



U.S. Department
of Transportation

Alaskan Region

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

**Federal Aviation
Administration**
September 1, 2011

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

Dear Mr. Bowland:

**Koliganek Airport
Koliganek, Alaska
Airport Layout Plan Conditional Approval
2011-AAL-50-NRA**

We have completed our review of the Koliganek 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: **Koliganek** ALP

KOLIGANEK AIRPORT LAYOUT PLAN

NARRATIVE REPORT

1. INTRODUCTION

Koliganek is located on the bank of the Nushagak River, 65 miles northeast of Dillingham. The community of Koliganek is located approximately 59.728610 North Latitude and 157.284440 West Longitude. Koliganek is located in the Bristol Bay Recording District.

This Airport Layout Plan (ALP) has been developed in accordance with the Federal Aviation Administration (FAA) Advisory Circulars Airport Design 150/5300-13A, and the current Central Region Guidelines.

This ALP proposes near-term improvements to rehabilitate the existing runway, taxiway, apron, and to add 300 feet on the west end of the existing runway. This ALP also shows the ultimate development to construct a crosswind runway to improve airport operations during poor weather conditions.

This airport is a community class airport, suitable for small, single or light twin engine aircraft. The existing Runway will be updated from a Visual approach to a Non Precision Instrument (NPI) approach.

2. BASIS FOR PROPOSED DEVELOPMENT

The population of Koliganek has increased approximately 15% in the past 20 years. According to the 2010 US Census, the village of Koliganek now has 209 residents. As indicated by Air Activity Information System (ACAIS), a database that contains revenue passenger boarding and all cargo data, the enplanements for 2009 were 385. The ACAIS shows a decrease in enplanements at Koliganek over the past ten years despite a rising populations. Additionally, site visits from AK DOT & PF in 2010 suggest that this number seems low based on the multiple flights observed per day. The Revised DOT&PF Southwest Alaska Transportation Plan prepared by PB Consult Inc.(2004), estimates that the Koliganek population will grow to 260 people and 2,530 enplanements in 2020. The population estimate is commensurate with the Dillingham Census area estimated growth rate of 2 percent. The Southwest Alaska Transportation Plan enplanement estimate seems more realistic given our on-site observation, typical enplanements for other Alaska communities of similar size, and Koliganek's historic population growth.

Table 2 – Existing Koliganek Airport Fleet Mix

Design Group	Aircraft	Approach Speed (knots)
A-I	Cessna 207	75-80
A-II	Cessna 208b Grand Caravan	75-80
B-I	Piper Navajo, PA 31-350	100

As listed in Table 2, the fleet mix that serves Koliganek includes design group A-I aircraft, design group A-II aircraft, and design group B-I aircraft. According to the forecast demand, a composite Aircraft Reference Code (ARC) of B-II will be applied in selecting airport feature dimensions to accommodate these aircraft.

Inspection indicates that, Koliganek runway has loose rocks on the surface up to four inches in diameter. There are numerous heaves and humps up to 18 inches, and threshold 9 has four inches deep ruts. Survey information confirms non-uniform variations in the runway surface. These issues will be corrected in the Near Term phase.

3. RATIONALE FOR UNUSUAL DESIGN FEATURES, NON-STANDARD CONDITIONS, AND/OR MODIFICATION TO STANDARDS

The Village of Koliganek sewage lagoon is approximately 1,500 feet southwest of the existing runway. It is within the 5,000 foot setback required by FAA for waste disposal sites. As discussed in the Environmental Assessment dated January 1994, bird/aircraft conflict at the present site is a low probability for the following reasons:

- The size of the lagoon is insignificantly small as compared to the total area of the open water habitats in the vicinity of the village;
- The location of the lagoon relative to the river is such that the most likely approach to the lagoon from the river by gulls and migrating birds does not carry them across the runway or its approaches
- The runway proximity to the village presents a greater level of noise and disturbance than other open water-bodies in the area, and is less attractive to birds
- During on-site visits during the fall migration, few water birds were observed using the lagoon for resting or feeding.
- Through discussions with local residents and pilots, there have been no reported concentrations of gulls, ravens, or water birds at or near the sewage lagoon.

Runway orientation does not meet the desirable 95% wind coverage. The current wind coverage is 85.7% at 13 knots using information from Arctic Environmental Information and Data Center. The ultimate layout plan shows a cross wind runway with combined wind coverage of 97.25%. Additional wind data information should be obtained prior to the construction of this cross wind runway.

4. SUMMARY OF STAGED DEVELOPMENT

The primary objectives for the near term development is to extend the runway 300 feet, regrade the Runway and upgrade airport features. The ultimate development will improve aircraft operations by upgrading the airport with the construction of a B-II crosswind runway.

5. AIRPORT FEATURES

Near-Term Development

The existing runway length will be increased from 3,000 feet to 3,300 feet.

The primary surface width will be updated from 250 feet to 500 feet. This update to the primary surface will increase the Building Restriction Line (BRL) to 495 feet from the runway centerline.

The current Snow Removal Equipment building (SREB) is in poor condition. This SREB will be repaired and relocated approximately 90 feet southeast of its current location. A new single bay SRE building will be constructed adjacent to the relocated SRE building.

The proposed apron and support area will be resurfaced. The square footage of the apron will remain at 60,000 ft², with 45,000 ft² aviation support area. The SREBs and aviation support areas will move outside the increased BRL offset. The aviation support area will be increased from three 100 ft x 100 ft lots to three 150 ft x 100 ft lots. A new pad will be constructed for maintenance and operations use. Tie downs will be installed in the apron area.

The near term taxiway will be resurfaced and the dimensions will be the same as the existing, 175 feet long and 35 feet wide with an 80' wide safety area.

Construction cost is estimated to be \$11,500,000

Ultimate Development

Ultimate development will improve safety for aircraft operations at the Koliganek Airport during variable winds and poor weather.

6. PROPERTY STATUS

The Koliganek Airport rests on one tract of land totaling 116.20 Acres. In addition to the existing tract, 23.79 acres is required for the near term improvements. An additional 106.98 acres will be required for the ultimate development.

7. WASTE DISPOSAL FACILITIES

The distance from the airport to the sewage lagoon is approximately 1,500 feet southwest. See Item 3 for additional details.

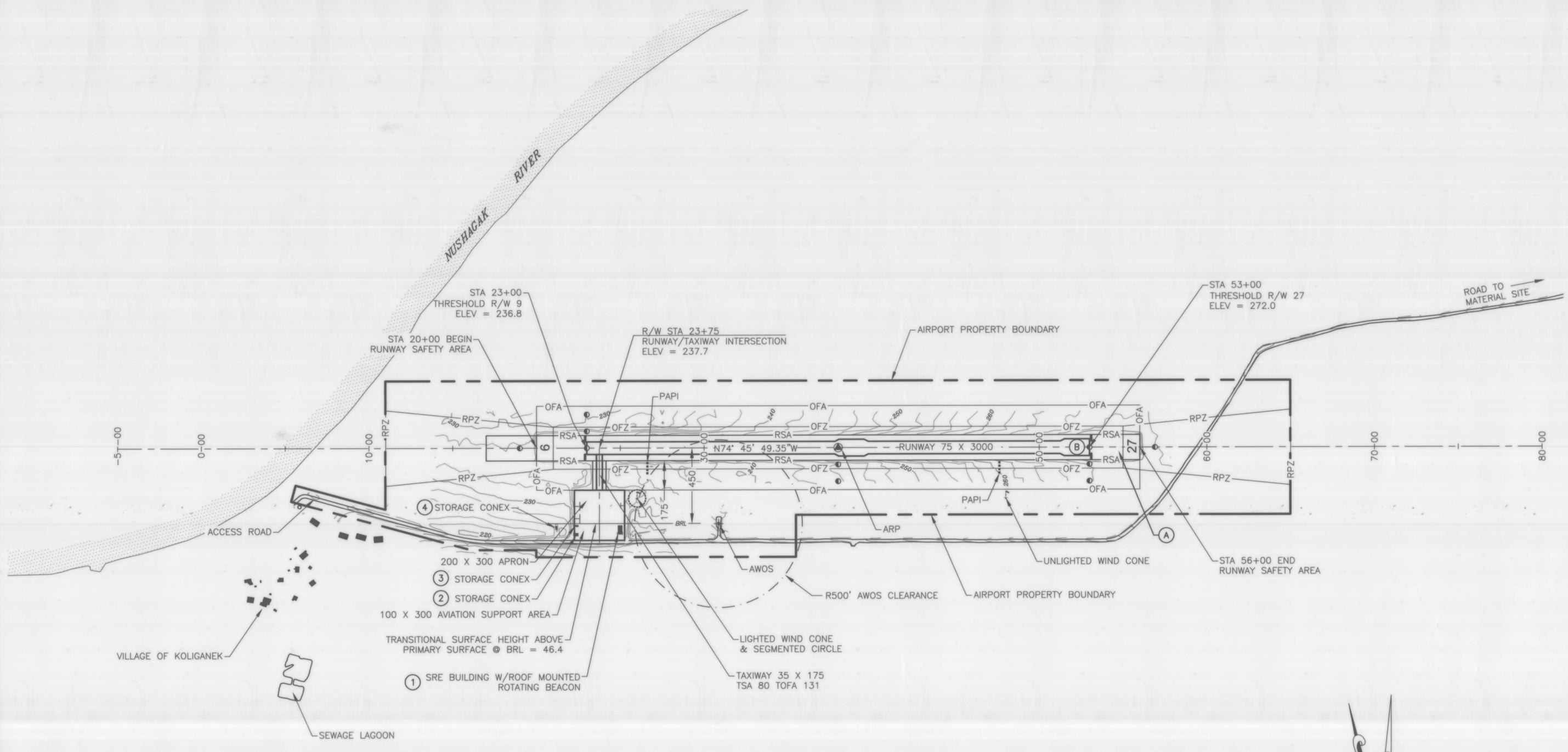
8. PART 77 SURFACE PENETRATIONS

There is a terrain obstruction to the existing primary surface along the runway, from Stations 53+00 to 55+00 and offset from 55L to 77R. The height of the obstruction varies with a maximum height of 1.1 feet. This obstruction will be corrected in the near term phase.

9. AIRPORT ACCESS

Approximately 725 linear feet of access road along the aviation support area will be relocated, 50 feet south from its current location. The access road extends west to the village of Koliganek, and east to the material site.

