



U.S. Department
of Transportation

Alaskan Region

222 W. 7th Avenue #14
Anchorage, Alaska
99513-7587

**Federal Aviation
Administration**

May 24, 2011

RECEIVED

MAY 31 2011

CR DESIGN SECTION

Tom Schmid
Design Section
Central Region Department of Transportation
and Public Facilities, State of Alaska
P.O. Box 196900
Anchorage AK 99519

Dear Mr. Schmid:

**Tununak Airport
Tununak, Alaska
Airport Layout Plan Conditional Approval
2010-AAL-194-NRA**

We have completed our review of the Tununak Airport Layout Plan (ALP), and find it acceptable from a planning standpoint.

The conditional approval indicated by my signature is given subject to the condition that the proposed airport development that requires environmental processing shall not be undertaken without prior written environmental approval by the FAA.

This approval considers only the safety, utility, and efficiency of the airport.

This approval does not represent a commitment to provide financial assistance to implement the proposed plan. FAA assistance in any development or its approval for any development will be determined at the time of request, based on the existing regulations, project justification, and eligibility at the time of the request.

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

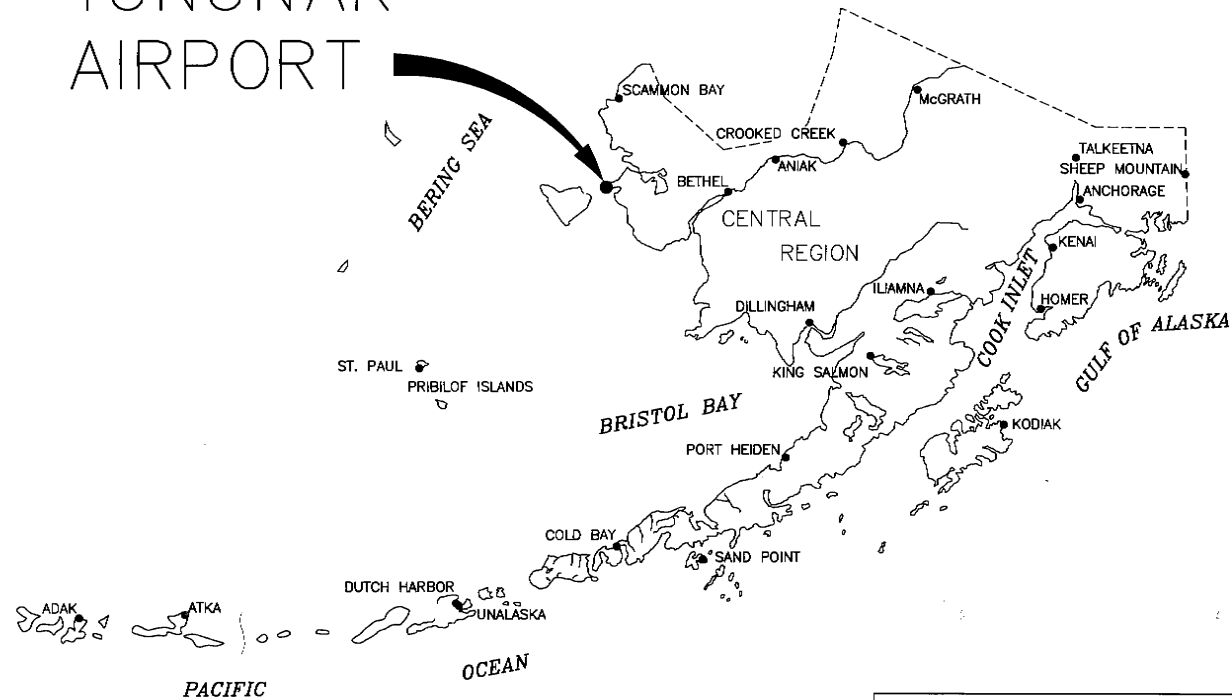
If you have any questions, please contact me at 271-5445.

Sincerely,

Pat Oien, P.E., Airport Planner
Airports Division

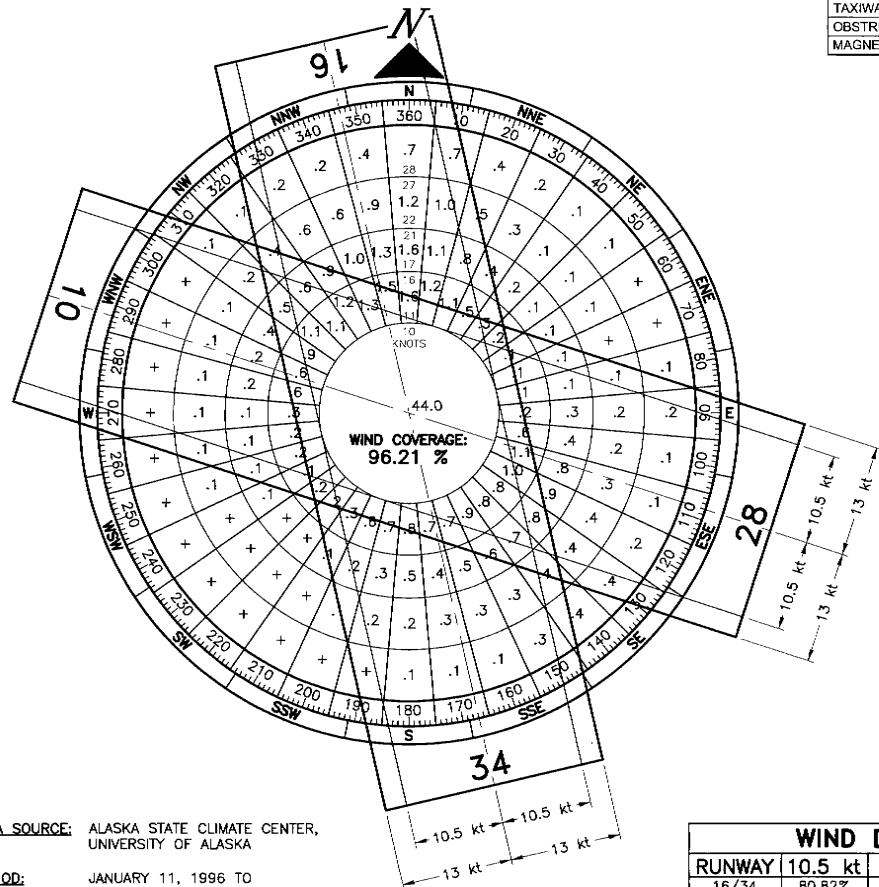
Enclosure: Tununak ALP

TUNUNAK AIRPORT



LOCATION MAP

NOT TO SCALE

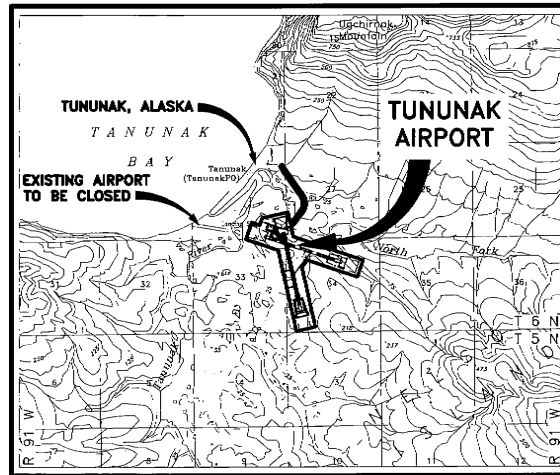


DATA SOURCE: ALASKA STATE CLIMATE CENTER,
UNIVERSITY OF ALASKA

PERIOD: JANUARY 11, 1996 TO
JANUARY 22, 1998

WIND DATA

WIND DATA TABLE				
RUNWAY	10.5 kt	13 kt	16 kt	20 kt
16/34	80.82%	87.63%	-	-
10/28	66.09%	74.04%	-	-
COMBINED	92.64%	96.21%	-	-



