



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

Alaskan Region Airports Division

222 West 7th Avenue, #14
Anchorage, Alaska 99513

June 5, 2019

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

Dear Mr. Junge:

The Tuntutuliak Airport (A61) Airport Layout Plan (ALP) bearing your signature is approved. A signed copy of the approved ALP is enclosed.

An aeronautical study (No. 2018-AAL-358-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.

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. Airport Improvement Program 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. More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

If you have any questions, please contact Jonathan Linquist in our office at 907-271-5445.

Sincerely,

A handwritten signature in blue ink that reads "Katrina Moss". The signature is fluid and cursive, with the first name "Katrina" being more prominent than the last name "Moss".

Katrina Moss
Lead Community Planner

Enclosure

Date Plotted: 6/13/2019, 8:00 AM
 Layout Name: Airport Data
 File Name: W:\Projects\Tuntutuliak\ALP_2016\1601\Report_Layout_Plan\Tuntutuliak_ALP2017.dwg
 Designed By: JLM
 Drawn By: RJB
 Checked By: MMH

AIRPORT DATA		
ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	A61	A61
NATIONAL AIRPORT IDENTIFIER	A61	A61
FAA SITE NUMBER	50772.6*A	50772.6*A
AIRPORT ELEVATION NAVD88	18.2	18.2
AIRPORT REFERENCE CODE	B-I	A-II(S)
MEAN MAX. TEMPERATURE, HOTTEST MONTH	62.6°F JULY	62.6°F JULY
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	11.43° E, 2016, 0.29° W	11.43° E, 2016, 0.29° W
CRITICAL AIRCRAFT OR AIRCRAFT GROUP	A-II(S)	A-II(S)
AIRPORT AND TERMINAL NAVIGATION AIDS	BEACON, SEG CIRCLE	BEACON, SEG CIRCLE
MISCELLANEOUS FACILITIES	WINDCONE	WEATHER STATION, WINDCONE
NPIAS SERVICE LEVEL	LOCAL	LOCAL
STATE EQUIVALENT SERVICE ROLE	COMMUNITY OFF ROAD	COMMUNITY OFF ROAD

GEOGRAPHIC COORDINATES		
ITEM	EXISTING	ULTIMATE
ARP		
LATITUDE	60°21'03.99"N	60°21'10.03"N
LONGITUDE	162°39'16.60"W	162°39'17.16"W
THRESHOLD RW 02		
LATITUDE	60°20'51.68"N	60°20'51.68"N
LONGITUDE	162°39'33.17"W	162°39'33.17"W
STATION	21+10	21+10
ELEVATION	14.4	14.4
THRESHOLD RW 20		
LATITUDE	60°21'16.30"N	60°21'16.30"N
LONGITUDE	162°39'00.02"W	162°39'00.02"W
STATION	51+15	51+15
ELEVATION	15.1	15.1
THRESHOLD RW 11		
LATITUDE	N/A	60°21'24.23"N
LONGITUDE	N/A	162°39'38.75"W
STATION	N/A	222+00
ELEVATION	N/A	15.1
THRESHOLD RW 29		
LATITUDE	N/A	60°21'10.08"N
LONGITUDE	N/A	162°38'56.88"W
STATION	N/A	247+50
ELEVATION	N/A	15.1

PRIMARY AIRPORT CONTROL STATIONS			
POINT	LATITUDE	LONGITUDE	DESCRIPTION
10	60° 21' 01.64"	162° 39' 11.64"	TUNT-1
404	60° 21' 12.84"	162° 39' 16.78"	TUNT-2
505	60° 20' 49.96"	162° 39' 35.49"	RWCL
506	60° 21' 18.22"	162° 38' 57.42"	RWCL
14019	60° 26' 47.99"	162° 39' 38.14"	RWCL

RUNWAY DATA			
ITEM	EXISTING	ULTIMATE	ULTIMATE
RUNWAY IDENTIFIER	02/20	02/20	11/29
RUNWAY TYPE	UTILITY OR OTHER THAN UTILITY	UTILITY	UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	V	NPI	V
FAR PART 77 VISIBILITY MINIMUM	VISUAL	>1 MILE	VISUAL
FAR PART 77 APPROACH SURFACES SLOPE	20:1	20:1	20:1
APPROACH TYPE (VIS, NPA, APV(NP), APV(P), PREC)	VIS	NPA	VIS
THRESHOLD SITING SURFACE SLOPE	20:1	20:1	20:1
RUNWAY DESIGN CODE	B-I-VIS	A-II(S)-5000	A-II(S)-VIS
APPROACH RUNWAY REFERENCE CODE (APRC)	B-II-VIS	B-II-5000	B-II-VIS
DEPARTURE RUNWAY REFERENCE CODE (DPRC)	B-II	B-II	B-II
RUNWAY SURFACE	GRAVEL	GRAVEL	GRAVEL
SURFACE TREATMENT	NONE	NONE	NONE
AIRPLANE GEAR CONFIG/PAVE STRENGTH (x1000 lbs)	N/A	N/A	N/A
PAVEMENT STRENGTH BY PCN	N/A	N/A	N/A
DESIGN AIRCRAFT (>60,000 lbs)	N/A	N/A	N/A
MAXIMUM ELEVATION	18.2	18.2	15.1
TOUCHDOWN ZONE ELEVATION	18.2	18.2	15.1
EFFECTIVE GRADE	0.55%	0.55%	0.00%
MEAN GEODETIC BEARING	N 33°43'00.71" E	N 33°43'00.71" E	N 55°41'50.49" W
RUNWAY DIMENSIONS	75' X 3,005'	75' X 3,005'	75' X 2,550'
RUNWAY SAFETY AREA (RSA)	120' X 3,485'	150' X 3,605'	150' X 3,150'
RSA LENGTH BEYOND DEPARTURE END	240'	300'	300'
RSA LENGTH PRIOR TO THRESHOLD	240'	300'	300'
RUNWAY OBJECT FREE AREA (OFA)	400' X 3,485'	500' X 3,605'	500' X 3,150'
ROFA LENGTH BEYOND DEPARTURE END	240'	300'	300'
ROFA LENGTH PRIOR TO THRESHOLD	240'	300'	300'
RUNWAY OBSTACLE FREE ZONE (OFZ)	250' X 3,405'	250' X 3,405'	250' X 2,950'
PRECISION OBSTACLE FREE ZONE (POFZ)	N/A	N/A	N/A
RUNWAY PROTECTION ZONE (RPZ)	1,000' X 250' X 450'	1,000' X 250' X 450'	1,000' X 250' X 450'
RUNWAY LIGHTING	MIRL	MIRL	MIRL
RUNWAY MARKING TYPE	NONE	NONE	NONE
RUNWAY NAVIGATION AIDS	REIL / -- WIND CONE	REIL / REIL PAPI / PAPI WIND CONE	REIL / REIL PAPI / PAPI WIND CONE
AERONAUTICAL SURVEY TYPE REQUIRED	NVG	NVG	NVG
DEPARTURE SURFACE	NO	YES	NO

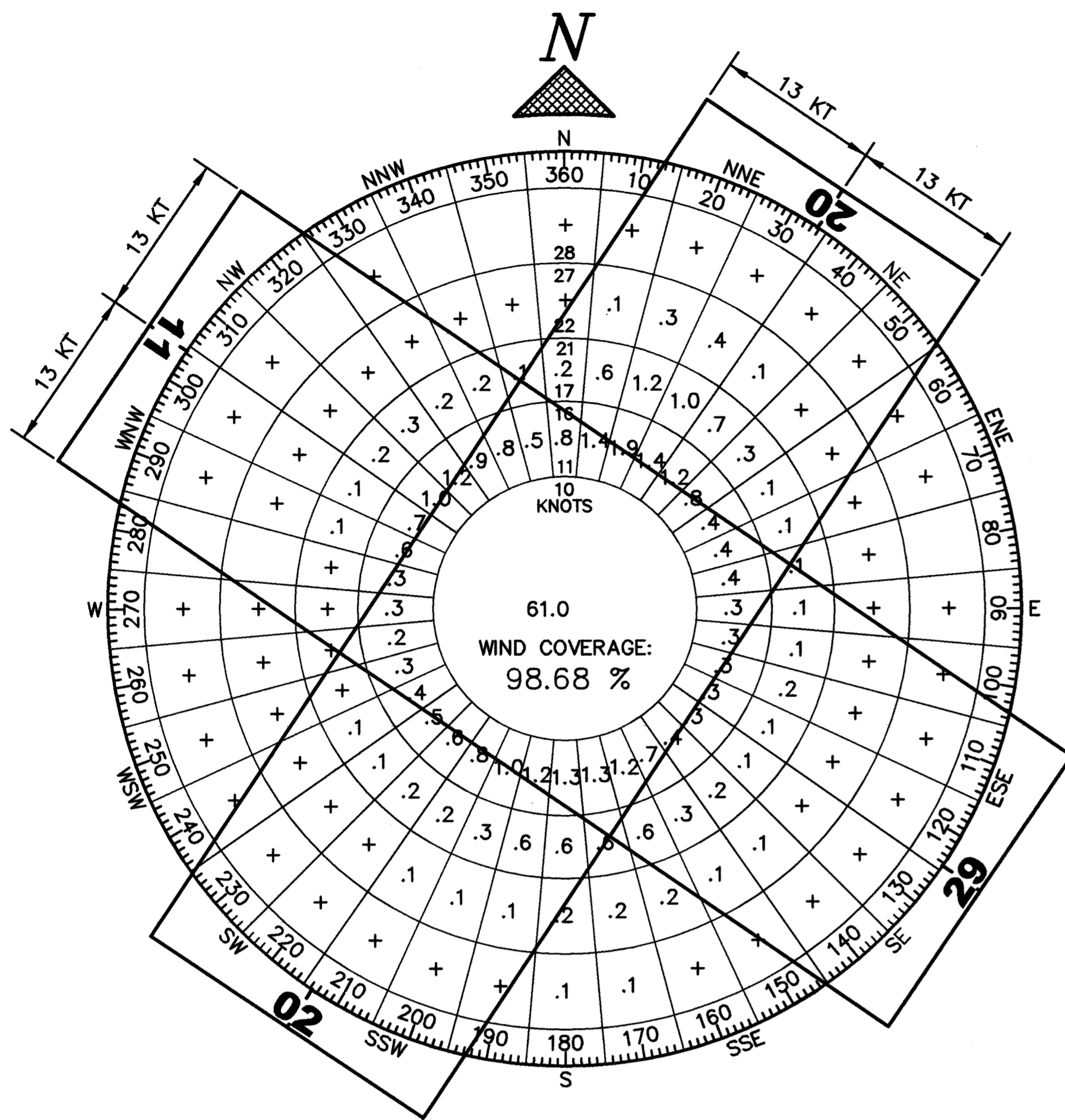
TAXIWAY DATA		
ITEM	EXISTING	ULTIMATE
AIRPLANE DESIGN GROUP	I	II
TAXIWAY DESIGN GROUP	N/A	1A
TAXIWAY SURFACE	GRAVEL	GRAVEL
TAXIWAY DIMENSIONS	25' X 200'	25' X 220'
SHOULDER WIDTH	10'	10'
SAFETY AREA (TSA) WIDTH	49'	79'
EDGE SAFETY MARGIN (TESM)	N/A	5'
OBJECT FREE AREA (TOFA) WIDTH	89'	131'
TAXIWAY LIGHTING	MITL	MITL
TAXIWAY MARKING	NONE	NONE

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

- NOTES:**
- ALL ELEVATIONS ARE ESTIMATES BASED ON CURRENT AS-BUILT DRAWINGS AND 2010 RECORD OF SURVEY.
 - NO THRESHOLD SITING SURFACE PENETRATIONS.
 - ALL LATITUDE/LONGITUDE COORDINATES ARE NAD83.
 - ALL ELEVATIONS ARE NAVD88.