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 Drawn By:
 Checked By:



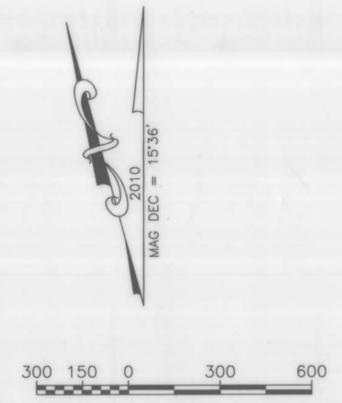
BUILDING DATA TABLE

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2	STORAGE CONEX	22+34/515R	241.0	NONE	RELOCATE
3	STORAGE CONEX	22+38/464R	241.9	NONE	RELOCATE
4	STORAGE CONEX	21+17/476R	237.8	NONE	REMAIN

* NOTE: SRE BUILDING IS BEING RELOCATED DUE TO THE INCREASE OF THE BRL FROM 450' TO 495'.

OFZ OBJECT PENETRATION TABLE

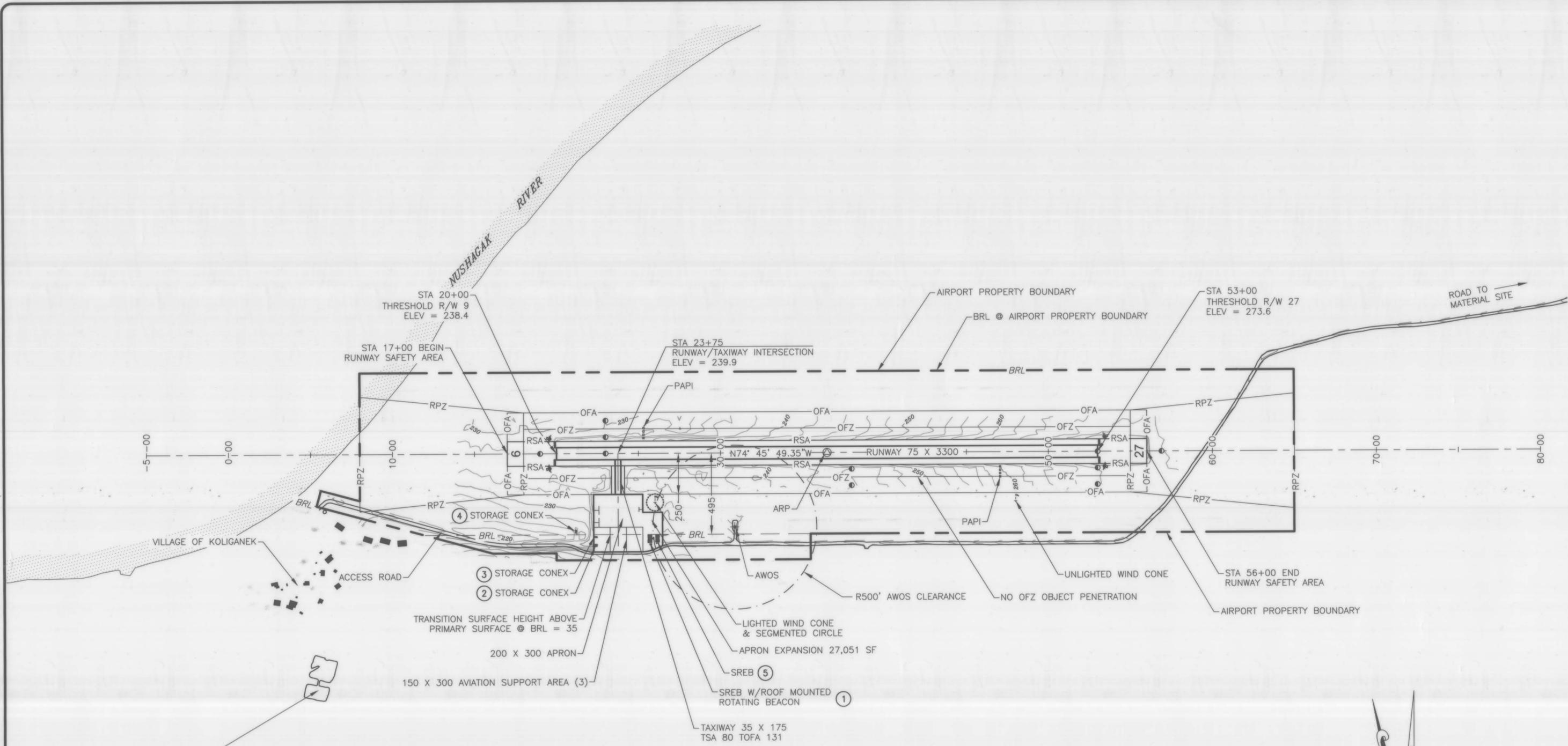
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A	HIGHEST TERRAIN	53+00-55+00 75L TO 75R	272.0-273.1	PRIMARY	272.0	0-1.1	REMOVE	NEAR TERM
B	BRUSH	20+00-56+00 75L TO 90L 75R TO 90R	VARIES	ROFZ	VARIES	< 4.0	REMOVE	NEAR TERM



NOTE: ELEVATIONS ARE BASED ON SURVEY DATA OBTAINED IN 2007

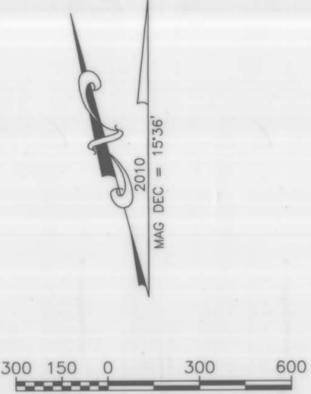
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BY	DATE	REVISION			

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3	STORAGE CONEX	22+38/505R	241.8	NONE
4	STORAGE CONEX	21+17/476R	237.8	NONE
5	SRE BUILDING	24+98/500R	258.5	NONE

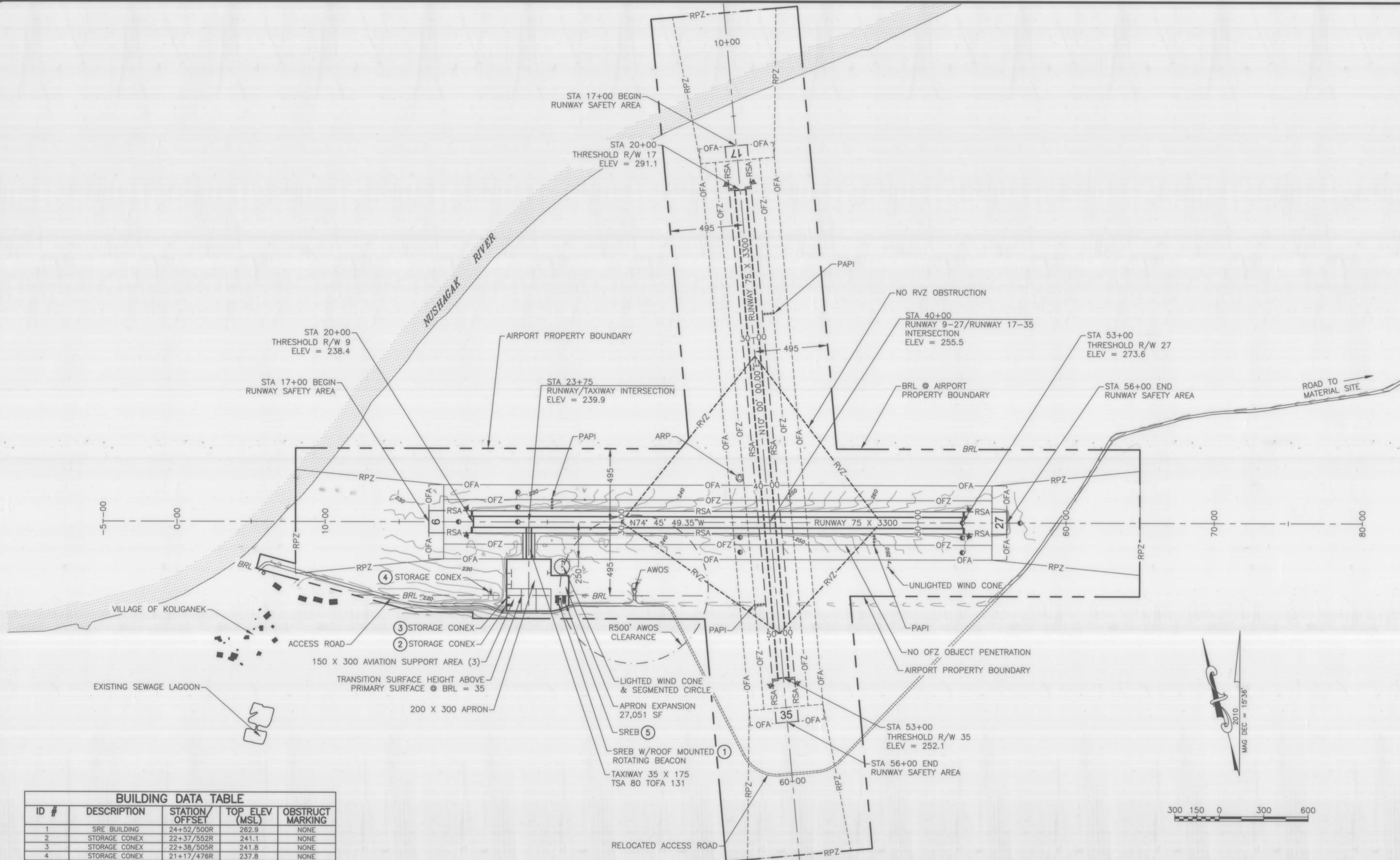


BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KOLIGANEK AIRPORT
 KOLIGANEK, ALASKA
 AIRPORT LAYOUT PLAN
 NEAR TERM LAYOUT

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2	STORAGE CONEX	22+37/552R	241.1	NONE
3	STORAGE CONEX	22+38/505R	241.8	NONE
4	STORAGE CONEX	21+17/476R	237.8	NONE
5	SRE BUILDING	24+98/500R	258.5	NONE



