



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

May 22, 2014

Wolfgang Junge, P.E.  
Aviation Design Chief  
Central Region Department of Transportation  
and Public Facilities, State of Alaska  
P.O. Box 196900  
Anchorage AK 99519-6900

**This ALP is for the future Newtok  
community, which will be located  
at the Mertarvik site.**

Dear Mr. Junge:

We have completed our review of the updated Airport Layout Plan (ALP) for the Newtok Airport, Metarvik, Alaska, and find it acceptable from a planning standpoint. The ALP was reviewed by FAA (airspace study 2014-AAL-79-NRA) and is conditionally approved. 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.

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. The approval, indicated by my signature, is **given subject to the condition that the proposed landfill and sewage lagoon maintain a minimum separation requirement of 5,000 feet from the Newtok Airport.** Notwithstanding, all items of development shall comply with the requirements of the National Environmental Policies Act of 1969 (P.L. 91-190). 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.

We are enclosing a copy of the approved ALP drawing set for your records. If you have any questions, please contact me at our office at (907-271-5445).

Sincerely,

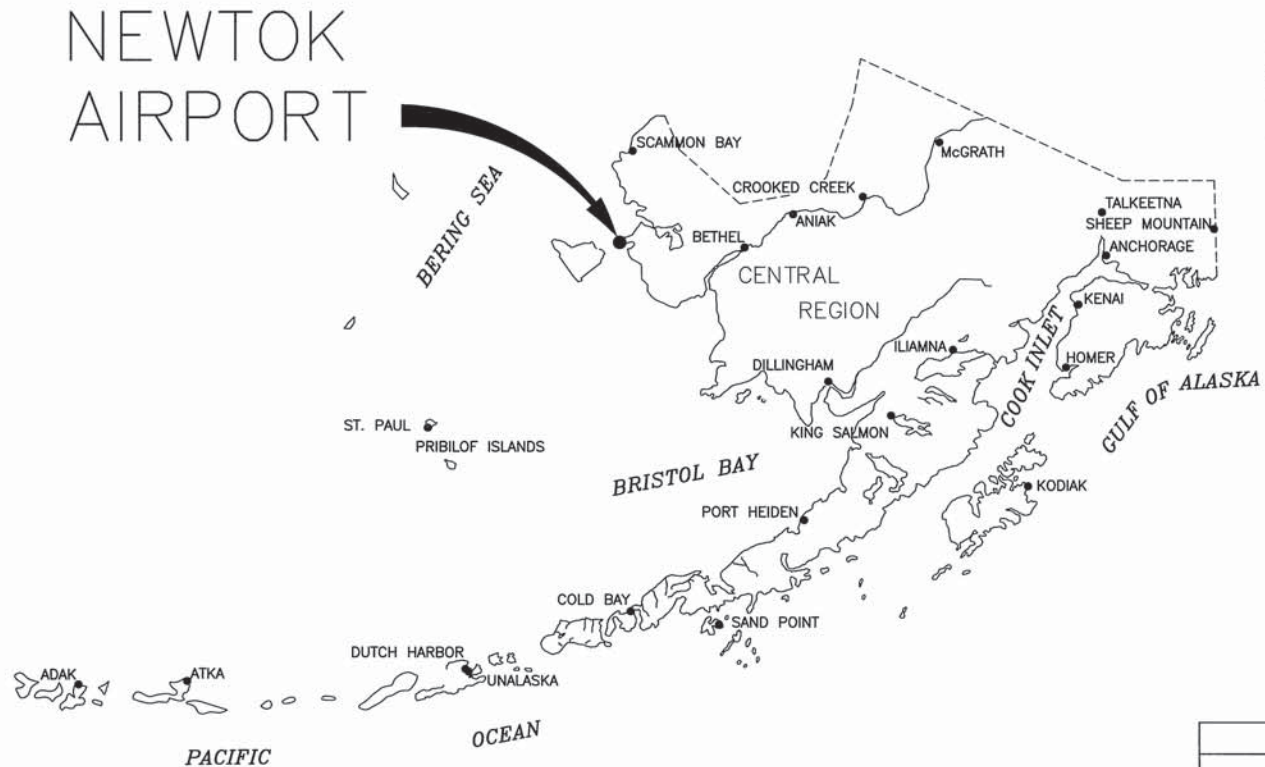
A handwritten signature in black ink, appearing to read 'Pat Oien', with a long horizontal line extending to the right.

Patricia Oien,  
Lead Planner

Enclosure: Newtok ALP

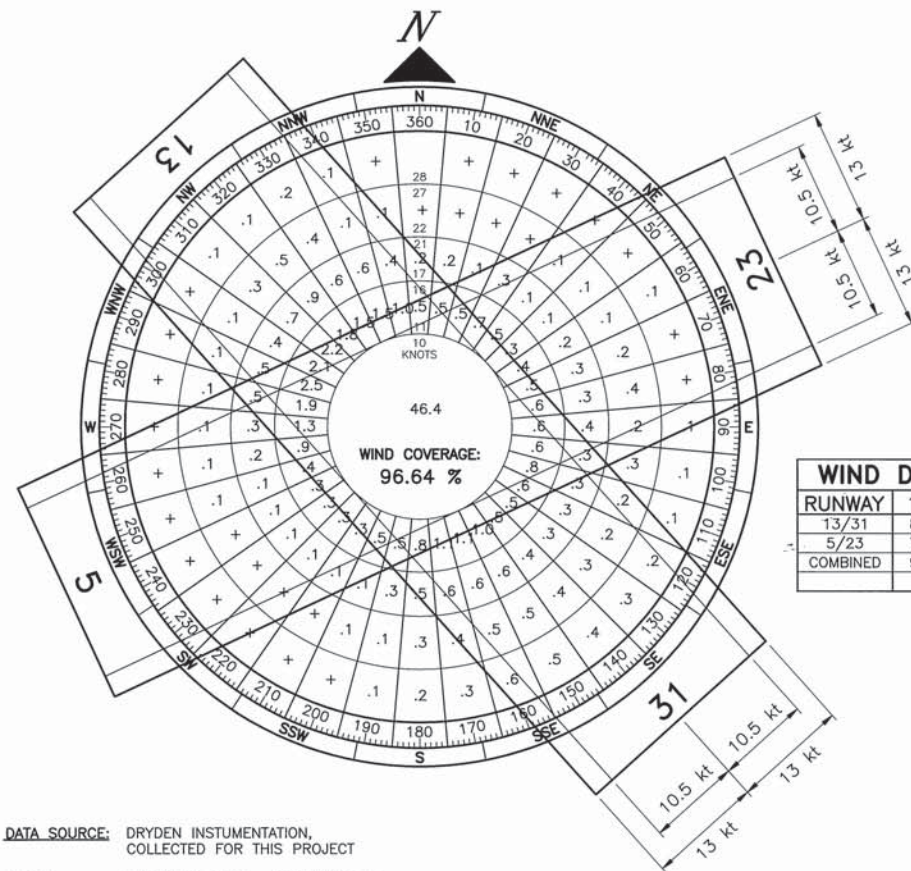


# NEWTOK AIRPORT

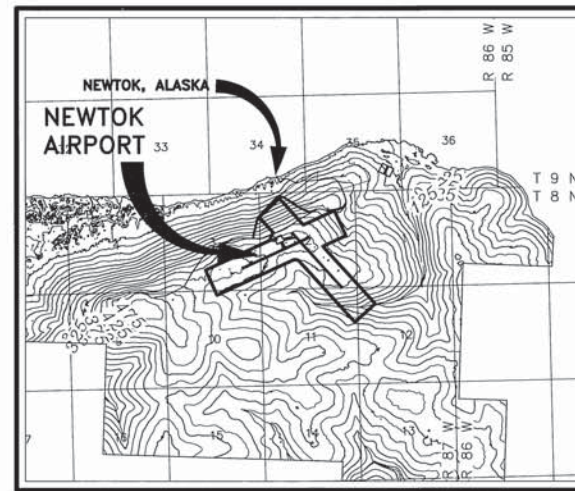


## LOCATION MAP

NOT TO SCALE



## WIND DATA



## VICINITY MAP

1 0 1 2  
MILES

T8N, R87W, SECTIONS 1, 2, 3, 10, 11, 12  
SEWARD MERIDIAN  
USGS BAIRD INLET (D-8), ALASKA

TAXIWAY A DATA			
ITEM	EXISTING	NEAR-TERM	ULTIMATE
TAXIWAY DIMENSIONS		50'x859'	50'x706'
TAXIWAY SAFETY AREA (TSA) DIMENSIONS		118'x859'	118'x706'
TAXIWAY OBJECT FREE AREA DIMENSIONS		186'x859'	186'x706'
TAXIWAY LIGHTING		MITL	MITL