		STATE OF ALASKA	
		DEPARTMENT OF TRANSPORTATION	
		AND PUBLIC FACILITIES	
		CENTRAL REGION	
		TUNTUTULIAK AIRPORT	
		TUNTUTULIAK, ALASKA	
		AIRPORT LAYOUT PLAN	
		AIRPORT DATA	
DATE:	6/13/2019		
SHEET:	2		
	OF		
	11		
BY	DATE	REVISION	

Date Plotted: 6/13/2019, 8:02 AM
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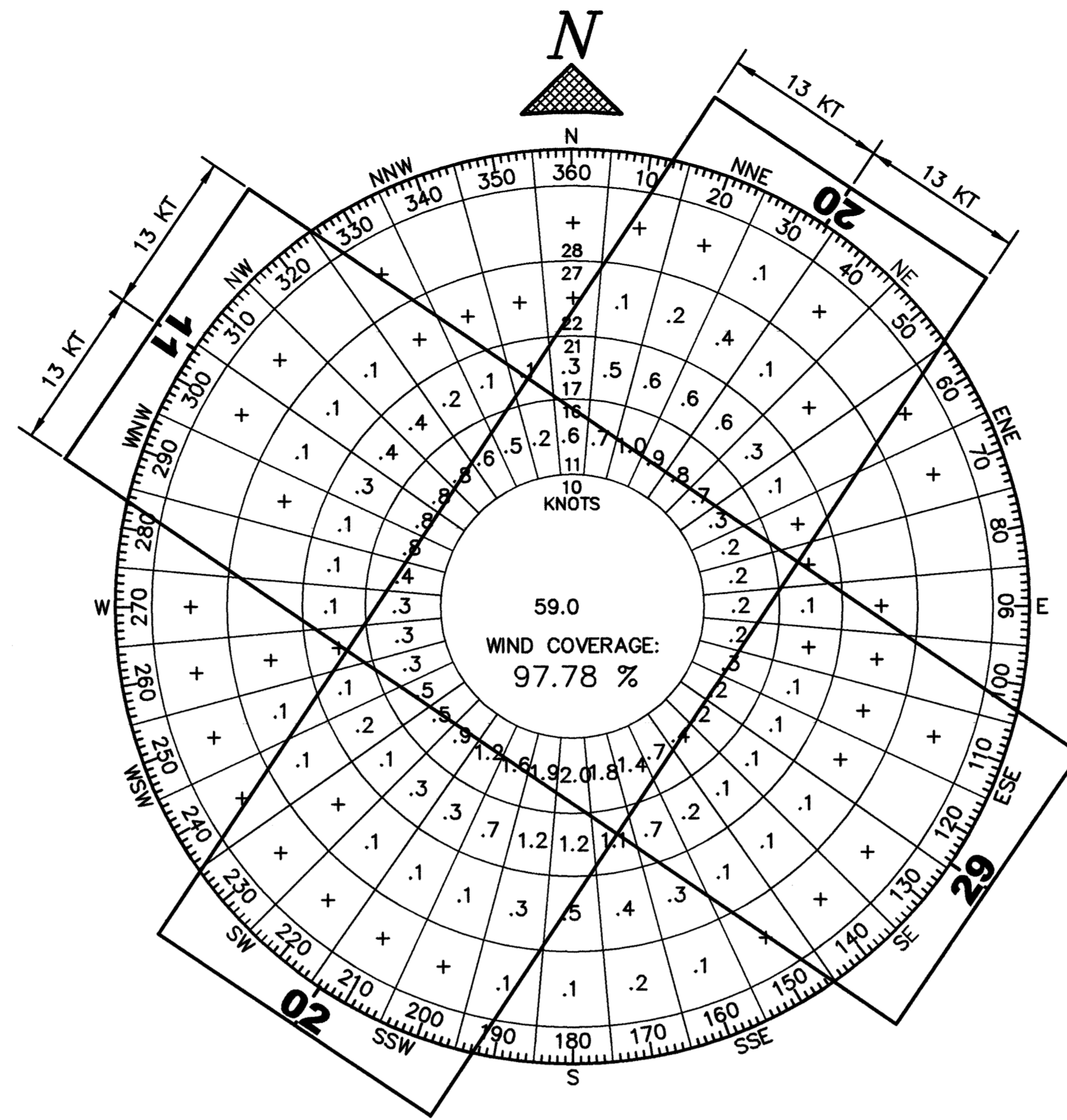


WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

ALL WEATHER WIND DATA			
RUNWAY	10.5 kt	13 kt	
RW 02/20	85.55%	91.50%	
RW 11/29	76.40%	84.20%	
COMBINED			98.68%

SOURCE: BETHEL WIND DATA
 FAA GIS NATIONAL CLIMATE DATA CENTER
 JULY 12, 2017
 PERIOD: 2007 - 2016

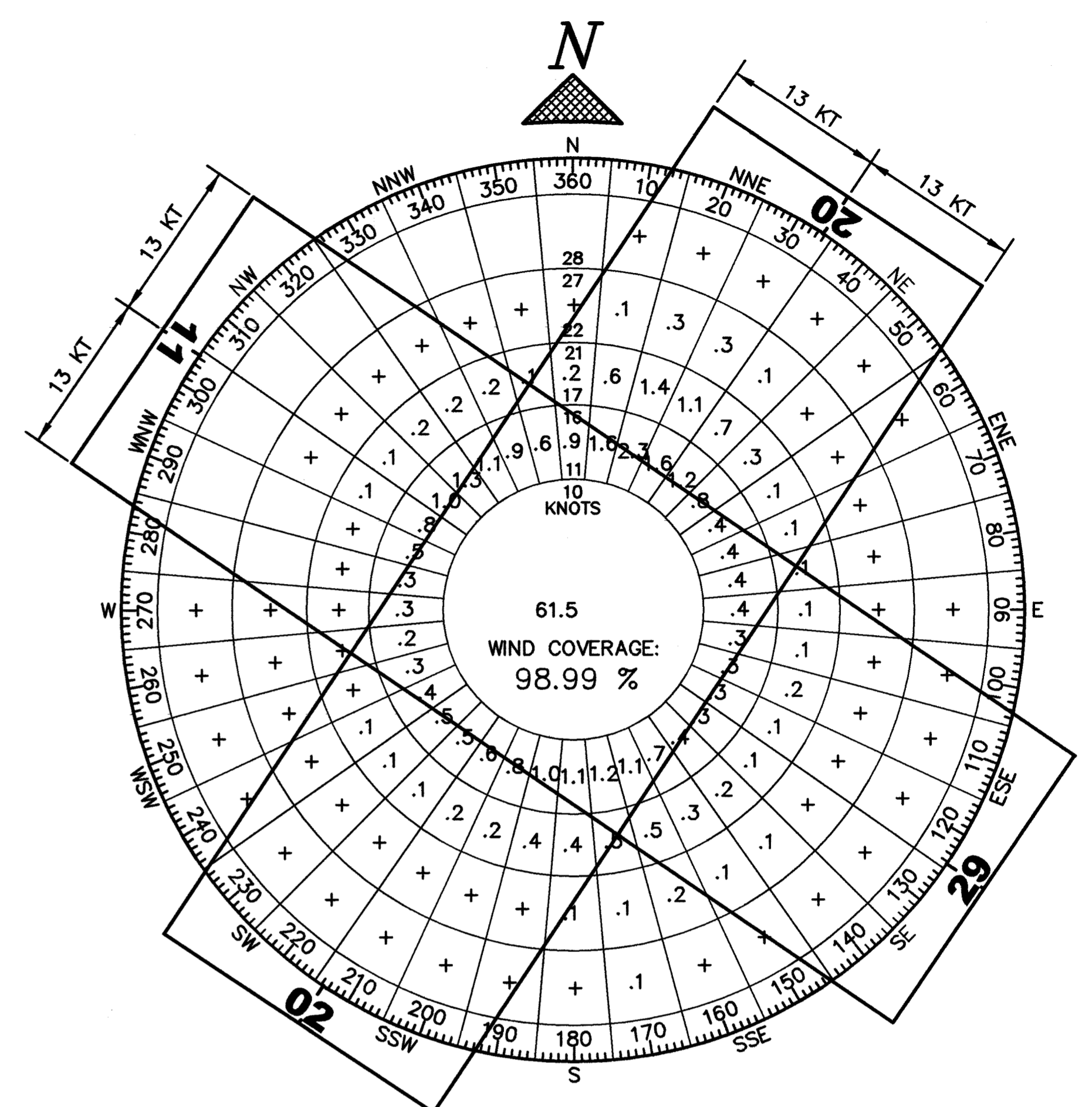


WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

IFR WIND DATA			
RUNWAY	10.5 kt	13 kt	
RW 02/20	84.06%	90.35%	
RW 11/29	74.04%	82.05%	
COMBINED			97.78%

SOURCE: BETHEL WIND DATA
 FAA GIS NATIONAL CLIMATE DATA CENTER
 JULY 12, 2017
 PERIOD: 2007 - 2016



WIND DATA

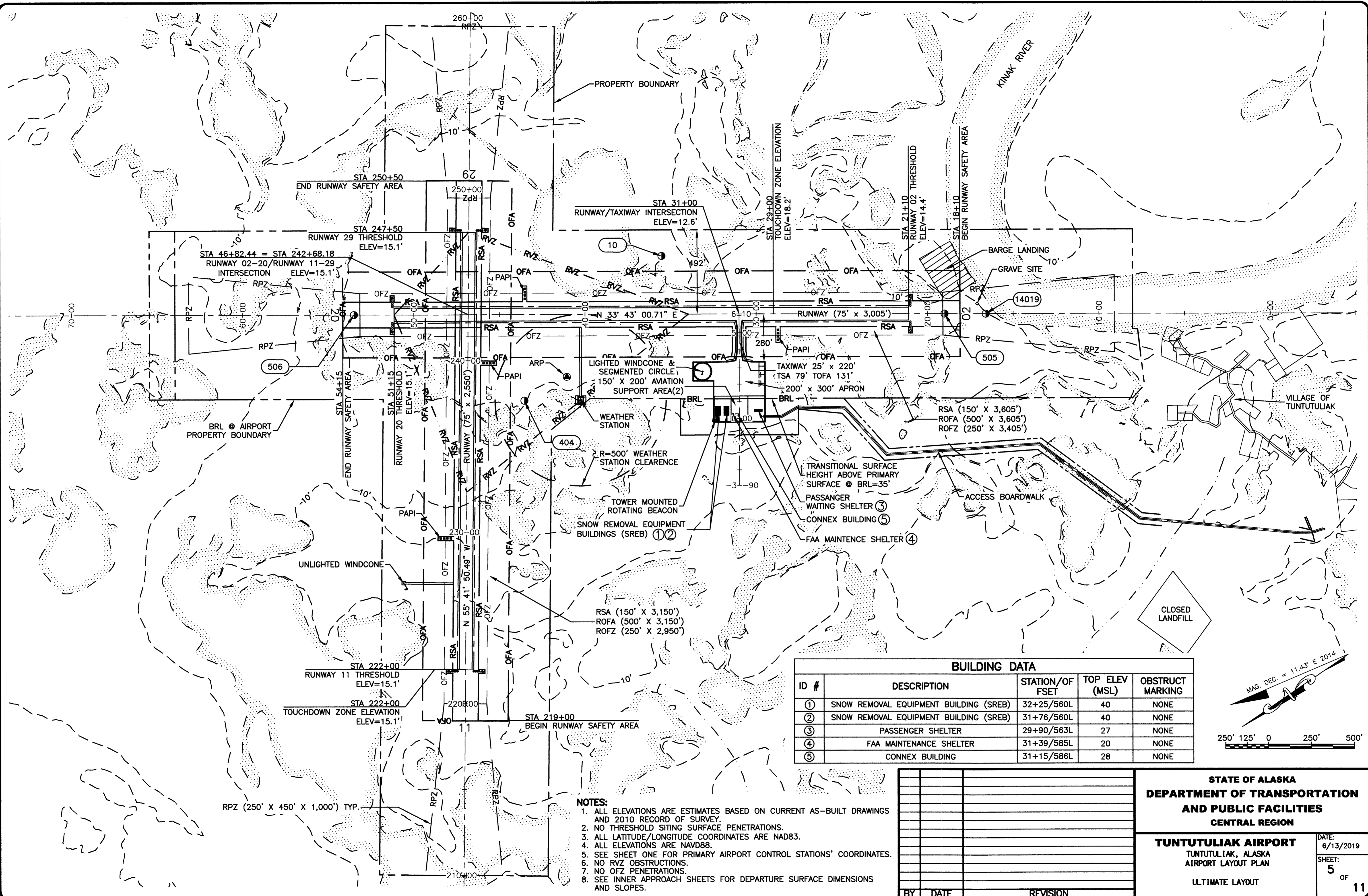
NOTE: WIND SPEED IS INDICATED IN KNOTS.

