



U.S. Department
of Transportation

Alaskan Region

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

**Federal Aviation
Administration**

June 6, 2011

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

Dear Mr. Merritt:

**Cold Bay Airport
Cold Bay, Alaska
Airport Layout Plan Conditional Approval
2011-AAL-20-NRA**

We have completed our review of the Cold Bay 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.

The following conditions also apply with this approval:

- Submit a Modification to Standards regarding parallel taxiway to FAA within 30 days of ALP approval.
- Update ALP when Aeronautical Survey is completed (survey may result in changes to coordinates, bearings, and obstruction data/obstruction removal identification and implementation).
- Runway 8 proposed threshold changes and upgrade of runway 14/32 to BIII will require appropriate future justification to support AIP funding.
- A special condition will be included on the grant for the ARFF building expansion. The special condition will require the building to clear the RVZ within 3 years of the grant (the runway 8/26 project will need to follow shortly after the ARFF project to meet this requirement which will require close coordination between FAA and AKDOT on timing and funding to ensure you are successful meeting this special condition).
- Approval of the Land Use Plan will need to take place following the submittal and approval of AKDOT's correction plan on land use violations.

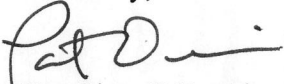
- The declared distances on 8/26 do not match the declared distances in the supplement. The discrepancy needs to be resolved as soon as possible.

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: Cold Bay ALP

COLD BAY (CDB) AIRPORT LAYOUT PLAN

NARRATIVE REPORT

A. Purpose

The purpose of this Airport Layout Plan (ALP) is to describe the existing development and constraints according to the Federal Aviation Administration (FAA) Advisory Circulars *Airport Design* 150/5300-13 and *Airport Master Plans* 150/5070-6B. The format of the ALP follows the guidance of the Alaska Department of Transportation and Public Facilities (DOT&PF) publication *Preparation and Submittal Guide for Airport Layout Plan and Narrative Report* dated May 14, 2008. This ALP supersedes the one previously approved by the FAA on May 26, 2004.

B. Introduction

Cold Bay is located at the western end of the Alaska Peninsula in the Izembek National Wildlife Refuge. It lies approximately 634 miles southwest of Anchorage and 180 miles northeast of Unalaska. Cold Bay is located in the Aleutian Islands Recording District. The area encompasses 54.4 square miles of land and 16.6 square miles of water.

The Cold Bay Airport (CDB) is classified by the Alaska Aviation System Plan as a Regional Airport and thus serves as the regional center for air transportation on the Alaska Peninsula and as an international hub for private aircraft. State and federal government and airline support services provide the majority of local employment.

The CDB was built as an Army airfield during World War II, and has also supported the lend-lease operation with Russia, the Korean War, the Distance Early Warning line in the late 1950s, and the Flying Tigers in the 1960s. CDB is now a state-owned airport and has two paved and lighted runways. The main runway, Runway 15/33, is 150' wide by 10,420' long and the crosswind runway, Runway 8/26, is 150' wide by 6,235' long. The Airport has the longest runway in the region and serves as a regional emergency airport for any aircraft in the vicinity. CDB has a FAA flight service station (FSS).

C. Aviation Activity

Historic air traffic data was obtained from the U.S. Department of Transportation (USDOT), air carriers who serve Cold Bay, FAA Flight Service Station, Cold Bay Airport management and other knowledgeable parties.

In the past, Cold Bay has received scheduled passenger, freight and mail service from Peninsula Airways, Inc. (PenAir), Reeve Aleutian Airways, Mark Air, and Delta Airlines. Scheduled freight-only service has been available from Alaska Central Express (ACE) and Evergreen International. PenAir (passenger service) and ACE (freight service) are currently the only scheduled carriers serving Cold Bay. Charter service is available from various carriers with access to the region. Charters are generally used to bring freight and seasonal workers to and from the fish processing plant in nearby King Cove, or to provide access to the area by bear hunters and lodge patrons. Other traffic includes occasional fueling stops of military and general aviation aircraft passing through the

region, medivac and search and rescue traffic, and State and Federal agency traffic usually dealing with fishery management in the area.

Although several carriers have served Cold Bay in the past, only PenAir (passenger) and ACE (freight) provide scheduled service today. PenAir provides passenger service into the region via two 30-passenger SAAB 340 aircraft and one 17-passenger Fairchild Metroliner aircraft. Two daily round trips between Anchorage and Cold Bay also stop at Sand Point. Three 5-passenger Piper Cherokees use Cold Bay Airport as a hub for inter community air service to King Cove, False Pass, Nelson Lagoon and Port Moller. An ACE Raytheon Beech 1900 aircraft provides one scheduled cargo flight between Anchorage and Cold Bay six days per week. ACE generally stops in Cold Bay for fuel on the flight from Dutch Harbor to Anchorage.

Commuter flights between Cold Bay and the communities of False Pass, King Cove, and Nelson Lagoon/Port Moller (one flight makes both stops) are scheduled for 24 flights per week, or 1,248 flights per year. Air carrier flights (both passenger and cargo carriers) between Cold Bay and Anchorage are scheduled for 20 flights per week, or 1,040 flights per year. This would be considered a minimum number of flights, and during busy times of year, a scheduled flight time could involve two or more planes if the traffic warrants.

Cold Bay is the postal hub for False Pass, King Cove, Nelson Lagoon, Pauloff Harbor, and Port Moller. Some of the mail also includes bypass mail, a system by which rural Alaskan communities get a large portion of their freight. Flights to and from King Cove, False Pass, Nelson Lagoon, Port Moller, Port Heiden, and Wildman Creek, are typically performed via Piper Cherokee aircraft. Other flights to and from Cold Bay are performed by larger aircraft such as a SAAB 340 and Fairchild Metroliner.

Aircraft Fleet Mix. The following table shows the fleet mix for scheduled commercial carriers currently serving Cold Bay.

Table 1: Current Commercial Fleet Mix

Carrier type	Aircraft	Frequency
Passenger Air Carrier	Saab 340 and Metroliner	14 flights per week
Cargo Air Carrier	Beech 1900	6 flights per week
Passenger Commuter	Piper Cherokee	24 flights per week

Source: This information was obtained from interviews with those carriers, airport management, and other knowledgeable parties.

In addition, a variety of other aircraft may provide charter service to Cold Bay at various times of the year. Because of the length of the runway, the strategic location for traffic crossing between Asia and North America, and the availability of fuel, virtually any kind of aircraft will land and has landed at Cold Bay Airport.

Critical Aircraft. The Beech 1900, Saab 340 and the Fairchild Metroliner conduct well over 500 operations a year at the airport, making them the critical aircraft. All three

aircraft have an Airport Reference Code (ARC) of B-II, although the Metroliner requires the most runway length for normal operation.

Table 2: Aircraft Characteristics

Aircraft	Passengers	Cargo (lbs)	Required Runway Length (ft.)	Required Runway Width (ft.)	Airport Reference Code
Beech 1900	19	6,000	4,000	75	B-II
SAAB 340	30-37	8,555	4,400	75	B-II
Fairchild Metro III	19	4,320	4,650	75	B-II

Source: Southwest Alaska Transportation Plan, Airport Improvement Analysis Technical Memorandum, by Parsons Brinckerhoff for DOT&PF, 2000.

Aircraft Activity Estimates Base Year (2008). Estimates of 2008 aircraft activity at the Cold Bay airport are presented in the following table. This activity was estimated using the most current USDOT data as well as results of interviews with all carriers serving Cold Bay, airport management, FAA flight service stations and other knowledgeable parties. Much of the data from these interviews was the best guess of the respondent, although some carriers have internal records that they shared. Professional judgment was also used in developing these estimates.

Table 3: Aircraft Activity

Indicator	2008 Estimate
Based Aircraft Year Around	5
Enplanements	9,093
Mail (in and out)	1,300,361
Freight (in and out)	928,567
Operations - Total	9,844
Air Carrier	3,486
Commuter Airline	4,488
Air Taxi/Charter	420
GA - Local	250
GA - Itinerant	1,000
Military	200
Peak Month Operations	1,100
Peak Hour Operations	8

Sources: US Department of Transportation, and interviews with air carriers serving Cold Bay, FAA Flight Service, airport management, and other knowledgeable parties.

