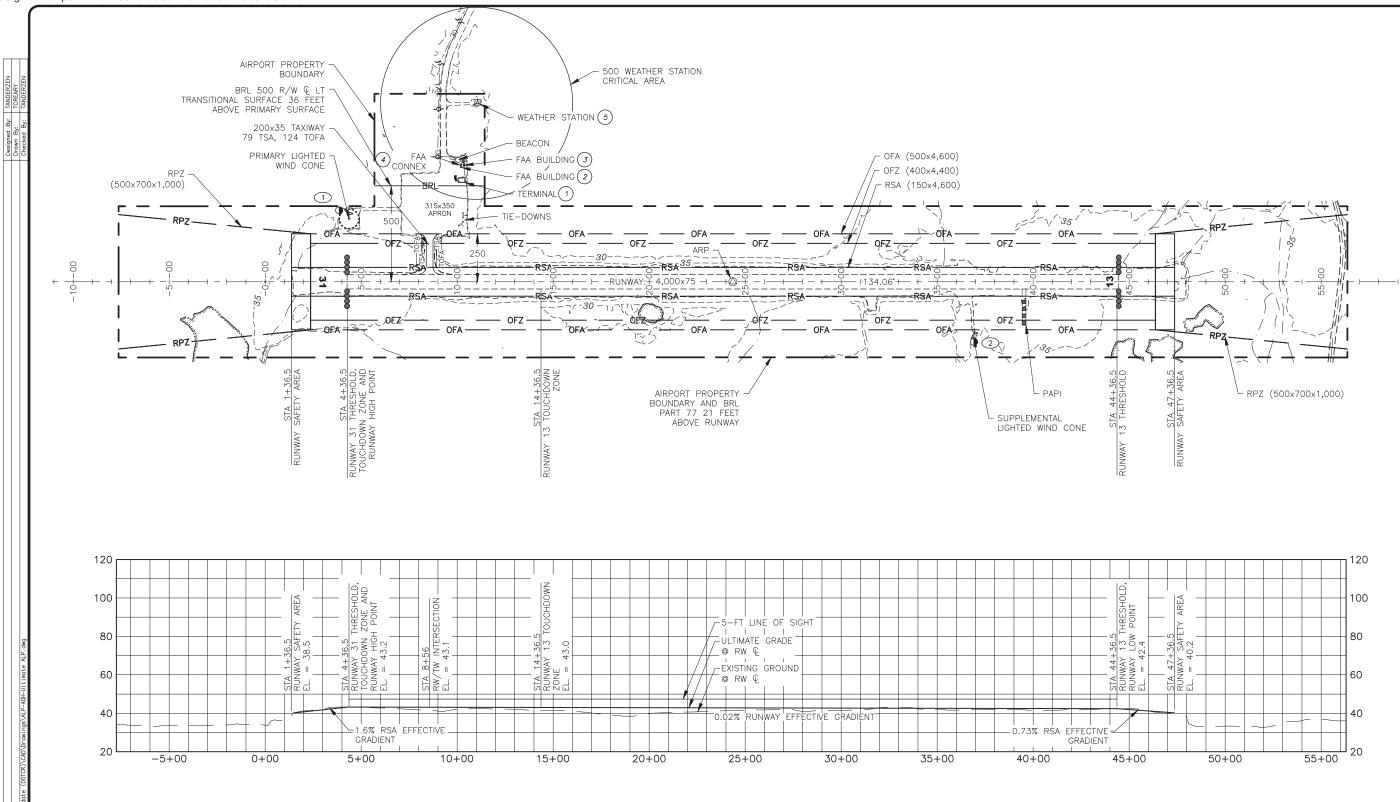
BY	DATE	

50+00 5	20 ² 55+00 20 ²
	250' 125' 0 250' 500' VERTICAL SCALE RATIO: 10:1
	NATIVE VILLAGE OF KWINHAGAK
REVISION	QUINHAGAK AIRPORT QUINHAGAK, ALASKA AIRPORT LAYOUT PLANDATE: 11/09/2022 SHEET: 4 OF



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09/202 IMATE



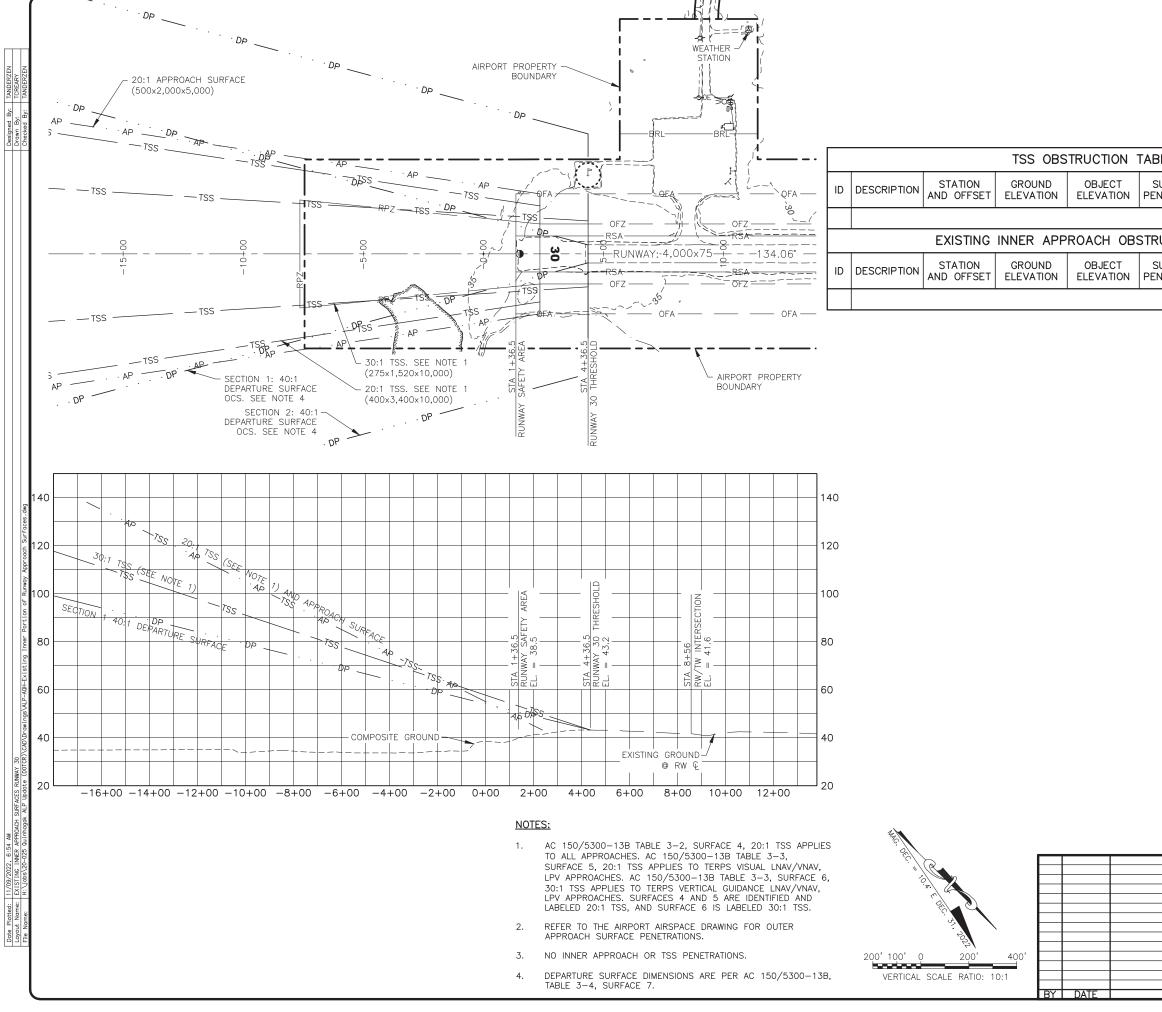
	BUILDING DATA								
ID	DESCRIPTION STATION AND OFFSET		TOP ELEVATION (NAVD88)	OBSTRUCTION MARKING					
	TERMINAL BUILDING	STA 10+23, 530 LT	57.0	NONE					
2	FAA BUILDING	STA 10+35, 606 LT	45.8	NONE					
3	FAA BUILDING	STA 10+34, 626 LT	48.5 (TOP OF ANTENNA)	NONE					
4	FAA CONNEX	STA 10+20, 605 LT	44.7	NONE					
5	WEATHER STATION	STA 11+05, 934 LT	69.5	RED LIGHT					