TAXIWAY B DATA			
ITEM	EXISTING	NEAR-TERM	ULTIMATE
TAXIWAY DIMENSIONS			50'x400'
TAXIWAY SAFETY AREA (TSA) DIMENSIONS			118'x400'
TAXIWAY OBJECT FREE AREA DIMENSIONS			186'x400'
TAXIWAY LIGHTING			MITL

GEOGRAPHIC COORDINATES TABLE				
ITEM	NEAR-TERM LATITUDE	NEAR-TERM LONGITUDE	ULTIMATE LATITUDE	ULTIMATE LONGITUDE
ARP	60° 48' 35.70" N	164° 30' 01.49" W	60° 48' 35.40" N	164° 30' 19.71" W
THRESHOLD RW 13	60° 48' 47.93" N	164° 30' 23.39" W		
THRESHOLD RW 31	60° 48' 23.47" N	164° 29' 39.60" W	60° 48' 18.28" N	164° 29' 30.31" W
THRESHOLD RW 5			60° 48' 29.87" N	164° 31' 19.59" W
THRESHOLD RW 23			60° 48' 45.49" N	164° 30' 05.57" W

NOTE: COORDINATES ARE NAD 83, ELEVATIONS ARE NAVD88

LEGEND		
ITEM	NEAR-TERM	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 (LIGHTED / UNLIGHTED)		
WIND CONE AND SEGMENTED CIRCLE		

## NOTES:

- THERE ARE NO DECLARED DISTANCES.
- THERE ARE NO MODIFICATIONS TO STANDARDS.

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO  
ALP APPROVAL LETTER DATED 5/22/14  
FAA AIRSPACE REVIEW NUMBER: 2014-AAL-79-NCA  
DATE: 5/22/14  
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-612

AIRPORT DATA TABLE			
ITEM	EXISTING	NEAR-TERM	ULTIMATE
ICAO IDENTIFIER		TBD	TBD
NATIONAL AIRPORT IDENTIFIER		TBD	TBD
FAA SITE NUMBER		TBD	TBD
AIRPORT ELEVATION (NAVD 88)		344.8'	382'
AIRPORT REFERENCE CODE		B-II	B-II
CRITICAL AIRCRAFT		SHORTS SD 330 SHERPA	BEECH 1900
MEAN MAXIMUM TEMPERATURE, HOTTEST MONTH		63° F (JULY)	63° F (JULY)
AIRPORT AND TERMINAL NAVAIDS		BEACON, WINDCONE, SEGMENTED CIRCLE	BEACON, WINDCONE, SEGMENTED CIRCLE
OBSTRUCTION SURVEY SOURCE AND TYPE		NONE	NVG
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE		11°37' E, MARCH 2014 - 0°13' W / YEAR	
EPOCH YEAR 2010			
TAXIWAY LIGHTING / MARKING		MITL	MITL
NPIAS SERVICE LEVEL		CS	CS

RUNWAY 13/31 DATA			
ITEM	EXISTING	NEAR-TERM	ULTIMATE
RUNWAY TYPE	UTILITY OR OTHER THAN UTILITY	(13/31) OTHER THAN UTILITY	OTHER THAN UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)		NPI / NPI	NPI / NPI
APPROACH SURFACES		34:1 / 34:1	34:1 / 34:1
VISIBILITY MINIMUM		> 3/4 MILE	> 3/4 MILE
RUNWAY SURFACE		GRAVEL	GRAVEL
PAVEMENT STRENGTH SW, DW, DTW, DDTW x1000lbs		N/A	N/A
RUNWAY DESIGN CODE		B-II-4000'	B-II-4000'
TRUE BEARING		S 41°10'20.71" E	S 41°10'16.69" E
EFFECTIVE GRADE (MEETS LOS REQUIREMENTS)		0.7%	0.7%
TOUCHDOWN ELEVATION (NAVD 88)		345.1' / 345.0'	345.1' / 338.6'
RUNWAY DIMENSIONS		75' x 3300'	75' x 4000'
RUNWAY SAFETY AREA (RSA) DIMENSIONS		75' x 3900'	150' x 4600'
LENGTH BEYOND R/W END		300' / 300'	300' / 300'
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS		1000' x 1510' x 1700'	1000' x 1510' x 1700'
RUNWAY OBJECT FREE AREA (ROFA) DIMENSIONS		500' x 3900'	500' x 4600'
LENGTH BEYOND R/W END OR STOPWAY		300' / 300'	300' / 300'
RUNWAY OBSTACLE FREE ZONE (ROFZ) DIMENSIONS		400' x 3700'	400' x 4400'
RUNWAY LIGHTING		M.I.R.L.	M.I.R.L.
RUNWAY MARKING TYPE		N/A	N/A
RUNWAY VISUAL APPROACH AIDS		NONE	PAPI, REIL

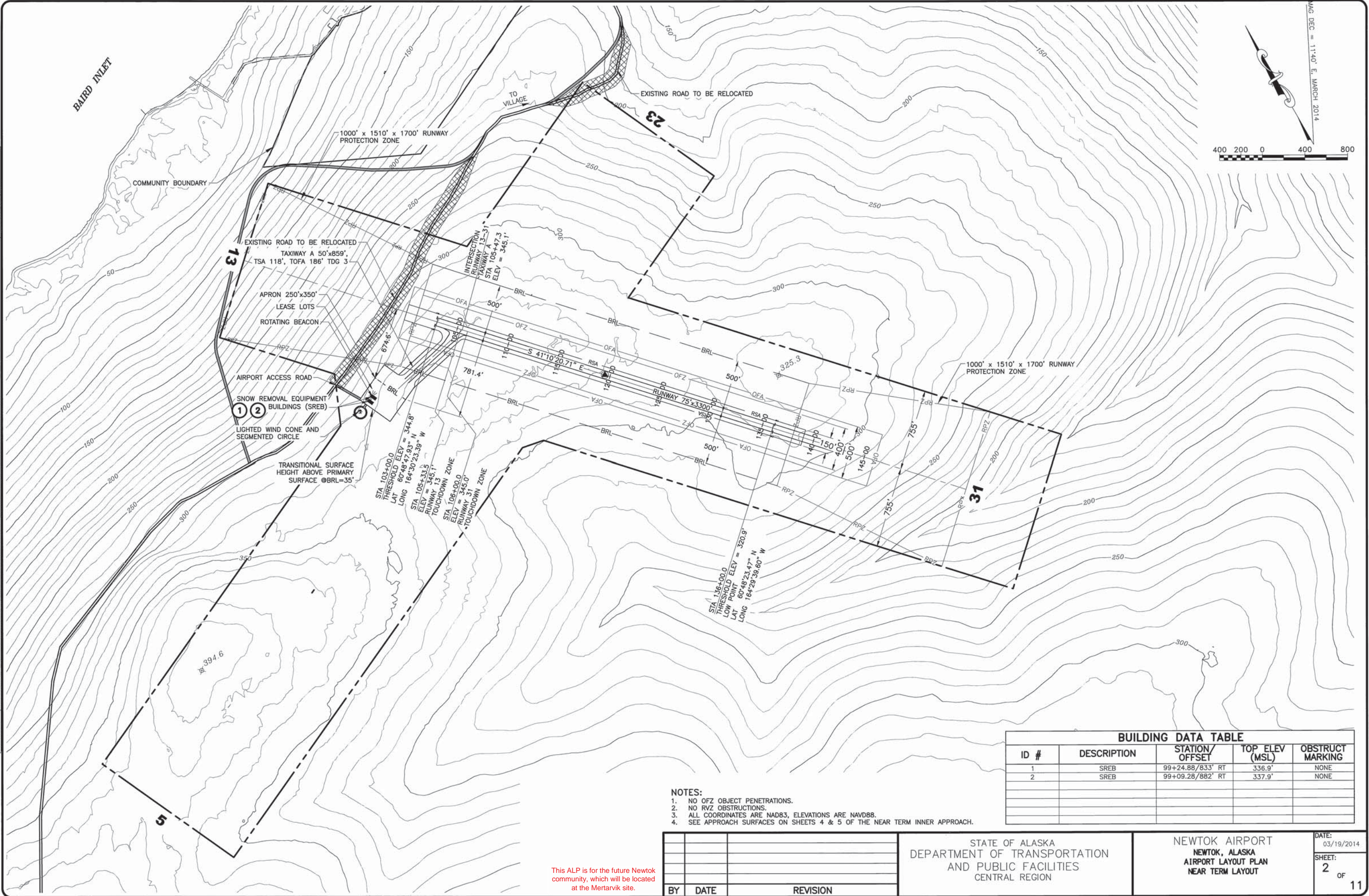
RUNWAY 5/23 DATA			
ITEM	EXISTING	NEAR-TERM	ULTIMATE
RUNWAY TYPE	UTILITY OR OTHER THAN UTILITY		OTHER THAN UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)			NPI / NPI
APPROACH SURFACES			34:1 / 34:1
VISIBILITY MINIMUM			> 3/4 MILE
RUNWAY SURFACE			GRAVEL
PAVEMENT STRENGTH SW, DW, DTW, DDTW x1000lbs			N/A
RUNWAY DESIGN CODE			B-II-4000
TRUE BEARING			N 66°38'02.31" E
EFFECTIVE GRADE			1%
TOUCHDOWN ELEVATION (NAVD88)			382.0' / 367.0'
RUNWAY DIMENSIONS			75' x 4000'
RUNWAY SAFETY AREA (RSA) DIMENSIONS			150' x 4600'
LENGTH BEYOND R/W END			300' / 300'
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS			1000' x 1510' x 1700'
RUNWAY OBJECT FREE AREA (ROFA) DIMENSIONS			500' x 4600'
LENGTH BEYOND R/W END OR STOPWAY			300' / 300'
RUNWAY OBSTACLE FREE ZONE (ROFZ) DIMENSIONS			400' x 4400'
RUNWAY LIGHTING			M.I.R.L.
RUNWAY MARKING TYPE			N/A
RUNWAY VISUAL APPROACH AIDS			PAPI, REIL

