



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

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

Designed By: TANDERZEN
 Drawn By: TOBERAY
 Checked By: TANDERZEN



**ALASKA CENTRAL REGION
 LOCATION MAP**
 NOT TO SCALE



PACIFIC OCEAN
 (KUSKOKWIM BAY)



T 5 S, R 74 W, SEC. 10
 SEWARD MERIDIAN
 U.S.G.S. GOODNEWS BAY (D-8 SW, C-8 NW) 2017, ALASKA

QUINHAGAK AIRPORT AIRPORT LAYOUT PLAN

QUINHAGAK, ALASKA

LEGEND		
ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (A.R.P.)		
ANTENNA		
APPROACH SURFACE		
BUILDINGS		
BUILDING RESTRICTION LINE		
DEPARTURE SURFACE		
EASEMENT		
FAA WEATHER STATION		
FENCE		
PAPI		
PROPERTY LINE		
REIL		
ROADWAYS		
GRAVEL RUNWAY EDGE		
ROTATING BEACON		
RUNWAY OBJECT FREE AREA		
RUNWAY OBSTACLE FREE ZONE		
RUNWAY PROTECTION ZONE		
RUNWAY SAFETY AREA		
RUNWAY VISIBILITY ZONE		
SEGMENTED CIRCLE		
SURVEY MONUMENT		
THRESHOLD MARKERS/LIGHTS		
THRESHOLD SITING SURFACE		
TIE-DOWN		
TOPOGRAPHIC CONTOURS		
TRAIL		
TREELINE		
UTILITY POLE		
WATER BODY		
WIND CONE		
WIND TURBINE		

DRAWING INDEX	
SHEET NUMBER	SHEET TITLE
1	COVER
2	AIRPORT DATA
3	WIND ROSE
4	EXISTING LAYOUT
5	ULTIMATE LAYOUT
6	EXISTING INNER APPROACH SURFACES RUNWAY 30
7	EXISTING INNER APPROACH SURFACES RUNWAY 12
8	ULTIMATE INNER APPROACH SURFACES RUNWAY 31
9	ULTIMATE INNER APPROACH SURFACE RUNWAY 13
10	AIRPORT AIRSPACE (FAR PART 77)
11	PROPERTY MAP
12	LAND USE



BY	DATE	REVISION

DocuSigned by:
Darren Cleveland
 7730AE3590884A1...
 DATE: 11/15/2022

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO
 ALP APPROVAL LETTER DATED 12/15/22
 FAA AIRSPACE REVIEW NUMBER: 2022-AAL-277-NRA
 JONATHAN LINQUIST Digitally signed by JONATHAN LINQUIST
 Date: 2022.12.15 08:58:54 -0900
 FAA, AIRPORTS DIVISION ALASKAN REGION

NATIVE VILLAGE OF KWINHAGAK

QUINHAGAK AIRPORT
 QUINHAGAK, ALASKA
 AIRPORT LAYOUT PLAN

COVER

DATE: 11/09/2022
 SHEET: 1 OF 12

Date Plotted: 11/09/2022 6:51 AM
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 Checked By: TANDERZEN
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 File Name: H:\Jobs\20-025 Quinhagak ALP Update (00168)\CAD\Drawings\ALP-AQH-Data Tab.rvt.dwg

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, CHANGING 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	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
1	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

RUNWAY DATA		
ITEM	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-II
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	75x4,000	75x4,000
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	1,000x250x450	1,000x500x700
RUNWAY 30 RPZ	1,000x250x450	1,000x500x700
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