NOTES:

- 1. SEE INNER APPROACH SHEETS FOR THRESHOLD SITING AND APPROACH SURFACES.
- 2. NO 5-FOOT LINE OF SIGHT OBSTRUCTIONS.
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- 5. SEE SHEET 2 FOR AIRPORT CONTROL STATION INFORMATION.
- 6. SEE SHEET 11 FOR AIRPORT CONTROL STATION POINT 3 LOCATION.

- 1			
	BY	DATE	

7+36.5 7 SAFETY 40.2 40.2	80
STA 47+ RUNWAY EL. = 4	60
	40 ¹
50+00	20 20 FR
	250' 125' 0 250' 500' VERTICAL SCALE RATIO: 10:1
	NATIVE VILLAGE OF KWINHAGAK
	QUINHAGAK AIRPORT QUINHAGAK, ALASKA AIRPORT LAYOUT PLAN
REVISION	ULTIMATE LAYOUT 5 0F 12



BLE (INNER PORTION RUNWAY 30)									
SURFACE SURFACE AMOUNT AIRSPACE DISPOSITION STAGE TO CORRECT									
NO OBSTRU	NO OBSTRUCTIONS								
RUCTION TABLE (INNER PORTION RUNWAY 30)									
SURFACE ENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT				
NO OBSTRU	NO OBSTRUCTIONS								

NATIVE VILLAGE OF KWIN	HAGAK
QUINHAGAK AIRPORT QUINHAGAK, ALASKA AIRPORT LAYOUT PLAN	DATE: 11/09/20 SHEET:
EXISTING INNER APPROACH SURFACES	OF