DRAWING INDEX	
SHT#	TITLE
1	AIRPORT DATA
2	NEAR TERM LAYOUT
3	ULTIMATE LAYOUT
4	NEAR-TERM & ULTIMATE INNER PORTION OF THE APPROACH SURFACE 13
5	NEAR-TERM INNER PORTION OF THE APPROACH SURFACE 31
6	ULTIMATE INNER PORTION OF THE APPROACH SURFACE 31
7	ULTIMATE INNER PORTION OF THE APPROACH SURFACE 5
8	ULTIMATE INNER PORTION OF THE APPROACH SURFACE 23
9	AIRPORT AIRSPACE
10	AIRPORT COMPOSITE PROFILES
11	AIRPORT PROPERTY MAP

BY DATE	REVISION
APPROVED: KENNETH M. MORTON	DATE: 5-12-2014
RECOMMENDED: WOLFGANG E. BURGE, P.E.	DATE: 5-9-14
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION	NEWTOK AIRPORT NEWTOK, ALASKA AIRPORT LAYOUT PLAN AIRPORT DATA
DATE: 03/19/2014 SHEET: 1 OF 11	



Date Plotted: 5/06/2014, 1:17 PM  
Layout Name: NEAR TERM  
File Name: W:\Projects\Newtok\ALP\ALP.dwg  
Designed By: KAR  
Drawn By: RUP  
Checked By: RLC



- NOTES:
1. NO OFZ OBJECT PENETRATIONS.
  2. NO RVZ OBSTRUCTIONS.
  3. ALL COORDINATES ARE NAD83, ELEVATIONS ARE NAVD88.
  4. SEE APPROACH SURFACES ON SHEETS 4 & 5 OF THE NEAR TERM INNER APPROACH.

BUILDING DATA TABLE				
ID #	DESCRIPTION	STATION/OFFSET	TOP ELEV (MSL)	OBSTRUCT MARKING
1	SREB	99+24.88/833' RT	336.9'	NONE
2	SREB	99+09.28/882' RT	337.9'	NONE

This ALP is for the future Newtok community, which will be located at the Mertarvik site.

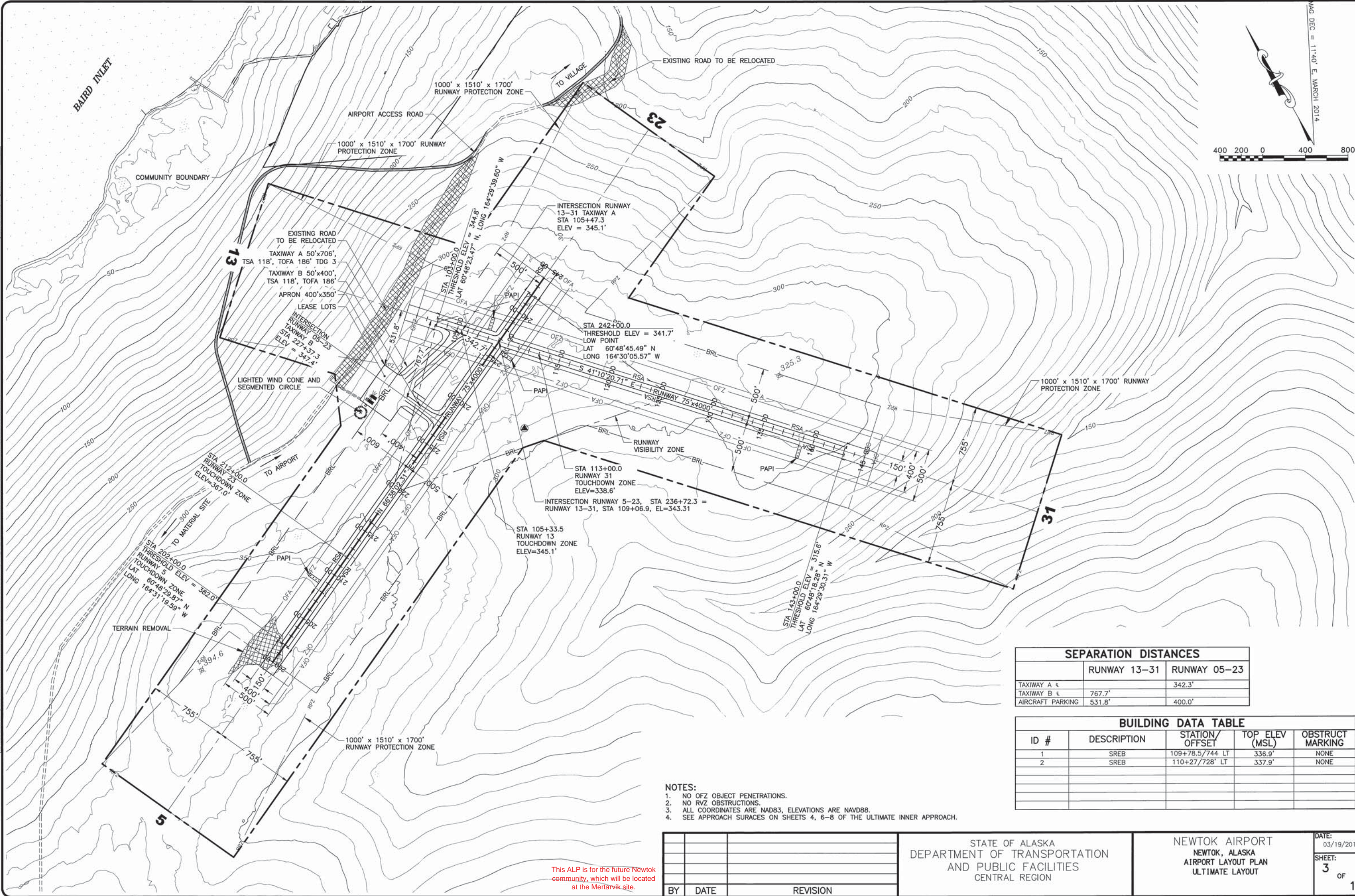
BY	DATE	REVISION

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
CENTRAL REGION

NEWTOK AIRPORT NEWTOK, ALASKA AIRPORT LAYOUT PLAN NEAR TERM LAYOUT		DATE: 03/19/2014
		SHEET: 2 OF 11



Date Plotted: 5/06/2014, 12:56 PM  
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 File Name: M:\Projects\Newtok\ALP\ALP\_V\Inl ALP 2014\1404020-Rev1.dwg  
 Designed By: KAR  
 Drawn By: RUP  
 Checked By: FLC