VICINITY MAP



T 6 N, R 91 W, SECTIONS 27, 28, 33, 34
SEWARD MERIDIAN
U.S.G.S. NUNIVAK ISLAND (C-1), ALASKA

AIRPORT DATA TABLE

ITEM	EXISTING *	NEAR-TERM	ULTIMATE
ICAO IDENTIFIER		NONE	NONE
NATIONAL AIRPORT IDENTIFIER	4KA	4KA	4KA
FAA SITE NUMBER	50773.*A	50773.*A	50773.*A
AIRPORT ELEVATION	14 MSL	50.0 (NAVD88)	70.2 (NAVD88)
AIRPORT REFERENCE CODE		B-II	B-II
MEAN MAXIMUM TEMPERATURE, HOTTEST MONTH		56°, JULY	56°, JULY
AIRPORT AND TERMINAL NAVAIDS	ROT. BEACON	ROT. BEACON	ROT. BEACON
TAXIWAY LIGHTING / MARKING	M.I./NA	M.I./NA	M.I./NA
OBSTRUCTION SURVEY SOURCE AND TYPE	NONE	NONE	NVG
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE		12°11' E, JUN 2010 - 0°12' (W) / YEAR	

GEOGRAPHIC COORDINATES TABLE

ITEM	NEAR-TERM LATITUDE	NEAR-TERM LONGITUDE	ULTIMATE LATITUDE	ULTIMATE LONGITUDE
ARP	60°34'10.30" N	165°14'46.62" W	60°34'13.42" N	165°14'38.80" W
THRESHOLD RW 16	60°34'26.19" N	165°14'53.57" W	60°34'26.19" N	165°14'53.57" W
THRESHOLD RW 34	60°33'54.42" N	165°14'39.68" W	60°33'47.68" N	165°14'36.73" W
THRESHOLD RW 10			60°34'26.42" N	165°15'10.21" W
THRESHOLD RW 28			60°34'13.38" N	165°13'54.68" W

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		

RUNWAY 16/34 DATA

ITEM	EXISTING * (RUNWAY 8/26)	NEAR-TERM	ULTIMATE
RUNWAY TYPE	UTILITY OR OTHER THAN UTILITY	OTHER THAN UTILITY	OTHER THAN UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)		NPI / NPI	NPI / NPI
APPROACH SURFACES	VISUAL	34:1 / 34:1	34:1 / 34:1
VISIBILITY MINIMUM		1 SM	1 SM
RUNWAY SURFACE	GRAVEL	GRAVEL	GRAVEL
PAVEMENT STRENGTH SW, DW, DTW, DDTW x1000lbs		N/A	N/A
AIRCRAFT APPROACH CATEGORY		B	B
AIRPLANE DESIGN GROUP		II	II
TRUE BEARING		S 12°08'25.65" E	S 12°08'24.39" E
EFFECTIVE GRADE		0.15%	0.23%
TOUCHDOWN ELEVATION	13.7 / 11.4 (MSL)	48.4 / 50.0 (NAVD88)	48.4 / 54.0 (NAVD88)
RUNWAY DIMENSIONS	30' x 1778'	75' x 3300'	75' x 4000'
RUNWAY SAFETY AREA (RSA) DIMENSIONS		150' x 3900'	150' x 4600'
LENGTH BEYOND R/W END		300' / 300'	300' / 300'
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS		500' x 700' x 1000'	500' x 700' x 1000'
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.	M.I.	M.I.
RUNWAY MARKING TYPE	N/A	N/A	N/A
RUNWAY VISUAL APPROACH AIDS		PAPI, REIL	PAPI, REIL

RUNWAY 10/28 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			1 SM
RUNWAY SURFACE			GRAVEL
PAVEMENT STRENGTH SW, DW, DTW, DDTW x1000lbs			N/A
AIRCRAFT APPROACH CATEGORY			B
AIRPLANE DESIGN GROUP			II
TRUE BEARING			S 70°40'45.63" E
EFFECTIVE GRADE			0.77%
TOUCHDOWN ELEVATION (NAVD88)			
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			500' x 700' x 1000'
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.
RUNWAY MARKING TYPE			N/A
RUNWAY VISUAL APPROACH AIDS			PAPI, REIL

* THE EXISTING AIRPORT AND RUNWAY 8/26 WILL BE CLOSED. EXISTING DATA WAS OBTAINED FROM AIRPORT MASTER RECORDS.

DRAWING INDEX

SHT#	TITLE
1	DATA
2	NEAR-TERM LAYOUT
3	ULTIMATE LAYOUT
4	NEAR-TERM INNER PORTION OF RUNWAY 16 APPROACH SURFACE (MAIN)
5	NEAR-TERM INNER PORTION OF RUNWAY 34 APPROACH SURFACE (MAIN)
6	ULTIMATE INNER PORTION OF RUNWAY 16 APPROACH SURFACE (MAIN)
7	ULTIMATE INNER PORTION OF RUNWAY 34 APPROACH SURFACE (MAIN)
8	ULTIMATE INNER PORTION OF RUNWAY 10 APPROACH SURFACE (CROSSWIND)
9	ULTIMATE INNER PORTION OF RUNWAY 28 APPROACH SURFACE (CROSSWIND)
10	AIRPORT AIRSPACE PLAN
11	AIRPORT AIRSPACE PROFILES (MAIN & CROSSWIND)
12	AIRPORT PROPERTY MAP

BY	DATE	REVISION
APPROVED:	DATE: 4/1/11	
KIM RICE, P.E.	PRECONSTRUCTION ENGINEER	
RECOMMENDED:	DATE: 4/1/2011	
HARVEY M. DOUTHITT, P.E.	DESIGN SECTION CHIEF	
AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 2/24/11 FAA AIRSPACE REVIEW NUMBER: 2010 AAL-194 NRA		
DATE: 5/24/11		
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL- 621		