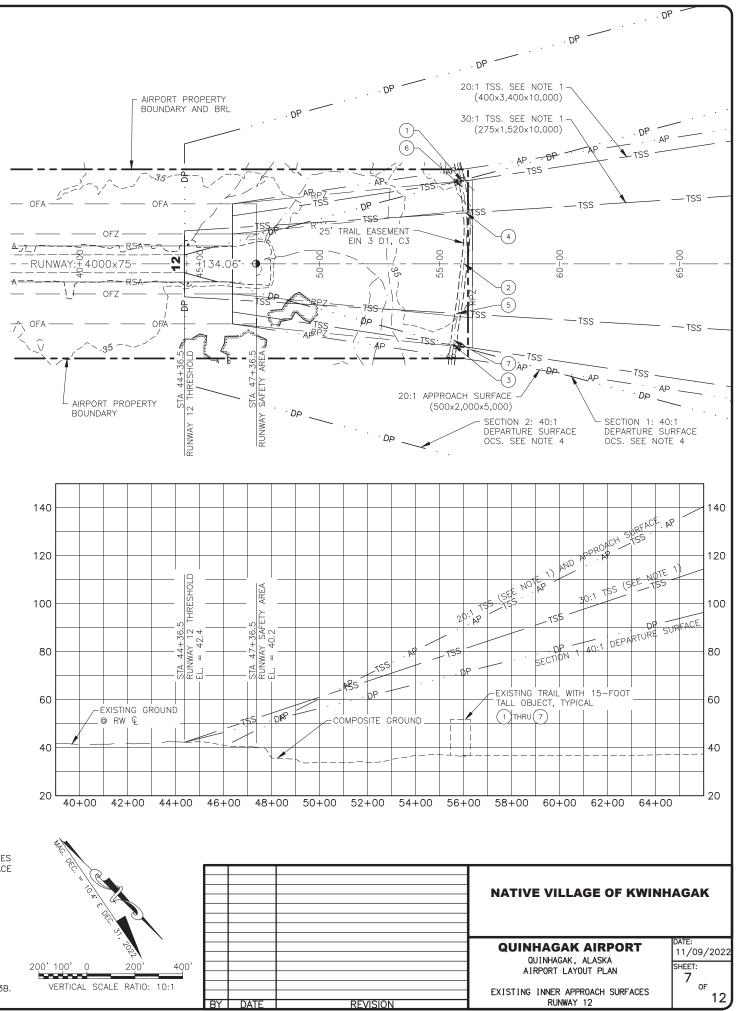
By: TANDERZEN /: TCREARY

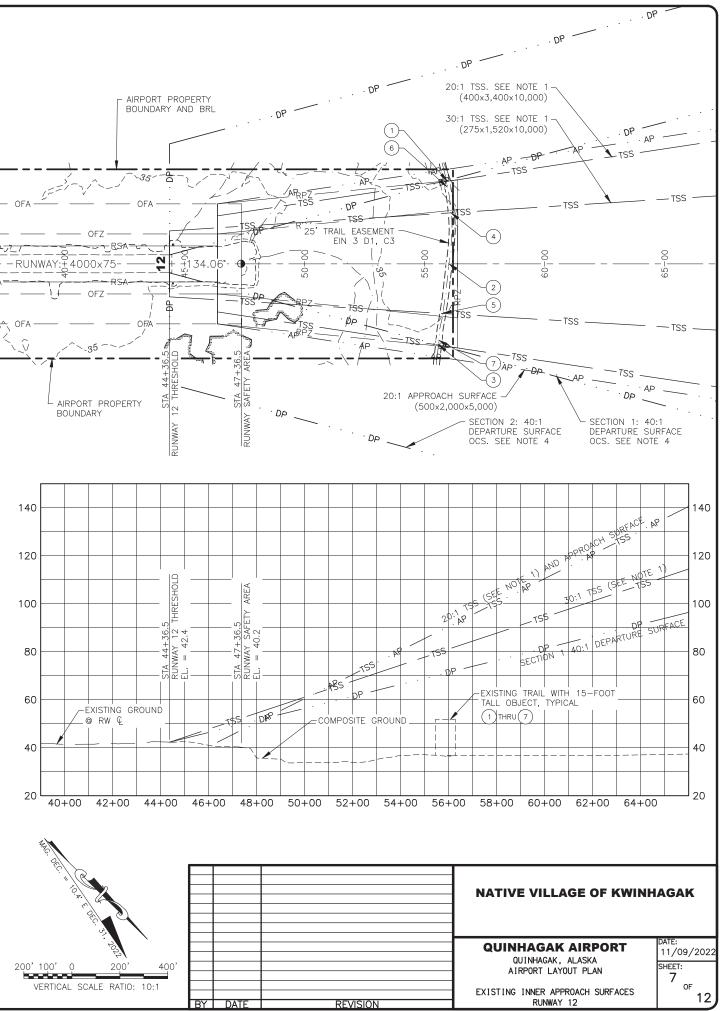
SURFACES RUNWAY

otted: 11/09/2022, 6:54 AM Name: EXISTING INNER APPROACH

Date

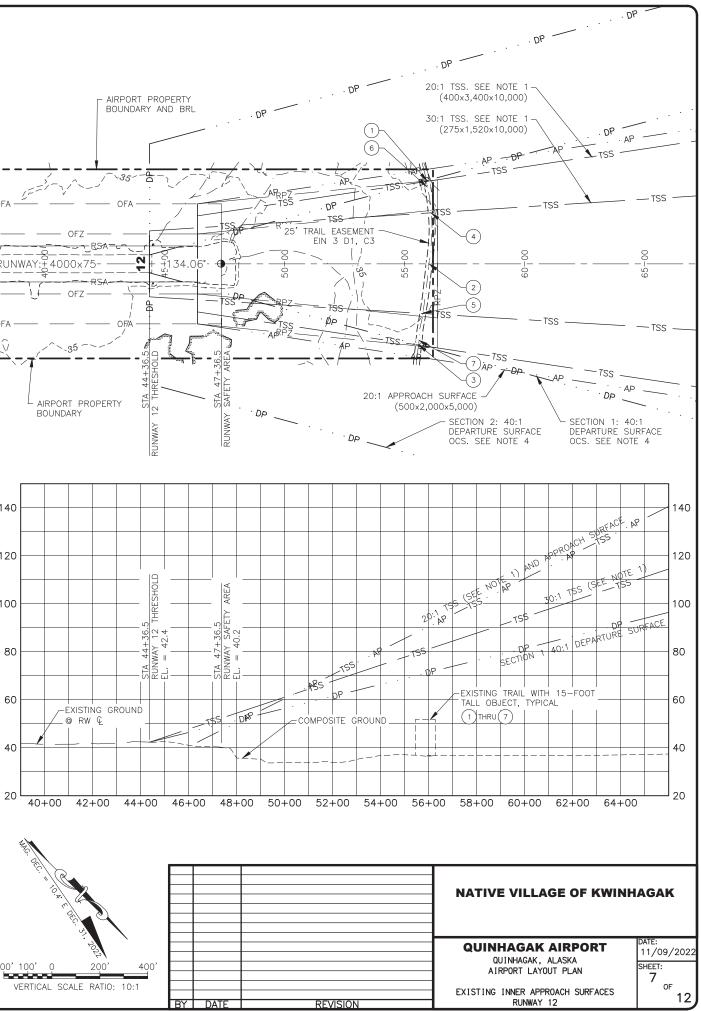
			TSS OBS	TRUCTION T	ABLE (INNE	R PORTION	RUNWAY 1	2)		
ID	DESCRIPTION	STATION AND OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
1	TRAIL	55+91.4, 341.8 LT	33.9	48.9 *	20:1 TSS	85'	-36'	N/A	TO REMAIN	N/A
2	TRAIL	56+01.7, CL	36.0	51.0 *	20:1 TSS	86'	-35'	N/A	TO REMAIN	N/A
3	TRAIL	55+57.7, 336.7 RT	33.9	48.9 *	20:1 TSS	83'	-34'	N/A	TO REMAIN	N/A
4	TRAIL	56+10.5, 212.0 LT	35.2	50.2 *	30:1 TSS	72'	-22'	N/A	TO REMAIN	N/A
2	TRAIL	56+01.7, CL	36.0	51.0 *	30:1 TSS	71'	-20'	N/A	TO REMAIN	N/A
5	TRAIL	55+75.5, 205.9 RT	35.0'	50.0 *	30:1 TSS	70'	-20'	N/A	TO REMAIN	N/A
		EXISTING	INNER APP	ROACH OBS	TRUCTION T	ABLE (INNE	R PORTION	RUNWAY	12)	
ID	DESCRIPTION	STATION AND OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE T CORREC
6	TRAIL	55+95.5, 321.3 LT	34.4	49.4 *	20:1 APPROACH	89'	-40'	N/A	TO REMAIN	N/A
2	TRAIL	56+01.7, CL	36.0	51.0 *	20:1 APPROACH	100'	-49'	N/A	TO REMAIN	N/A
$\overline{(7)}$	TRAIL	55+59.7, 318.4 RT	34.0	49.0 *	20:1 APPROACH	96'	-47'	N/A	TO REMAIN	N/A