SEPARATION DISTANCES		
	RUNWAY 13-31	RUNWAY 05-23
TAXIWAY A		342.3'
TAXIWAY B	767.7'	
AIRCRAFT PARKING	531.8'	400.0'

BUILDING DATA TABLE				
ID #	DESCRIPTION	STATION/OFFSET	TOP ELEV (MSL)	OBSTRUCT MARKING
1	SREB	109+78.5/744 LT	336.9'	NONE
2	SREB	110+27/728' LT	337.9'	NONE

- NOTES:
1. NO OFZ OBJECT PENETRATIONS.
  2. NO RVZ OBSTRUCTIONS.
  3. ALL COORDINATES ARE NAD83, ELEVATIONS ARE NAVD88.
  4. SEE APPROACH SURACES ON SHEETS 4, 6-8 OF THE ULTIMATE INNER APPROACH.

BY	DATE	REVISION

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
CENTRAL REGION

NEWTOK AIRPORT  
NEWTOK, ALASKA  
AIRPORT LAYOUT PLAN  
ULTIMATE LAYOUT

DATE: 03/19/2014  
SHEET: 3 OF 11

This ALP is for the future Newtok community, which will be located at the Mertarvik site.

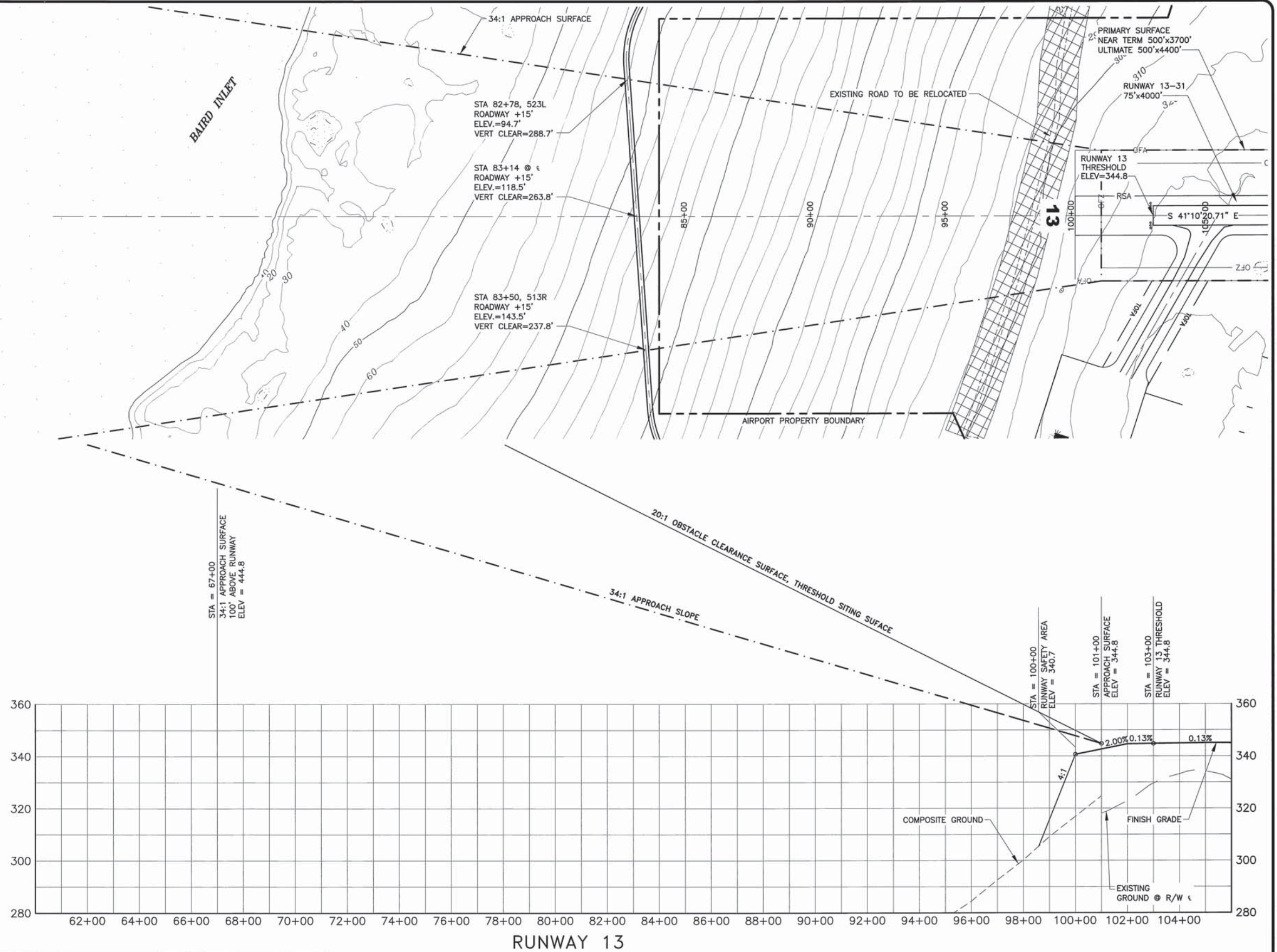




HORIZONTAL TO VERTICAL RATIO = 10:1

NOTES:

1. THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 13. THEREFORE THE CONTROLLING OBSTRUCTIONS CLEARANCE SLOPE IS ESTABLISHED AS 34:1 PER FAA AC 150/5200-35A, CHAPTER 4, DATA ELEMENT NUMBER 57.
2. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 13, AS DEFINED IN FAA AC 150/5300-13A, TABLE 3-2, LINE 7.
3. THERE ARE NO THRESHOLD SURFACE PENETRATIONS.
4. BASEMAP DATA FROM 5 FOOT CONTOUR MAPPING BASED ON JUNE 6, 2005 PHOTOGRAMMETRY BY R&M.
5. ALL COORDINATES ARE NAD83, ELEVATIONS ARE NAVD88.

[illegible]

NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATION OF THE OUTER APPROACH SURFACES.