Air Traffic Forecast. The Cold Bay air traffic forecast was developed consistent with the recommendations in Federal Aviation Administration (FAA) Advisory Circular

150/5070-6A, and related July 2001 guidance paper entitled "Forecasting Aviation Activity by Airport." Information used to develop this forecast included historic air traffic data, prior forecasts, interviews with air carriers serving Cold Bay and other knowledgeable parties, and examination of Cold Bay, the Aleutians East Borough (AEB), and the surrounding region's past economy and future economic trends.

Air traffic forecasts for Cold Bay were produced by DOT&PF for the 1996 Alaska Aviation System Plan Update and by the Federal Aviation Administration for their Terminal Area Forecast (TAF) system. In addition, the Aleutians East Borough completed a regional aviation system plan in 2006 which forecasted air traffic for airports within the Borough. The Alaska Aviation System Plan predicted 2.5% average annual growth in enplanements and no growth in commercial operations between 2005 and 2010. FAA Terminal Area Forecasts (TAF) tend to show no growth for smaller airports, repeating the latest year's data out into the future. This is the case for the TAF forecast for Cold Bay Airport traffic.

Several locally and regionally significant conditions affecting air traffic at Cold Bay were examined. Some factors tend to increase demand for air travel, and some tend to dampen demand. Several factors impact Cold Bay directly while other factors impact the region surrounding Cold Bay. Indirect impacts will likely filter through and affect Cold Bay air traffic.

Factors that have the potential to increase demand for air travel include plans by the Federal government to further rationalize area fisheries, ecotourism and outdoor recreation sector, potential private and military development in communities at the end of the Aleutian chain, recently awarded grant funding by the Alaska Energy Authority for alternative energy projects in the Aleutians region, and reductions or elimination of the Essential Air Service subsidy program which could reroute air service that is currently based out of Anchorage and Dutch Harbor to Cold Bay.

The Aleutians East Borough is considering expansion and improvement of the Cold Bay airport to enhance its role as a regional hub. Any of the previously mentioned regional economic happenings could help support this expansion. Changes in air service to the Aleutians could also impact the role of Cold Bay as a regional hub. Those changes in turn could impact fleet mix, as well as the reliability and frequency of air service at Cold Bay.

Factors that have the potential to dampen demand for air travel include the worldwide economic downturn, high fuel prices, stagnant population growth over the past decade, the proposed construction of a road connection between Cold Bay and King Cove will likely eliminate or drastically reduce demand for air service between the two communities, and future reductions or elimination of Essential Air Service and Bypass Mail subsidy programs, that several communities in the region receive, could reduce air service in the Aleutians region in general.

Growth rates for air traffic at Cold Bay were developed from examination of historic growth trends, interviews with air carriers serving Cold Bay, community representatives and other knowledgeable parties. In addition, considerable professional judgment was used in the development of this forecast.

Although some socioeconomic and traffic growth indicators for the area are positive, the uncertain factors mentioned, especially the recent worldwide economic downturn and weakness in the aviation industry, tend to dampen expectations of positive growth in passenger enplanements and other air traffic activity. For those reasons, the air traffic growth rate for this forecast is 0.5%. The lower rate is assumed because of the strong negative socioeconomic conditions currently in place in the region.

While changes in fleet mix and load factors could create different growth rates in enplanements and operations, this forecast increases both of those variables at the same rate. Since the air carriers stated no plans for changes to the fleet mix, or were unable to say, this analysis assumes no changes in fleet mix or load factors. Thus, enplanements and operations would grow at the same rate of 0.5% per year.

Table 4: Air Traffic Forecast

	2008 (Base Year)	0-5 Years	6-10 Years	11-20 Years
Aircraft Operations	9,844	10,093	10,347	10,609
Air Carrier (B-II)	3,486	3,574	3,664	3,757
Commuter Airline (A-I)	4,488	4,601	4,718	4,837
Enplaned Passengers	9,093	9,323	9,558	9,799
Mail (enplaned and deplaned - in lbs.)	1,300,361	1,333,197	1,366,862	1,401,377
Freight (enplaned and deplaned - in lbs.)	928,567	952,014	976,054	1,000,701
Based Aircraft	5	5	5	5

Source: Southeast Strategies, May 2009.

D. Airport Features

According to the aeronautical forecast, this facility should meet design standards for an ARC of B-II in the short and near-term. The long-term economic growth discussed previously is likely to result in the need for an Ultimate ARC of B-III. The existing airport features meet or exceed the corresponding facility requirements, except as indicated in the discussion of non-standard conditions in Section E.

The B-II design standard for runway width is 75 feet. The main runway, Runway 15/33, is 150 feet wide by 10,420 feet long and the crosswind runway, Runway 8/26, is 150 feet wide by 6,235 feet long.

Runway 15 is a precision approach runway with less than $\frac{3}{4}$ statute mile visibility minimums. Runways 33, 8, and 26 are non-precision approach runways with 1 statute mile visibility minimums. The following instrument approaches have been published at the Cold Bay Airport:

- Runway 15 – ILS (precision), VOR/DME (non-precision), GPS (non-precision),
- Runway 33 – LOC/DME (non-precision), GPS (non-precision)
- Runway 26 –GPS (non-precision)

Runways 15/33 and 8/26 have high intensity runway lighting (HIRL) and high intensity taxiway edge lights (HITL) line the taxiway edges. There is a Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) on Runway 15 and Runway 33. The MALSR is used by pilots during instrument landing approaches to align the aircraft with the centerline of the runway. Runway 8/26 and Runway 33 are equipped with Visual Approach Slope Indicator systems (VASI). The HIRL, HITL, MALSR, and VASI are pilot-activated when the FSS is closed.

There are three taxiways at CDB, all of which meet B-III design standards. Taxiway A is 75 feet wide by 330 feet long, located at Runway 8/26, and provides access between the crosswind runway and South Apron. Taxiway B is 75 feet wide by 350 feet long, located at Runway 8/26, and provides access between the crosswind runway and South Apron. Taxiway C is 75 feet wide by 400 feet long, located at Runway 15/33, and provides access between the main runway and North Apron. All taxiways have medium intensity taxiway lights.

The North Apron is 430 feet wide by 755 feet long. The South Apron is 330 feet wide by 460 feet long.

Wind data from January 1992 to November 1999 is available for CDB. Wind coverage for the current runway orientation is 81.92% at a 13 knot crosswind component for Runway 15/33 and 72.88% at a 13 knot crosswind component for Runway 8/26.

The Cold Bay Airport consists of one tract of land consisting of several parcels and three aviation easements. The airport covers approximately 2,213 acres.

E. Non-Standard Conditions and/or Modifications to Standards

There are no FAA-approved standard modifications at this airport. The following discussion addresses non-standard conditions at CDB.

Due to changes in magnetic declination, the Runway 14/32 has been renamed Runway 15/33. This narrative report references the updated numbers, though the runway markings and instrument approach plates currently list the runway numbers as 14/32.

The Cold Bay landfill is approximately 2,079 feet from the nearest point on the runway.

The required Runway Safety Area (RSA) length beyond runway end is 600 feet for an ARC of B-II. The current RSA length beyond runway end for Runway 15 is 225 feet and for Runway 33 is 400 feet.

There are fourteen buildings at CDB that are located within the runway visibility zone (RVZ) and obstruct the line of site between the ends of the intersecting runways.

The lighted wind cone and segmented circle are located within the object free area (OFA).

F. Summary of Staged Development

Improvements to CDB will be made in three stages, near-term, medium-term, and ultimate. It is anticipated that near-term improvements will occur in the next five years, medium-term improvements will occur in five to ten years, and ultimate improvements will occur in ten to twenty years.