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

TUNUNAK AIRPORT
TUNUNAK, ALASKA
AIRPORT LAYOUT PLAN

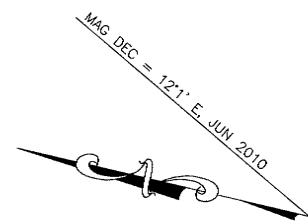
DATA

DATE: 01/27/2011

SHEET: 1

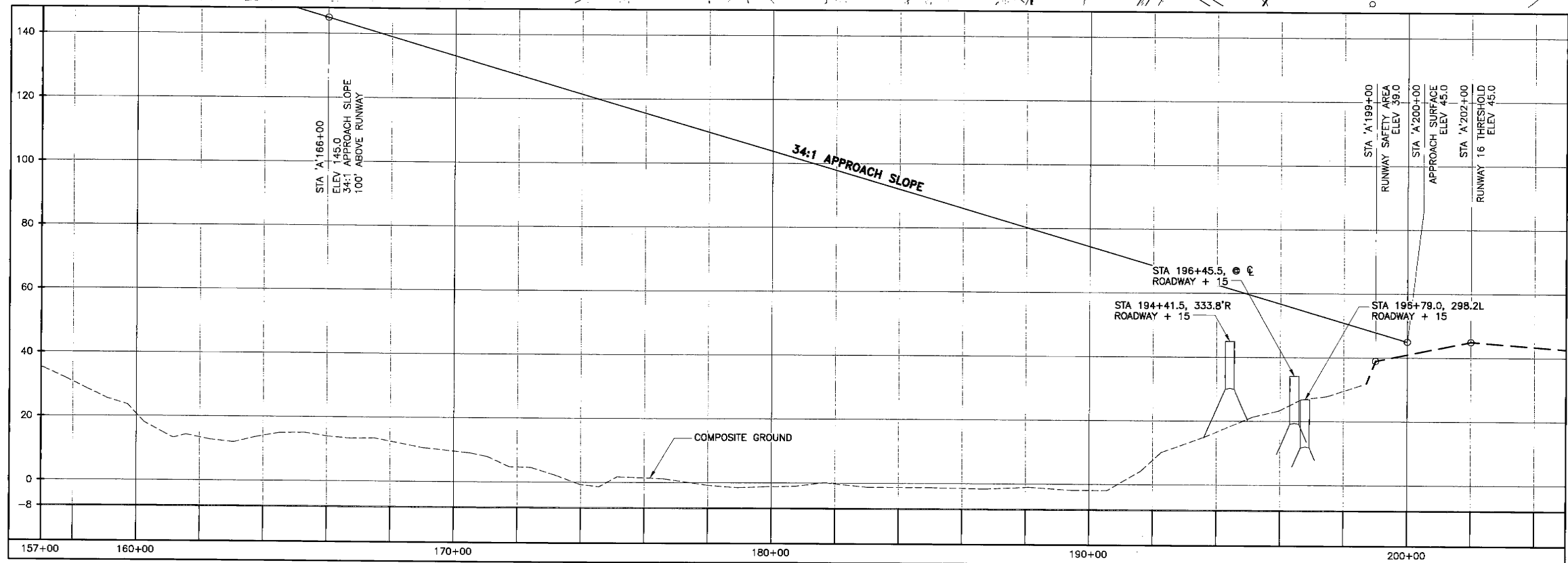
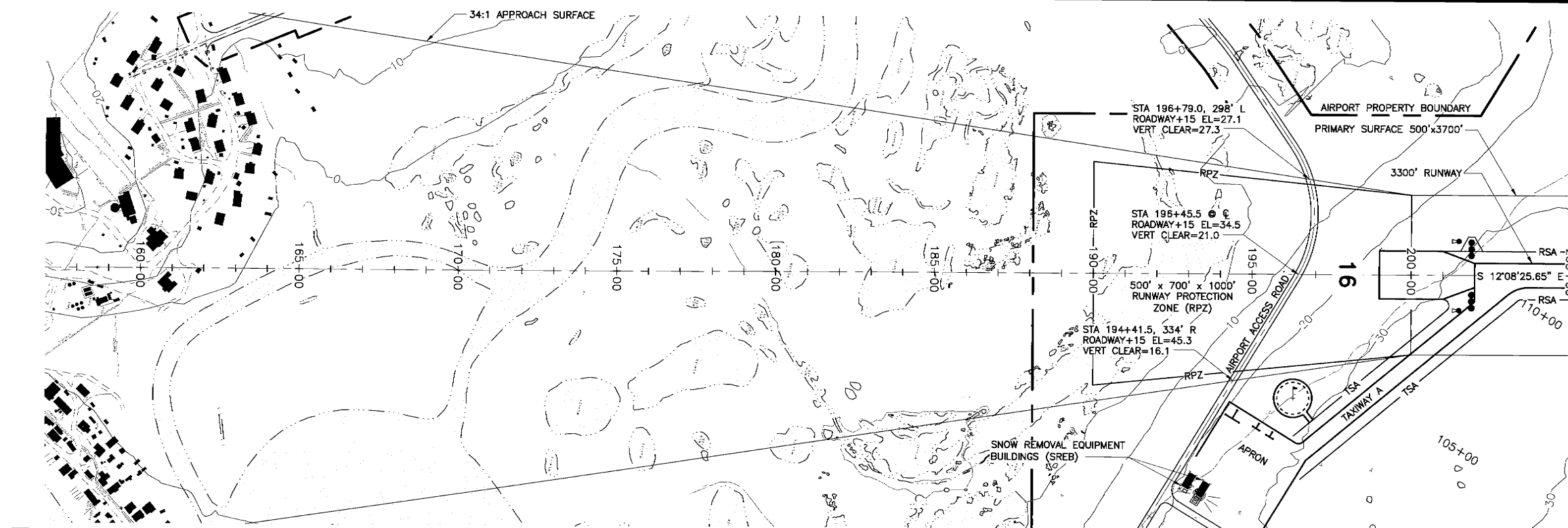
OF 12

Date Plotted: 2/28/2011, 11:01 AM
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 The Name: A16
 Designed By: KAR
 Drawn By: RJP/HPE
 Checked By: RLC



HORIZONTAL TO VERTICAL RATIO = 10:1

- NOTES:
1. THE CONTROLLING OBSTRUCTION FOR RUNWAY 16 IS TERRAIN AT STA 105+15, 1672' LT, ELEVATION 308'. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 36:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT #57.
 2. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 16, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5.



RUNWAY 16

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 16)								
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.

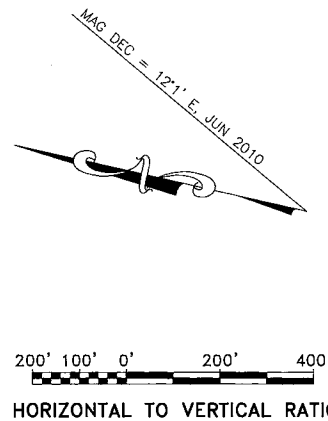
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

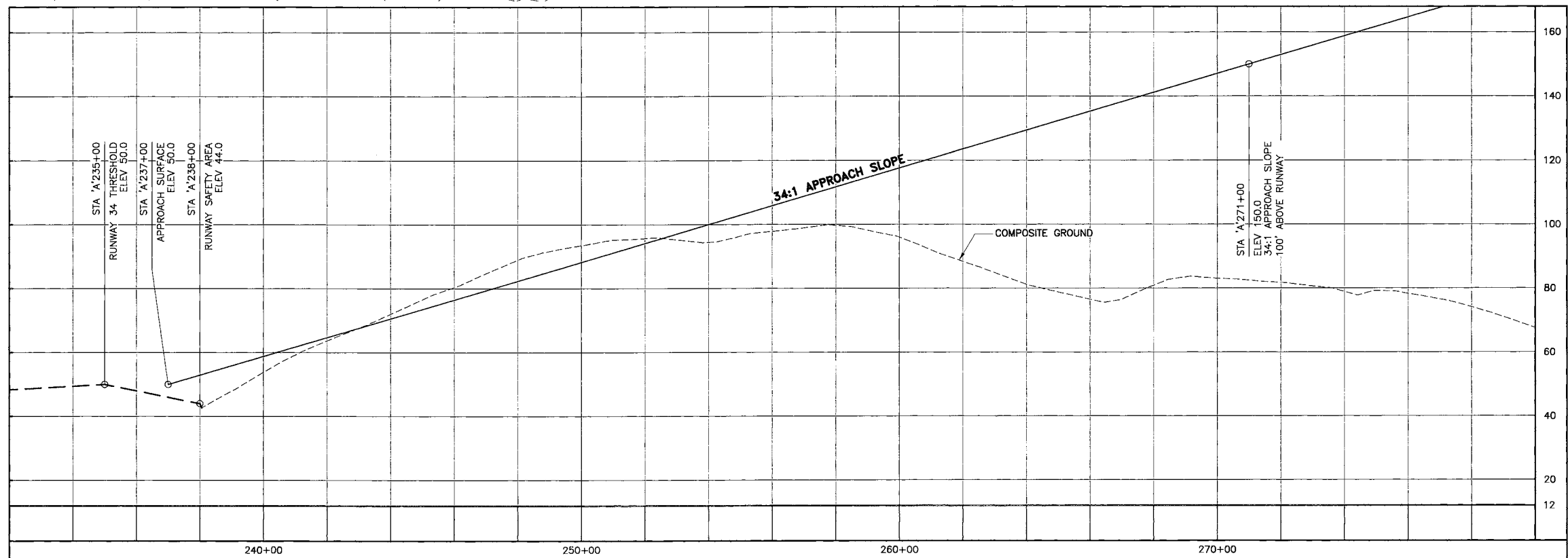
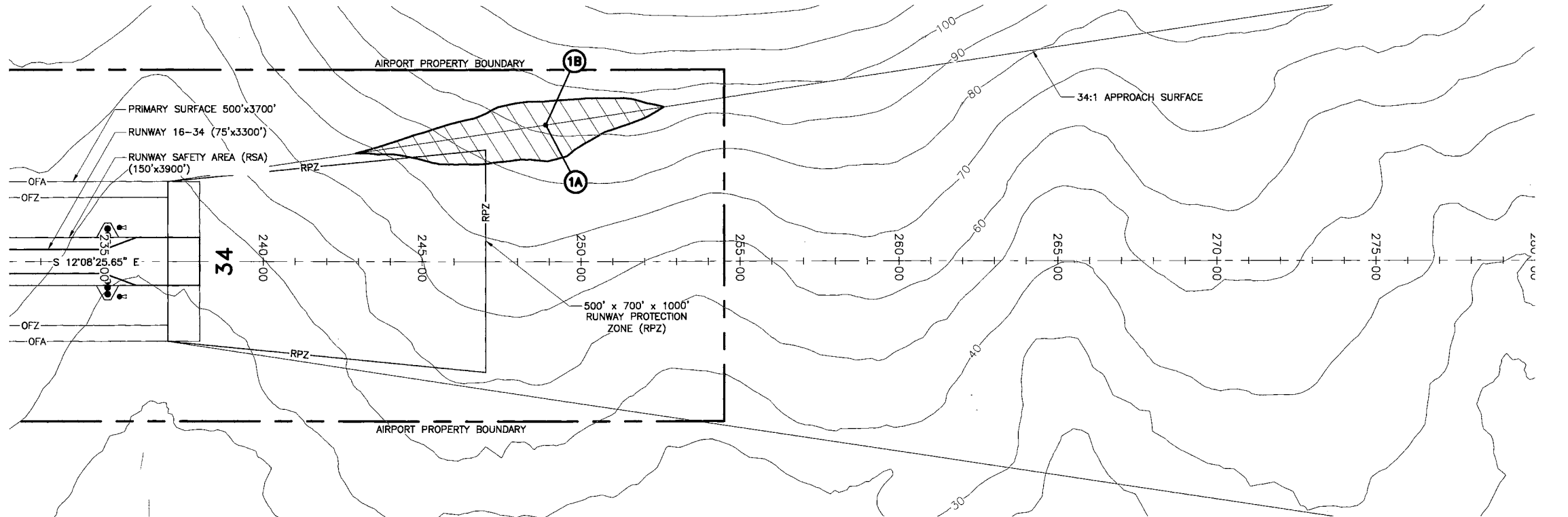
TUNUNAK AIRPORT
TUNUNAK, ALASKA
AIRPORT LAYOUT PLAN
NEAR-TERM INNER PORTION OF RUNWAY 16
APPROACH SURFACE (MAIN)