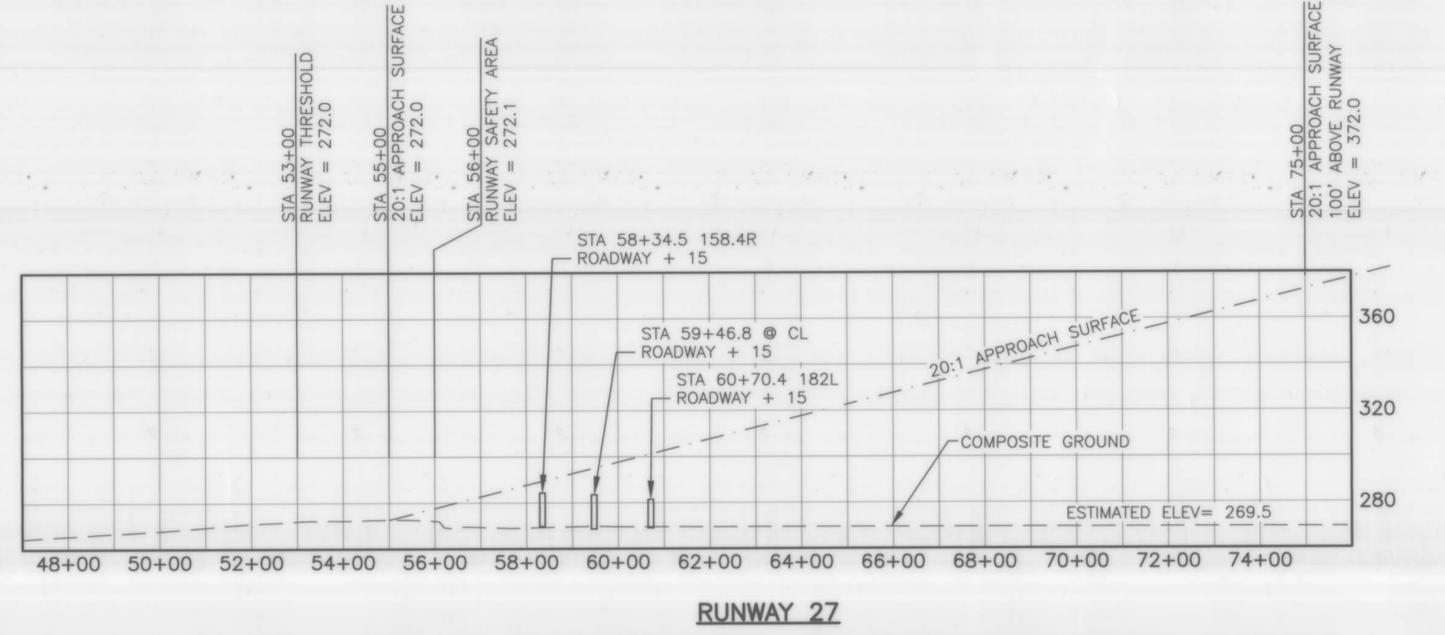
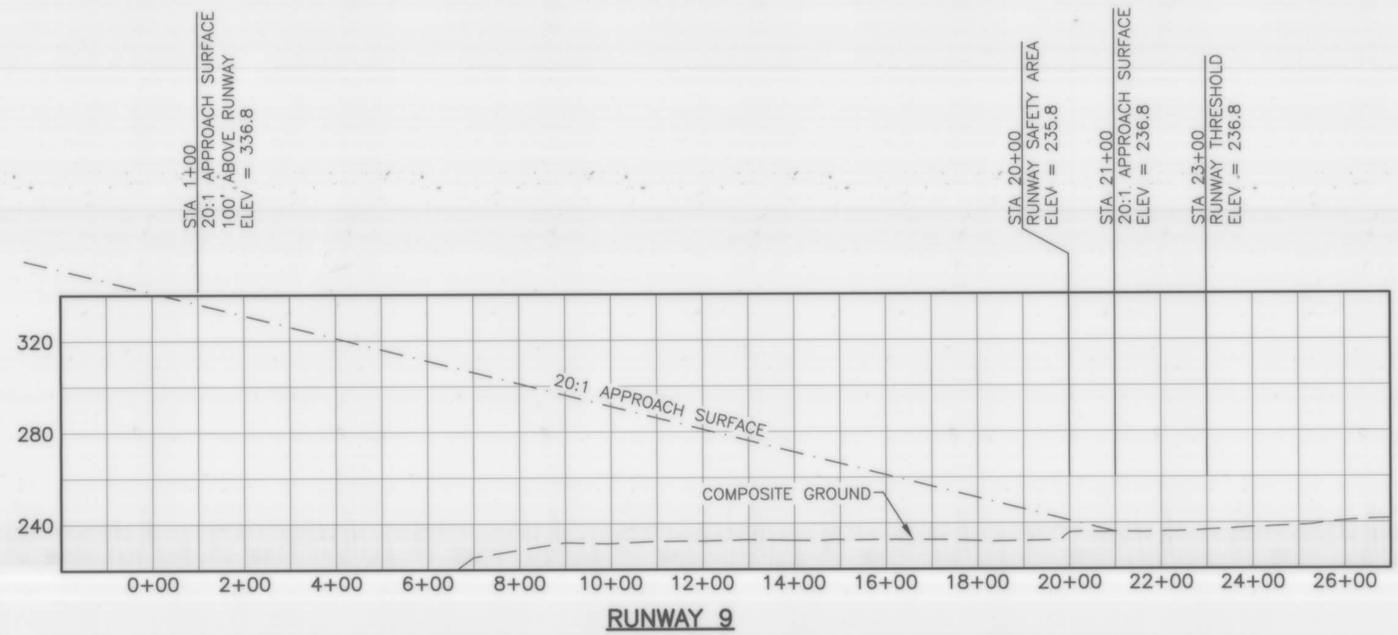
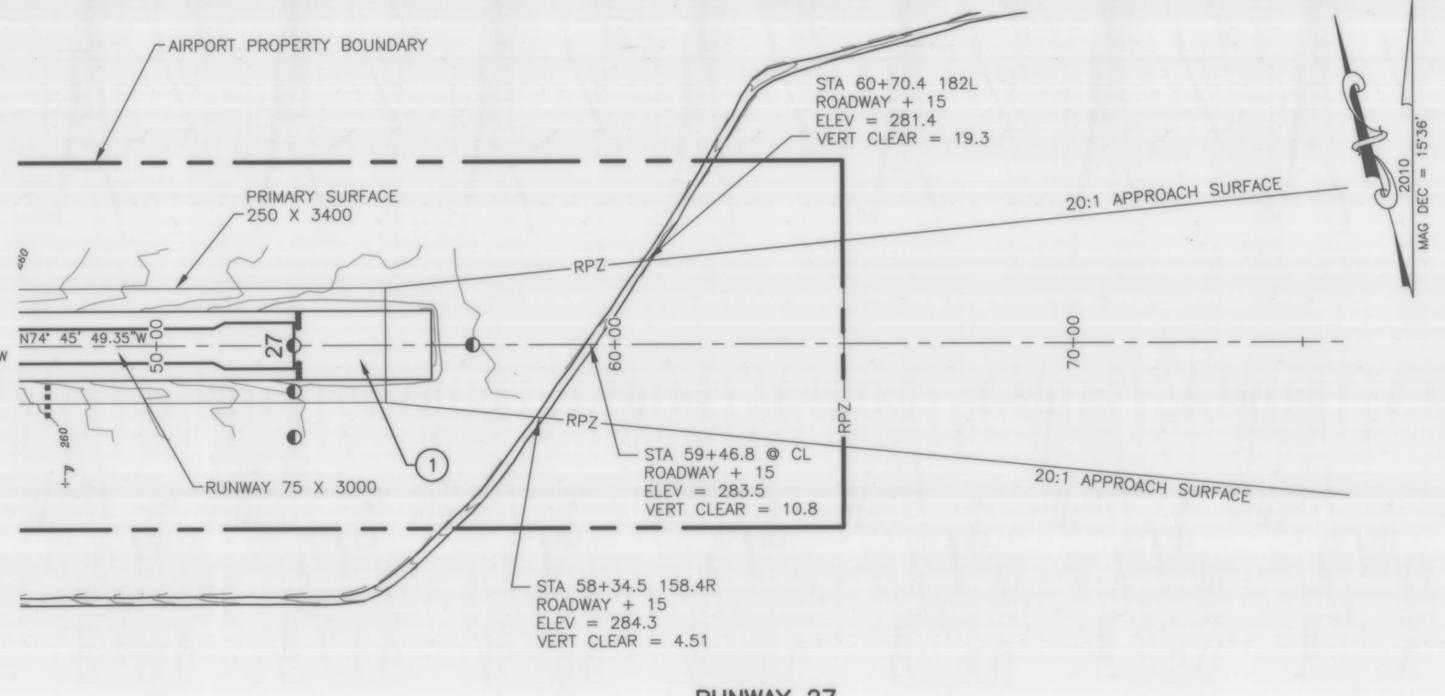
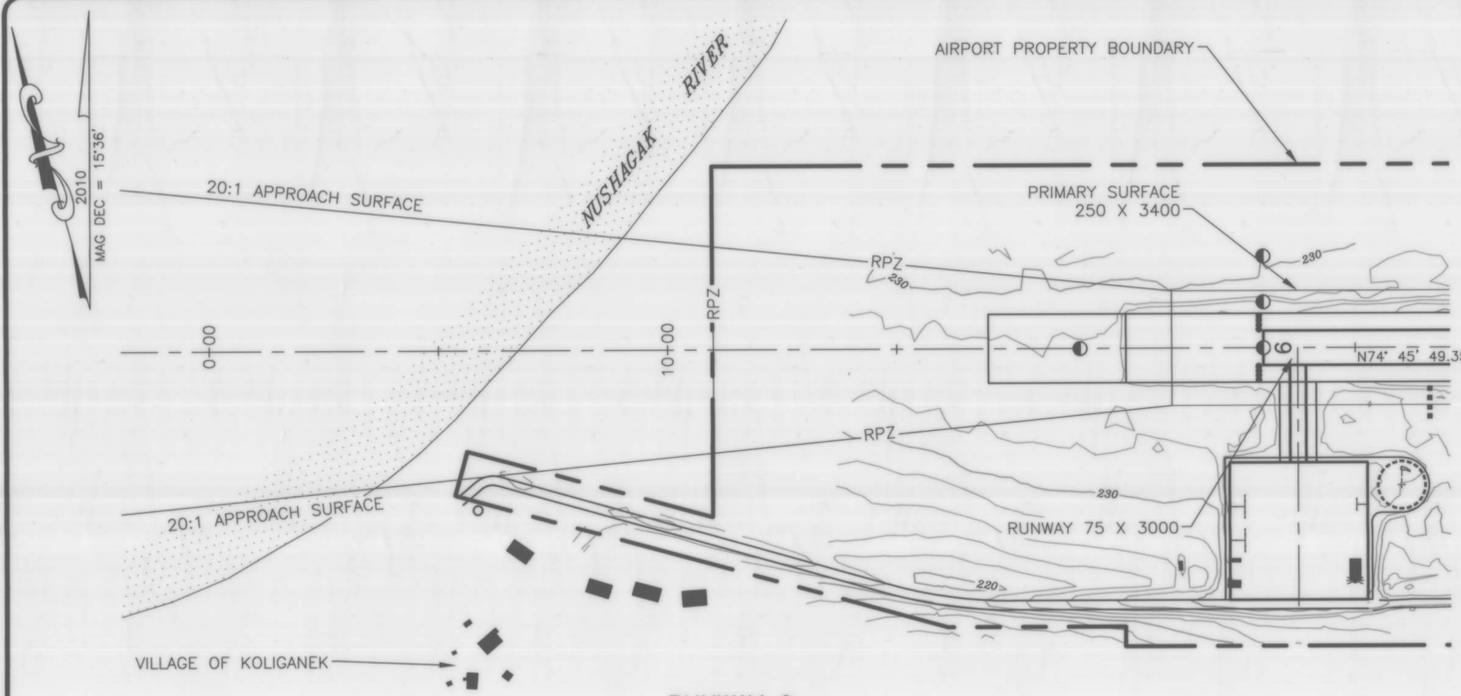
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KOLIGANEK AIRPORT
 KOLIGANEK, ALASKA
 AIRPORT LAYOUT PLAN
 ULTIMATE LAYOUT

DATE: 7/21/2011
 SHEET: 4 OF 11

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 Designed By: cramith
 Drawn By:
 Checked By:



PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 9)

ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

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

NOTES:

- THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 9, THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1 PER FAA AC 150/5200-35A, CHAPTER 4, DATA ELEMENT NUMBER 57.
- THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 9, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5.
- THERE ARE NO THRESHOLD SITING SURFACE PENETRATIONS.