The near-term improvements will address the following:

- ARFF Expansion
- Runway 15-33 RSA
- North Apron and Taxiway C Resurfacing
- Runway 15-33 Runway Lighting Replacement
- Runway 15-33 Resurfacing
- Runway 8-26 Shift
- AEB Terminal Apron
- Survey for Land Disposal
- Repair ILS
- Balloon Launch Relocation
- Taxiway to Lease Lots
- FSS Building Demolition

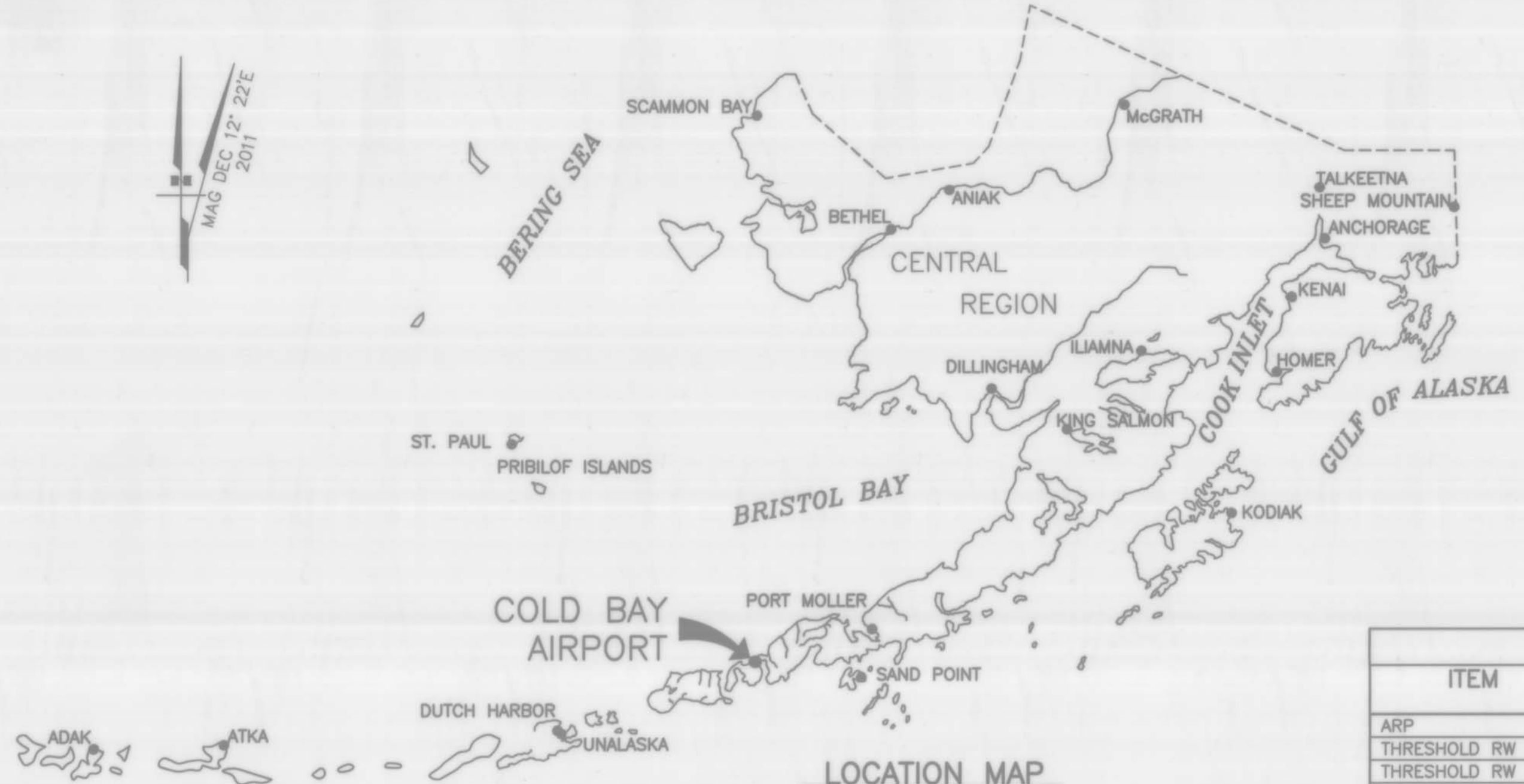
The medium-term improvements will address the following:

- Airport Perimeter Fence
- Trout and Stapp Creek Bridge Replacement
- Sand Storage Building Replacement

The ultimate improvements will address the following:

- North Apron Expansion
- Parallel Taxiway
- Maintenance Building Replacement
- Runway 15-33 RSA Widening and Extension
- Employee Housing

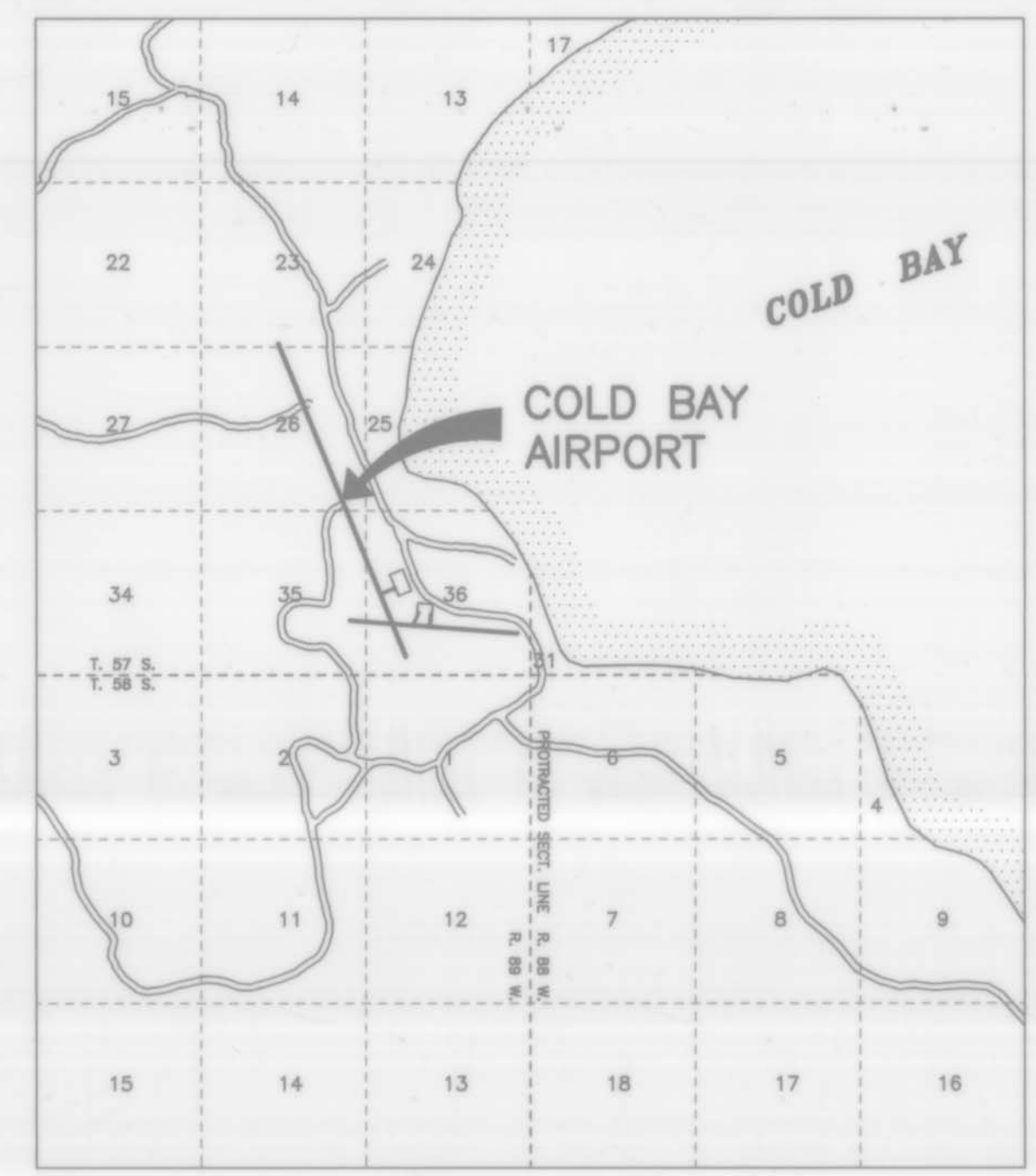
FILE No.:
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 Checked By: BRH
 Date Plotted: 5/25/2011, 4:04 PM
 Layout Name: (1) DATA
 File Name: C:\PROJECTS\AUTOCAD\TEMP\ACHUBIAH_3468\CB-ALP.dwg