DATE:
01/27/2011
SHEET:
4
OF
12

Designed By: KAS
Drawn By: RJP-HPF
Checked By: RLC
Date Plotted: 3/28/2011, 11:22 AM
Project Name: ALE (S)
File Name: W:\Projects\Tununak\ALP\ALP_T1.mxd 224201\ALP_Dwg\ALP_151.dwg



- NOTES:
1. TERRAIN PENETRATION OF THE APPROACH SURFACE IS PROPOSED TO BE REMOVED UNDER NEAR-TERM DEVELOPMENT, RESULTING IN A 34:1 OBSTRUCTION CLEARANCE SLOPE. IF TERRAIN IS NOT REMOVED, THE CONTROLLING OBSTRUCTION FOR RUNWAY 34 IS TERRAIN AT STA 248+13, 417' LT, ELEVATION 89.6. THE OBSTRUCTION CLEARANCE SLOPE WOULD BE 28:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT #57.
 2. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 34, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5.



RUNWAY 34

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 34)

ID #	DESCRIPTION	STATION / OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
1A	TERRAIN POINT*	248+39, 420'L	90.4	APPROACH	82.3	8.1	TO BE REMOVED	NEAR-TERM
1B	TERRAIN POINT*	248+39, 420'L	90.4	TRANSITIONAL	82.3	8.1	TO BE REMOVED	NEAR-TERM

NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATION OF THE OUTER APPROACH SURFACES.
* GREATEST PENETRATION IN A LARGE AREA OF TERRAIN PENETRATION. REFER TO HATCHED AREAS ON PLAN.

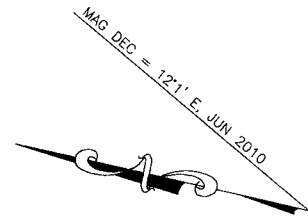
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

TUNUNAK AIRPORT
TUNUNAK, ALASKA
AIRPORT LAYOUT PLAN
NEAR-TERM INNER PORTION OF RUNWAY 34
APPROACH SURFACE (MAIN)

DATE:
01/27/2011
SHEET:
5
OF
12

Designed By: KAR
Drawn By: RJP, HPF
Checked By: RLC
Date Plotted: 12/28/2011, 3:14 PM
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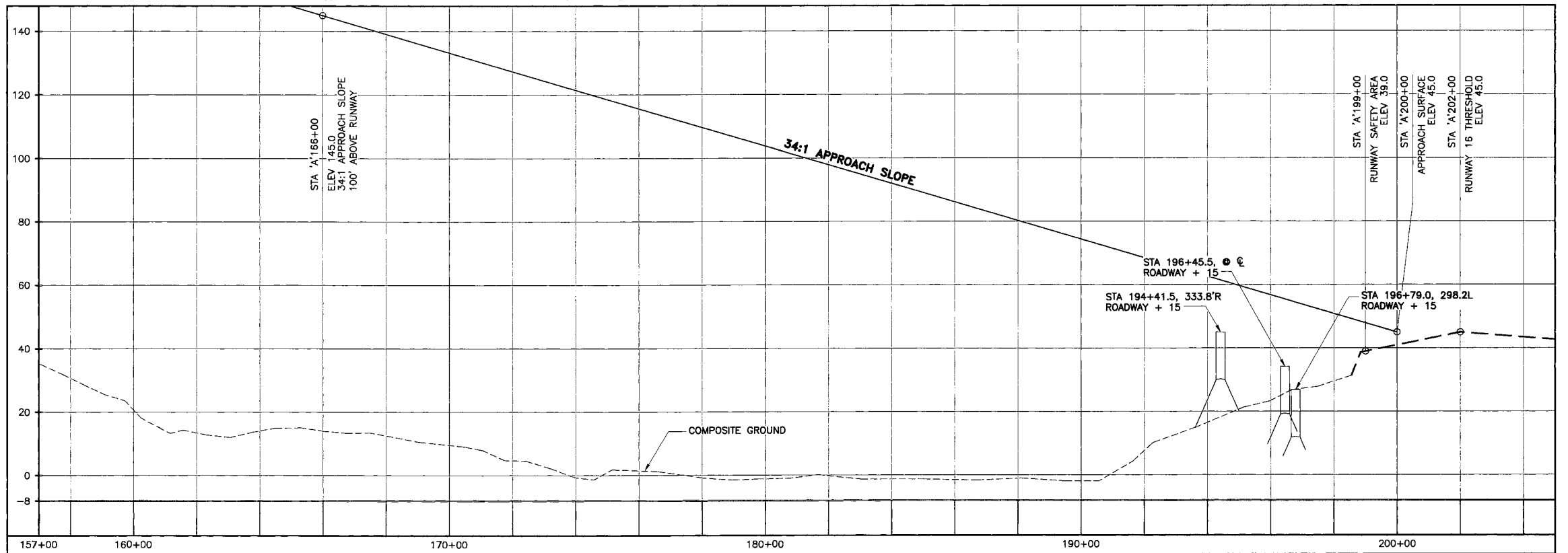
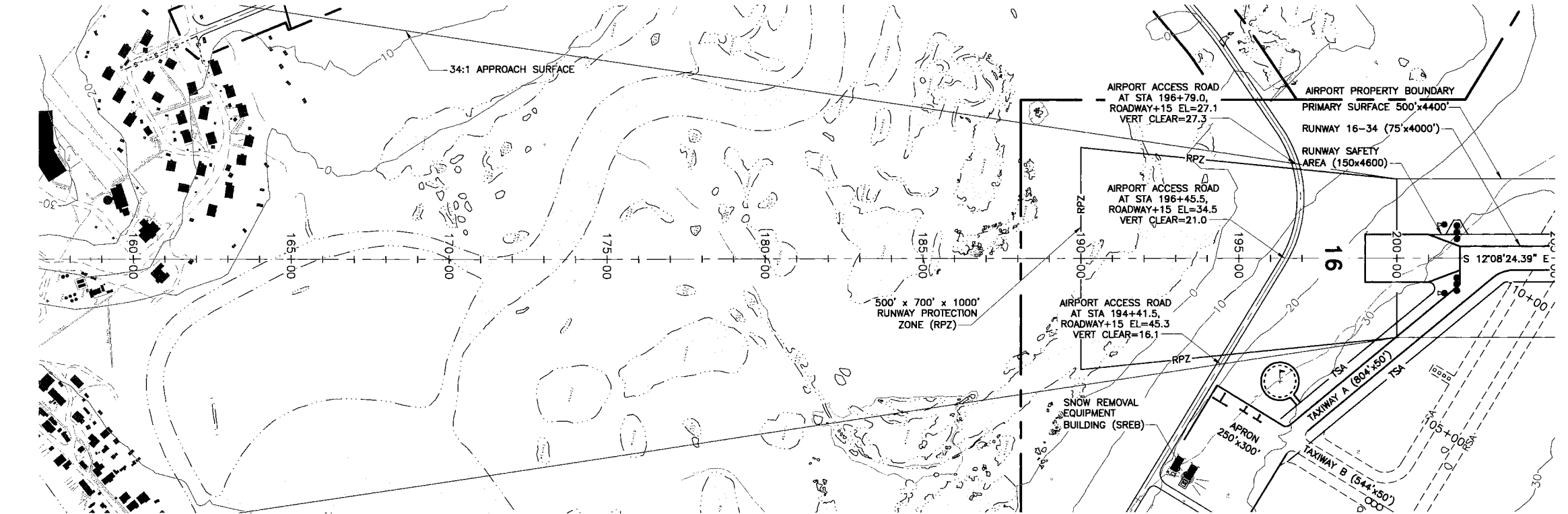