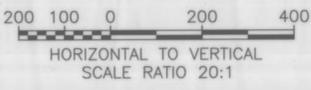
PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 27)

ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
1	HIGHEST TERRAIN	53+00-55+00 55L TO 77R	272.0-273.1	PRIMARY	272.0	0-1.1	REMOVE	NEAR TERM

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

NOTES:

- THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 27, THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1 PER FAA AC 150/5200-35A, CHAPTER 4, DATA ELEMENT NUMBER 57.
- THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 27, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5.
- THERE ARE NO THRESHOLD SITING SURFACE PENETRATIONS.



BY	DATE	REVISION

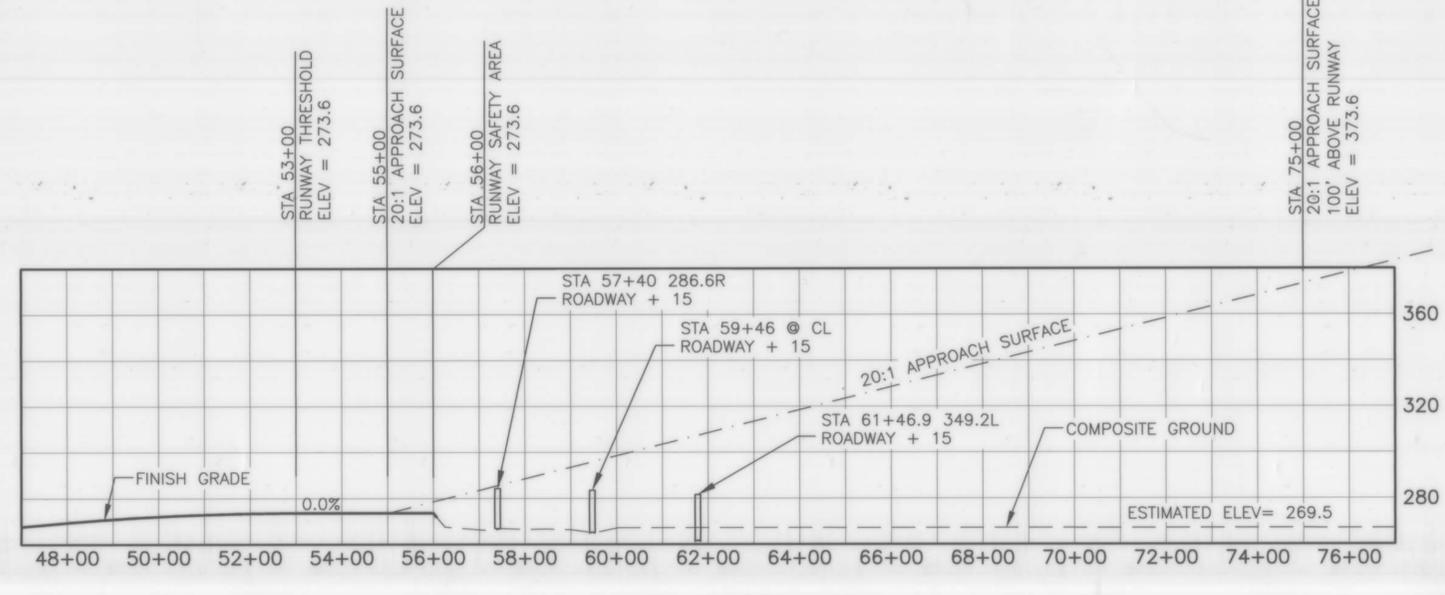
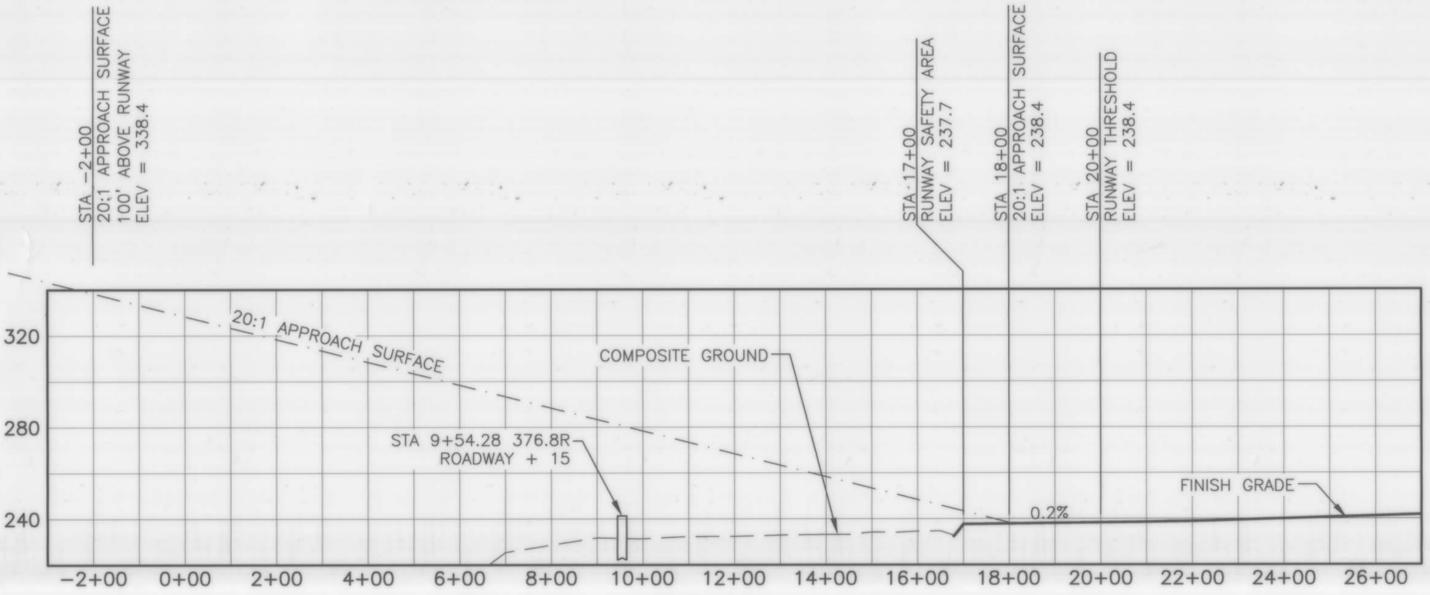
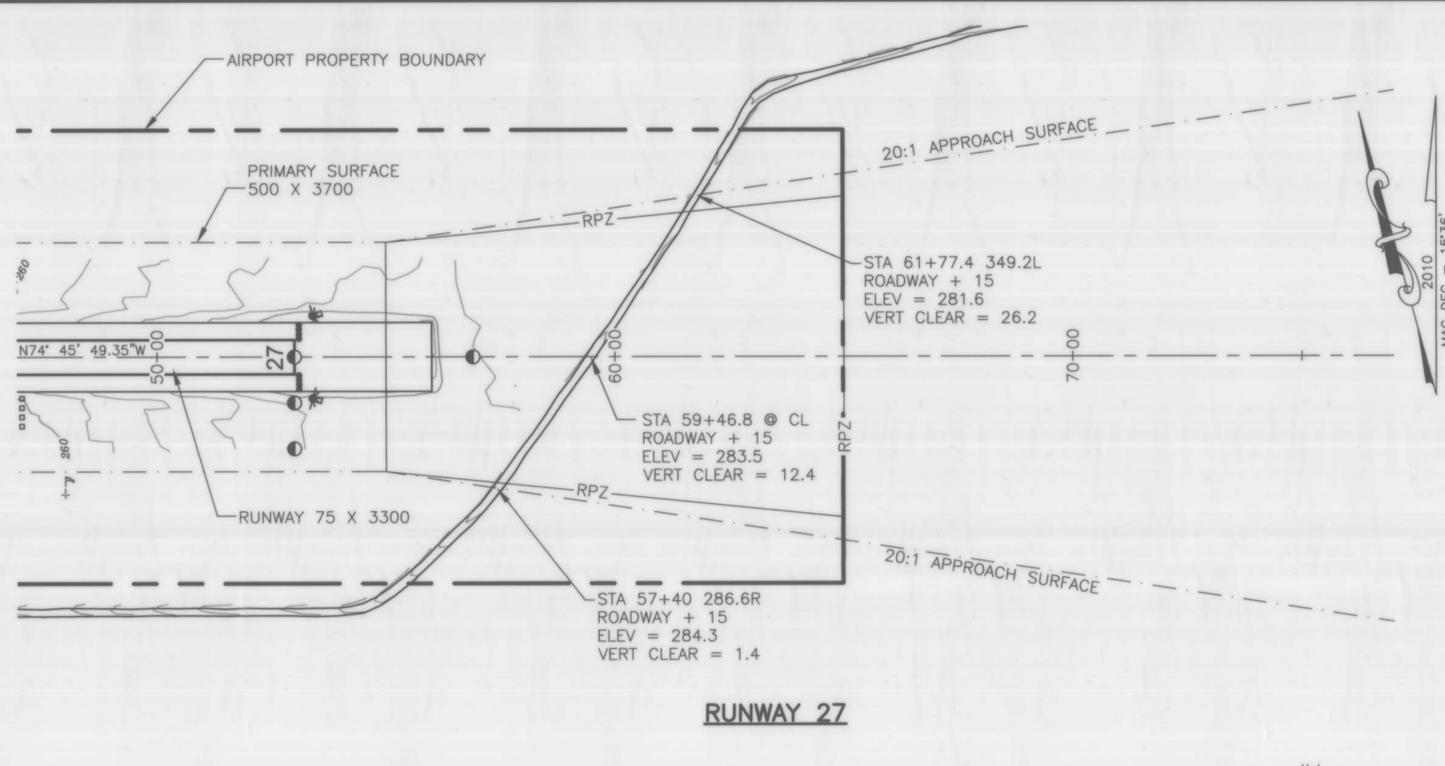
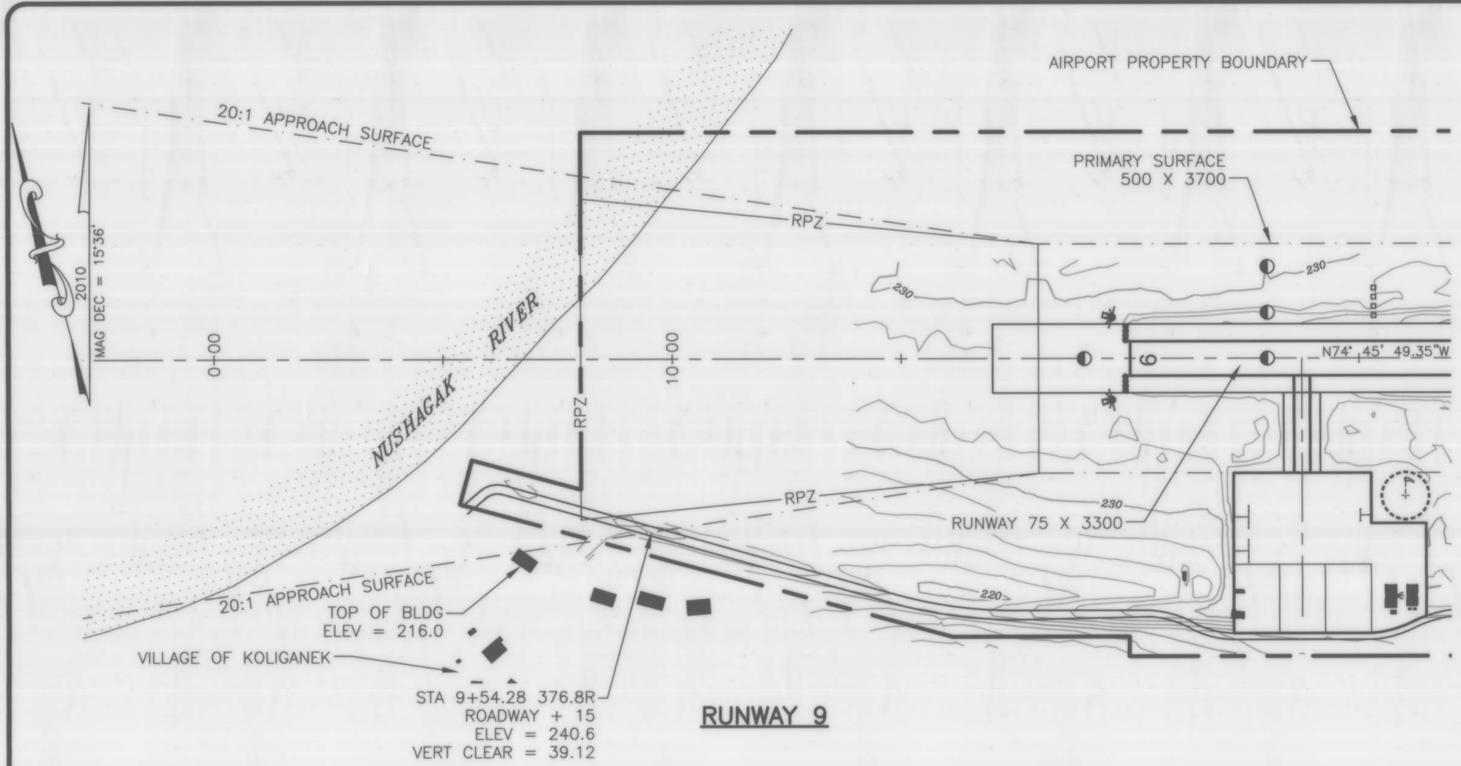
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KOLIGANEK AIRPORT
 KOLIGANEK, ALASKA
 AIRPORT LAYOUT PLAN
 EXISTING INNER PORTION
 OF THE APPROACH SURFACES