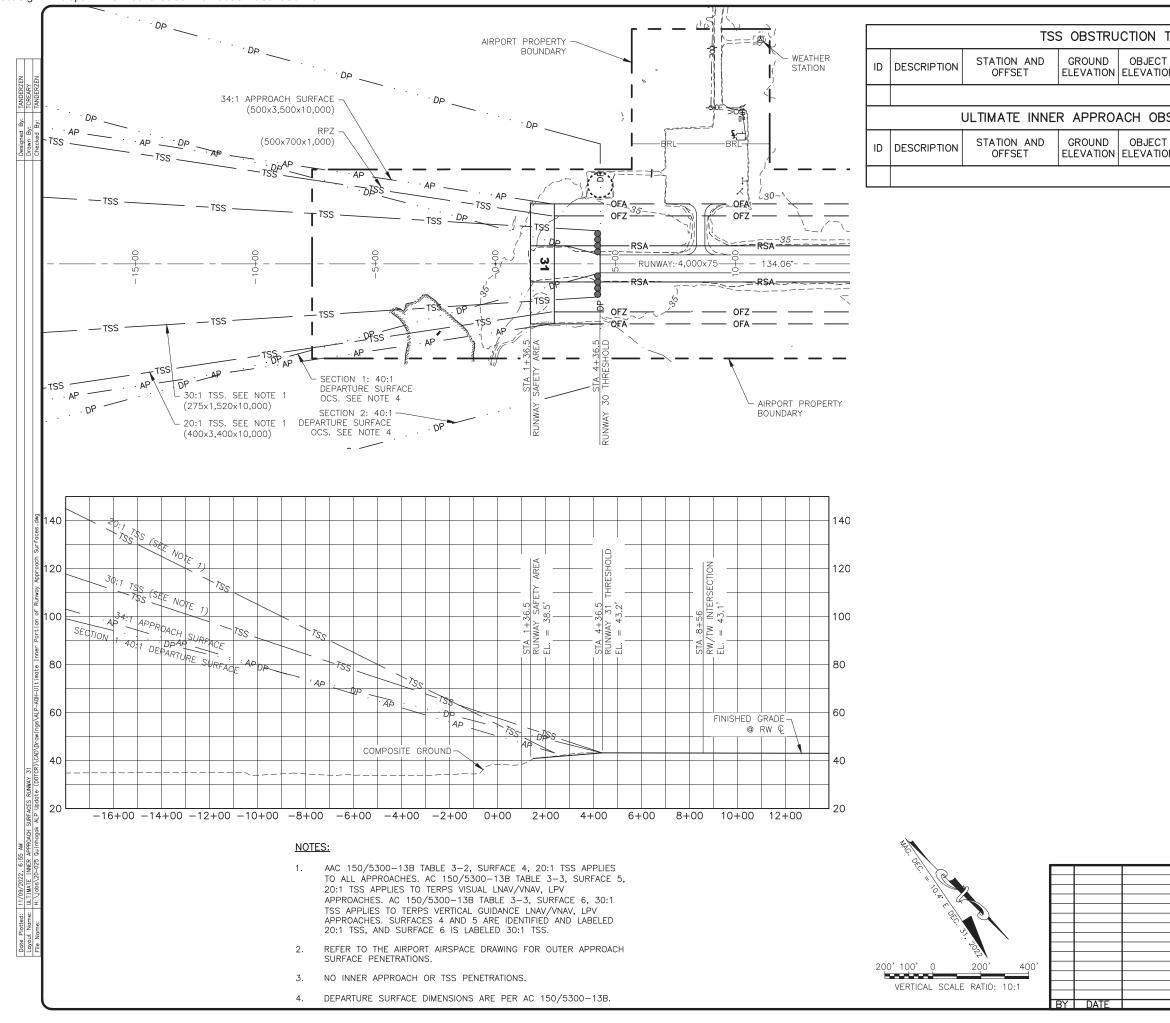




NOTES:

- AC 150/5300-13B TABLE 3-2, SURFACE 4, 20:1 TSS APPLIES TO ALL APPROACHES. AC 150/5300-13B TABLE 3-3, SURFACE 5, 20:1 TSS APPLIES TO TERPS VISUAL LNAV/VNAV, LPV APPROACHES. AC 150/5300-13B TABLE 3-3, SURFACE 6, 30:1 TSS APPLIES TO TERPS VERTICAL GUIDANCE LNAV/VNAV, LPV APPROACHES. SURFACES 4 AND 5 ARE IDENTIFIED AND LABELED 20:1 TSS, AND SURFACE 6 IS LABELED 30:1 TSS. 1.
- REFER TO THE AIRPORT AIRSPACE DRAWING FOR OUTER APPROACH SURFACE PENETRATIONS. 2.
- NO INNER APPROACH OR TSS PENETRATIONS. 3.
- DEPARTURE SURFACE DIMENSIONS ARE PER AC 150/5300-13B. 4.