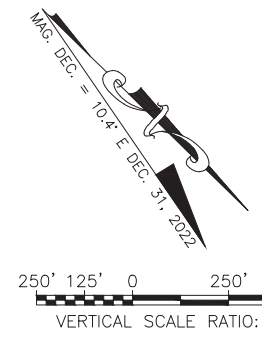
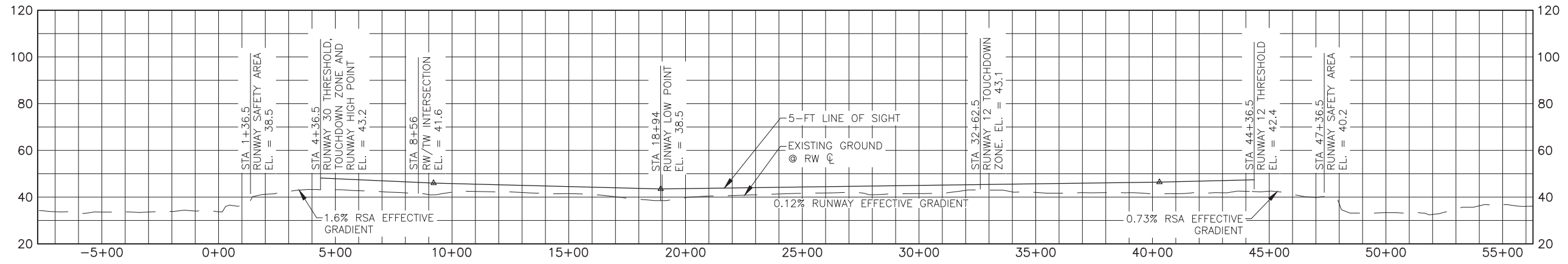
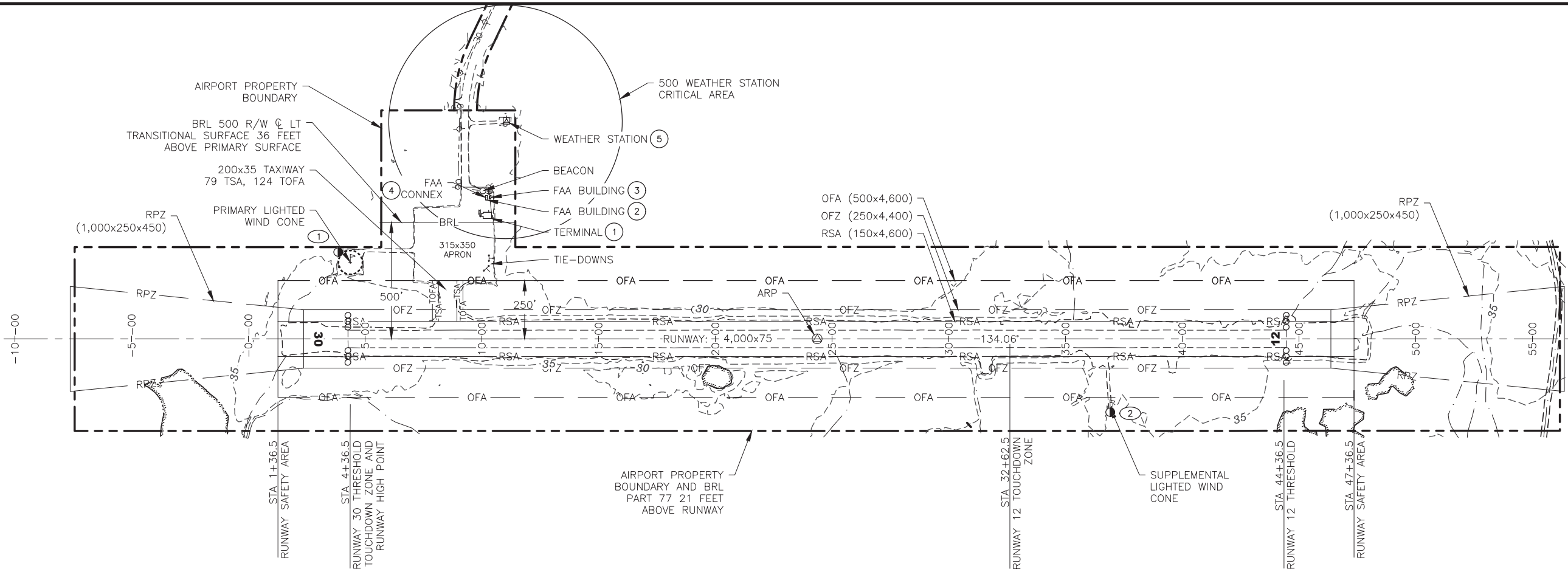
* AC 150/5300-13B TABLE 3-2, SURFACE 4; AND TABLE 3-3 SURFACE 5 AND SURFACE 6