LEGEND		
ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (ARP)		
ANTENNA		
BLUFF		
BUILDINGS		
BUILDING RESTRICTION LINE (BRL)		
FENCE		
PAPI		
PROPERTY LINE		
REIL		
ROADWAYS		
ROTATING BEACON		
SHORELINE		
SURVEY MONUMENT		
THRESHOLD MARKERS/LIGHTS		
TOPOGRAPHIC CONTOURS		
TREE (LARGE SINGLE)		
TREELINE		
VASI		
WIND CONE		
WIND CONE AND SEGMENTED CIRCLE		

GEOGRAPHIC COORDINATES TABLE				
ITEM	EXISTING LATITUDE	EXISTING LONGITUDE	ULTIMATE LATITUDE	ULTIMATE LONGITUDE
ARP	55°12'18.54"N	162°43'28.08"W	55°12'21.29"N	162°43'34.50"W
THRESHOLD RW 15	55°13'20.62"N	162°44'16.51"W	55°13'20.50"N	162°44'16.42"W
THRESHOLD RW 33	55°11'45.16"N	162°43'10.26"W	55°11'47.24"N	162°43'11.70"W
THRESHOLD RW 8	55°11'56.31"N	162°43'38.87"W	55°11'57.16"N	162°43'56.73"W
THRESHOLD RW 26	55°11'52.84"N	162°42'26.15"W	55°11'53.14"N	162°42'32.59"W

TAXIWAY DATA TABLE				
ITEM	WIDTH	LENGTH	TAXIWAY SAFETY AREA (TSA)	TAXIWAY OBJECT FREE AREA (TOFA)
TAXIWAY A	75'	330'	118'	186'
TAXIWAY B	75'	350'	118'	186'
TAXIWAY C	75'	400'	118'	186'



VICINITY MAP
 SEC. 22, 23, 24, 25, 26, 27, 35, 36 T 57 S, R 89 W
 SEC. 30, 31 T 57 S, R 88 W
 SEC. 1, 2 T 58 S, R 89 W
 SEC. 6 T 58 S, R 88 W
 SEWARD MERIDIAN
 U.S.G.S. COLD BAY (A-3), ALASKA

SCALE IN STATUTE MILES
 1 SM .5 SM 0 1 SM 2 SM

AIRPORT DATA		
ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	PACD	PACD
NATIONAL AIRPORT IDENTIFIER	CDB	CDB
FAA SITE NUMBER	50114.*A	50114.*A
AIRPORT ELEVATION NAVD88	100.5	99.8
AIRPORT REFERENCE CODE	B-II	B-III
MEAN MAX. TEMPERATURE, HOTTEST MONTH	55°F, JULY	55°F, JULY
AIRPORT AND TERMINAL NAVIGATION AIDS	ILS, GPS, NDB, VOR/DME, LOC/DME, ROTATING BEACON	ILS, GPS, NDB, VOR/DME, LOC/DME, ROTATING BEACON
TAXIWAY LIGHTING/MARKING	MITL	MITL
OBSTRUCTION SURVEY SOURCE & TYPE	ANP 2005	ANP 2005
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	12°22'E / 2011	-0°11'(W) / YEAR

RUNWAY 15/33 DATA			
ITEM	EXISTING	NEAR-TERM	ULTIMATE
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY	OTHER THAN UTILITY	OTHER THAN UTILITY	OTHER THAN UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	P, NPI	P, NPI	P, NPI
APPROACH SURFACES	50:1/34:1	50:1/34:1	50:1/34:1
VISIBILITY MINIMUM	<3/4 SM/1 SM	<3/4 SM/1 SM	<3/4 SM/1 SM
RUNWAY SURFACE	ASPHALT	ASPHALT	ASPHALT
PAVEMENT STRENGTH SW,DW,DTW,DDTW lbs	345,000	345,000	345,000
AIRCRAFT APPROACH CATEGORY	B	B	B
AIRPLANE DESIGN GROUP	II	II	III
TRUE BEARING	N21°38'41.21"W	N21°38'42.22"W	N21°38'42.22"W
EFFECTIVE GRADE	0.20%	0.20%	0.20%
TOUCHDOWN ELEVATION NAVD88	75.2 / 93.7	75.2 / 93.7	75.2 / 93.7
RUNWAY DIMENSIONS	150' x 10415'	150' x 10180'	150' x 10180'
RUNWAY SAFETY AREA (RSA) DIMENSIONS	300' x 11040'	300' x 11380'	400' x 11380'
LENGTH BEYOND R/W END	225' / 400'	600' / 800'	* 800' / 800'
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS-RW 15	2500' x 1000' x 1750'	2500' x 1000' x 1750'	2500' x 1000' x 1750'
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS-RW 33	1700' x 1000' x 1510'	1700' x 1000' x 1510'	1700' x 1000' x 1510'
RUNWAY OBJECT FREE AREA (ROFA) DIMENSIONS	800' x 11615'	800' x 11380'	800' x 11780'
LENGTH BEYOND R/W END OR STOPWAY	600' / 600'	600' / 600'	800' / 800'
RUNWAY OBSTACLE FREE ZONE (ROFZ) DIMENSIONS	400' x 10815'	400' x 10580'	400' x 10580'
PRECISION OBSTACLE FREE ZONE (POFZ) DIMENSIONS-RW15	800' x 200'	800' x 200'	800' x 200'
RUNWAY LIGHTING	HIRL	HIRL	HIRL
RUNWAY MARKING TYPE	PRECISION	PRECISION/NON-PRECISION	PRECISION/NON-PRECISION
RUNWAY VISUAL APPROACH AIDS-RW 15	MALSR	MALSR	MALSR
RUNWAY VISUAL APPROACH AIDS-RW 33	VASI, MALSR	VASI, MALSR	VASI, MALSR

RUNWAY 8/26 DATA			
ITEM	EXISTING	NEAR-TERM	ULTIMATE
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY	OTHER THAN UTILITY	OTHER THAN UTILITY	OTHER THAN UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	NPI, NPI	NPI, NPI	NPI, NPI
APPROACH SURFACES	34:1/34:1	34:1/34:1	34:1/34:1
VISIBILITY MINIMUM	1 SM	1 SM	1 SM
RUNWAY SURFACE	ASPHALT	ASPHALT	ASPHALT
PAVEMENT STRENGTH SW,DW,DTW,DDTW lbs	345,000	345,000	345,000
AIRCRAFT APPROACH CATEGORY	B	B	B
AIRPLANE DESIGN GROUP	II	II	II
TRUE BEARING	S85°13'26.49"E	S85°13'36.03"E	S85°13'36.03"E
EFFECTIVE GRADE	0.26%	0.21%	0.21%
TOUCHDOWN ELEVATION NAVD88 (ESTIMATED)	95.7 / 100.5	95.7 / 99.8	95.7 / 99.8
RUNWAY DIMENSIONS	150' x 6235'	150' x 4900'	150' x 4900'
RUNWAY SAFETY AREA (RSA) DIMENSIONS	500' x 6235'	300' x 5500'	300' x 5500'
LENGTH BEYOND R/W END	*335' / 335'	300' / 300'	300' / 300'
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	1700' x 1000' x 1510'	1700' x 1000' x 1510'	1700' x 1000' x 1510'
RUNWAY OBJECT FREE AREA (ROFA) DIMENSIONS	500' x 6835'	500' x 5500'	500' x 5500'
LENGTH BEYOND R/W END OR STOPWAY	300' / 300'	300' / 300'	300' / 300'
RUNWAY OBSTACLE FREE ZONE (ROFZ) DIMENSIONS	400' x 6635'	400' x 5300'	400' x 5300'
RUNWAY LIGHTING	HIRL	HIRL	HIRL
RUNWAY MARKING TYPE	NON-PRECISION	NON-PRECISION	NON-PRECISION
RUNWAY VISUAL APPROACH AIDS	VASI	VASI	REIL/PAPI

* BEYOND THE ASDA

NOTES

- THE HORIZONTAL DATUM IS NAD 83 (NSRS 2007.0000). THE BASIS OF COORDINATES IS THE POSITION OF NATIONAL GEODETIC SURVEY (NGS) SECONDARY AIRPORT CONTROL STATION (SACS) "CDB T4A," HAVING LOCAL COORDINATES OF 30,000.0000N, 60,000.0000E. U.S. SURVEY FEET.
- THE VERTICAL DATUM IS NAVD88 ORTHOMETRIC HEIGHTS. THE BASIS OF ELEVATIONS IS THE NGS PUBLISHED ELLIPSOID HEIGHT AND GEOID-09 HEIGHT OF THE PACS "CDB S1," (PID AD9764), HAVING AN ELEVATION OF 72.84 FEET.