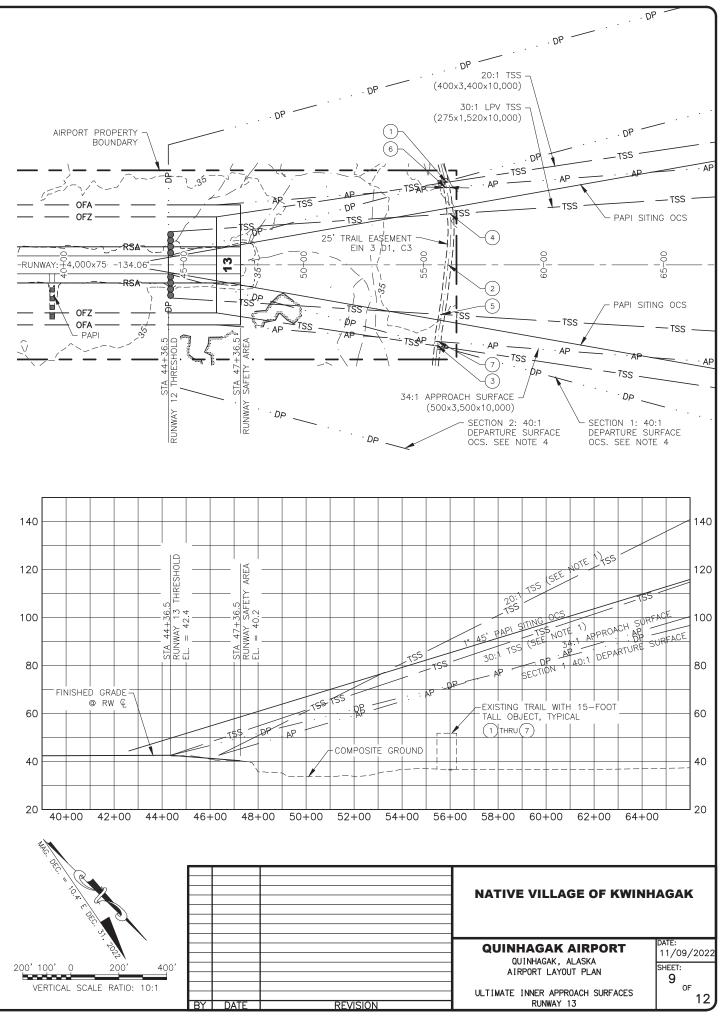


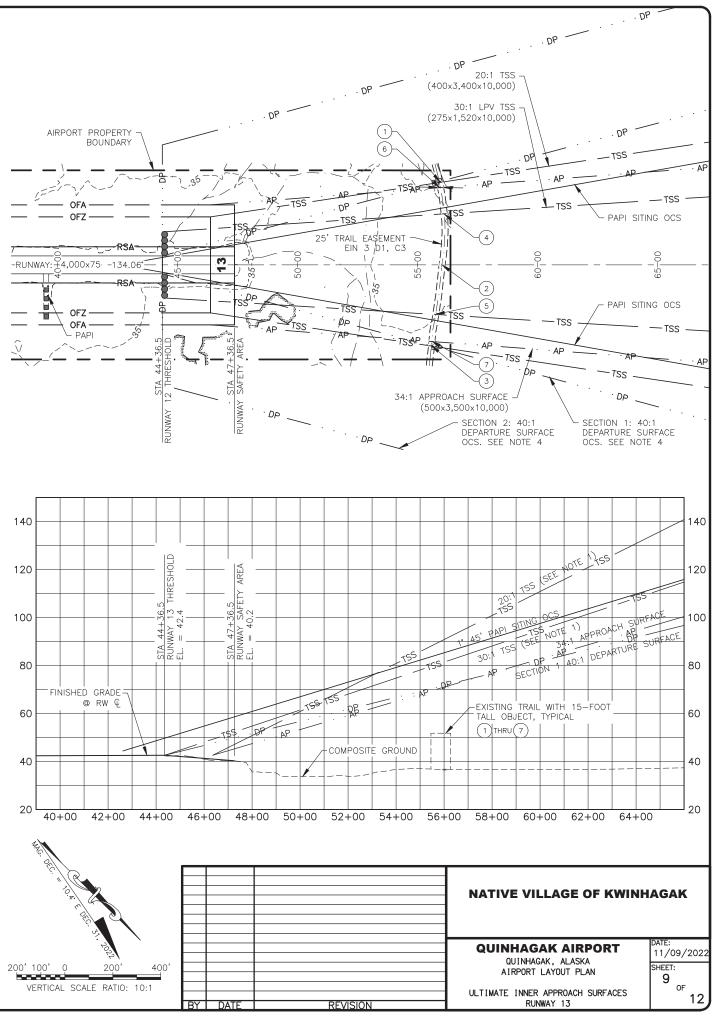


ΤA	TABLE (INNER PORTION RUNWAY 31)								
SURFACE SURFACE AMOUNT AIRSPACE DISPOSITION STAGE T									
	NO OBSTRUCTIONS								
STRUCTION TABLE (INNER PORTION RUNWAY 31)									
IS1	TRUCTION T	ABLE (INN	NER PORTIO	N RUNWA	(Y 31)				
r DN	SURFACE	SURFACE	AMOUNT PENETRATED	N RUNWA AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT			
Г	SURFACE	SURFACE ELEVATION	AMOUNT	AIRSPACE					

	NATIVE VILLAGE OF KWIN	HAGAK
	QUINHAGAK AIRPORT QUINHAGAK, ALASKA AIRPORT LAYOUT PLAN	DATE: 11/09/202 SHEET: 8
VISION	ULTIMATE INNER APPROACH SURFACES RUNWAY 31	0F 12

					ze					
ID	DESCRIPTION	STATION AND OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
1)	TRAIL	55+91.4, 341.8 LT	33.9	48.9 *	20:1 TSS	85'	-36'	N/A	TO REMAIN	N/A
2	TRAIL	56+01.7, CL	36.0	51.0 *	20:1 TSS	86'	-35'	N/A	TO REMAIN	N/A
3	TRAIL	55+57.7, 336.7 RT	33.9	48.9 *	20:1 TSS	83'	-34'	N/A	TO REMAIN	N/A
4	TRAIL	56+10.5, 212.0 LT	35.2	50.2 *	30:1 TSS	72'	-22'	N/A	TO REMAIN	N/A
2	TRAIL	56+01.7, CL	36.0	51.0 *	30:1 TSS	71'	-20'	N/A	TO REMAIN	N/A
5	TRAIL	55+75.5, 205.9 RT	35.0'	50.0 *	30:1 TSS	70'	-20'	N/A	TO REMAIN	N/A
		ULTIMATE II	NNER APF	ROACH OB	STRUCTION	TABLE (INN	IER PORTION	N RUNWAY	13)	
ID	DESCRIPTION	STATION AND OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
6	TRAIL	55+95.5, 321.3 LT	34.4	49.4 *	34:1 APPROACH	68'	-19'	N/A	TO REMAIN	N/A
2	TRAIL	56+01.7, CL	36.0	51.0 *	34:1 APPROACH	68'	-17'	N/A	TO REMAIN	N/A
7	TRAIL	55+59.7, 318.4 RT	34.0	49.0 *	34:1 APPROACH	67'	-18'	N/A	TO REMAIN	N/A