DATE: 7/21/2011
 SHEET: 5 OF 11

NOTE: ELEVATIONS ARE BASED ON SURVEY DATA OBTAINED IN 2007

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PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 9)

ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
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NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES

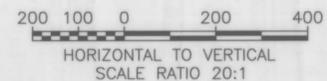
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 - THERE ARE NO THRESHOLD SITING SURFACE PENETRATIONS.

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 27)

ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
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NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES

- NOTES:
- THERE ARE NO CONTROLLING OBSTRUCTION FOR RUNWAY 27. THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1 PER FAA AC 150/5200-35A, CHAPTER 4, DATA ELEMENT NUMBER 57.
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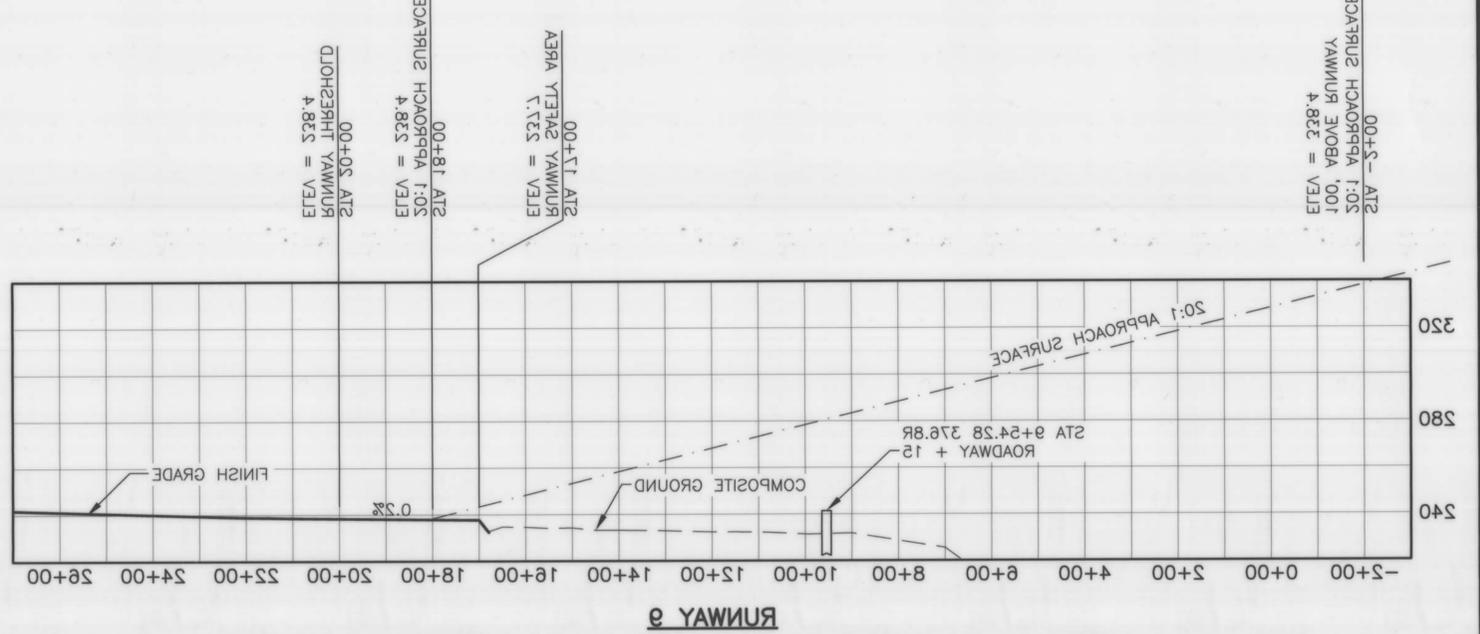
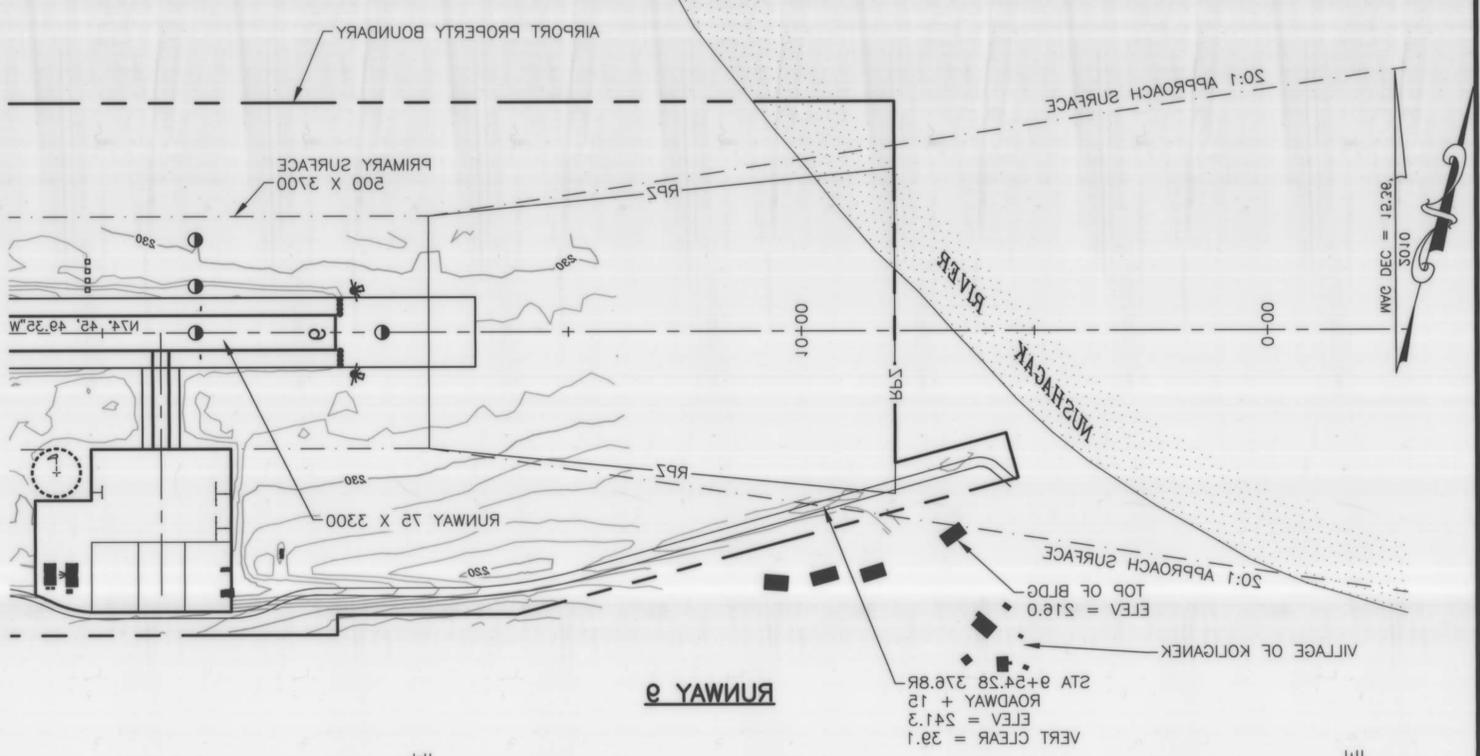


BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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CENTRAL REGION

KOLIGANEK AIRPORT
 KOLIGANEK, ALASKA
 AIRPORT LAYOUT PLAN
 NEAR TERM INNER PORTION
 OF THE APPROACH SURFACES

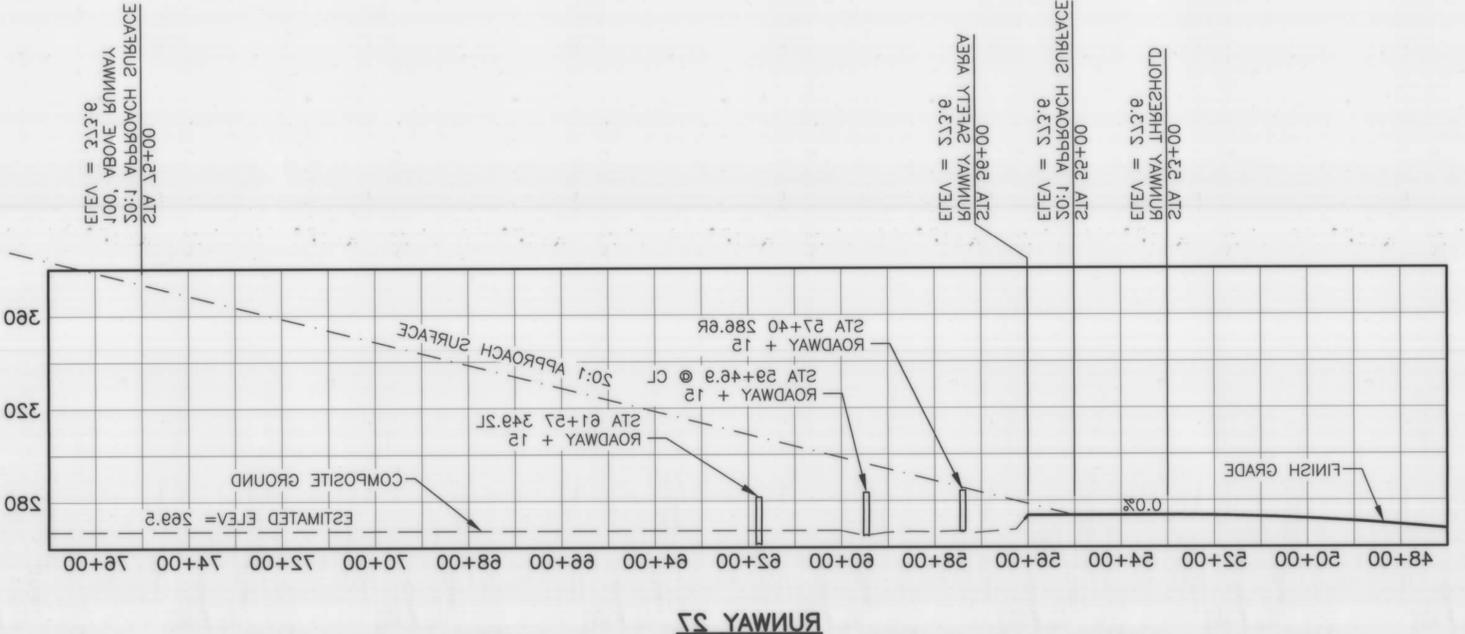
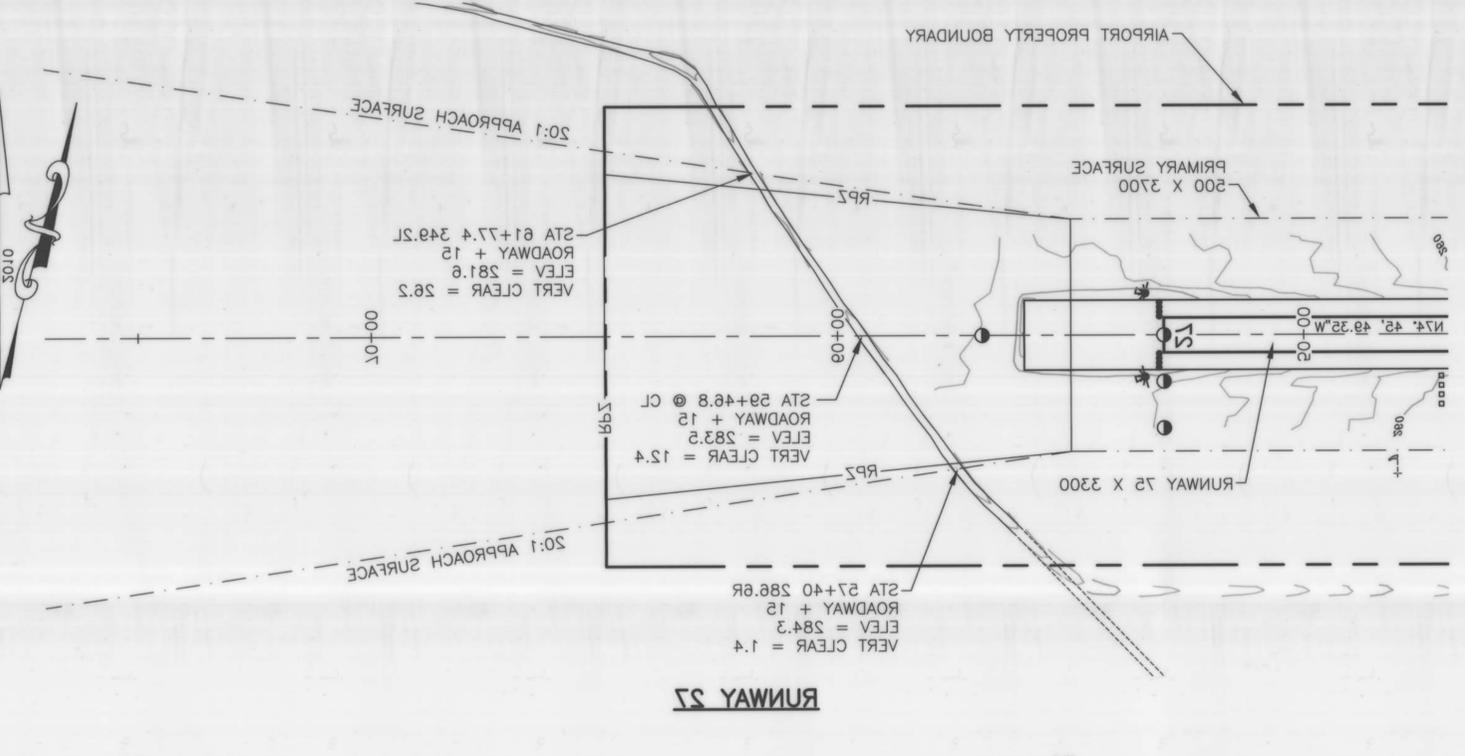
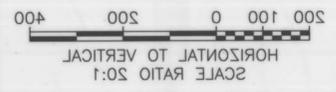
DATE: 7/21/2011
 SHEET: 6 OF 11



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

ID #	DESCRIPTION	STATION	ELEVATION	SURFACE PENETRATED	SURFACE AMOUNT	DISPOSITION	STAGE TO CORRECT
	NONE						

- NOTES:
3. THERE ARE NO THRESHOLD SITING SURFACE PENETRATIONS.
 2. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 9 AS DEFINED IN FAA AC 150/2300-13, CHG 12, APPENDIX 2, TABLE A2-1, LINE 2.
 1. THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 9, THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1 PER FAA AC 150/2300-35A, CHAPTER 4, DATA ELEMENT NUMBER 27.



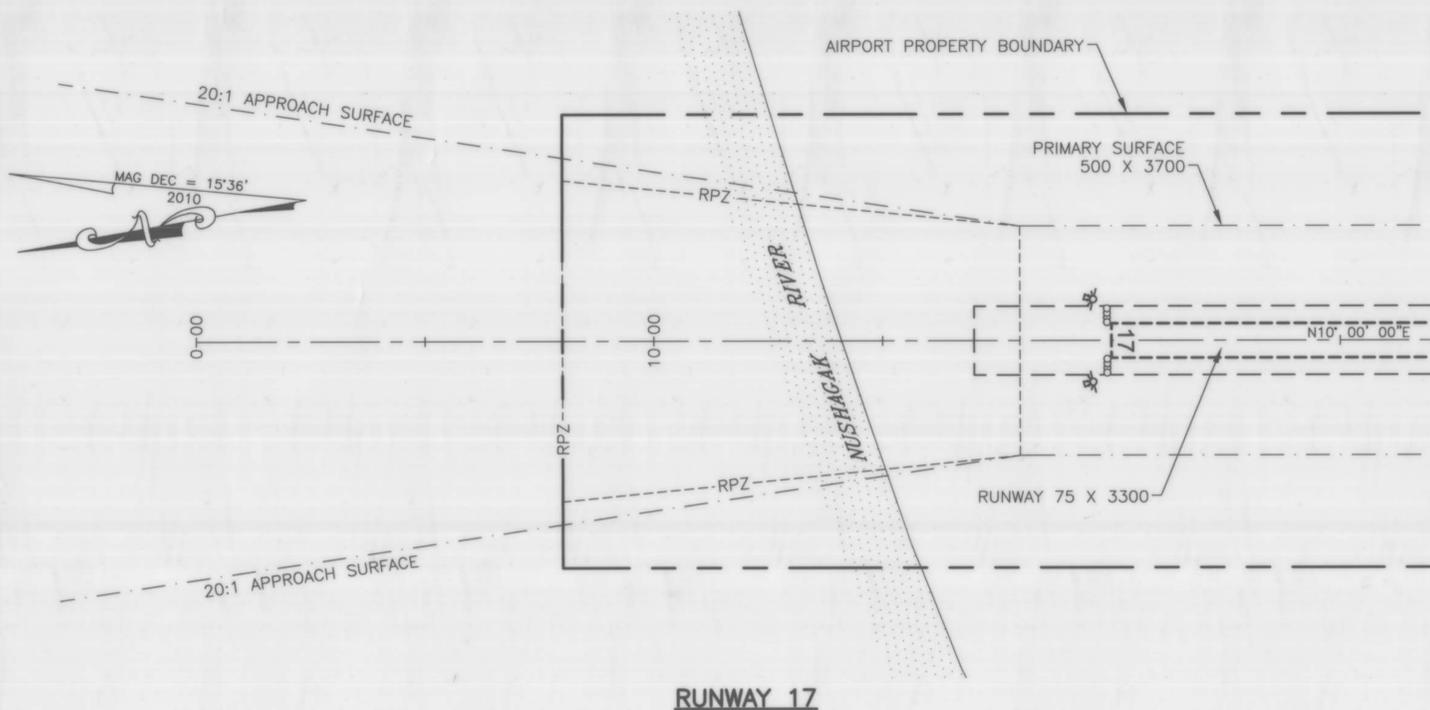
NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES

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	NONE						

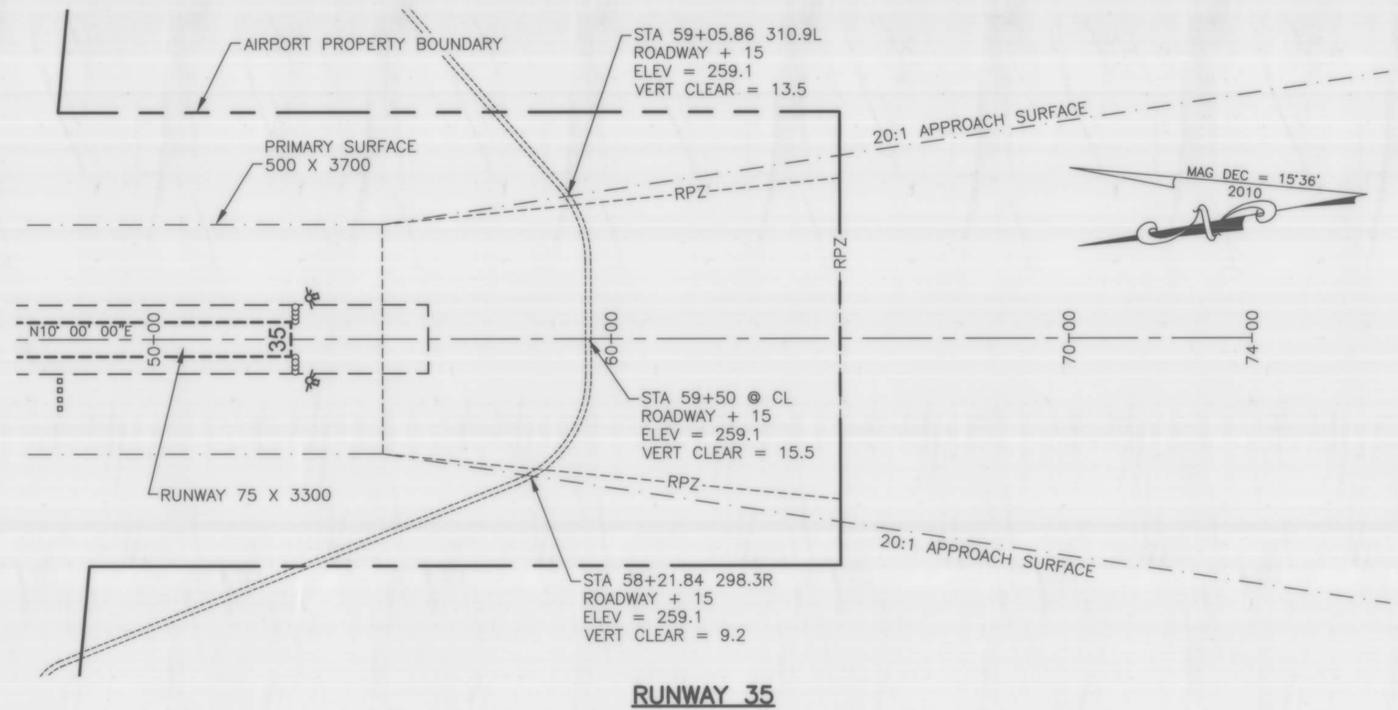
- NOTES:
3. THERE ARE NO THRESHOLD SITING SURFACE PENETRATIONS.
 2. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 27 AS DEFINED IN FAA AC 150/2300-13, CHG 12, APPENDIX 2, TABLE A2-1, LINE 2.
 1. THERE ARE NO CONTROLLING OBSTRUCTION FOR RUNWAY 27, THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1 PER FAA AC 150/2300-35A, CHAPTER 4, DATA ELEMENT NUMBER 27.

KOLGANEK AIRPORT KOLGANEK, ALASKA AIRPORT LAYOUT PLAN ULTIMATE INNER PORTION OF THE APPROACH SURFACES RUNWAY 9/27	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION	BY	DATE	REVISION
DATE: 7/21/2011	SHEET: 7 OF 11			

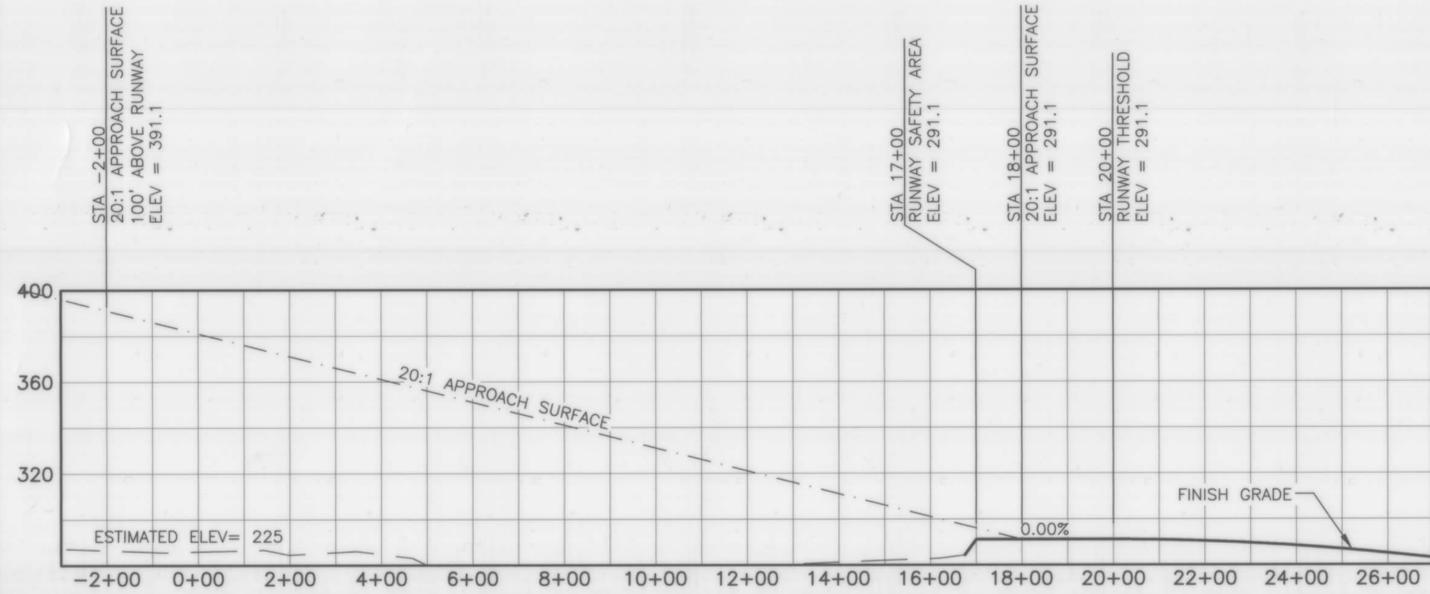
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 Drawn By:
 Checked By:



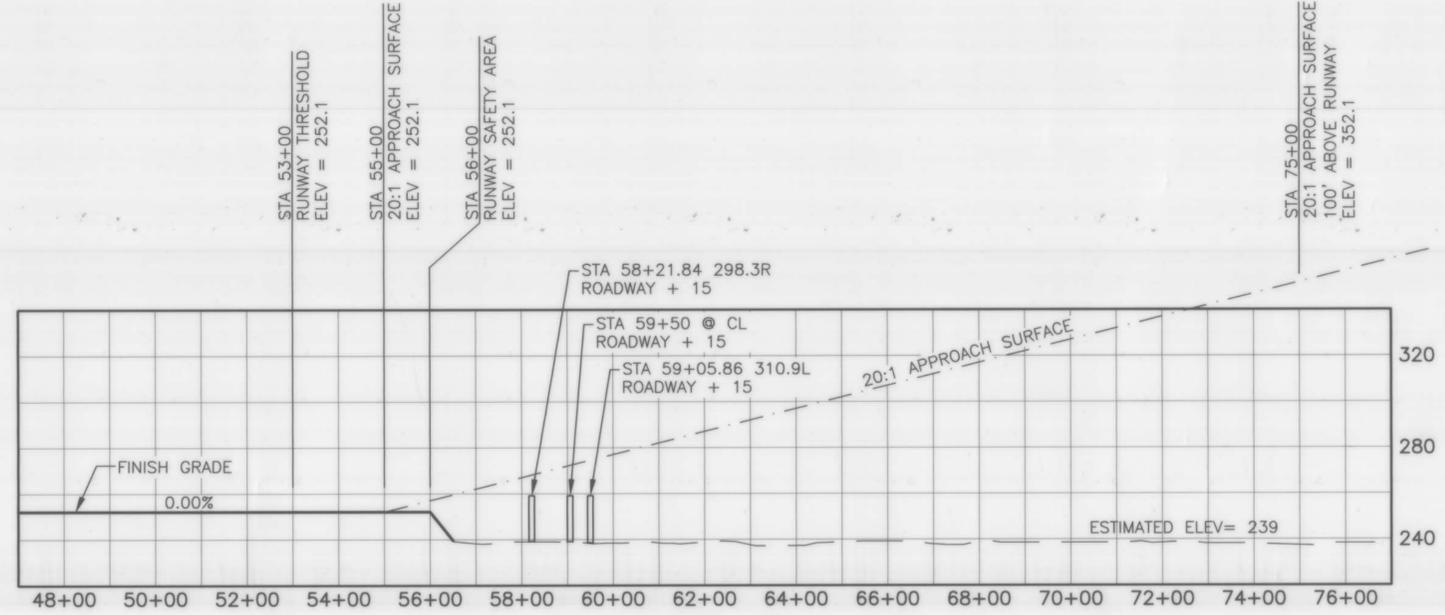
RUNWAY 17



RUNWAY 35



RUNWAY 17



RUNWAY 35

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 17)

ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

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

NOTES:

- THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 17, THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1 PER FAA AC 150/5200-35A, CHAPTER 4, DATA ELEMENT NUMBER 57.
- THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 17, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5.
- THERE ARE NO THRESHOLD SITING SURFACE PENETRATIONS.

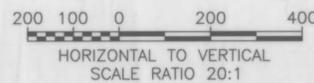
PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 35)

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

NOTES:

- THERE ARE NO CONTROLLING OBSTRUCTION FOR RUNWAY 35, THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 20:1 PER FAA AC 150/5200-35A, CHAPTER 4, DATA ELEMENT NUMBER 57.
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- THERE ARE NO THRESHOLD SITING SURFACE PENETRATIONS.