DRAWING INDEX	
SHT #	TITLE
1	AIRPORT DATA SHEET
2	EXISTING LAYOUT
3	NEAR-TERM LAYOUT
4	ULTIMATE LAYOUT
5	DECLARED DISTANCES RUNWAY 15/33
6	DECLARED DISTANCES RUNWAY 8/26
7	TERMINAL AREA
8	EXISTING INNER PORTION OF RW 15/33 APPROACH SURFACE
9	EXISTING INNER PORTION OF RW 08/26 APPROACH SURFACE
10	ULTIMATE INNER PORTION OF RW 15/33 APPROACH SURFACE
11	ULTIMATE INNER PORTION OF RW 08/26 APPROACH SURFACE
12	AIRPORT AIRSPACE, 14 CFR, PART 77
13	AIRPORT PROPERTY MAP
14	FUTURE LAND USE PLAN

WIND DATA TABLE				
RUNWAY	10.5 kt	13 kt	16 kt	20 kt
15/33	73.9	81.92	89.27	95.00
8/26	62.0	72.88	83.34	
COMBINED	93.4	95.04	98.01	

SOURCE:
 U.S. DEPARTMENT OF COMMERCE, NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, NATIONAL CLIMATIC DATA CENTER
 REPORT PERIOD: 01/1992- 11/1999
 WIND SPEED SAMPLED IN MILES PER HOUR

APPROVED: *K. Kim Rice* DATE: 6/3/2011
 K. KIM RICE, P.E. PRECONSTRUCTION ENGINEER
 RECOMMENDED: *Harvey M. Douthett* DATE: 6/2/2011
 HARVEY M. DOUTHETT, P.E. DESIGN SECTION CHIEF

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 6/6/11
 FAA AIRSPACE REVIEW NUMBER: 2011-AAL-20-NEX

At O... DATE: 6/6/11
 FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-62

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

COLD BAY AIRPORT
 COLD BAY, ALASKA
 AIRPORT LAYOUT PLAN

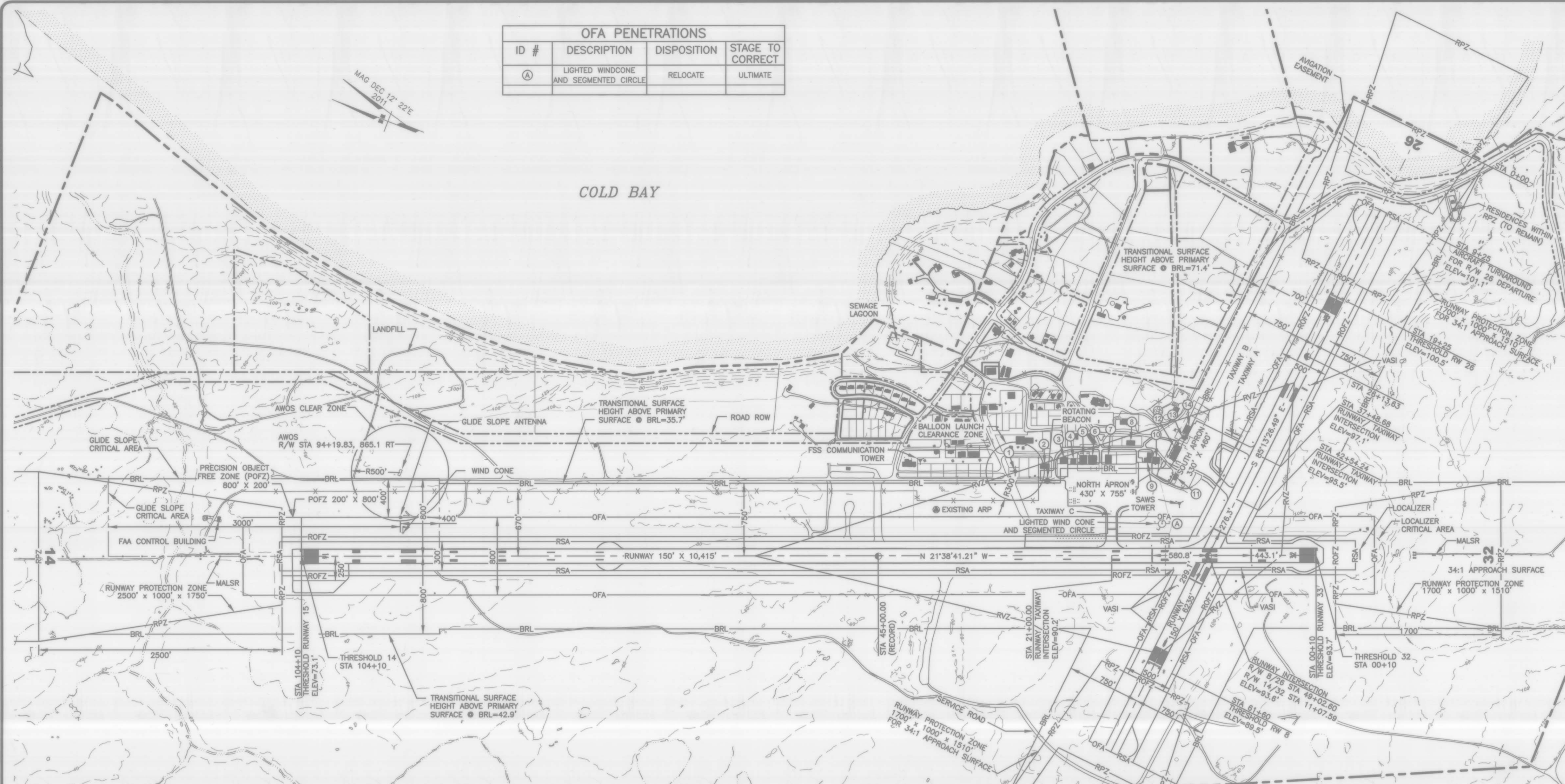
AIRPORT DATA SHEET

DATE: 05/25/2011
 SHEET: 1 OF 14

OFA PENETRATIONS			
ID #	DESCRIPTION	DISPOSITION	STAGE TO CORRECT
(A)	LIGHTED WINDCONE AND SEGMENTED CIRCLE	RELOCATE	ULTIMATE