NOTES:

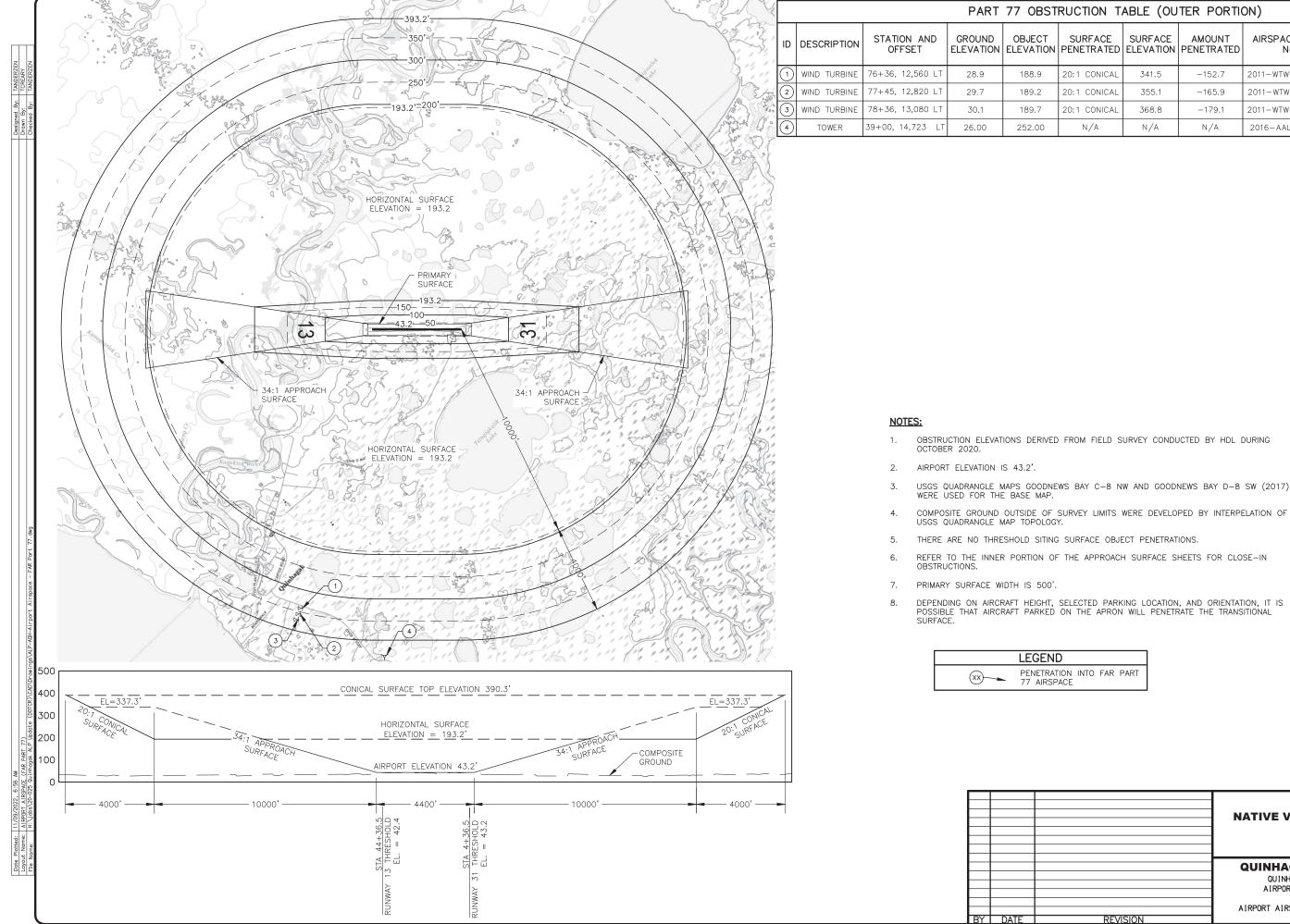
- AC 150/5300-13B TABLE 3-2, SURFACE 4, 20:1 TSS APPLIES 1. TO ALL APPROACHES. AC 150/5300-13B TABLE 3-3, SURFACE 5, 20:1 TSS APPLIES TO TERPS VISUAL LNAV/VNAV, LPV APPROACHES. AC 150/5300-13B TABLE 3-3, SURFACE 6, 30:1 APPLIES TO TERPS VERTICAL GUIDANCE LNAV/NAV, LPV APPROACHES. SURFACES 4 AND 5 ARE IDENTIFIED AND LABELED 20:1 TSS, AND SURFACE 6 IS LABELED 30:1 TSS.
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- 3. NO INNER APPROACH OR TSS PENETRATIONS.
- 4. DEPARTURE SURFACE DIMENSIONS ARE PER AC 150/5300-13B.

Date Layou

By: TANDERZEN TCREARY

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RUCTION TABLE (OUTER PORTION)							
1	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT	
	20:1 CONICAL	341.5	-152.7	2011-WTW-5470-OE	REMAIN	N/A	
	20:1 CONICAL	355.1	-165.9	2011-WTW-5471-OE	REMAIN	N/A	
	20:1 CONICAL	368.8	-179.1	2011-WTW-5472-OE	REMAIN	N/A	
	N/A	N/A	N/A	2016-AAL-560-OE	REMAIN	N/A	

OBSTRUCTION ELEVATIONS DERIVED FROM FIELD SURVEY CONDUCTED BY HDL DURING

USGS QUADRANGLE MAPS GOODNEWS BAY C-8 NW AND GOODNEWS BAY D-8 SW (2017) WERE USED FOR THE BASE MAP.