VFR WIND DATA			
RUNWAY	10.5 kt	13 kt	
RW 02/20	86.02%	91.88%	
RW 11/29	77.05%	84.80%	
COMBINED			98.99%

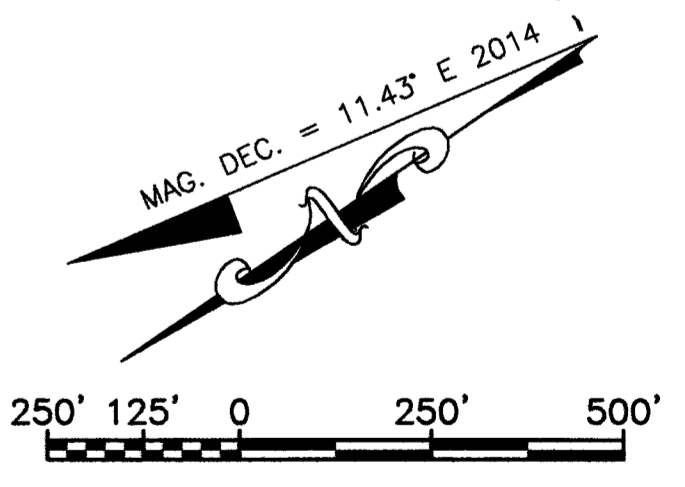
SOURCE: BETHEL WIND DATA
 FAA GIS NATIONAL CLIMATE DATA CENTER
 JULY 12, 2017
 PERIOD: 2007 - 2016

	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION
	TUNTUTULIAK AIRPORT TUNTUTULIAK, ALASKA AIRPORT LAYOUT PLAN WIND ROSE
	DATE: 6/13/2019 SHEET: 3 OF 11
	BY: _____ DATE: _____ REVISION: _____

Date Plotted: 6/13/2019, 8:03 AM
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 File Name: U:\Projects\Tuntutuliak\Tuntutuliak\ALP_2018\Airport Layout Plan\Tuntutuliak_ALP2017.dwg
 Drawn By: UJM
 Checked By: MMH



BUILDING DATA				
ID #	DESCRIPTION	STATION/OF FSET	TOP ELEV (MSL)	OBSTRUCT MARKING
①	SNOW REMOVAL EQUIPMENT BUILDING (SREB)	32+25/560L	40	NONE
②	SNOW REMOVAL EQUIPMENT BUILDING (SREB)	31+76/560L	40	NONE
③	PASSENGER SHELTER	29+90/563L	27	NONE
④	FAA MAINTENANCE SHELTER	31+39/585L	20	NONE
⑤	CONNEX BUILDING	31+15/586L	28	NONE



- NOTES:**
1. ALL ELEVATIONS ARE ESTIMATES BASED ON CURRENT AS-BUILT DRAWINGS AND 2010 RECORD OF SURVEY.
 2. NO THRESHOLD SITING SURFACE PENETRATIONS.
 3. ALL LATITUDE/LONGITUDE COORDINATES ARE NAD83.
 4. ALL ELEVATIONS ARE NAVD88.
 5. SEE SHEET ONE FOR PRIMARY AIRPORT CONTROL STATIONS' COORDINATES.
 6. NO RVZ OBSTRUCTIONS.
 7. NO OFZ PENETRATIONS.
 8. SEE INNER APPROACH SHEETS FOR DEPARTURE SURFACE DIMENSIONS AND SLOPES.

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

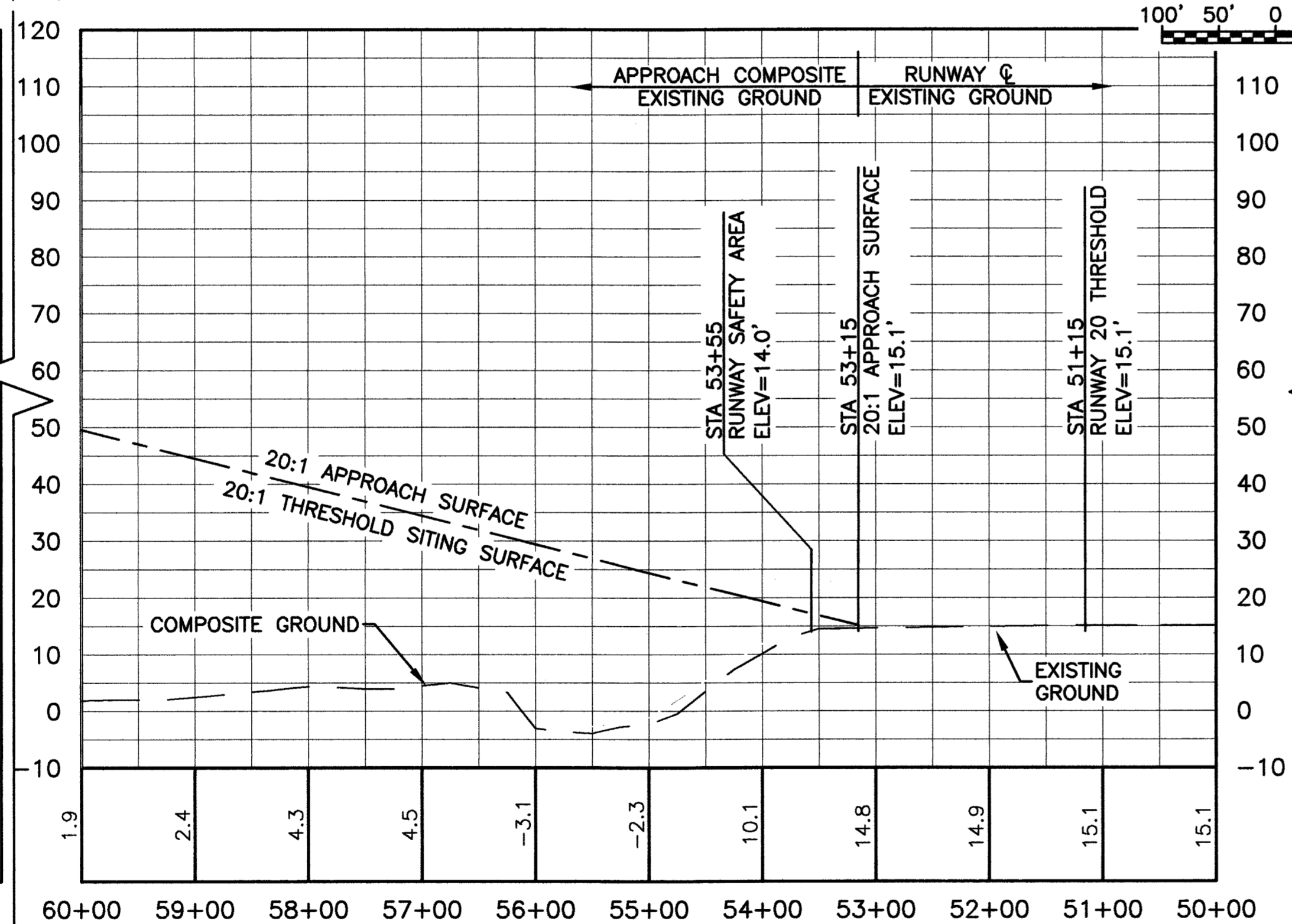
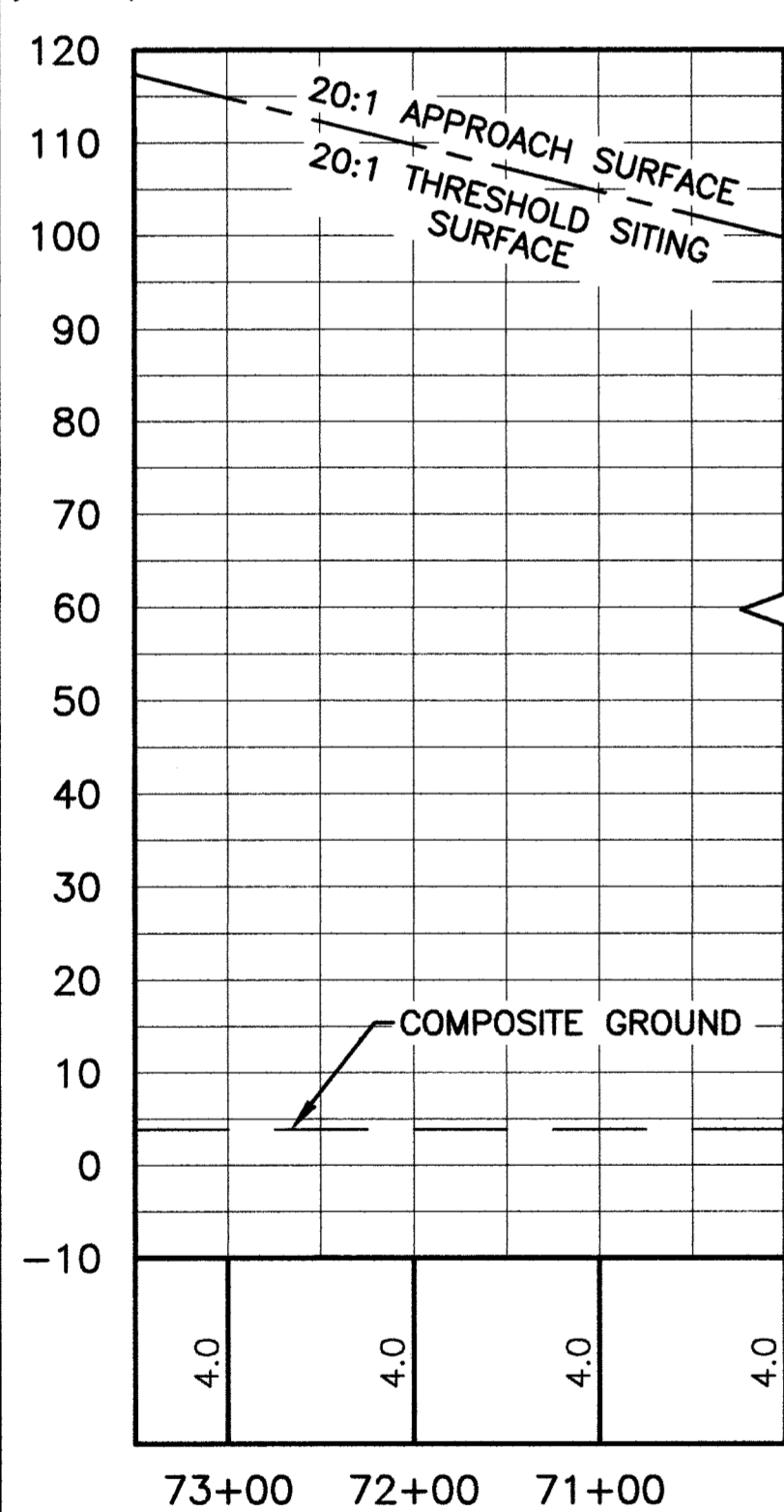
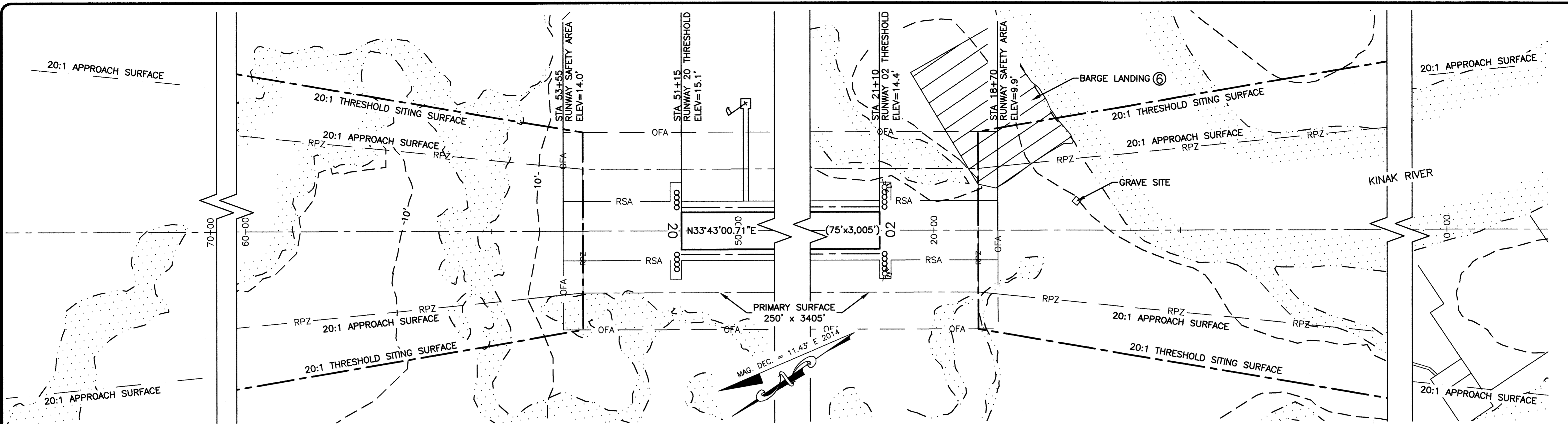
TUNTUTULIAK AIRPORT
 TUNTUTULIAK, ALASKA
 AIRPORT LAYOUT PLAN