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).
- TOPOGRAPHIC SURVEY WAS PERFORMED BY HDL ENGINEERING CONSULTANTS, LLC. (HDL), FROM OCTOBER 06 THROUGH OCTOBER 19, 2020.
- AIRPORT CONTROL POSITIONS SHOWN HEREIN ARE BASED ON SURVEY PERFORMED BY HDL ENGINEERING CONSULTANTS, LLC IN OCTOBER 2020.

<p align="center">NATIVE VILLAGE OF KWINHAGAK</p> <p align="center">QUINHAGAK AIRPORT QUINHAGAK, ALASKA AIRPORT LAYOUT PLAN</p> <p align="center">AIRPORT DATA</p>		DATE: 11/09/2022
		SHEET: 2 OF 12
BY	DATE	REVISION

Date Plotted: 11/09/2022 6:52 AM
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 Designed By: TANDERZEN
 Drawn By: TANDERZEN
 Checked By: TANDERZEN



BUILDING DATA				
ID	DESCRIPTION	STATION AND OFFSET	TOP ELEVATION (NAVD88)	OBSTRUCTION MARKING
1	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:**
- SEE INNER APPROACH SHEETS FOR THRESHOLD SITING AND APPROACH SURFACES.
 - NO 5-FOOT LINE OF SIGHT OBSTRUCTIONS.
 - NO OFA OR OFZ PENETRATIONS.
 - TOPOGRAPHIC SURVEY WAS PERFORMED BY HDL ENGINEERING CONSULTANTS, LLC. (HDL), FROM OCTOBER 06 THROUGH OCTOBER 19, 2020.
 - SEE SHEET 2 FOR AIRPORT CONTROL STATION INFORMATION.
 - SEE SHEET 11 FOR AIRPORT CONTROL STATION POINT 3 LOCATION.