200' 100' 0' 200' 400'

HORIZONTAL TO VERTICAL RATIO = 10:1

NOTES:

1. THE CONTROLLING OBSTRUCTION FOR RUNWAY 16 IS TERRAIN AT STA 105+15, 1672' LT, ELEVATION 308'. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 36:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
2. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 16, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5.



RUNWAY 16

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 16)

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.

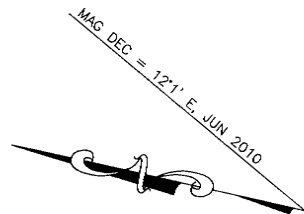
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

TUNUNAK AIRPORT
TUNUNAK, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE INNER PORTION OF RUNWAY 16
APPROACH SURFACE (MAIN)

DATE:
01/27/2011
SHEET:
6
OF
12

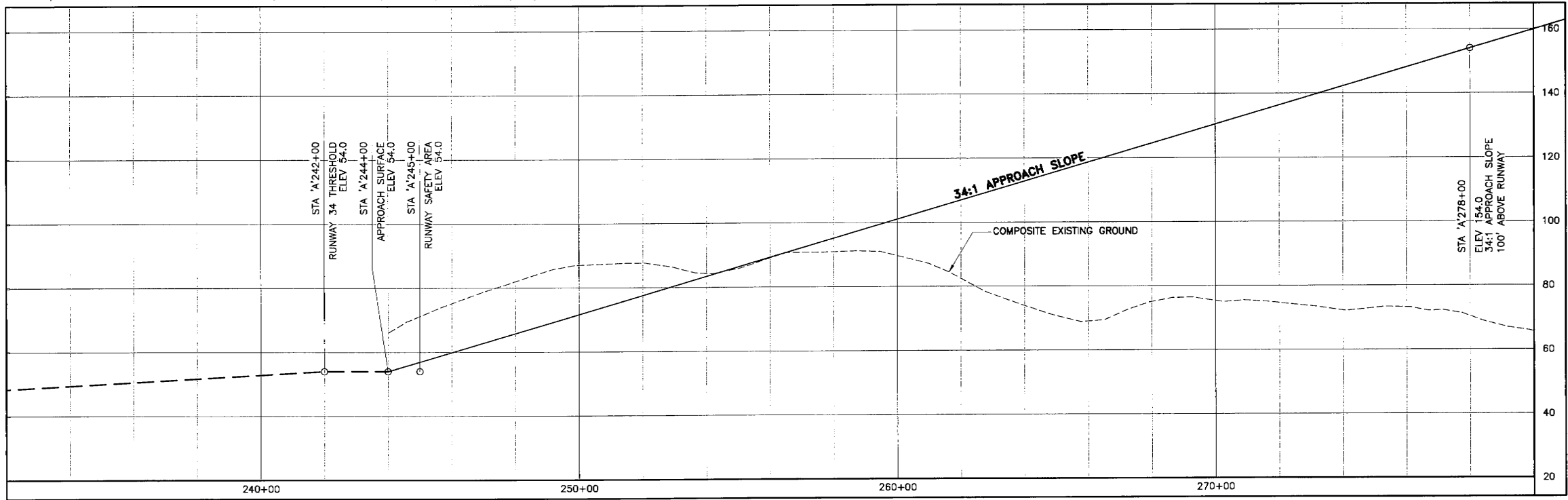
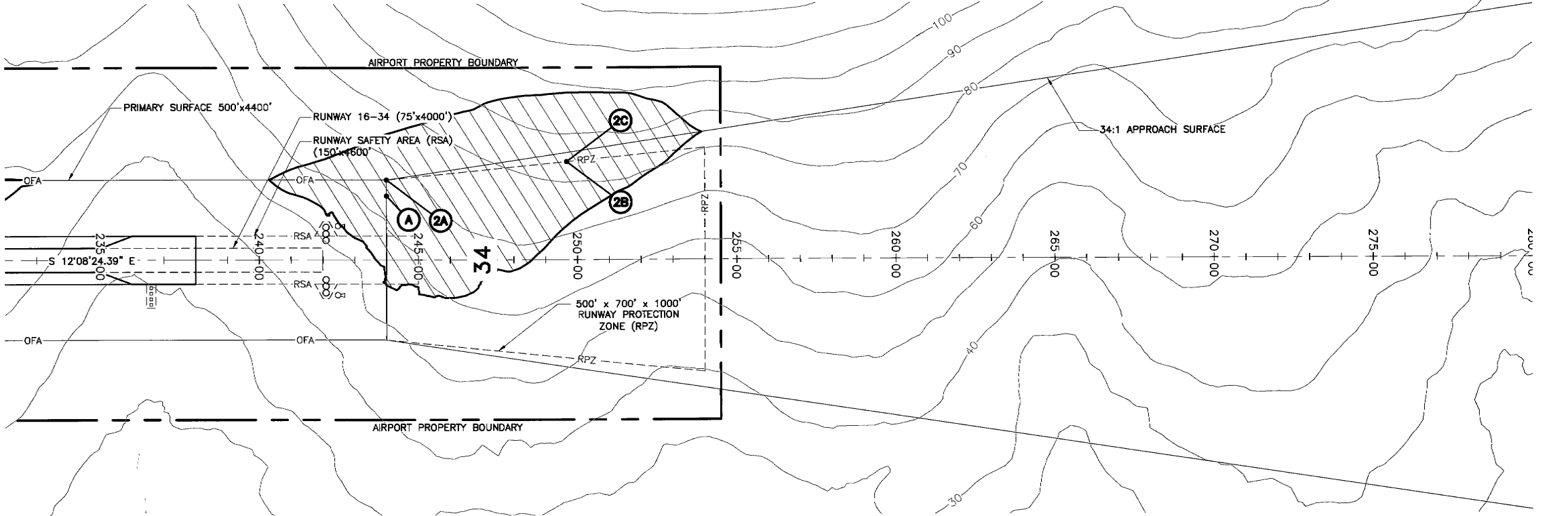
BY	DATE	REVISION