ULTIMATE LAYOUT

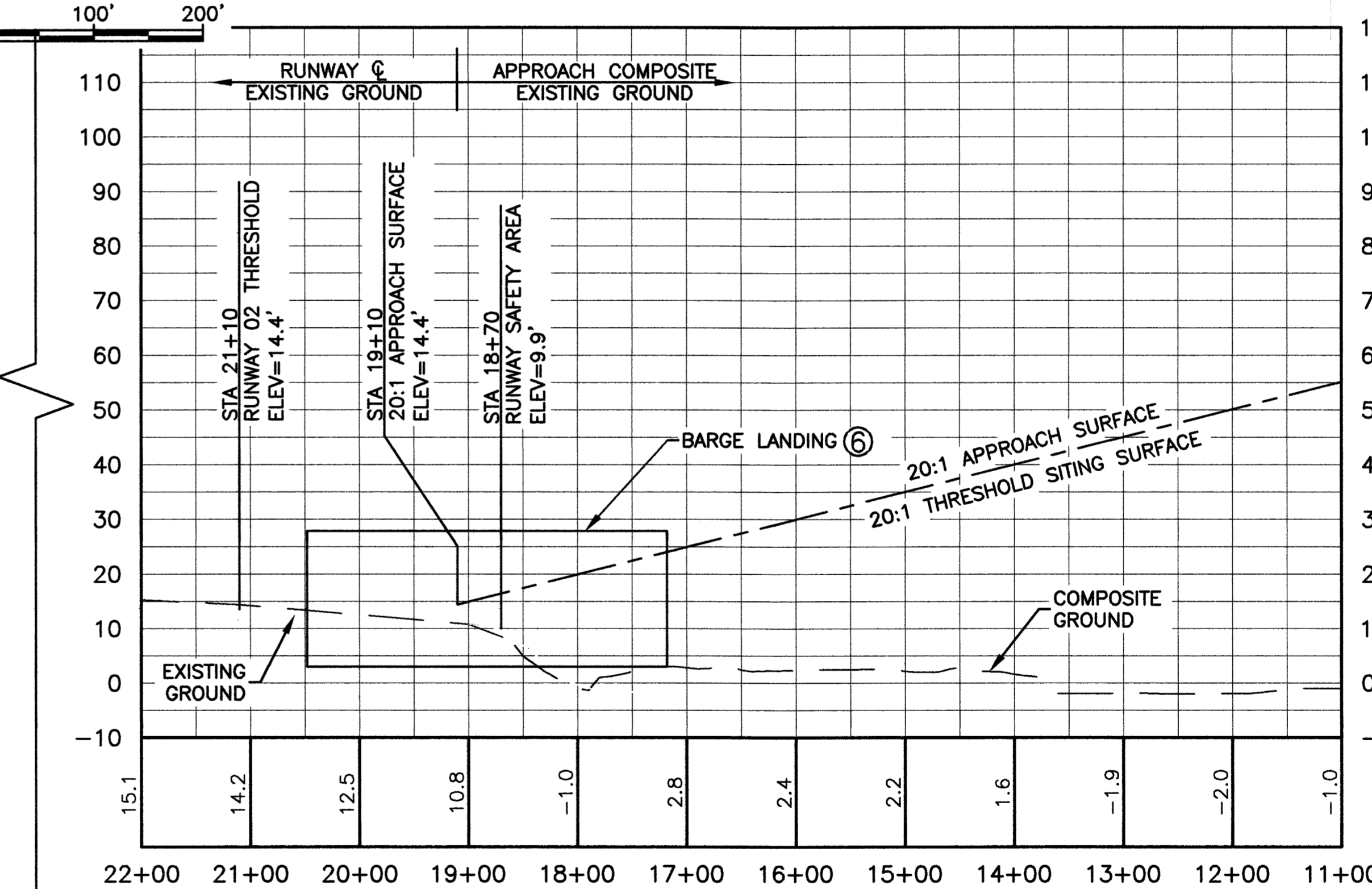
DATE: 6/13/2019
 SHEET: 5 OF 11

Designed By: JLM
 Drawn By: RMB
 Checked By: MMH

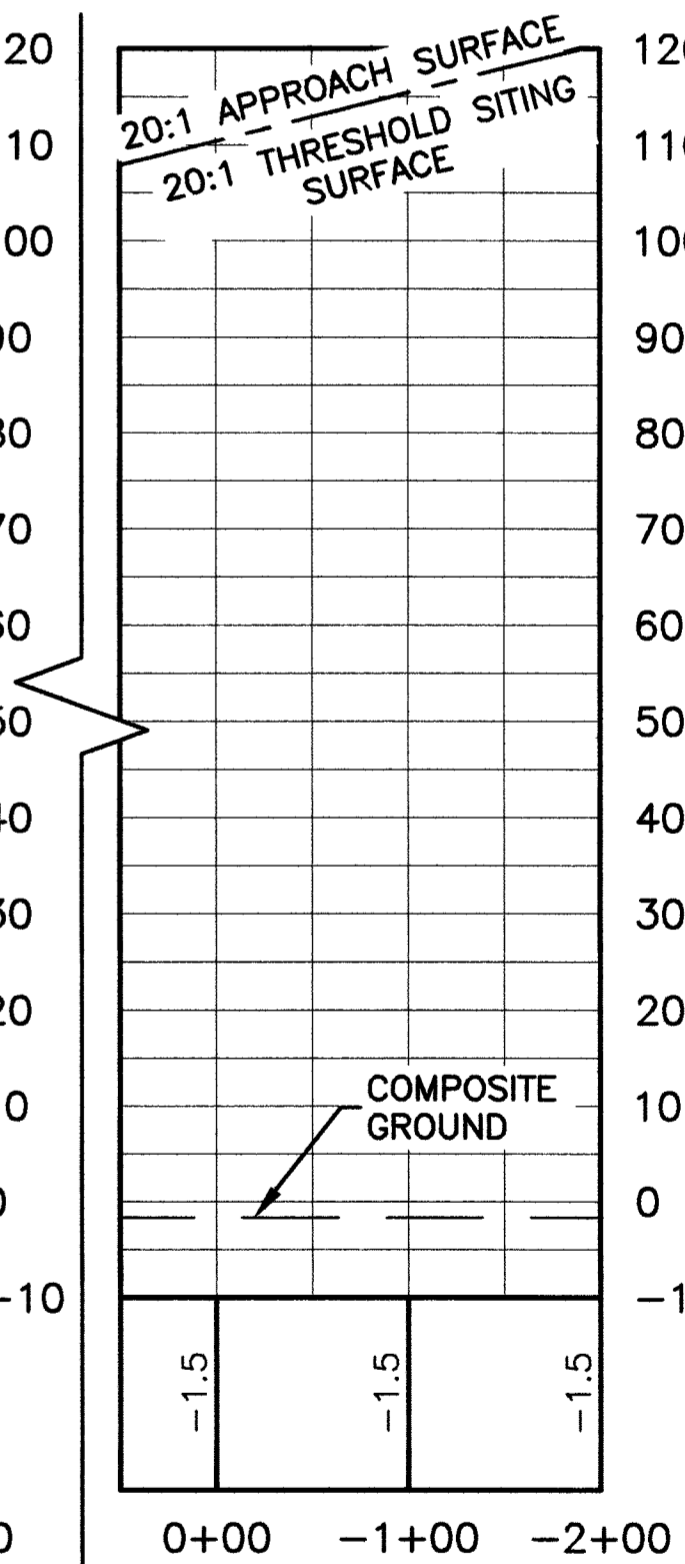
Date Plotted: 6/13/2019 8:04 AM
 Layout Name: Existing Inner Approach Runway 20 - 02
 File Name: M:\Projects\Tuntutulak\AUP_2018\Airport Layout Plan\Tuntutulak_AUP2017.dwg



RUNWAY 20 INNER APPROACH



RUNWAY 02 INNER APPROACH



ID #	DESCRIPTION	STATION/OFFSET	GROUND ELEVATION	ABOVE GROUND LEVEL	TOP ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	TRIGGER EVENT	DISPOSITION
6	BARGE LANDING	18+74.80/250' RT	3.00'	25.0'	28.0'	APPROACH SURFACE	16.2'	11.8'	EXISTING	TO REMAIN

ID #	DESCRIPTION	STATION/OFFSET	GROUND ELEVATION	ABOVE GROUND LEVEL	TOP ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	TRIGGER EVENT	DISPOSITION
6	BARGE LANDING	18+74.80/250' RT	3.00'	25.0'	28.0'	THRESHOLD SITING SURFACE	16.2'	11.8'	EXISTING	TO REMAIN

- NOTES:**
- ALL ELEVATIONS ARE ESTIMATES BASED ON CURRENT AS-BUILT DRAWINGS AND 2010 RECORD OF SURVEY.
 - THRESHOLD SITING CRITERIA IS BASED ON AC150/5300-13A, TABLE 3-2, LINE 4.
 - APPROXIMATE COMPOSITE EXISTING GROUND PROFILE FROM USGS-QUAD BAIRD INLET (B-2).
 - ABOVE GROUND LEVEL HEIGHT FOR BARGE LANDING ASSUMES A BARGE HEIGHT OF 25'