REFER TO THE INNER PORTION OF THE APPROACH SURFACE SHEETS FOR CLOSE-IN

DEPENDING ON AIRCRAFT HEIGHT, SELECTED PARKING LOCATION, AND ORIENTATION, IT IS POSSIBLE THAT AIRCRAFT PARKED ON THE APRON WILL PENETRATE THE TRANSITIONAL

PENETRATION INTO FAR PART 77 AIRSPACE

	2000'1000' 0 20 Vertical scale ra	00' 4000' ATIO: 10:1
	NATIVE VILLAGE OF KWIN	HAGAK
REVISION	QUINHAGAK AIRPORT QUINHAGAK, ALASKA AIRPORT LAYOUT PLAN AIRPORT AIRSPACE (FAR PART 77)	DATE: 11/09/202 SHEET: 10 OF 12

			PROPERTY STATUS			
PARCEL NO.	INTEREST	GRANTOR	GRANTEE	AREA (ACRES)	DATE ACQUIRED	RECORDED DOCUMENT NO.
PARCEL 1	FEE – SURFACE ESTATE	CITY OF QUINHAGAK	NATIVE VILLAGE OF KWINHAGAK	106.756	OCTOBER 15TH, 2004	2004-001863-0
PARCEL 2	FEE – SURFACE ESTATE	CITY OF QUINHAGAK	NATIVE VILLAGE OF KWINHAGAK	19.195	OCTOBER 15TH, 2004	2004-001863-0
PARCEL 3	FEE – SURFACE ESTATE	CITY OF QUINHAGAK	NATIVE VILLAGE OF KWINHAGAK	3.832	JULY 21ST, 2003	2003-001540-0
PARCEL 4	FEE – SURFACE ESTATE	CITY OF QUINHAGAK	NATIVE VILLAGE OF KWINHAGAK	4.135	OCTOBER 15TH, 2004	2004-001863-0
PARCEL 5	FEE – SURFACE ESTATE	QANIRTUUQ INCORPORATED	NATIVE VILLAGE OF KWINHAGAK	15.954	NOVEMBER 27TH, 2002	2003-000619-0
PARCEL 6	FEE – SURFACE ESTATE	CITY OF QUINHAGAK	NATIVE VILLAGE OF KWINHAGAK	0.817	JULY 21ST, 2003	2003-001540-0
PARCEL 7	FEE – SURFACE ESTATE	QANIRTUUQ INCORPORATED	NATIVE VILLAGE OF KWINHAGAK	0.343	TO BE ACQUIRED	
PARCEL 8	FEE – SURFACE ESTATE	QANIRTUUQ INCORPORATED	NATIVE VILLAGE OF KWINHAGAK	0.348	TO BE ACQUIRED	
PROPI		ARCEL 6 1 ARCEL 6 1 3 3 5 5 5 5 5 6 1 1 1 1 1 1 1 1 1 1 1 1 1	8 8 - SEC. 9 SEC. 16	U.S. SURVEY NO. 9673 PARCEL 7 SEC. 10 SEC. 10 SEC. 10 SEC. 10 SEC. 10 SEC. 10	25' EIN EASE SEE NOTE 5	

PROPERTY NOTES

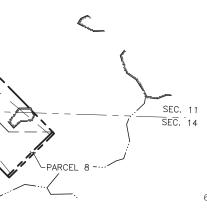
THE RECORD OF SURVEY PLAT 2006-4 DIMENSIONS AND RECOVERED MONUMENTS WERE USED TO BEST FIT THE BOUNDARY OF THE AIRPORT AND AIRPORT ROAD TO THE BRISTOL BAY NUSHUGAK 2016 LOW DISTORTION PROJECTION (LDP) COORDINATE SYSTEM. THE DIMENSIONS SHOWN ON THE PLAT WERE COMPARED TO THE ORIGINAL QUIT CLAIM DEEDS AS WELL AS THE AIRPORT PROPERTY PLAN CALLED OUT IN THOSE DEEDS. IT WAS DETERMINED THAT PLAT 2006-4 FOLLOWED THE INTENT OF THE DIEDS FOR THE QUINHAGAK AIRPORT AND AIRPORT ROAD. THE RECORD OF SURVEY PLAT 2006-4 BEARINGS AND DISTANCES WERE CONVERTED FROM THEIR NATIVE VILLAGE OF KWINHAGAK (NVK) AIRPORT LOCAL COORDINATE SYSTEM TO THE LDP COORDINATE SYSTEM. NVK AIRPORT LOCAL DISTANCES IN U.S. SURVEY FEET. NVK AIRPORT OF 1.0000360850 TO LDP DISTANCES IN U.S. SURVEY FEET. NVK MIRPORT LOCAL BEARINGS WERE ROTATED CLOCKWISE 1°35'4.3" TO LDP BEARINGS.

PARCELS 1, 2, AND 4: THE NATIVE VILLAGE OF KWINHAGAK RECEIVED TITLE TO THE SURFACE ESTATE FROM THE CITY OF QUINHAGAK THROUGH A QUITCLAIM DEED RECORDED SEPTEMBER 27, 1999 IN BK. 85 PGS. 303–307 AND LATER CORRECTED IN QUITCLAIM DEED DOC. 2004–001863–0 RECORDED NOVEMBER 30, 2004. THE CITY OF QUINHAGAK RECEIVED TITLE TO THE SURFACE ESTATE FROM QANIRTUUQ INC. THROUGH A QUITCLAIM DEED RECORDED SEPTEMBER 20, 1999 IN BK. 85 PGS. 230–233 AND LATER CORRECTED IN QUITCLAIM DEED DOC. 2004–001862–0 RECORDED NOVEMBER 30, 2004. QANIRTUUQ INC. ACQUIRED TITLE TO THE SURFACE ESTATE THROUGH IC NO. 342 AND LATER WITH PATENT NO. 50–2013–0122, RECORDED JULY 16, 2013.

PARCELS 3 AND 6: THESE ARE FULLY CONTAINED WITHIN LOT 11 OF U.S SURVEY 9672. THE NATIVE VILLAGE OF KWINHAGAK RECEIVED TITLE TO THE SURFACE ESTATE OF LOT 11 FROM THE CITY OF QUINHAGAK THROUGH A QUITCLAIM DEED RECORDED MARCH 19, 2002 IN BK 96 PGS. 716–720 AND LATER CORRECTED IN QUITCLAIM DEED DOC. 2003–001540–0 RECORDED AUGUST 19, 2003. THE CITY OF QUINHAGAK RECEIVED TITLE TO THE SURFACE ESTATE FROM QANIRTUUQ INC. FOR A SEWAGE DISPOSAL SITE AND SEWAGE DISPOSAL SITE ROAD THROUGH A QUITCLAIM DEED RECORDED JULY 31, 1984 IN BK. 39 PGS. 8–9 AND LATER CORRECTED TO INCLUDE THE SURFACE ESTATE OF LOT 11 IN CORRECTIVE DEED RECORDED JULY 29, 2002 IN BK. 98, PGS. 799–803 TO BE USED AS A DUMPSITE. QANIRTUUQ RELINQUISHED ALL RIGHTS TO LOT 11 THROUGH A TERMINATION OF RIGHT OF REVERTER DOC. 2004–001625–0 RECORDED OCTOBER 8, 2004. QANIRTUUQ INC. ACQUIRED TITLE TO THE SURFACE ESTATE THROUGH IC NO. 342 AND LATER THROUGH PATENT NO. 50–97–0218, RECORDED MAY 13, 1997.