BY	DATE	REVISION

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
CENTRAL REGION

NEWTOK AIRPORT  
NEWTOK, ALASKA  
AIRPORT LAYOUT PLAN  
NEAR-TERM & ULTIMATE INNER PORTION OF  
THE APPROACH SURFACE 13

DATE: 03/19/2014  
SHEET: 4 OF 11

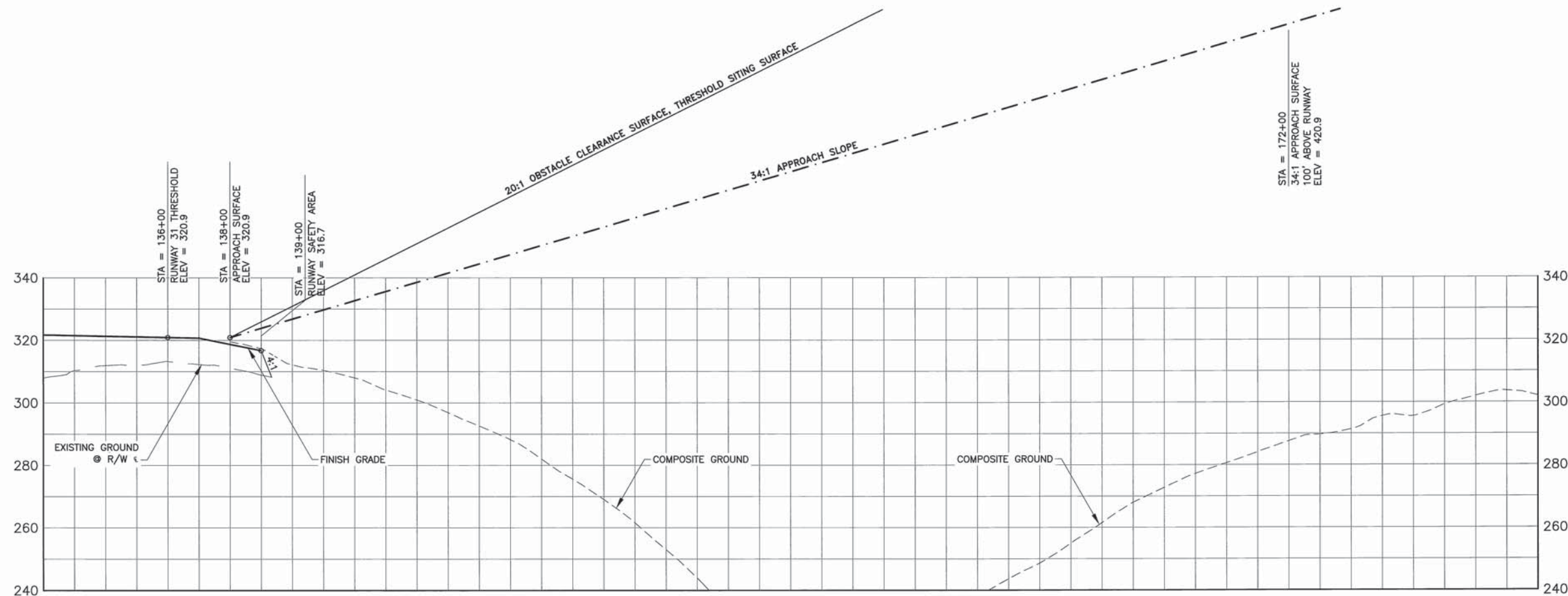
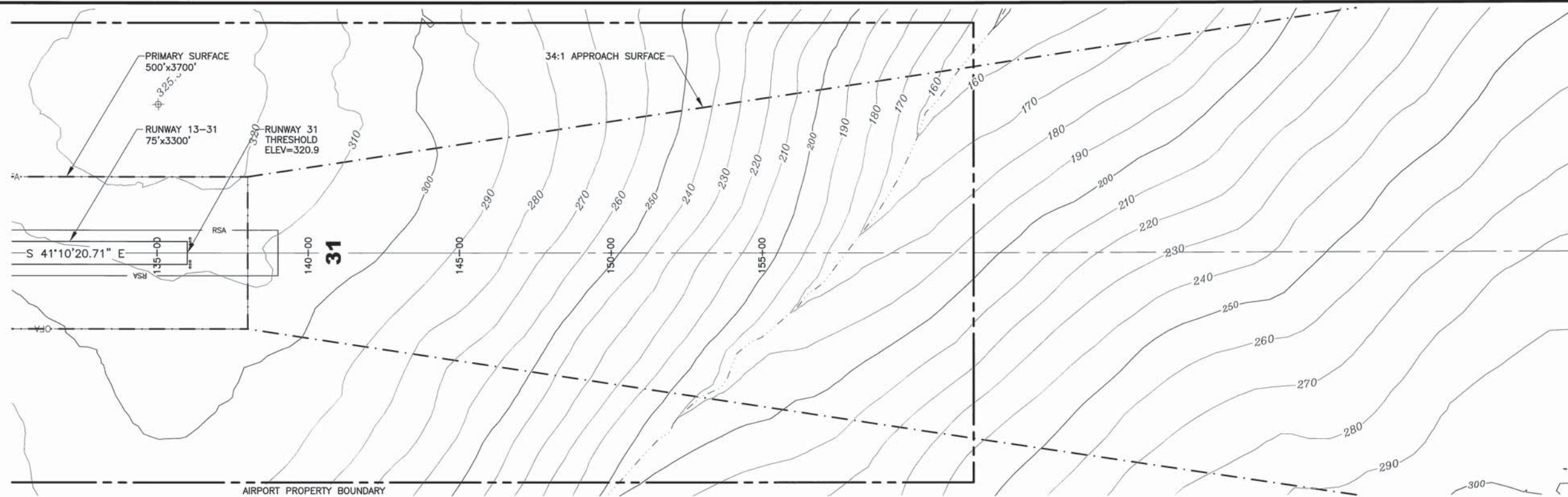
This ALP is for the future Newtok community, which will be located at the Mertarvik site.



Date Plotted:	5/06/2014, 1:12 PM
Layout Name:	NEAR TERM (2)
File Name:	W:\Projects\Meritorv



1. THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 31. THEREFORE THE CONTROLLING OBSTRUCTIONS CLEARANCE SLOPE IS ESTABLISHED AS 34:1 PER FAA AC 150/5200-35A, CHAPTER 4, DATA ELEMENT NUMBER 57.
2. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 13, AS DEFINED IN FAA AC 150/5300-13A, TABLE 3-2, LINE 7.
3. THERE ARE NO THRESHOLD SURFACE PENETRATIONS.
4. BASEMAP DATA FROM 5 FOOT CONTOUR MAPPING BASED ON JUNE 6, 2005 PHOTOGRAMMETRY BY R&M.
5. ALL COORDINATES ARE NAD83, ELEVATIONS ARE NAVD88.

[illegible]

NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATION OF THE OUTER APPROACH SURFACES.

RUNWAY 31

BY	DATE	REVISION

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
CENTRAL REGION

NEWTOK AIRPORT  
NEWTOK, ALASKA  
AIRPORT LAYOUT PLAN  
NEAR-TERM INNER PORTION OF THE APPROACH  
SURFACE 31

DATE:	03/19/2014
SHEET:	5 OF 1

This ALP is for the future Newtown community, which will be located at the Mertarvik site.





NOTES:

5. ALL COORDINATES ARE NAD83, ELEVATIONS ARE NAVD88



NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATION OF THE OUTER APPROACH SURFACES.

BY	DATE	REVISION
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CENTRAL REGION

ULTIMATE INNER PORTION OF THE APPROACH  
SURFACE 31

OF 11

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Date Plotted: 5/06/2014, 12:59 PM  
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 Project: NEWTOK AIRPORT LAYOUT PLAN  
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 Design By: KAR  
 Drawn By: RJP  
 Checked By: RLC