BY	DATE	REVISION

**STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION**

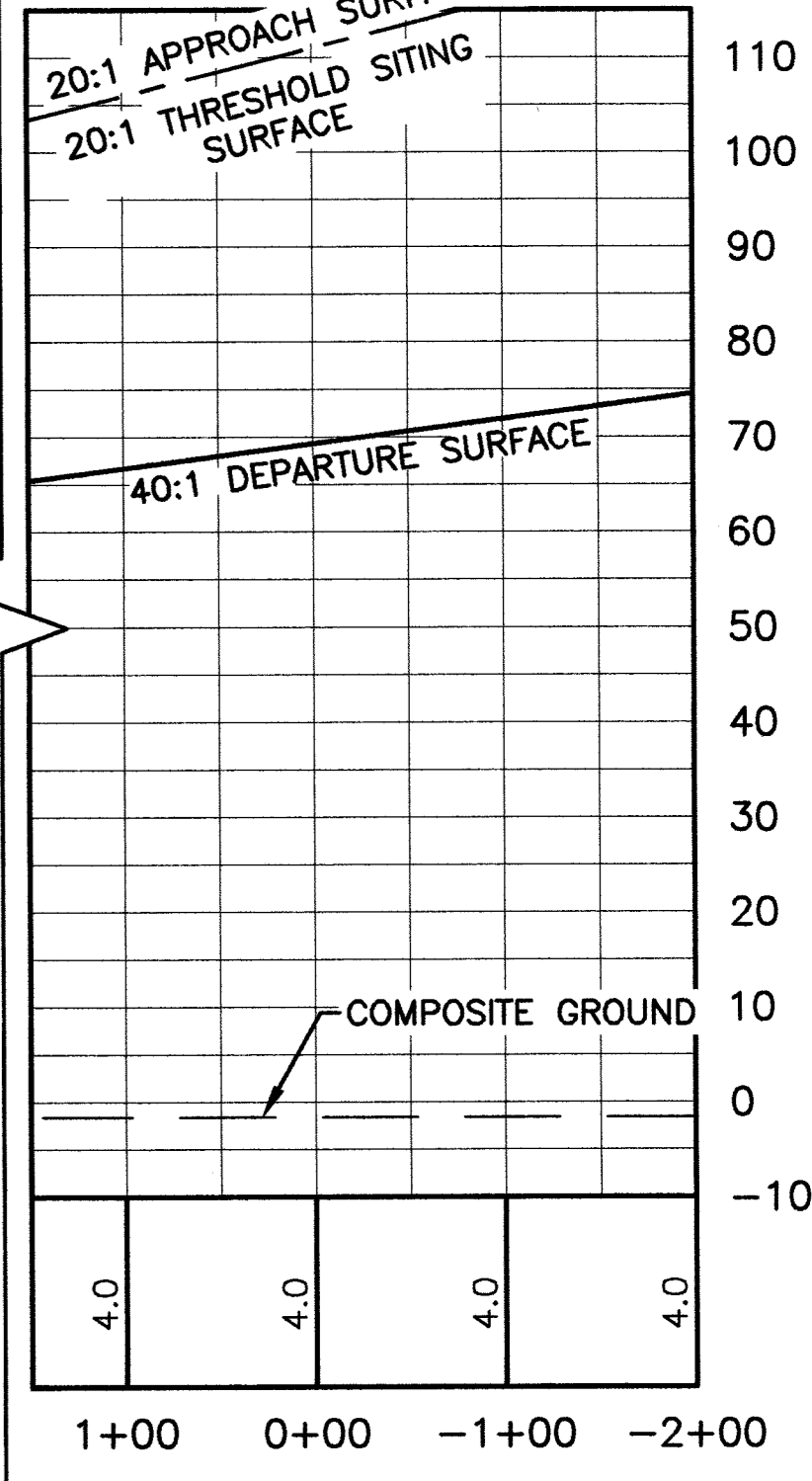
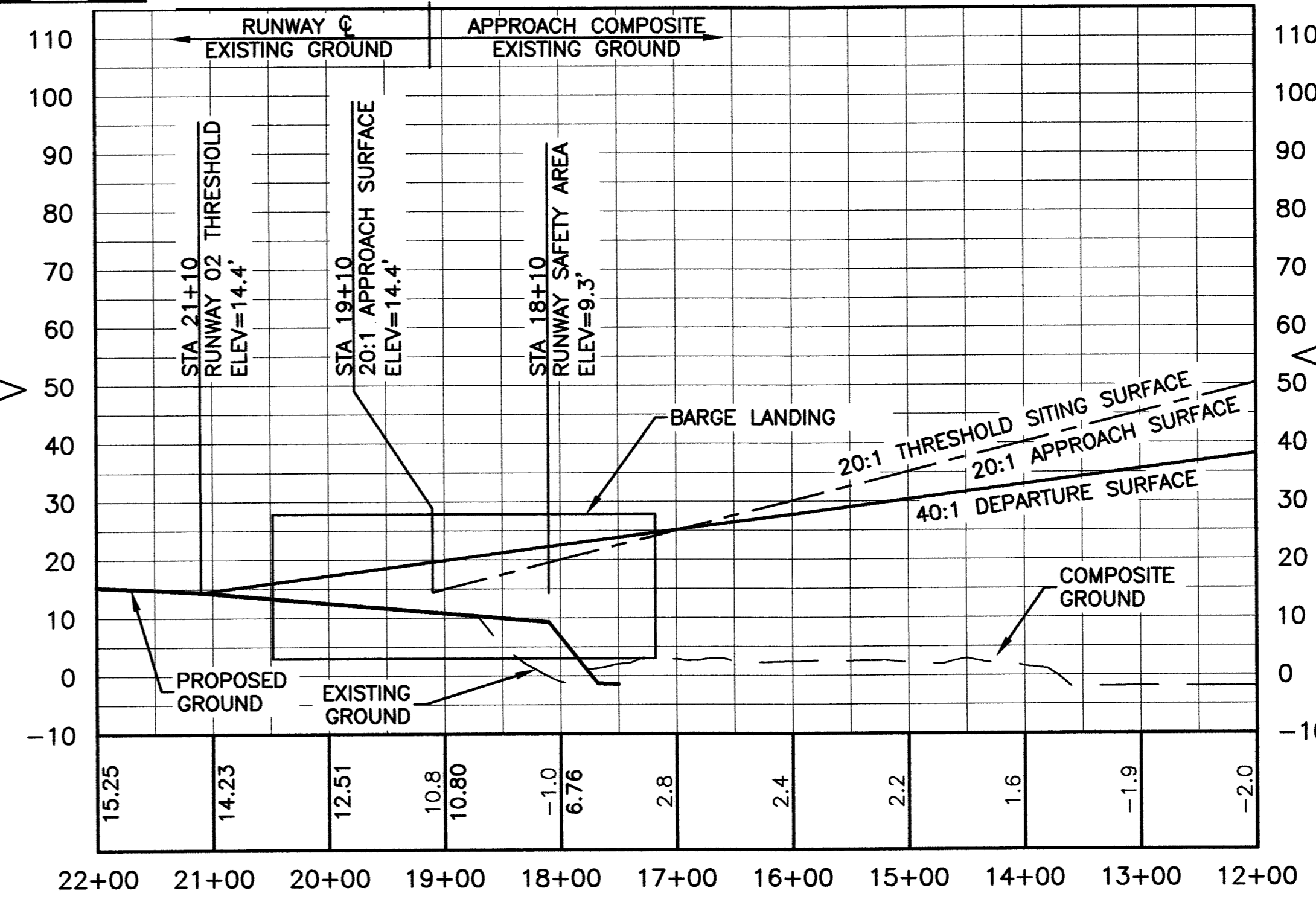
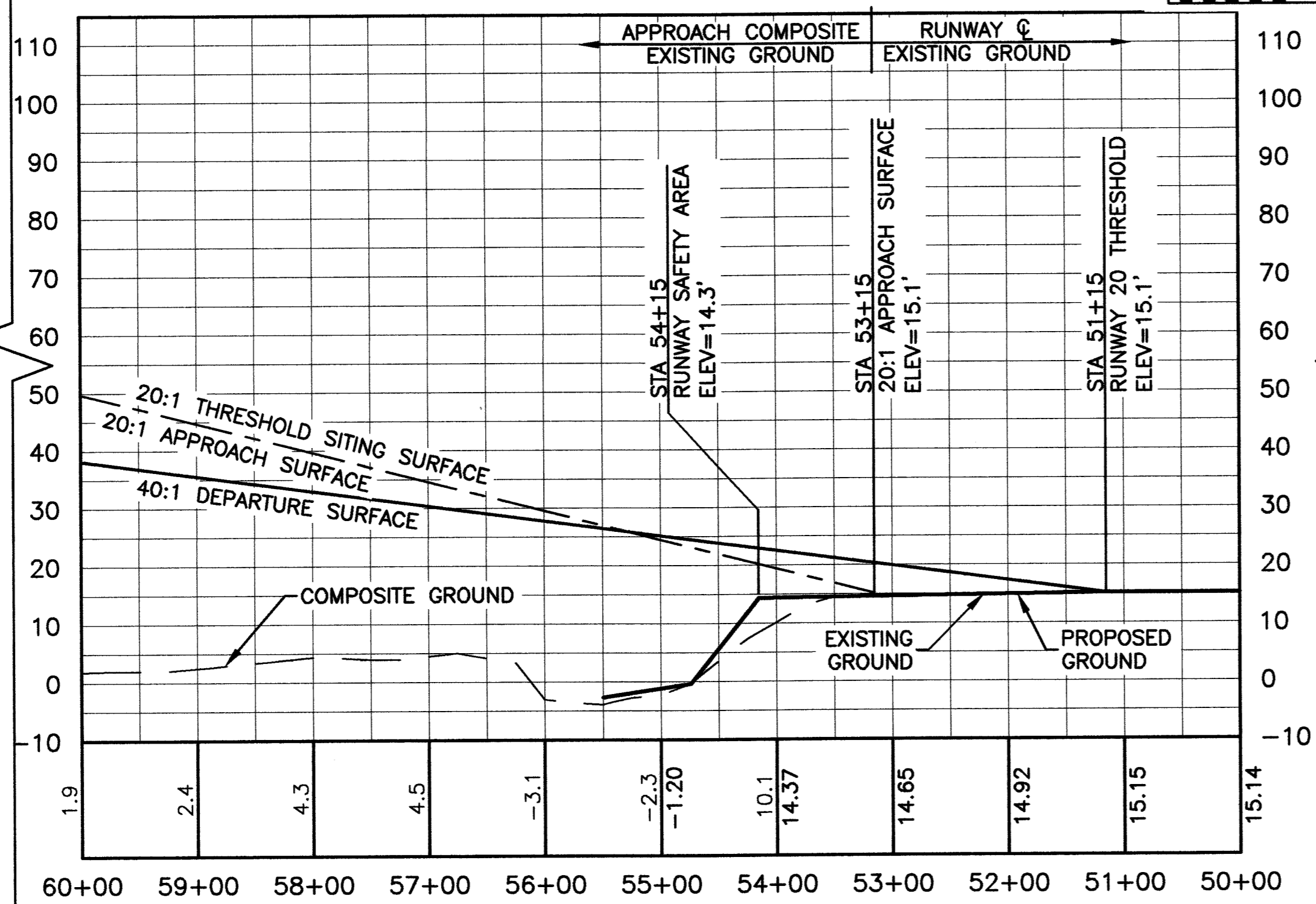
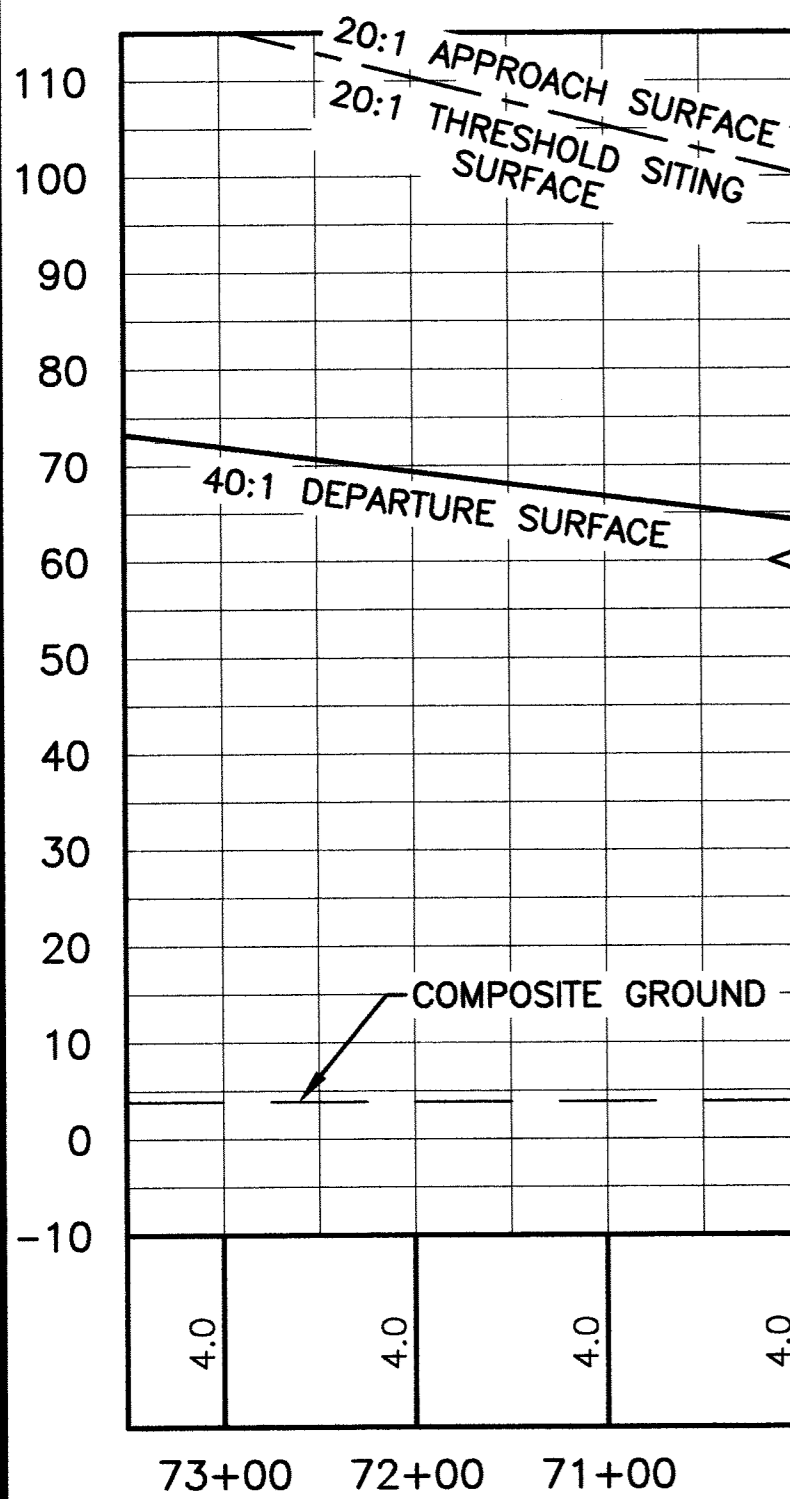
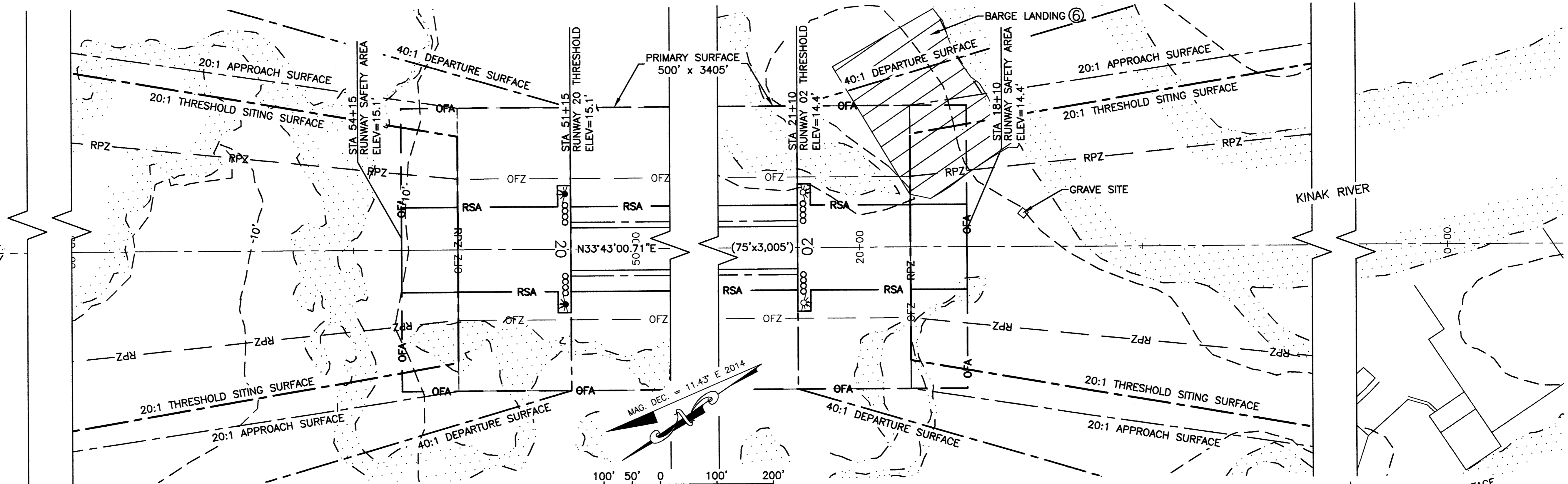
TUNTUTULIAK AIRPORT
 TUNTUTULIAK, ALASKA
 AIRPORT LAYOUT PLAN