BY	DATE	REVISION

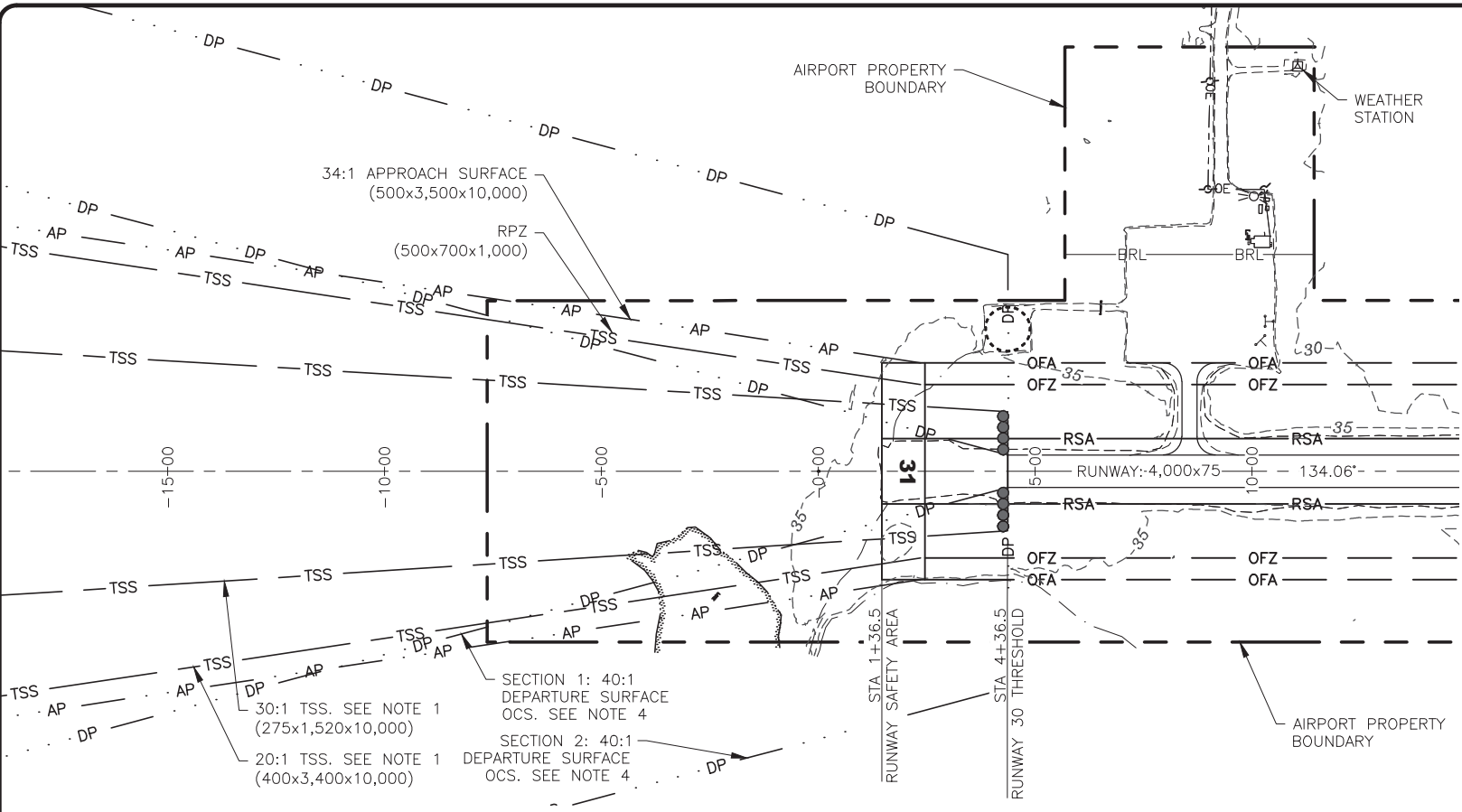
NATIVE VILLAGE OF KWINHAGAK

QUINHAGAK AIRPORT
 QUINHAGAK, ALASKA
 AIRPORT LAYOUT PLAN

EXISTING LAYOUT

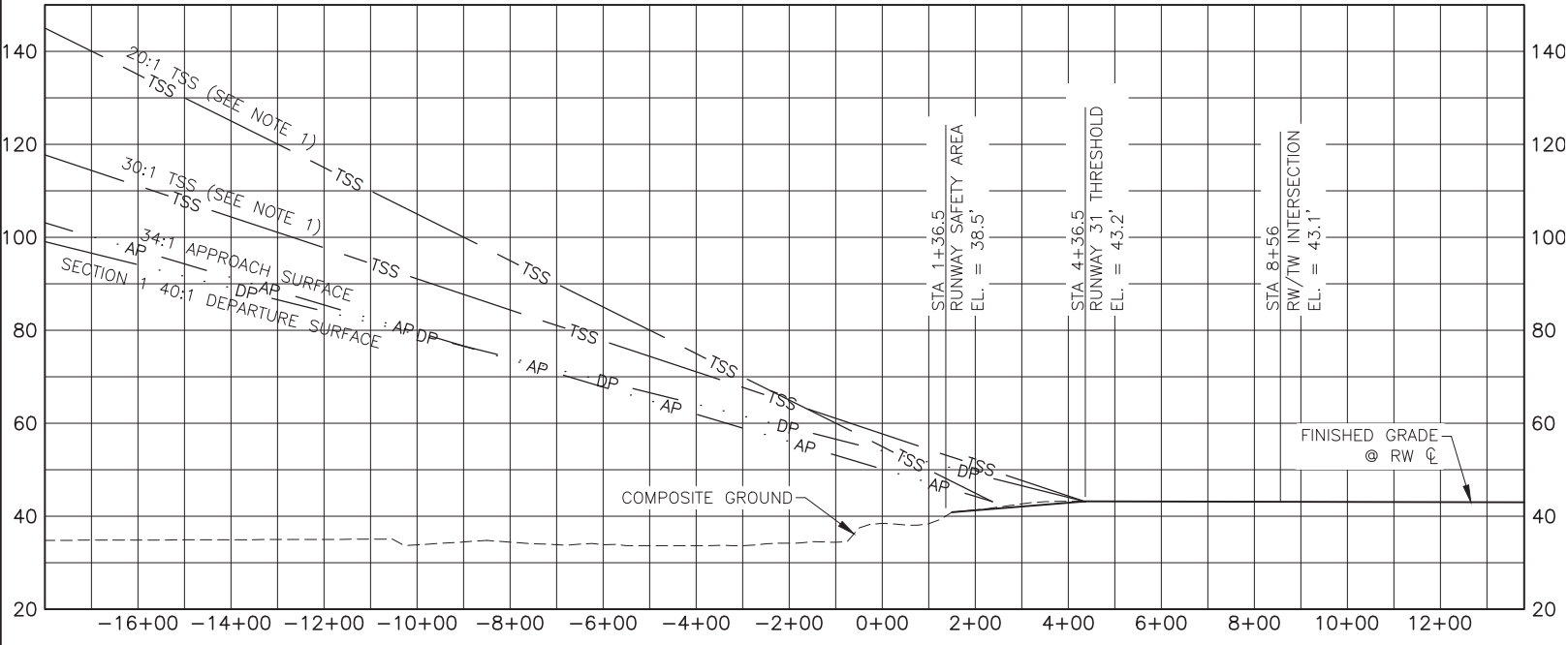
DATE: 11/09/2022
 SHEET: 4 OF 12

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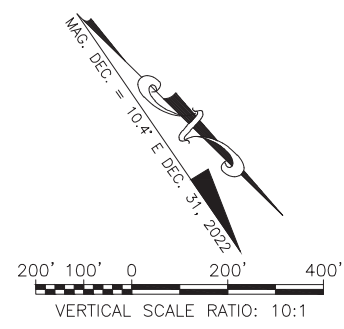


TSS OBSTRUCTION TABLE (INNER PORTION RUNWAY 31)										
ID	DESCRIPTION	STATION AND OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
NO OBSTRUCTIONS										

ULTIMATE INNER APPROACH OBSTRUCTION TABLE (INNER PORTION RUNWAY 31)										
ID	DESCRIPTION	STATION AND OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
NO OBSTRUCTIONS										



- NOTES:**
- AAC 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.
 - REFER TO THE AIRPORT AIRSPACE DRAWING FOR OUTER APPROACH SURFACE PENETRATIONS.
 - NO INNER APPROACH OR TSS PENETRATIONS.
 - DEPARTURE SURFACE DIMENSIONS ARE PER AC 150/5300-13B.