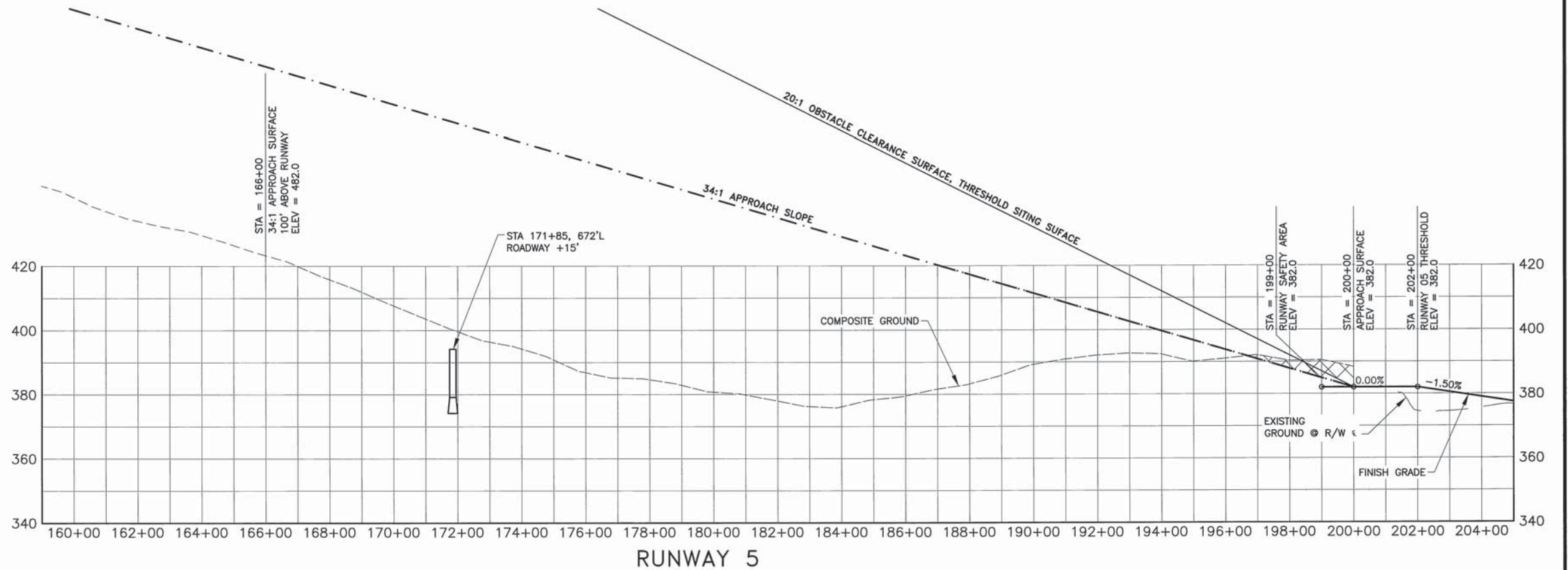
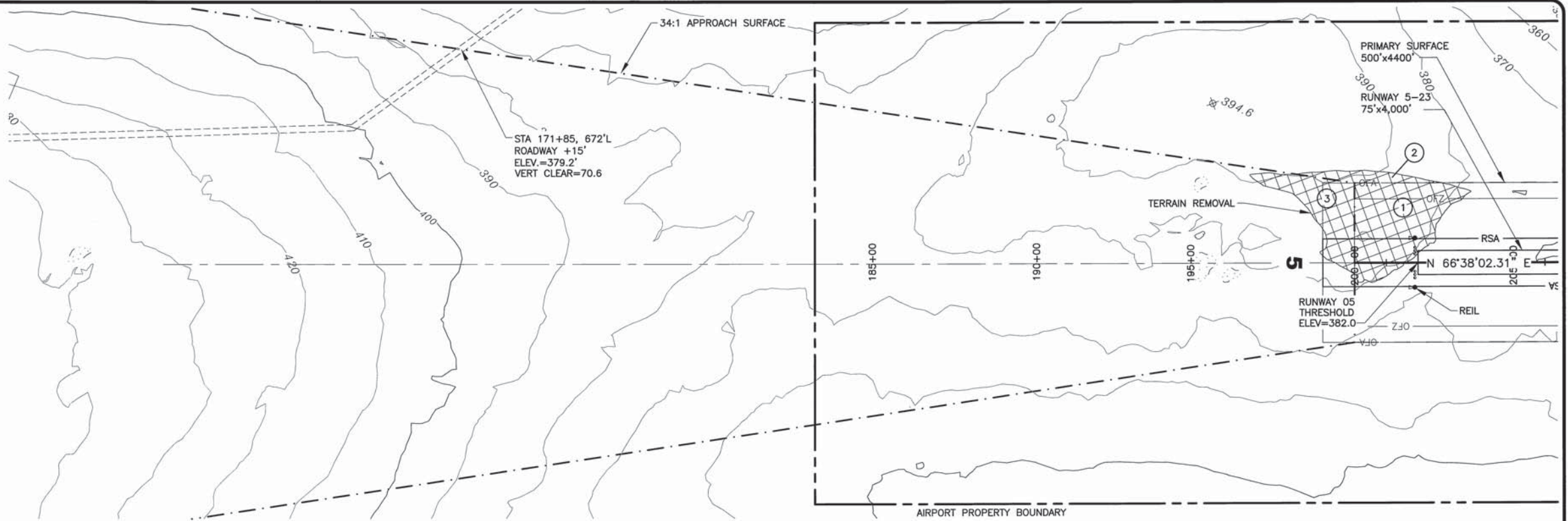


200' 100' 0' 200' 400'

HORIZONTAL TO VERTICAL RATIO = 10:1

NOTES:

1. AFTER REMOVAL OF TERRAIN PENETRATIONS PROPOSED TO BE REMOVED UNDER ULTIMATE DEVELOPMENT, THERE WILL BE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 5. THEREFORE THE CONTROLLING OBSTRUCTIONS CLEARANCE SLOPE IS ESTABLISHED AS 34:1 PER FAA AC 150/5200-35A, CHAPTER 4, DATA ELEMENT NUMBER 57.
2. AFTER REMOVAL OF TERRAIN PENETRATIONS, THERE WILL BE NO OBJECT PENETRATIONS IN THE APPROACH END SITING SURFACES OF RUNWAY 5, AS DEFINED IN FAA AC 150/5300-13A, TABLE 3-2 LINE 7.
3. AFTER REMOVAL OF TERRAIN PENETRATIONS, THERE WILL BE NO THRESHOLD SURFACE PENETRATIONS.
4. BASEMAP DATA FROM 5 FOOT CONTOUR MAPPING BASED ON JUNE 6, 2005 PHOTOGRAMMETRY BY R&M.
5. ALL COORDINATES ARE NAD83, ELEVATIONS ARE NAVD88.



PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 5)								
ID #	DESCRIPTION	STATION / OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
1	TERRAIN	200+58, 222.6'L	387.6'	PRIMARY	382.0'	5.6'	TO BE REMOVED	ULTIMATE
2	TERRAIN	200+82, 250'L	388.5'	TRANSITIONAL	382.0'	6.5'	TO BE REMOVED	ULTIMATE
3	TERRAIN	199+90, 228.0'L	386.6'	APPROACH	382.3'	4.3'	TO BE REMOVED	ULTIMATE

NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATION OF THE OUTER APPROACH SURFACES.

THRESHOLD SITING SURFACE PENETRATION TABLE							
ID #	DESCRIPTION	STATION / OFFSET	ELEVATION	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
1	TERRAIN	200+58, 222.6L	387.6'	382.0'	5.6'	TO BE REMOVED	ULTIMATE

BY	DATE	REVISION

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
CENTRAL REGION

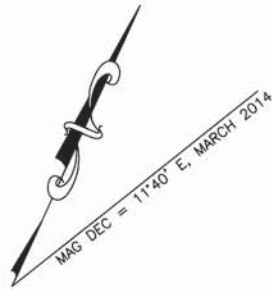
NEWTOK AIRPORT  
NEWTOK, ALASKA  
AIRPORT LAYOUT PLAN  
ULTIMATE INNER PORTION OF THE APPROACH  
SURFACE 5

DATE:  
03/19/2014  
SHEET:  
7  
OF  
11

This ALP is for the future Newtok community, which will be located at the Mertarvik site.