EXISTING INNER APPROACH - RUNWAY 20 - 02

DATE: 6/13/2019
 SHEET: 6 OF 11

Designed By: JLM
 Drawn By: RJP
 Checked By: MMH

Date Plotted: 6/13/2019, 8:04 AM
 Layout Name: U:\Projects\Tuntutuliak\Tuntutuliak_Airport\Plan\Tuntutuliak_Airport\Inner Approach Runway 20 - 02.dwg
 File Name: U:\Projects\Tuntutuliak\Tuntutuliak_Airport\Plan\Tuntutuliak_Airport\Inner Approach Runway 20 - 02.dwg



INNER APPROACH & THRESHOLD SITING SURFACE OBSTACLES (RUNWAY 02)

ID #	DESCRIPTION	STATION/OFFSET	GROUND ELEVATION	ABOVE GROUND LEVEL	TOP ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	TRIGGER EVENT	DISPOSITION
6	BARGE LANDING	18+74.80/250' RT	3.00'	25.0'	28.0'	APPROACH SURFACE & THRESHOLD SITING SURFACE	16.2'	11.8'	EXISTING	TO REMAIN

DEPARTURE SURFACE OBSTACLES (RUNWAY 02)

ID #	DESCRIPTION	STATION/OFFSET	GROUND ELEVATION	ABOVE GROUND LEVEL	TOP ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	TRIGGER EVENT	DISPOSITION
6	BARGE LANDING	18+74.80/250' RT	3.00'	25.0'	28.0'	DEPARTURE SURFACE	20.3'	7.7'	EXISTING	TO REMAIN

- NOTES:**
- ALL ELEVATIONS ARE ESTIMATES BASED ON CURRENT AS-BUILT DRAWINGS AND 2010 RECORD OF SURVEY.
 - THRESHOLD SITING CRITERIA IS BASED ON AC 150/5300-13A, TABLE 3-2, LINE 4.
 - APPROXIMATE COMPOSITE EXISTING GROUND PROFILE FROM USGS-QUAD BAIRD INLET (B-2).
 - ABOVE GROUND LEVEL HEIGHT FOR BARGE LANDING ASSUMES A BARGE HEIGHT OF 25'

BY	DATE	REVISION

**STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION**

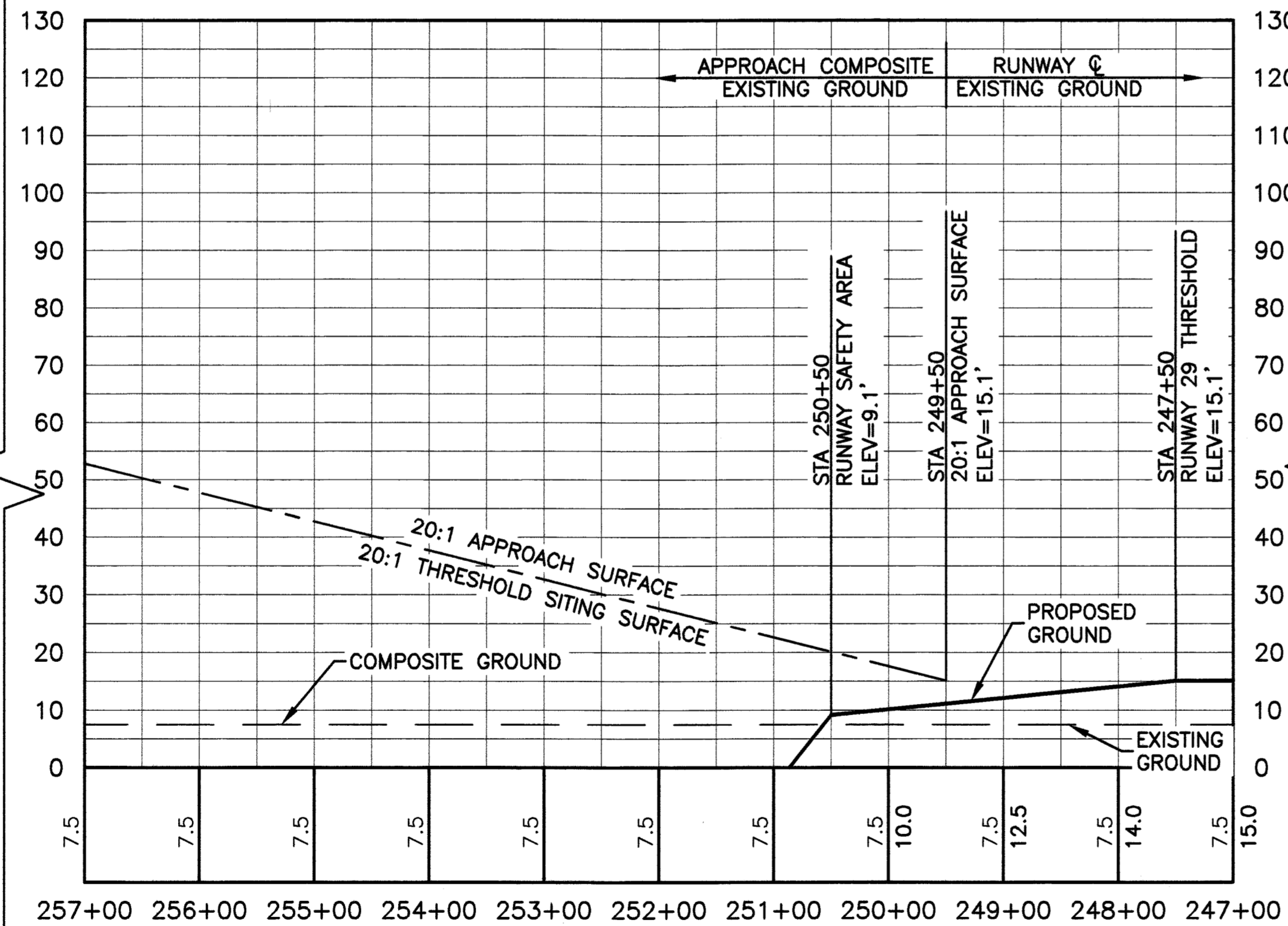
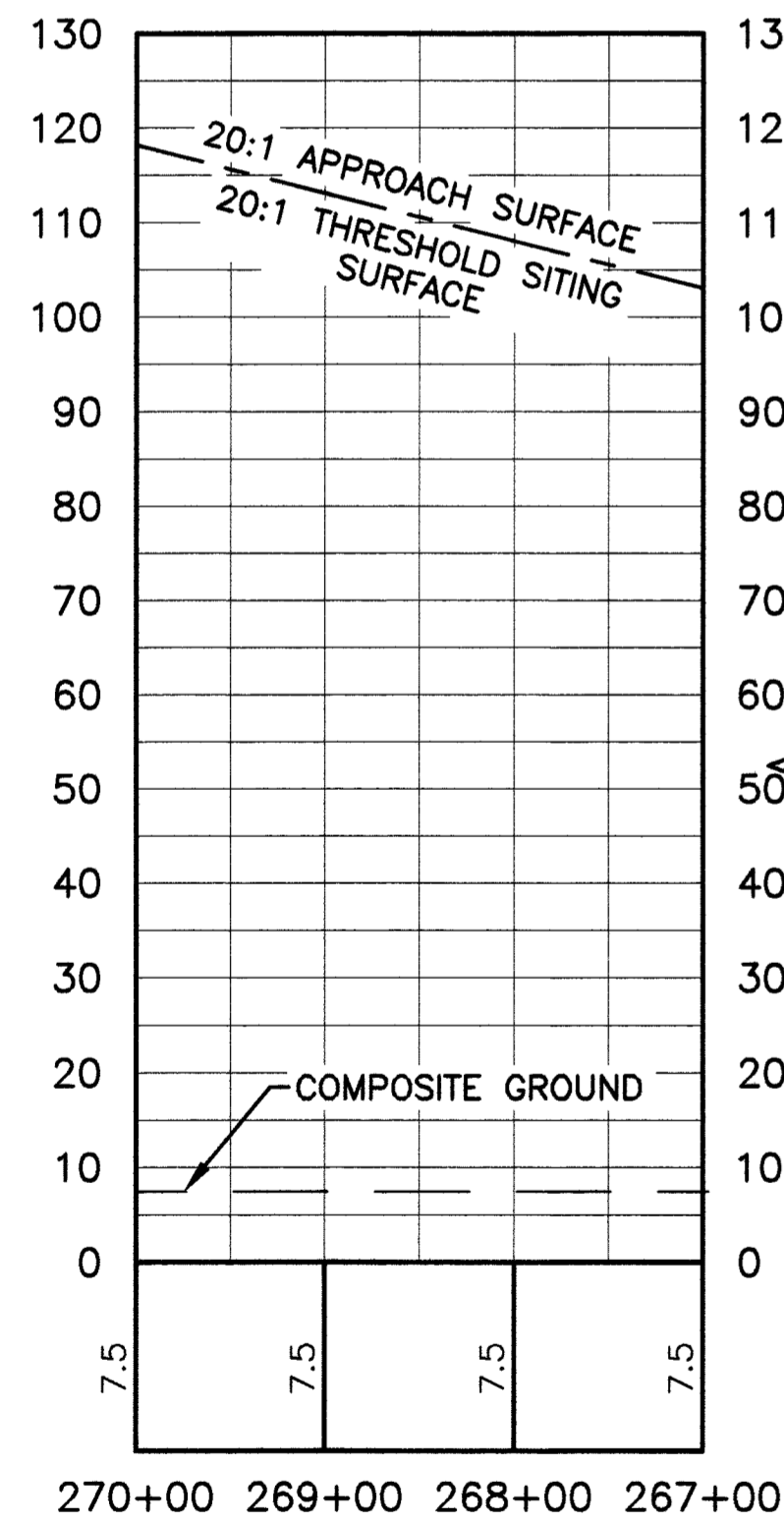
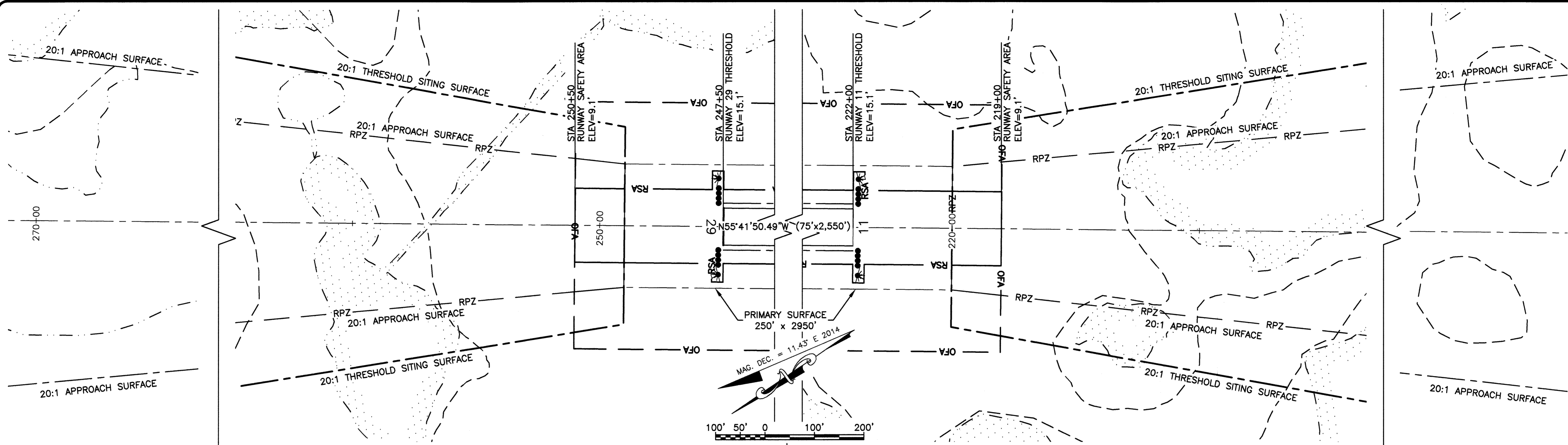
TUNTUTULIAK AIRPORT
 TUNTUTULIAK, ALASKA
 AIRPORT LAYOUT PLAN