<u>PARCEL 5:</u> THE NATIVE VILLAGE OF KWINHAGAK RECEIVED TITLE TO THE SURFACE ESTATE FROM QANIRTUUQ INC. THROUGH A QUIT CLAIM DEED RECORDED APRIL 02, 2003 DOC. 2003-000619-0.

EIN 3 D1. C3: THIS IS AN EASEMENT TWENTY FIVE FEET IN WIDTH FOR A TRAIL FROM QUINHAGAK, EASTERLY, GENERALLY PARALLELING THE SOUTH SIDE OF THE KANEKTOK RIVER TO PUBLIC LANDS. THE SEASON OF USE IS LIMITED TO WINTER. THE EASEMENT IS AN EXCEPTION TO THE LANDS GRANTED TO QANIRTUUQ INC. IN IC NO. 342 AND CAN BE FOUND IN BK. 28 ON PG. 237 AS WELL AS PATENT NO. 50–2013–0122 PG. 5. THE LOCATION OF THE TRAIL WAS DETERMINED BY FIELD SURVEY AND CROSSES THE NORTHWESTERLY SIDE OF PARCEL 5 AT THE QUINHAGAK AIRPORT.





600' 300' 0 600' 1200' U.S. SURVEY FEET

NATIVE VILLAGE OF KWINHAGAK

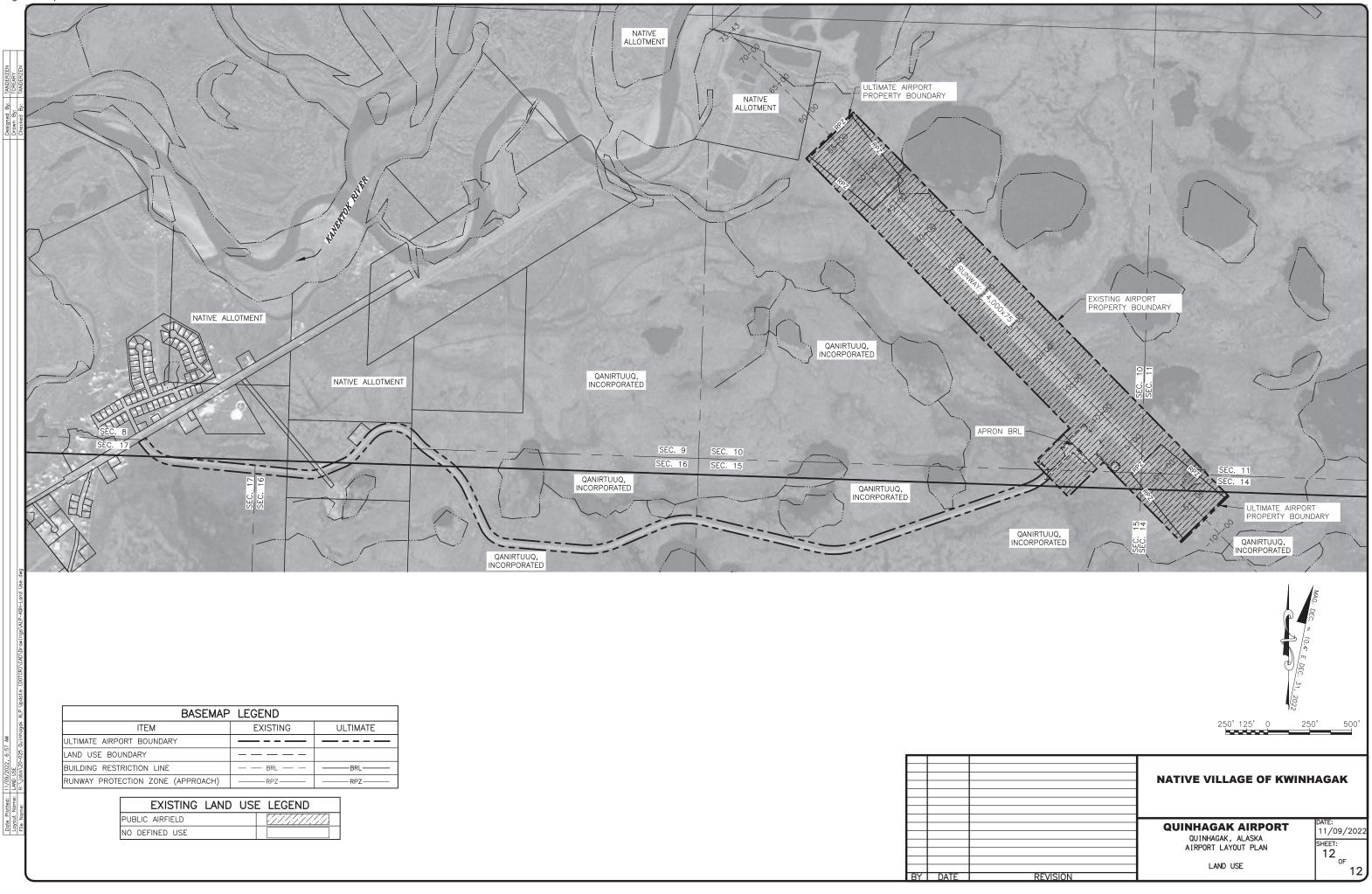
QUINHAGAK AIRPORT QUINHAGAK, ALASKA AIRPORT LAYOUT PLAN

DATE: 11/09/	2022
SHEET: 11 OF	12

REVISION

BY DATE

PROPERTY MAP



BASEMAP LEGEND				
ITEM	EXISTING	ULTIMATE		
ULTIMATE AIRPORT BOUNDARY				
LAND USE BOUNDARY				
BUILDING RESTRICTION LINE	— — BRL — —	BRL		
RUNWAY PROTECTION ZONE (APPROACH)				

EXISTING	LAND	USE	LEGEND
PUBLIC AIRFIELD			
NO DEFINED USE			

BY	DATE	