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Designed By: KAM
Drawn By: RAP HPF
Checked By: RLC



HORIZONTAL TO VERTICAL RATIO = 10:1

- NOTES:
1. AFTER REMOVAL OF TERRAIN PENETRATIONS PROPOSED TO BE REMOVED UNDER ULTIMATE DEVELOPMENT, THE CONTROLLING OBSTRUCTION FOR THE RUNWAY 34 IS TERRAIN AT STA 254+50, 407' LT, ELEVATION 84.88'. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 34:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
 2. AFTER REMOVAL OF TERRAIN PENETRATIONS, THERE WILL BE NO OBJECT PENETRATIONS. EXISTING OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 34, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5, ARE SHOWN IN THE THRESHOLD SITING SURFACE PENETRATION TABLE.



RUNWAY 34

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 34)								
ID #	DESCRIPTION	STATION / OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
2A	TERRAIN POINT*	244+00, 250' LT	66.9	PRIMARY	54.0	12.9	TO BE REMOVED	ULTIMATE
2B	TERRAIN POINT*	249+08, 326.3L	86.3	APPROACH	69.5	16.8	TO BE REMOVED	ULTIMATE
2C	TERRAIN POINT*	249+08, 326.3L	86.3	TRANSITIONAL	69.5	16.8	TO BE REMOVED	ULTIMATE

NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATION OF THE OUTER APPROACH SURFACES.
* GREATEST PENETRATION IN A LARGE AREA OF TERRAIN PENETRATION, REFER TO HATCHED AREA ON PLAN.

THRESHOLD SITING SURFACE PENETRATION TABLE							
ID #	DESCRIPTION	STATION / OFFSET	ELEVATION	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
A	TERRAIN	244+00/200' LT	65'	54'	9'	TO BE REMOVED	ULTIMATE

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

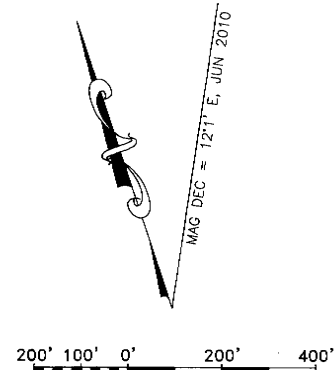
TUNUNAK AIRPORT
TUNUNAK, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE INNER PORTION OF RUNWAY 34
APPROACH SURFACE (MAIN)

DATE:
01/27/2011

SHEET:
7 OF

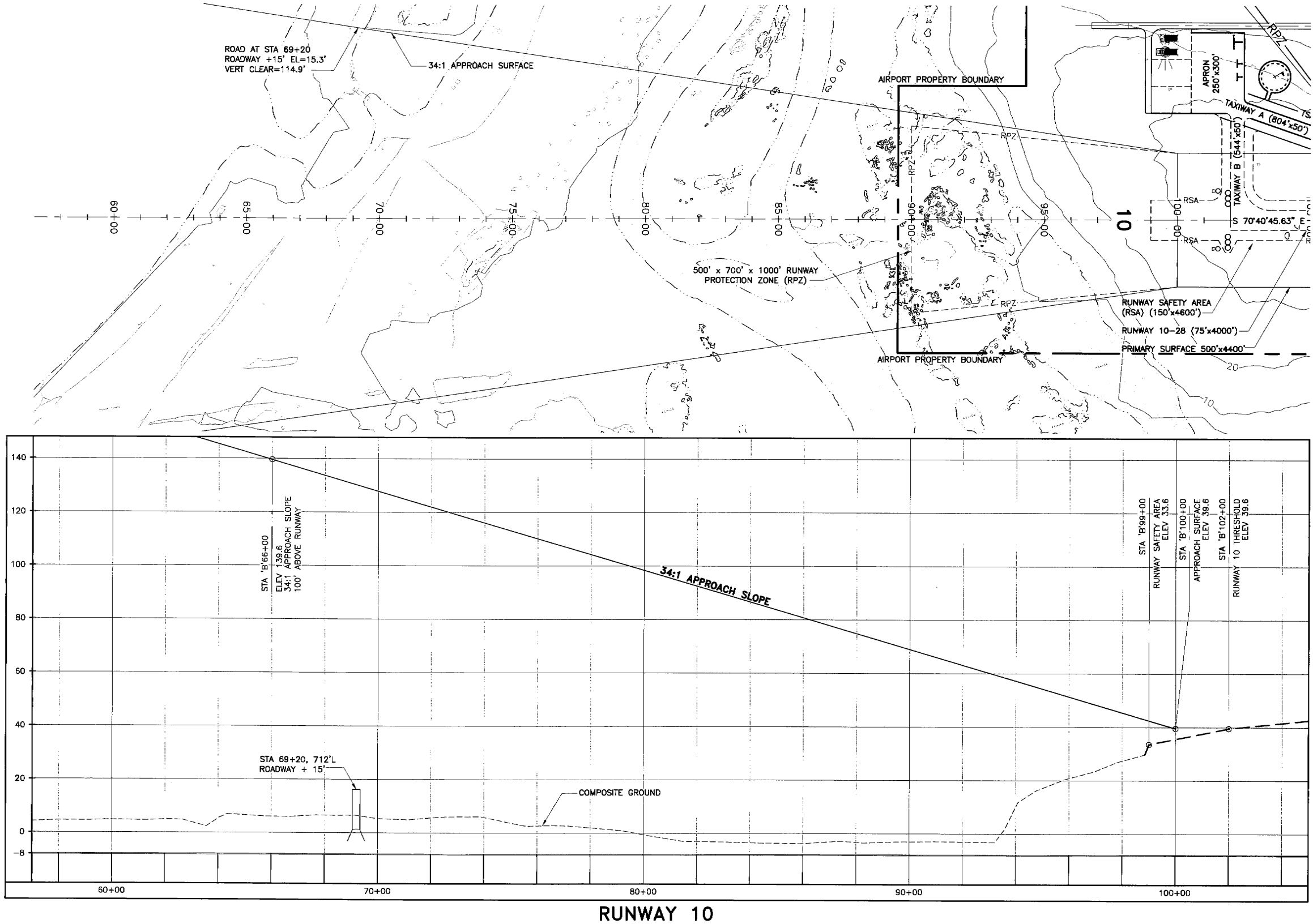
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Date Plotted: 12/28/2011 3:27 PM
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Designed By: KAR
Drawn By: RJP/HFP
Checked By: RLC



HORIZONTAL TO VERTICAL RATIO = 10:1

- NOTES:**
1. THERE ARE NO OBSTRUCTIONS IN THE APPROACH TO RUNWAY 10, THEREFORE THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT #57.
 2. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 10, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5.



PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 10)								
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.