ULTIMATE INNER APPROACH - RUNWAY 20 - 02

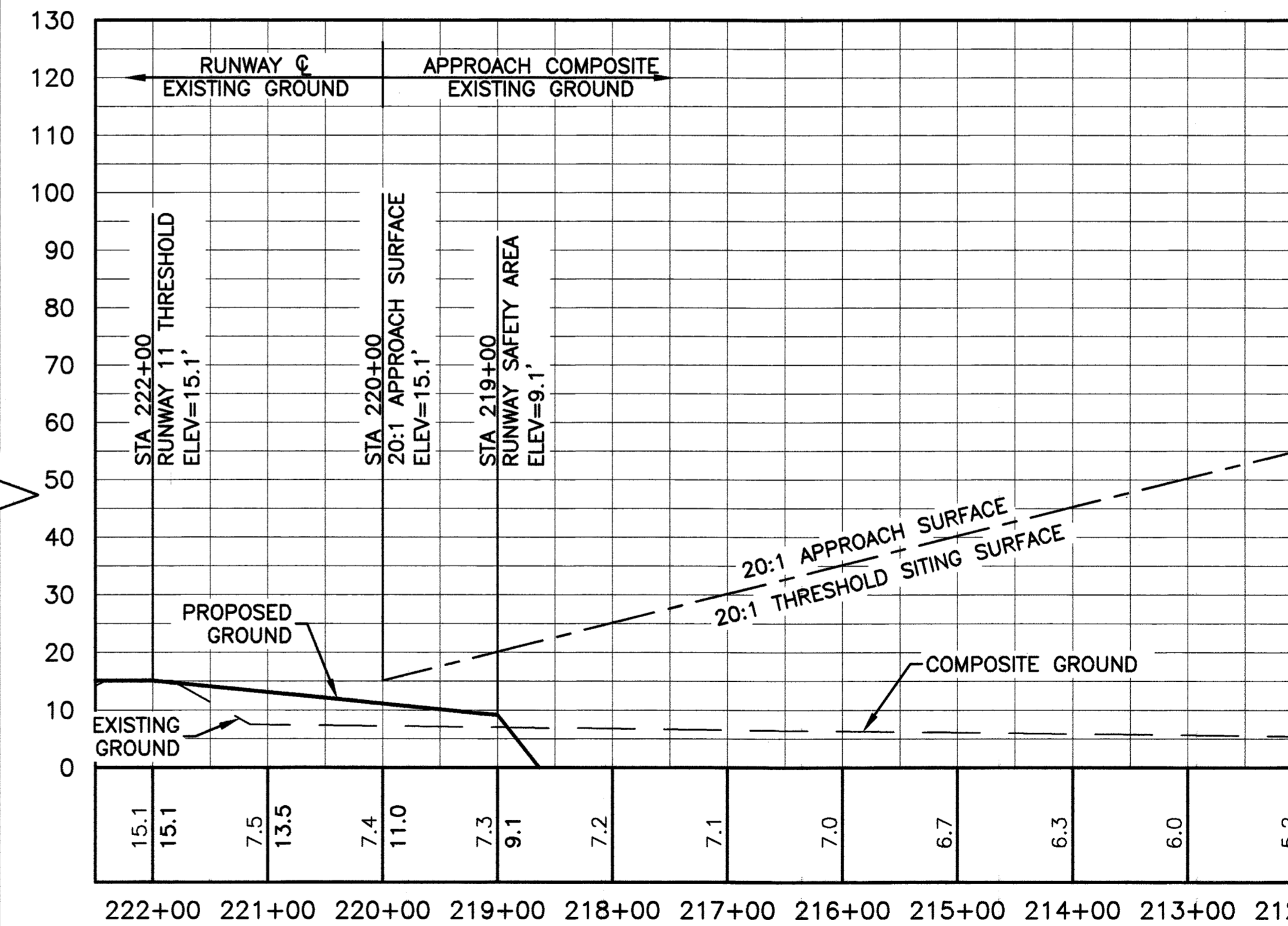
DATE: 6/13/2019
 SHEET: 7 OF 11

Designed By: JLM
 Checked By: RLB
 Checked By: MWH

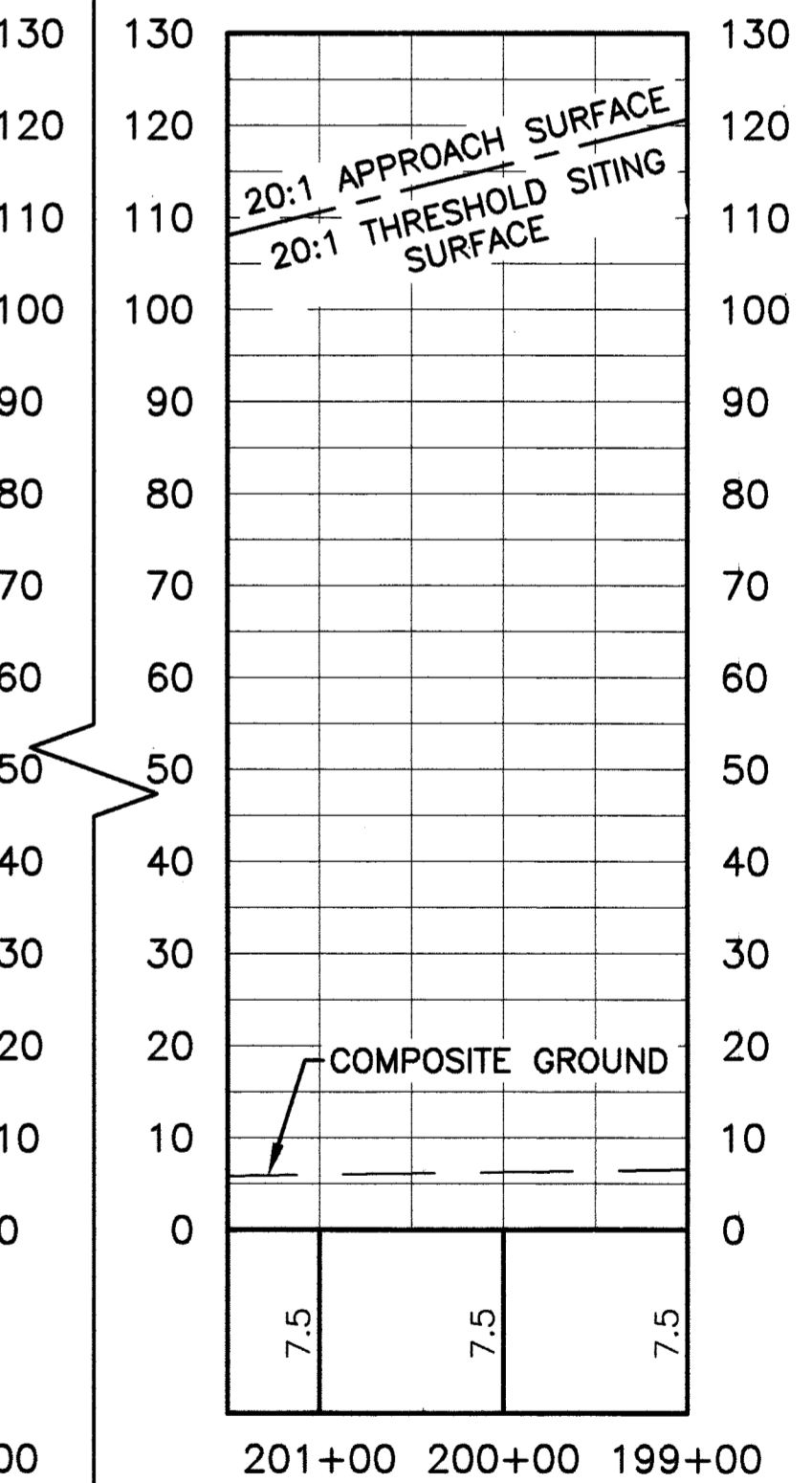
Date Plotted: 16/13/2019 8:04 AM
 Layout Name: U:\Projects\Tuntutuliak Airport\Approach Runway 29 - 11
 File Name: W:\Projects\Tuntutuliak Airport\Layout Plan\Tuntutuliak ALP 2016\Approach Runway 29 - 11.dwg



RUNWAY 29 INNER APPROACH



RUNWAY 11 INNER APPROACH



- NOTES:**
1. ALL ELEVATIONS ARE ESTIMATES BASED ON CURRENT AS-BUILT DRAWINGS AND 2010 RECORD OF SURVEY.
 2. THRESHOLD SITING CRITERIA IS BASED ON AC 150/5300-13 A, TABLE 3-2, LINE 4.
 3. APPROXIMATE COMPOSITE EXISTING GROUND PROFILE FROM USGS-QUAD BAIRD INLET (B-2).
 4. NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
 5. NO APPROACH SURFACE OBJECT PENETRATIONS.