MAG DEC 12' 22'E
2011

COLD BAY

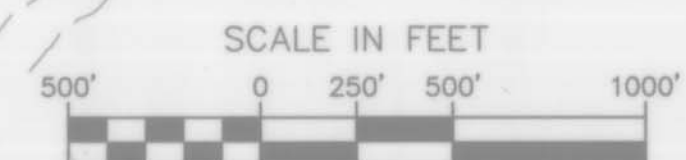


RVZ OBSTRUCTION TABLE

ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
(1)	US WEATHER SERVICE BALLOON BUILDING	30+84/863'	123.08	RVZ	95.26	27.82	REDUCE RVZ	NEAR-TERM
(2)	DOT&PF AIR RESCUE FIRE FIGHTING BUILDING AND AIRPORT MANAGERS OFFICE	27+90/923'	115.25	RVZ	96.07	19.18	REDUCE RVZ	NEAR-TERM
(3)	ALEUTIAN SERVICES INC.	25+77/980'	116.79	RVZ	96.67	20.12	REDUCE RVZ	NEAR-TERM
(4)	DEPARTMENT OF INTERIOR FISH AND WILDLIFE HANGAR	24+94/975'	114.42	RVZ	96.87	17.55	REDUCE RVZ	NEAR-TERM
(5)	PENINSULA AIRWAYS INC. HANGAR	23+92/991'	113.71	RVZ	97.14	16.57	REDUCE RVZ	NEAR-TERM
(6)	PENINSULA AIRWAYS INC. HANGAR/TERMINAL	23+07/992'	115.30	RVZ	97.34	17.96	REDUCE RVZ	NEAR-TERM
(7)	EVERGREEN AVIATION INC. HANGAR	21+34/954'	115.92	RVZ	97.69	18.23	REDUCE RVZ	NEAR-TERM
(8)	ALEUT ENTERPRISE CORP.	19+04/1162'	110.90	RVZ	98.59	12.31	REDUCE RVZ	NEAR-TERM
(9)	DOT&PF OLD FIRE STATION	17+63/1009'	122.51	TOWER	98.67	23.84	REDUCE RVZ	NEAR-TERM
		17+16/1011'	104.13	HIGH BLDG PT	98.79	5.34	REDUCE RVZ	NEAR-TERM
		17+50/985'	98.86	MAIN BLDG	98.67	0.19	REDUCE RVZ	NEAR-TERM
(10)	CITY OF COLD BAY CLINIC	16+55/982'	102.34	RVZ	98.89	3.45	REDUCE RVZ	NEAR-TERM
(11)	FAA FLIGHT SERVICE STATION	14+53/796'	121.86	RVZ	99.07	22.79	REMOVE	NEAR-TERM
(12)	ALEUT ENTERPRISE CORP. DBA FROSTY FUELS	14+43/1058'	117.25	RVZ	99.52	17.73	REDUCE RVZ	NEAR-TERM
(13)	ALEUT ENTERPRISE CORP. DBA FROSTY FUELS	13+57/1214'	106.48	RVZ	99.99	6.49	REDUCE RVZ	NEAR-TERM
(14)	ALEUT ENTERPRISE CORP. DBA FROSTY FUELS	13+25/1298'	117.86	RVZ	100.20	17.66	REDUCE RVZ	NEAR-TERM

NOTES:

1. DUE TO CHANGES IN MAGNETIC DECLINATION, RUNWAY 14/32 HAS BEEN RENAMED RUNWAY 15/33.
2. NO OFZ OBJECT PENETRATIONS.
3. NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

COLD BAY AIRPORT
COLD BAY, ALASKA
AIRPORT LAYOUT PLAN

EXISTING LAYOUT

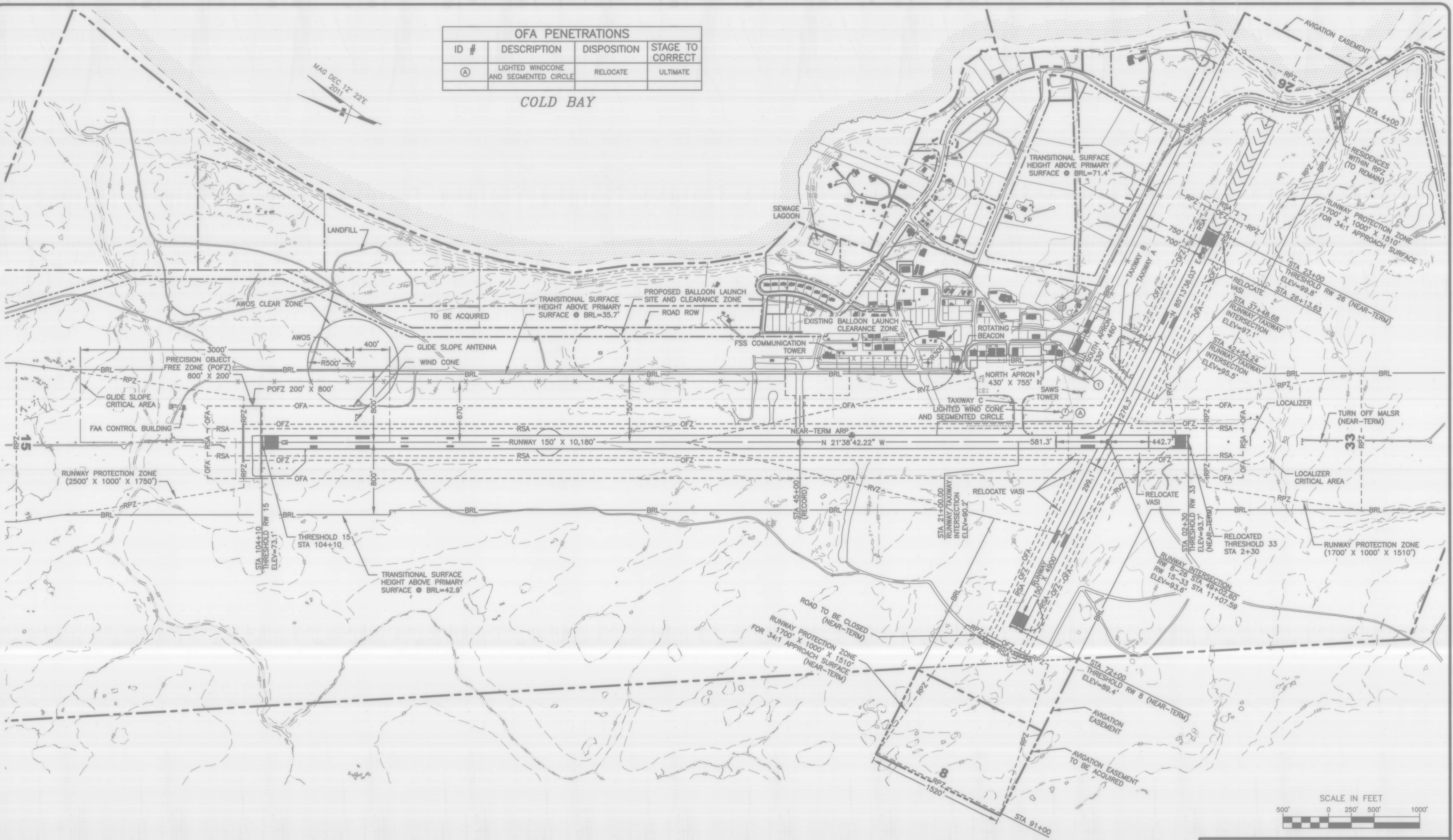
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05/25/2011
SHEET:
2
OF
14

BY	DATE	REVISION

Date Plotted: 5/25/2011, 4:04 PM
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 Drawn By: BPO
 Checked By: BRH

OFA PENETRATIONS			
ID #	DESCRIPTION	DISPOSITION	STAGE TO CORRECT
(A)	LIGHTED WINDCONE AND SEGMENTED CIRCLE	RELOCATE	ULTIMATE

COLD BAY



Date Plotted: 5/25/2011, 4:04 PM
 Layout Name: C:\PROJECTS\AUTOCAD\TEMP\AcPublish_3468\CB-ALP.dwg
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 Checked By: BRH

ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
(1)	FAA FLIGHT SERVICE STATION	14+53/796'	121.86	RVZ	99.07	22.79	REMOVE	ULTIMATE

NOTES:
 1. NO OFZ OBJECT PENETRATIONS.
 2. NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.