BY	DATE	REVISION

NATIVE VILLAGE OF KWINHAGAK

QUINHAGAK AIRPORT
 QUINHAGAK, ALASKA
 AIRPORT LAYOUT PLAN

ULTIMATE INNER APPROACH SURFACES
 RUNWAY 31

DATE: 11/09/2022
 SHEET: 8 OF 12

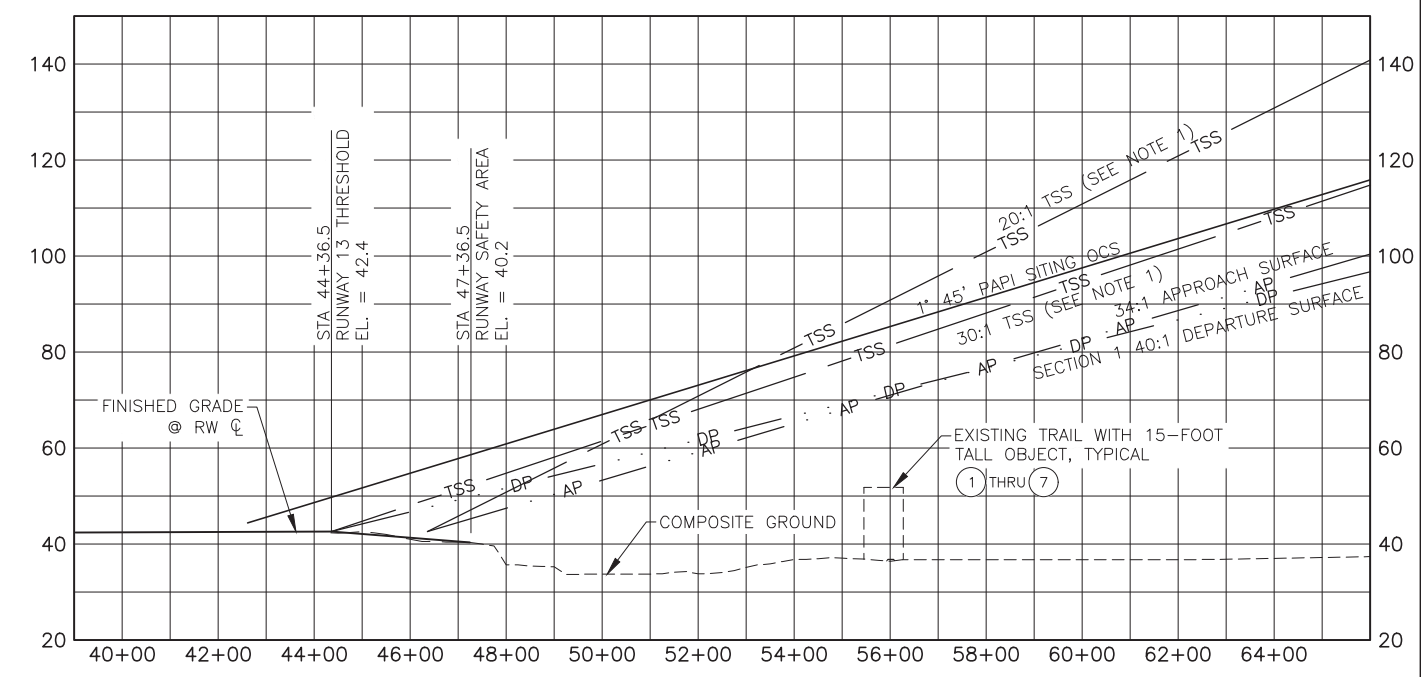
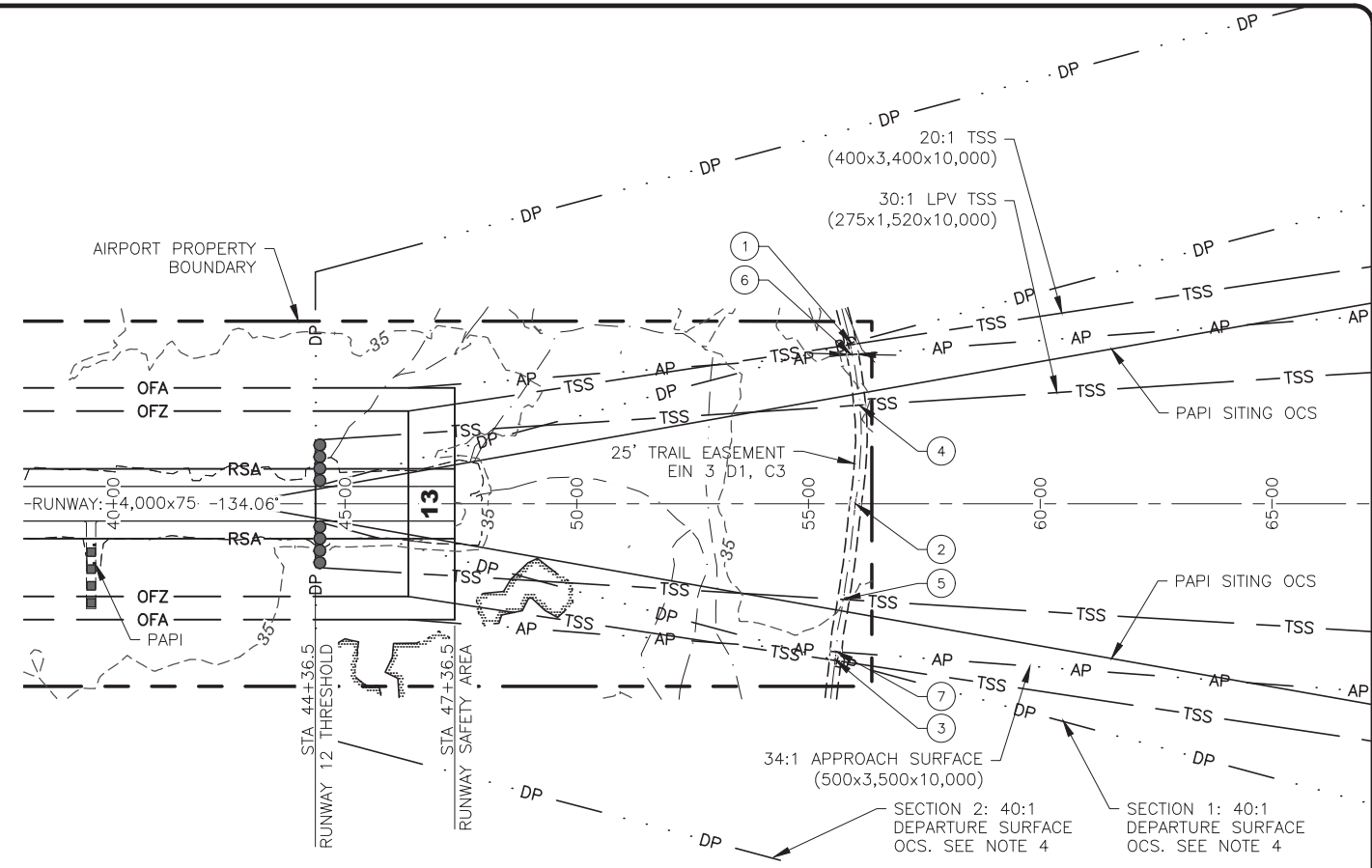
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 Designed By: TANDERZEN
 Drawn By: TANDERZEN
 Checked By: TANDERZEN