BY	DATE	REVISION

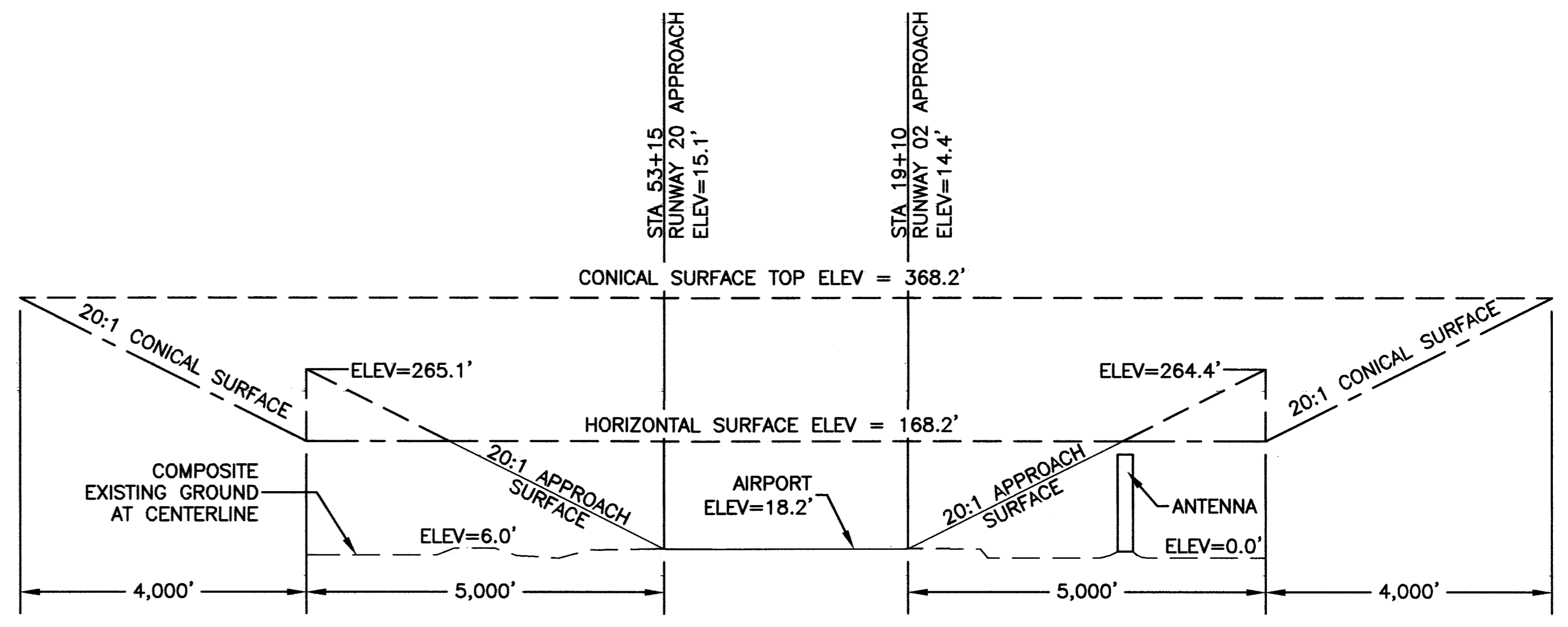
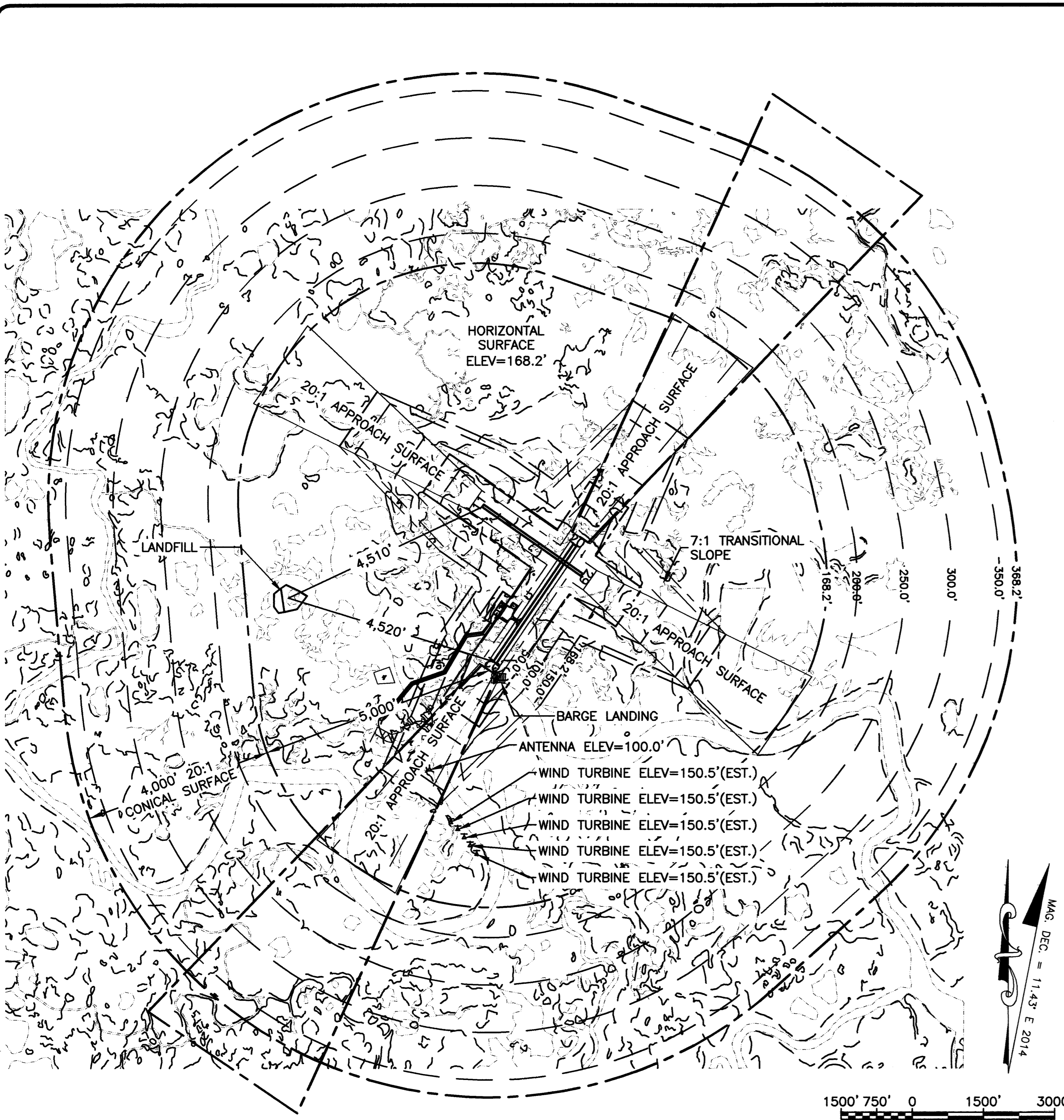
**STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION**

TUNTUTULIAK AIRPORT
 TUNTUTULIAK, ALASKA
 AIRPORT LAYOUT PLAN

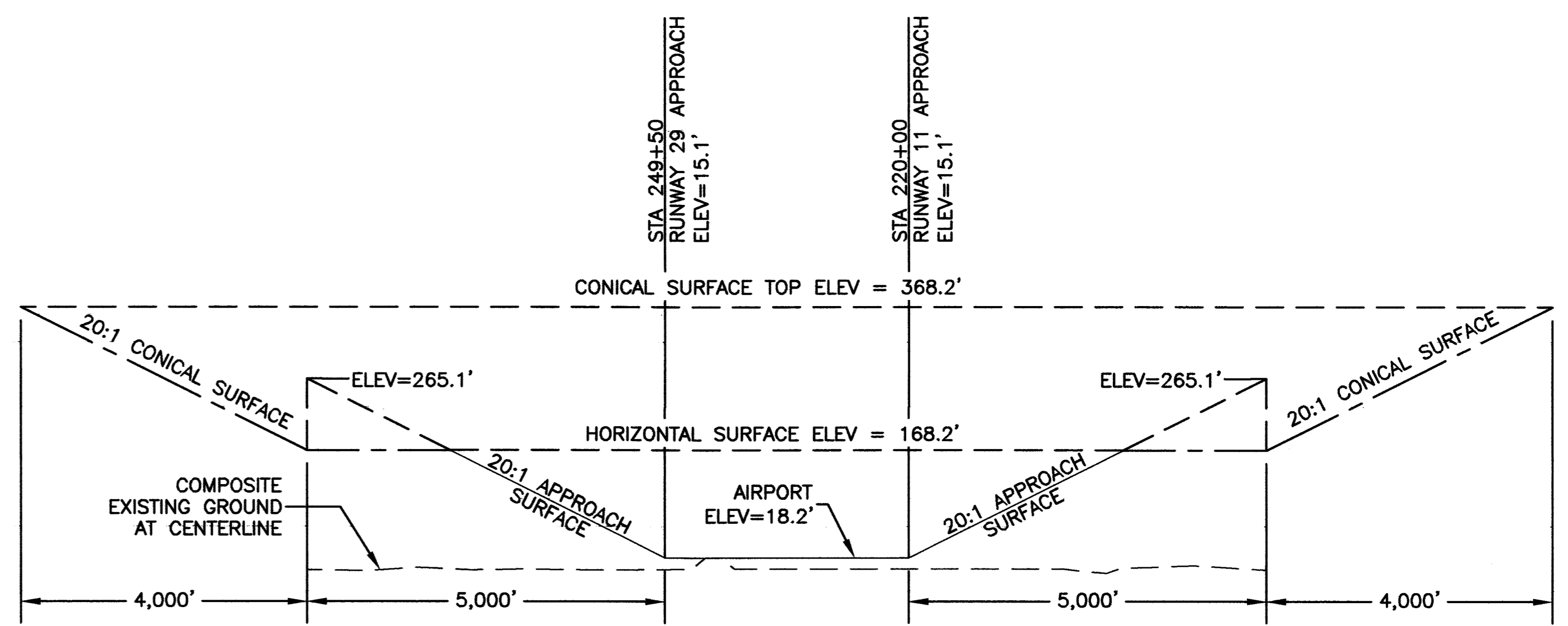
ULTIMATE INNER APPROACH - RUNWAY 29 - 11

DATE:
6/13/2019
SHEET:
8
OF
11

Date Plotted: 6/13/2019, 8:05 AM
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 File Name: W:\Projects\Tuntutuliak\Tuntutuliak_AUP_2018\Airport_Layout_Plan\Tuntutuliak_AUP2017.dwg
 Designed By: JLM
 Drawn By: RJB
 Checked By: MMH



RUNWAY 20 / 02 PROFILE
NTS



RUNWAY 29 / 11 PROFILE
NTS

OBSTRUCTION TABLE (OUTER)								
ID #	DESCRIPTION	STATION/OFFSET	ELEVATION (MSL)	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NO OBSTRUCTIONS							

- NOTES:**
- ALL ELEVATIONS ARE ESTIMATES BASED ON CURRENT AS-BUILT DRAWINGS AND 2010 RECORD OF SURVEY.
 - WIND TURBINES LOCATIONS ARE ESTIMATED.
 - ESTABLISHED AIRPORT ELEVATION IS 18.2'
 - APPROACH SURFACES ARE 20:1 BEGINNING AT 200' FROM THE THRESHOLDS.
 - BASEMAP DATA FROM USGS QUAD, BAIRD INLET (B-2).
 - WIDTH OF PRIMARY SURFACE IS 500'.
 - REFER TO THE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE IN OBSTRUCTIONS.

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

TUNTUTULIAK AIRPORT
 TUNTUTULIAK, ALASKA
 AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE, 14 CFR, PART 77

DATE: 6/13/2019
 SHEET: 10 OF 11