BY	DATE	REVISION



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

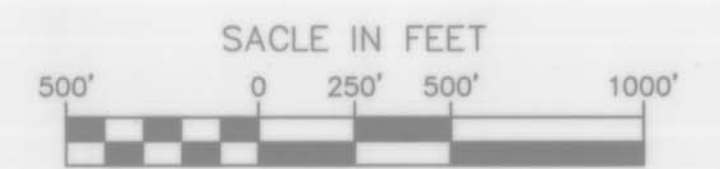
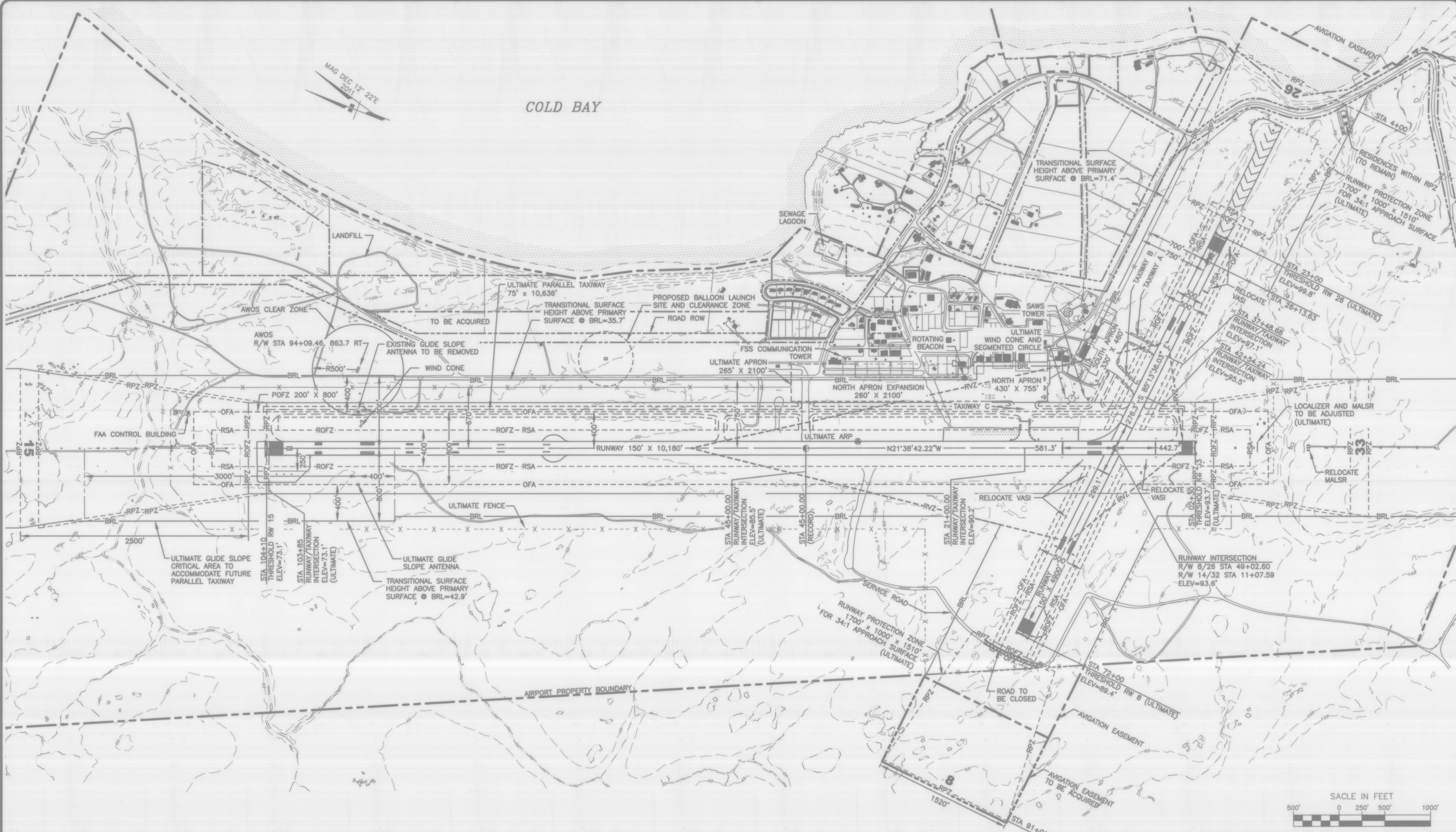
COLD BAY AIRPORT
 COLD BAY, ALASKA
 AIRPORT LAYOUT PLAN
 NEAR-TERM LAYOUT

DATE: 05/25/2011
 SHEET: 3 OF 14

MAG DEC 12' 22'E
2011

COLD BAY

FILE No.:
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Drawn By: BPO
Checked By: BRH
Date Plotted: 5/25/2011, 4:04 PM
Layout Name: C:\PROJECTS\AUTOCAD\TEMP\AcrPublic\3468\CB-ALP.dwg
File Name:



- NOTES:
1. NO RVZ PENETRATIONS.
 2. NO OFZ OBJECT PENETRATIONS.
 3. NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

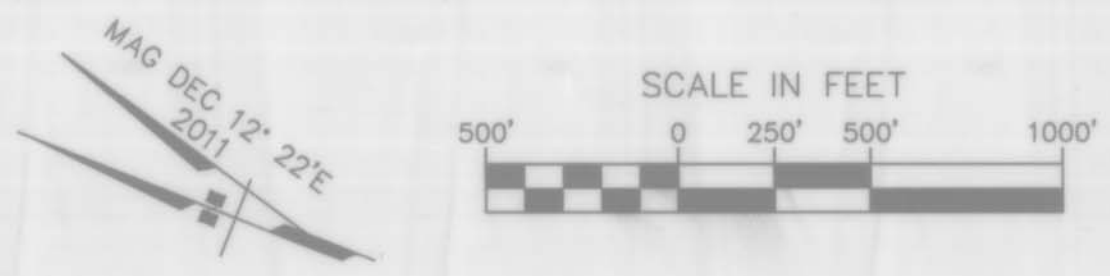
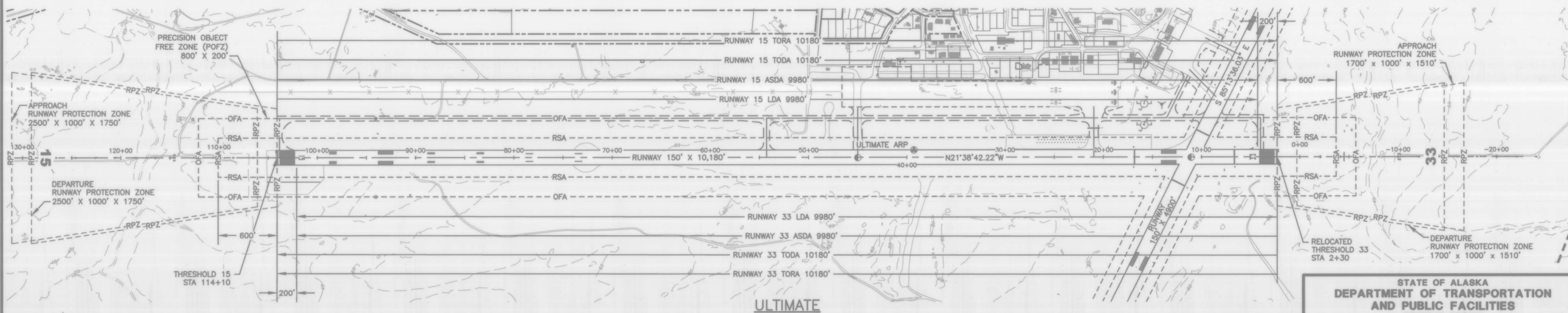
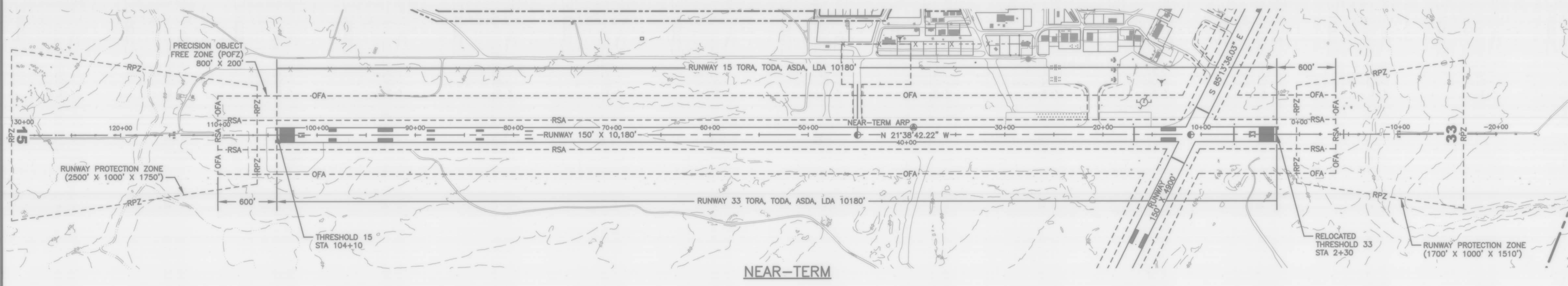
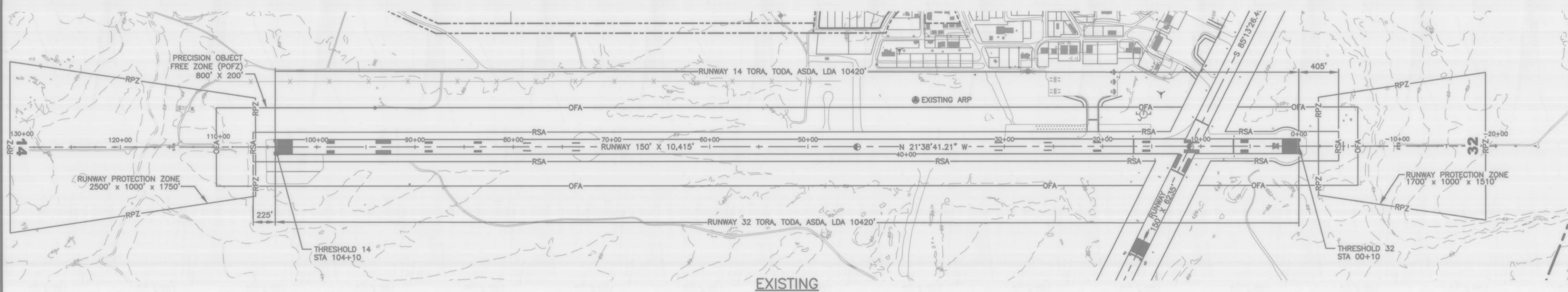
COLD BAY AIRPORT
COLD BAY, ALASKA
AIRPORT LAYOUT PLAN