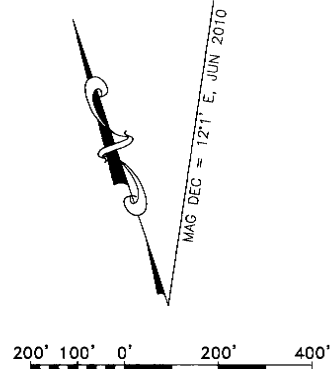
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

TUNUNAK AIRPORT
TUNUNAK, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE INNER PORTION OF RUNWAY 10
APPROACH SURFACE (CROSSWIND)

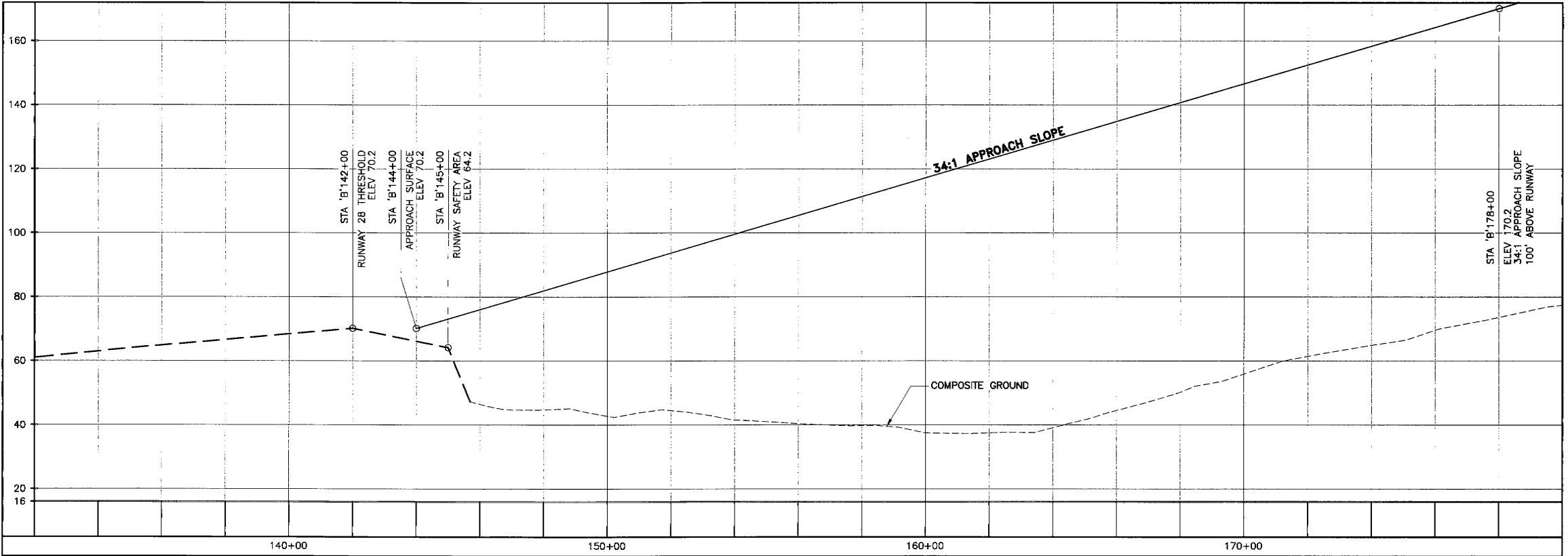
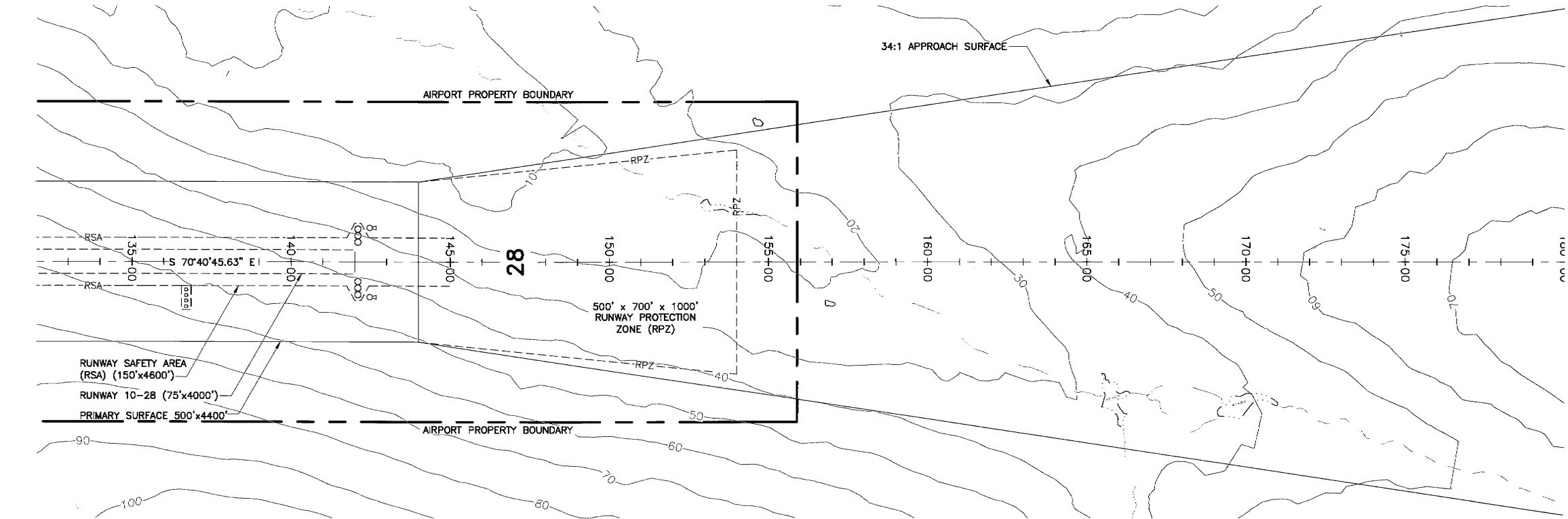
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6/27/2011
SHEET:
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OF
12

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 Designed By: KAR
 Drawn By: RJP/HFF
 Checked By: RJC



HORIZONTAL TO VERTICAL RATIO = 10:1

- NOTES:**
1. THE CONTROLLING OBSTRUCTION FOR RUNWAY 28 IS TERRAIN AT STA 244+00, 1750' RT, ELEVATION 800'. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 30:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT #57.
 2. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 28, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5.



RUNWAY 28

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 28)							
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.

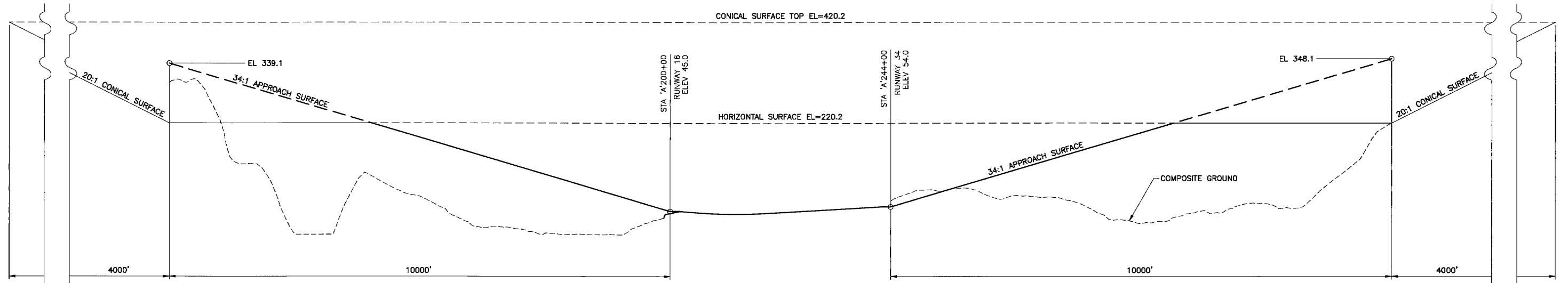
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