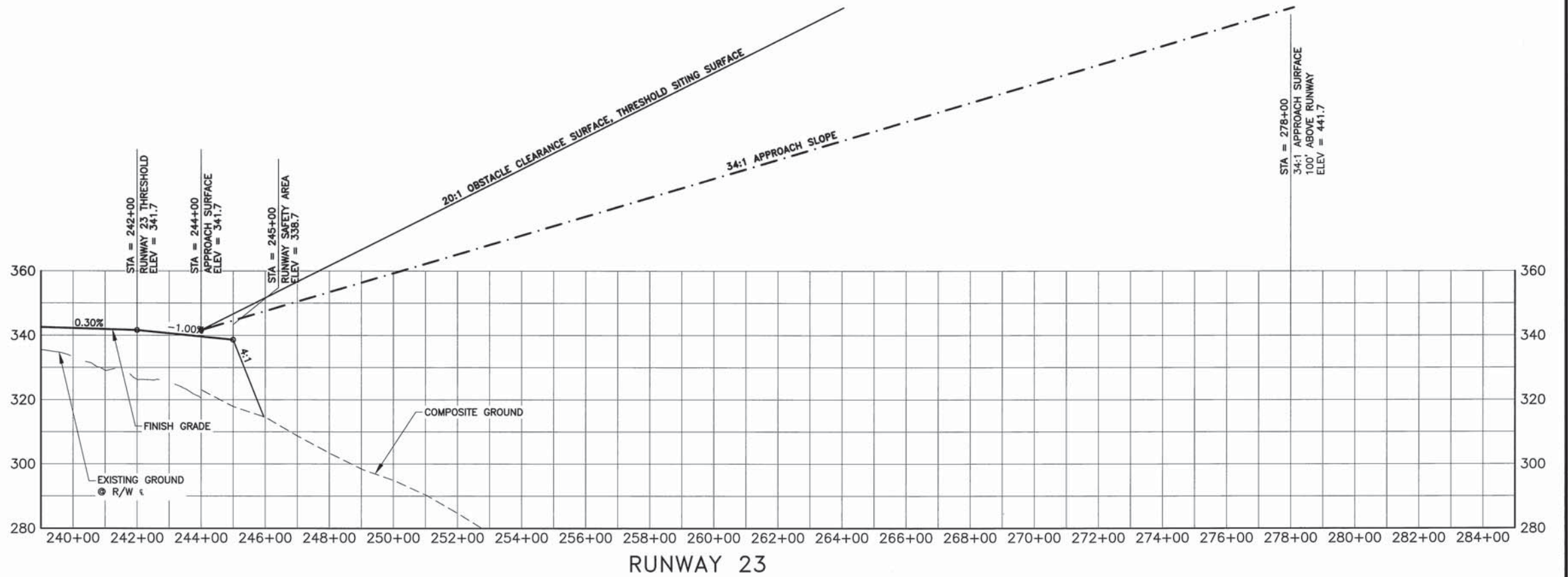
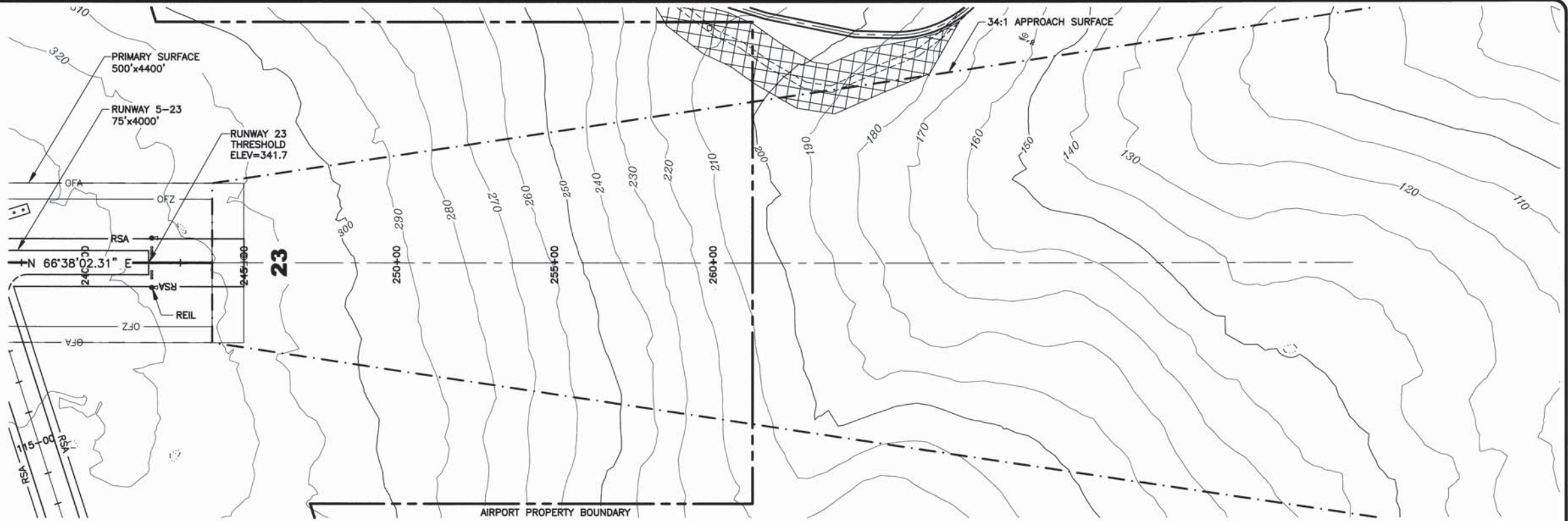


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 File Name: W:\Projects\Newtok\ALP\ALP\_2014\140420-Rev1.dwg  
 Design By: KAR  
 Drawn By: RJP  
 Checked By: RLC



200' 100' 0' 200' 400'  
 HORIZONTAL TO VERTICAL RATIO = 10:1

- NOTES:
1. THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 23. THEREFORE THE CONTROLLING OBSTRUCTIONS CLEARANCE SLOPE IS ESTABLISHED AS 34:1 PER FAA AC 150/5200-35A, CHAPTER 4, DATA ELEMENT NUMBER 57.
  2. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 23, AS DEFINED IN FAA AC 150/5300-13A, TABLE 3-2, LINE 7.
  3. THERE ARE NO THRESHOLD SURFACE PENETRATIONS.
  4. BASEMAP DATA FROM 5 FOOT CONTOUR MAPPING BASED ON JUNE 6, 2005 PHOTOGRAMMETRY BY R&M.
  5. ALL COORDINATES ARE NAD83, ELEVATIONS ARE NAVD88.



PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 23)								
ID #	DESCRIPTION	STATION / OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

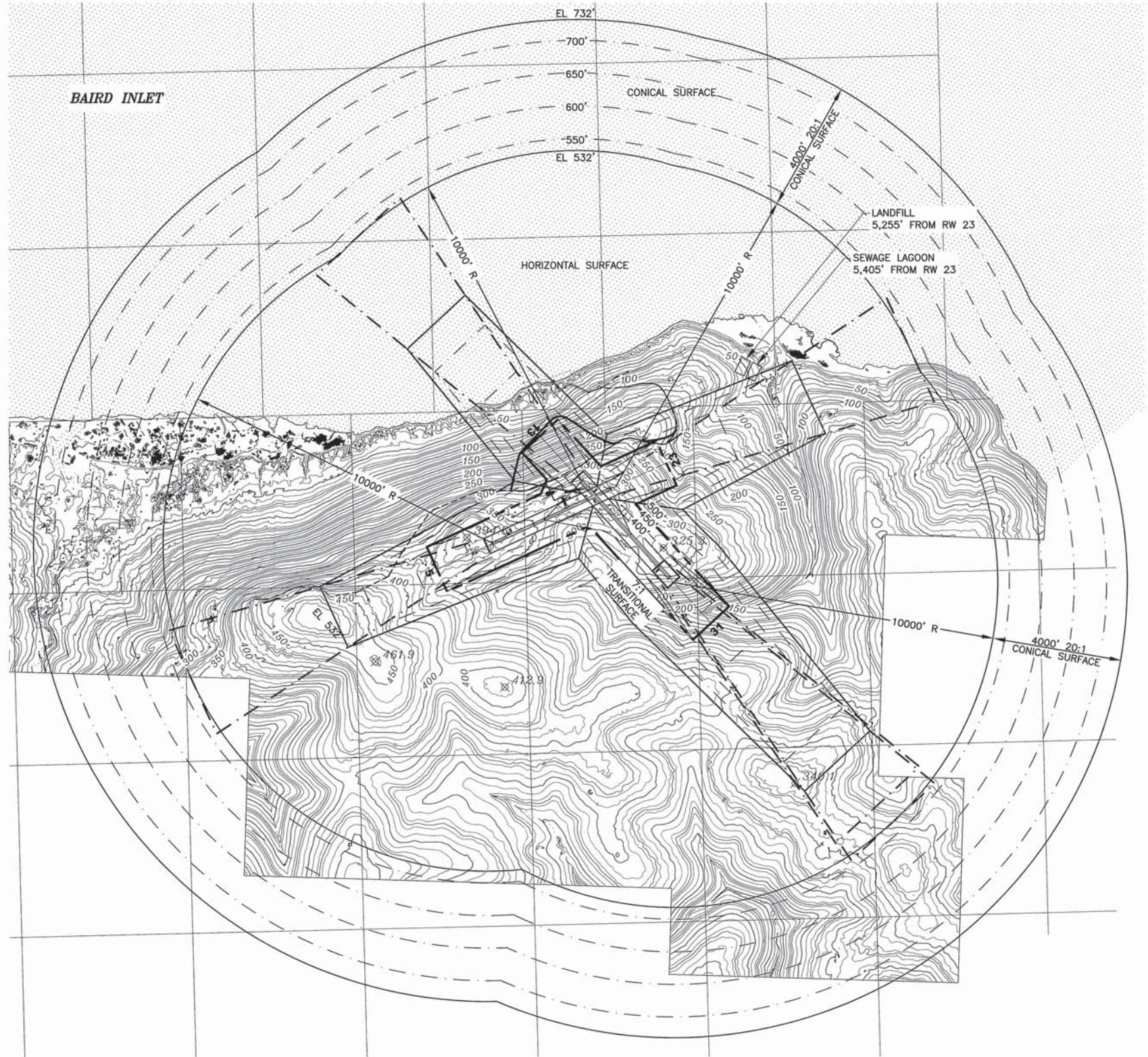
NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATION OF THE OUTER APPROACH SURFACES.