BY	DATE	REVISION

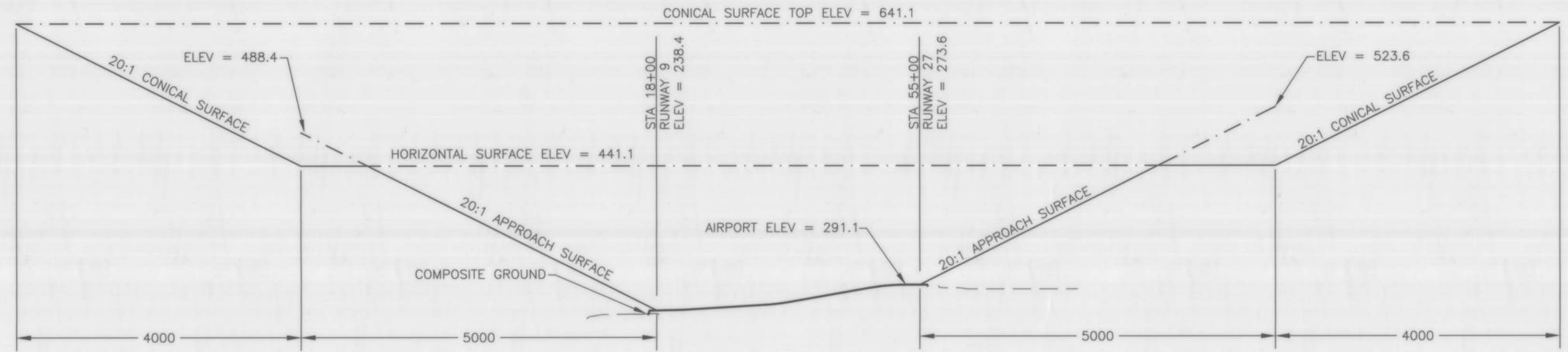
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KOLIGANEK AIRPORT
 KOLIGANEK, ALASKA
 AIRPORT LAYOUT PLAN
 ULTIMATE INNER PORTION
 OF THE APPROACH SURFACES
 RUNWAY 17/35

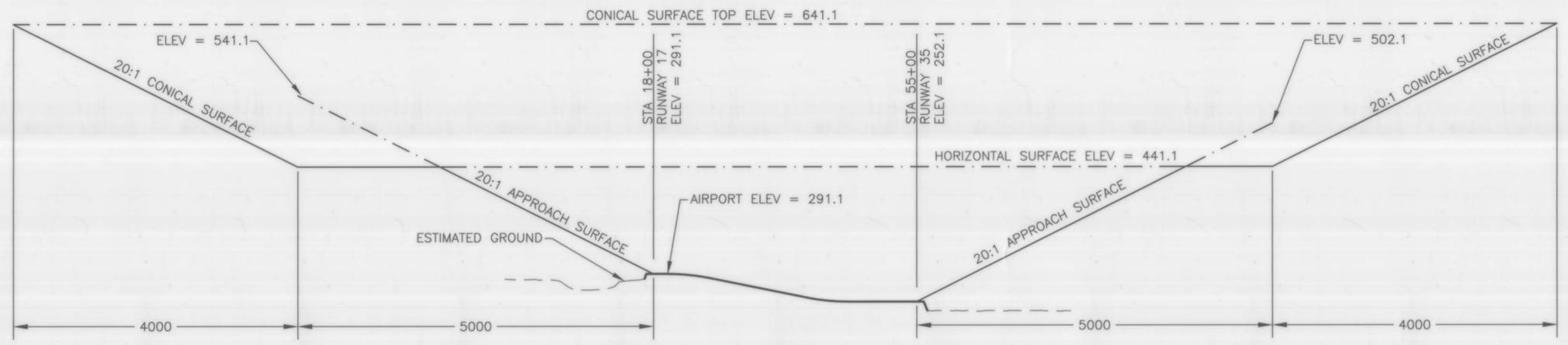
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Date Plotted: 7/21/2011, 3:35 PM
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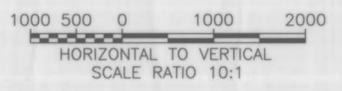
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 Drawn By:
 Checked By:



RUNWAY 9/27 PROFILE



RUNWAY 17/35 PROFILE



BY	DATE	REVISION

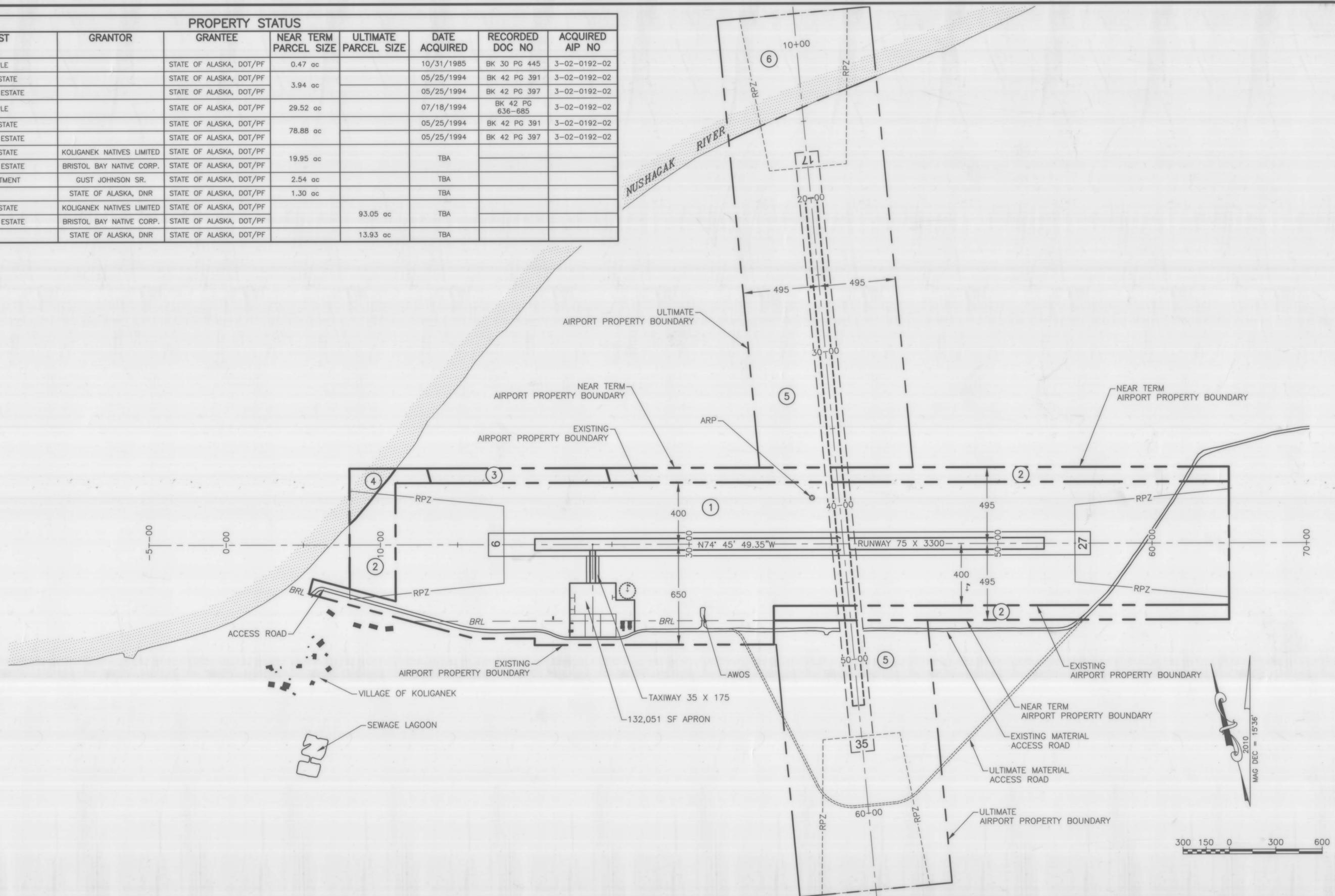
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KOLIGANEK AIRPORT
 KOLIGANEK, ALASKA
 AIRPORT LAYOUT PLAN
 AIRPORT AIRSPACE
 PROFILES

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Date Plotted: 7/21/2011 4:07 PM
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 Drawn By: cgrsmith
 Checked By:

PROPERTY STATUS								
ID#	INTEREST	GRANTOR	GRANTEE	NEAR TERM PARCEL SIZE	ULTIMATE PARCEL SIZE	DATE ACQUIRED	RECORDED DOC NO	ACQUIRED AIP NO
1-A	FEE SIMPLE		STATE OF ALASKA, DOT/PF	0.47 ac		10/31/1985	BK 30 PG 445	3-02-0192-02
1-B	SURFACE ESTATE		STATE OF ALASKA, DOT/PF	3.94 ac		05/25/1994	BK 42 PG 391	3-02-0192-02
	SUBSURFACE ESTATE		STATE OF ALASKA, DOT/PF		05/25/1994	BK 42 PG 397	3-02-0192-02	
1-D	FEE SIMPLE		STATE OF ALASKA, DOT/PF	29.52 ac		07/18/1994	BK 42 PG 636-685	3-02-0192-02
1-F	SURFACE ESTATE		STATE OF ALASKA, DOT/PF	78.88 ac		05/25/1994	BK 42 PG 391	3-02-0192-02
	SUBSURFACE ESTATE		STATE OF ALASKA, DOT/PF		05/25/1994	BK 42 PG 397	3-02-0192-02	
2	SURFACE ESTATE	KOLIGANEK NATIVES LIMITED	STATE OF ALASKA, DOT/PF	19.95 ac		TBA		
	SUBSURFACE ESTATE	BRISTOL BAY NATIVE CORP.	STATE OF ALASKA, DOT/PF					
3	NATIVE ALLOTMENT	GUST JOHNSON SR.	STATE OF ALASKA, DOT/PF	2.54 ac		TBA		
4	ILMA	STATE OF ALASKA, DNR	STATE OF ALASKA, DOT/PF	1.30 ac		TBA		
5	SURFACE ESTATE	KOLIGANEK NATIVES LIMITED	STATE OF ALASKA, DOT/PF	93.05 ac		TBA		
	SUBSURFACE ESTATE	BRISTOL BAY NATIVE CORP.	STATE OF ALASKA, DOT/PF					
6	ILMA	STATE OF ALASKA, DNR	STATE OF ALASKA, DOT/PF	13.93 ac		TBA		



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KOLIGANEK AIRPORT
 KOLIGANEK, ALASKA
 AIRPORT LAYOUT PLAN
 AIRPORT PROPERTY MAP

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