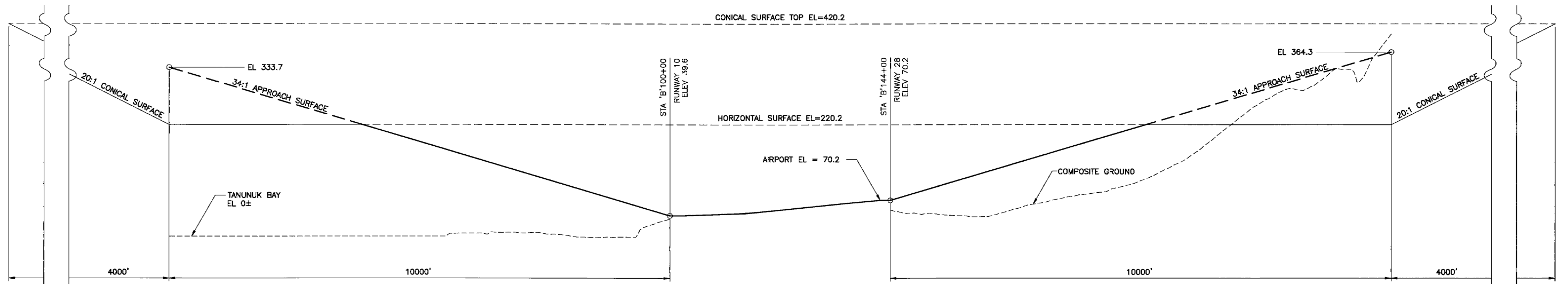
TUNUNAK AIRPORT
TUNUNAK, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE INNER PORTION OF RUNWAY 28
APPROACH SURFACE (CROSSWIND)

DATE:
01/27/2011
SHEET:
9
OF
12

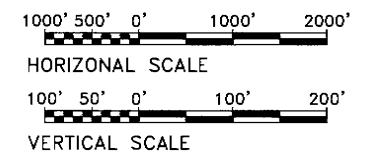
Date Plotted: 3/28/2011 4:30 PM
Layout Name: ALP (1)
File Name: W:\Projects\Tununak\ALP\ALP Final 2242011\ALP Dwg\ALP (1).dwg
Designed By: KAR
Drawn By: RJP/HFF
Checked By: RIC



RUNWAY 16-34 AIRSPACE PROFILE



RUNWAY 10-28 AIRSPACE PROFILE



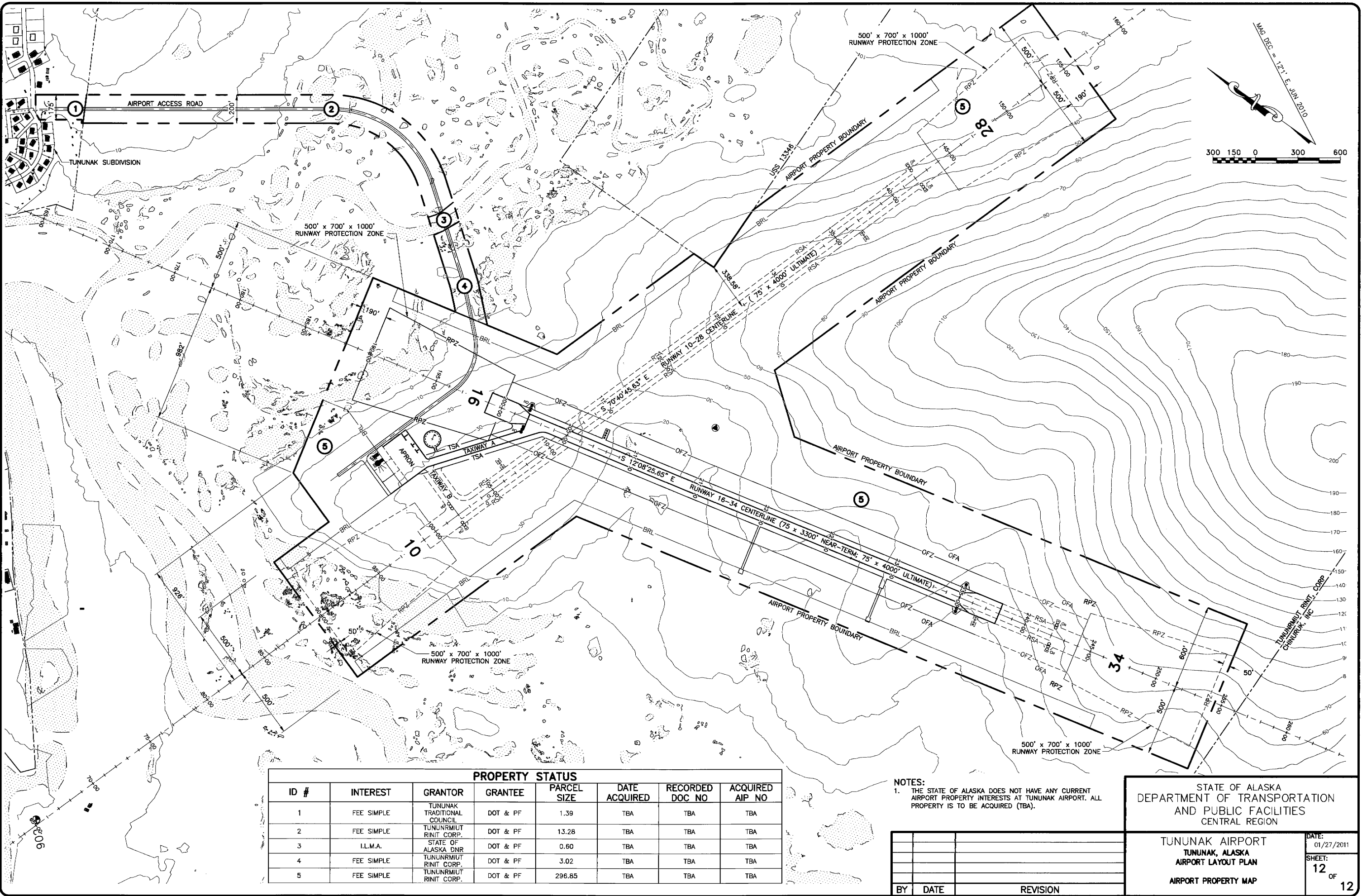
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

TUNUNAK AIRPORT
TUNUNAK, ALASKA
AIRPORT LAYOUT PLAN
AIRSPACE PROFILES
(MAIN & CROSSWIND)

DATE:
01/27/2011
SHEET:
11
OF
12

BY	DATE	REVISION

Date Plotted: 2/28/2011 4:43 PM
 Layout Name: ALP (12)
 File Name: W:\Projects\Tununak\ALP\ALP Final 2242011\ALP Dwg ALP (12).dwg
 Designed By: KAR
 Drawn By: RJP/HF
 Checked By: RLC



PROPERTY STATUS							
ID #	INTEREST	GRANTOR	GRANTEE	PARCEL SIZE	DATE ACQUIRED	RECORDED DOC NO	ACQUIRED AIP NO
1	FEE SIMPLE	TUNUNAK TRADITIONAL COUNCIL	DOT & PF	1.39	TBA	TBA	TBA
2	FEE SIMPLE	TUNUNMIUT RINIT CORP.	DOT & PF	13.28	TBA	TBA	TBA
3	I.L.M.A.	STATE OF ALASKA DNR	DOT & PF	0.60	TBA	TBA	TBA
4	FEE SIMPLE	TUNUNMIUT RINIT CORP.	DOT & PF	3.02	TBA	TBA	TBA
5	FEE SIMPLE	TUNUNMIUT RINIT CORP.	DOT & PF	296.85	TBA	TBA	TBA

NOTES:
 1. THE STATE OF ALASKA DOES NOT HAVE ANY CURRENT AIRPORT PROPERTY INTERESTS AT TUNUNAK AIRPORT. ALL PROPERTY IS TO BE ACQUIRED (TBA).

BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

TUNUNAK AIRPORT
 TUNUNAK, ALASKA
 AIRPORT LAYOUT PLAN
 AIRPORT PROPERTY MAP

DATE:
 01/27/2011
 SHEET:
 12
 OF
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