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION			NEWTOK AIRPORT NEWTOK, ALASKA AIRPORT LAYOUT PLAN ULTIMATE INNER PORTION OF THE APPROACH SURFACE 23		DATE: 03/19/2014 SHEET: 8 OF 11
BY	DATE	REVISION			

This ALP is for the future Newtok community, which will be located at the Mertarvik site.

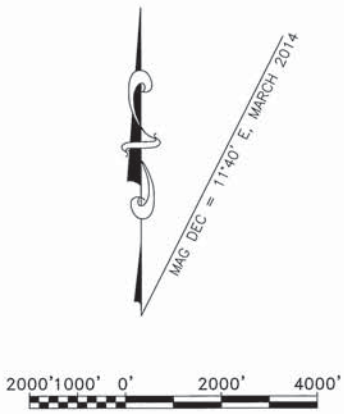


Date Plotted: 5/06/2014, 1:04 PM  
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 File Name: W:\Projects\Newtok\ALP\ALP\_Sht\_9.dwg  
 Designed By: KAR  
 Drawn By: RJP  
 Checked By: RCC



F.A.R. PART 77 SURFACE OBSTRUCTION TABLE (OUTER PORTION)								
ID #	DESCRIPTION	STA/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT OF PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

- NOTES:**
- AIRPORT ELEVATION IS 382' (NAVD 88).
  - APPROACH SURFACES ARE 34:1 BEGINNING 200' BEYOND THE THRESHOLD.
  - BASE MAP DATA FROM 5 FOOT CONTOUR MAPPING BASED ON JUNE 6, 2005 PHOTOGRAMMETRY.
  - REFER TO THE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN OBSTRUCTIONS.
  - PRIMARY SURFACE WIDTH IS 500'.
  - THERE ARE NO KNOWN ORDINANCE OR STATUTE HEIGHT RESTRICTIONS.
  - RUNWAY THRESHOLD 13: EL 344.8'  
 RUNWAY THRESHOLD 31: EL 315.6'  
 RUNWAY THRESHOLD 5: EL 382.0'  
 RUNWAY THRESHOLD 23: EL 341.7'
  - ALL COORDINATES ARE NAD83, ELEVATIONS ARE NAVD88.



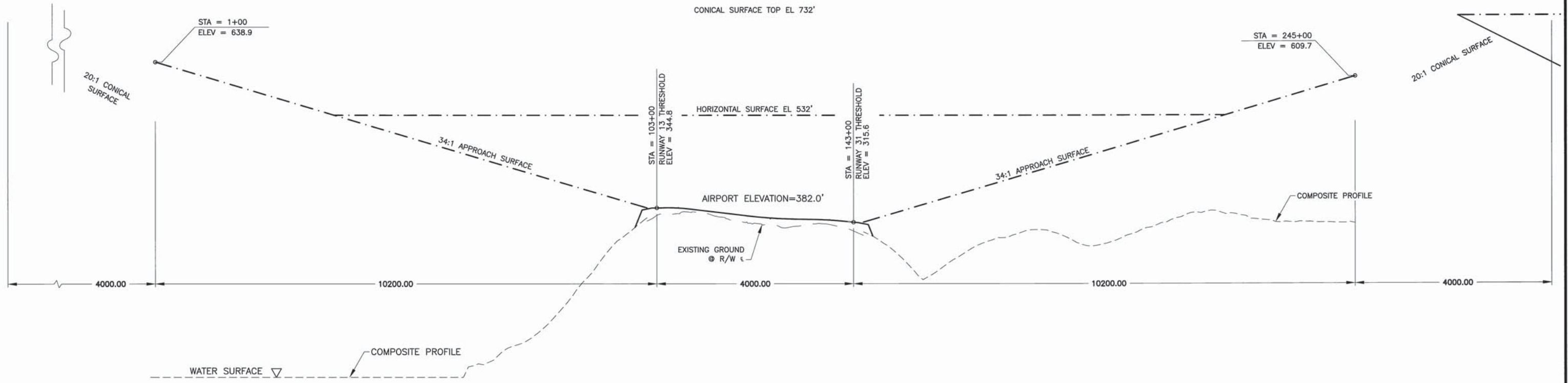
F.A.R. PART 77 SURFACE OBSTRUCTION TABLE (OUTER PORTION)								
ID #	DESCRIPTION	STATION / OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATION OF THE OUTER APPROACH SURFACES.

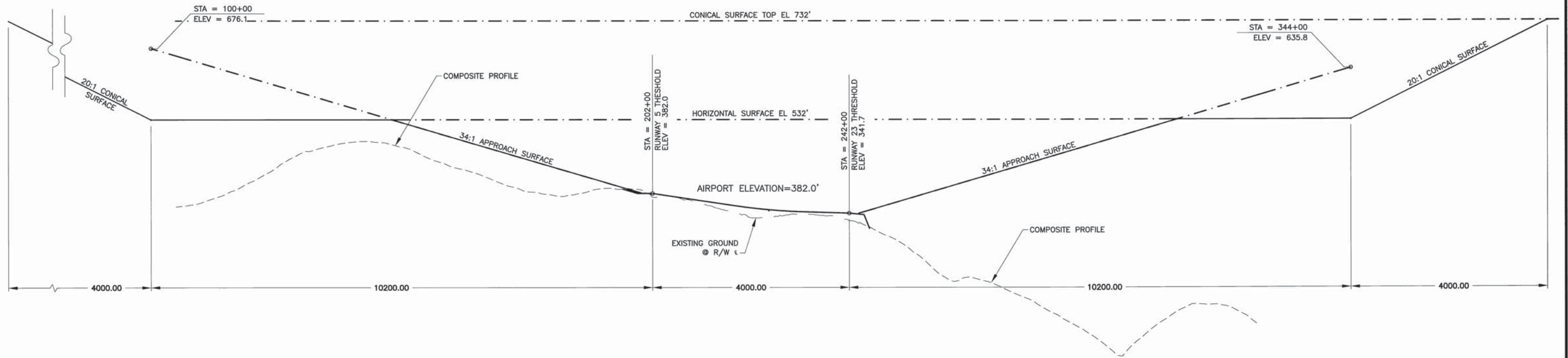
This ALP is for the future Newtok  
 community, which will be located  
 at the Mertarvik site.



Date Plotted: 5/06/2014, 1:06 PM  
 Layout Name: ALP\_Sht\_110  
 File Name: W:\Projects\Newtok\ALP\ALP.dwg  
 Designed By: KRS  
 Drawn By: RLC  
 Checked By: RLC



### RUNWAY 13-31 AIRSPACE PROFILE



### RUNWAY 5-23 AIRSPACE PROFILE



#### NOTES:

1. AIRPORT ELEVATION IS 382.0' (NAVD88)
2. COORDINATES ARE NAD83, ELEVATIONS ARE NAVD88.

BY	DATE	REVISION

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
CENTRAL REGION

NEWTOK AIRPORT  
NEWTOK, ALASKA  
AIRPORT LAYOUT PLAN  
AIRPORT COMPOSITE PROFILES

DATE:  
03/19/2014  
SHEET:  
10  
OF  
11

This ALP is for the future Newtok community, which will be located at the Mertarvik site.



Date Plotted: 5/06/2014, 1:08 PM  
Layout Name: ALP\_Sht\_111  
File Name: W:\Projects\Newtok\ALP\ALP\_V1\ALP\_V1.dwg  
Designed By: KAR  
Drawn By: RUP  
Checked By: RCC