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 INNER APPROACH OBSTRUCTION TABLE (INNER PORTION RUNWAY 13)

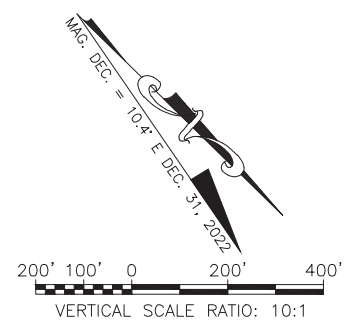
ID	DESCRIPTION	STATION AND OFFSET	GROUND ELEVATION	OBJECT ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	AIRSPACE CASE No.	DISPOSITION	STAGE TO CORRECT
6	TRAIL	55+95.5, 321.3 LT	34.4	49.4 *	34:1 APPROACH	68'	-19'	N/A	TO REMAIN	N/A
2	TRAIL	56+01.7, CL	36.0	51.0 *	34:1 APPROACH	68'	-17'	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

* INCLUDES ASSUMED 15' HIGH OBJECT ABOVE THE TRAIL.



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.
- REFER TO THE AIRPORT AIRSPACE DRAWING FOR OUTER APPROACH SURFACE PENETRATIONS.
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BY	DATE	REVISION

NATIVE VILLAGE OF KWINHAGAK

QUINHAGAK AIRPORT
QUINHAGAK, ALASKA
AIRPORT LAYOUT PLAN

ULTIMATE INNER APPROACH SURFACES
RUNWAY 13

DATE: 11/09/2022
SHEET: 9 OF 12