ULTIMATE LAYOUT

DATE: 05/25/2011
SHEET: 4 OF 14

FILE No.:
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Designed By: CCW
 Drawn By: BPO
 Checked By: BRH



NOTE:
 1. DECLARED DISTANCES WILL NOT BE REQUIRED UNTIL THE ULTIMATE DEVELOPMENT OCCURS. EXISTING AND NEAR-TERM SHOWN FOR COMPARISON.

BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

COLD BAY AIRPORT
 COLD BAY, ALASKA
 AIRPORT LAYOUT PLAN

DECLARED DISTANCES
 RUNWAY 15/33

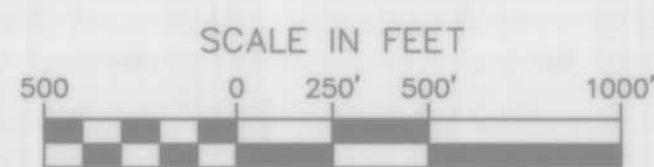
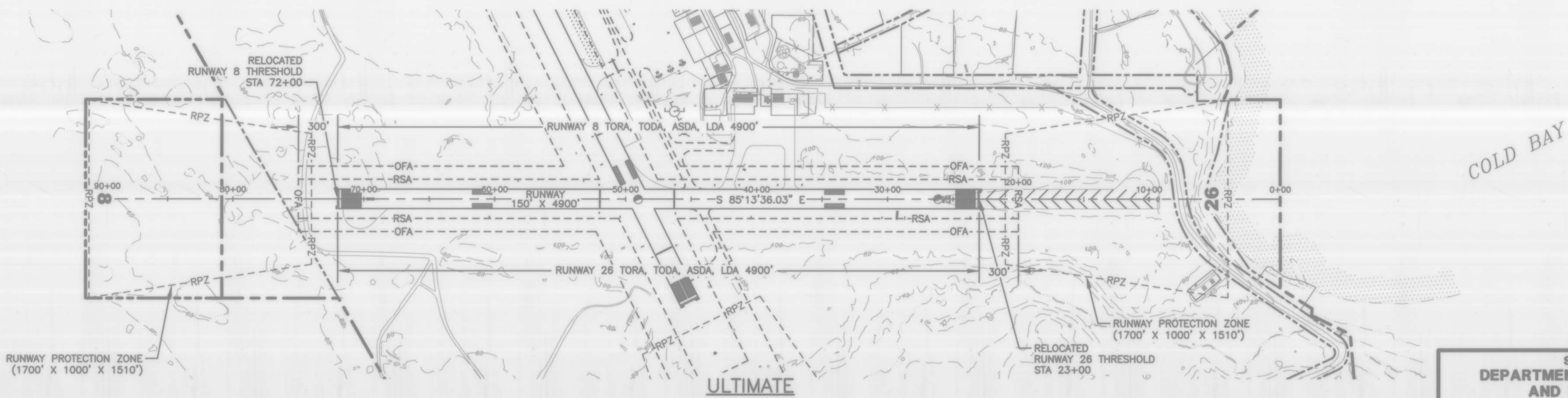
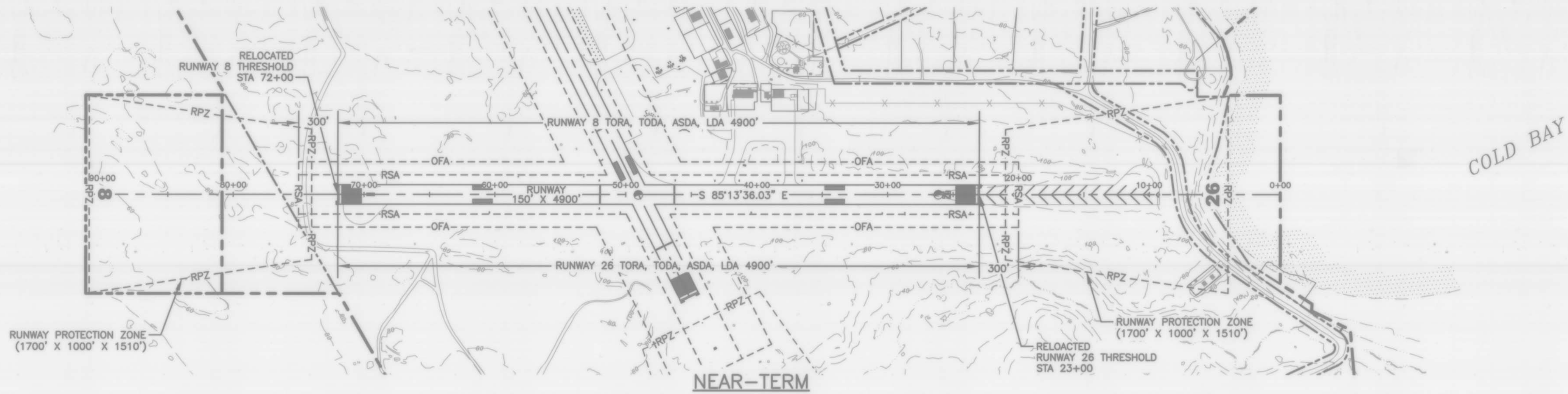
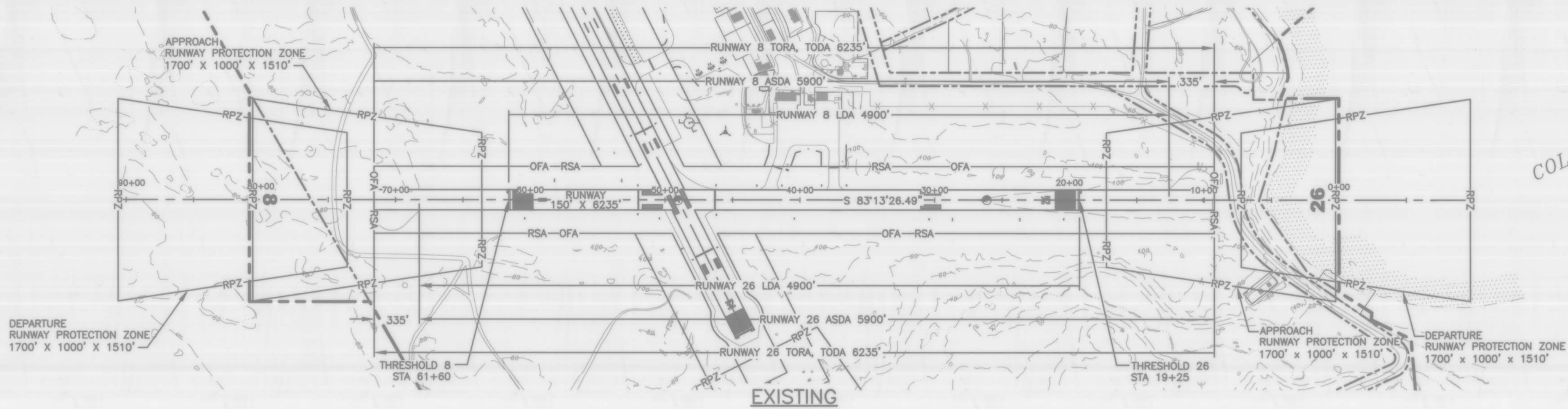
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Date Plotted: 15/25/2011, 4:04 PM
Layout Name: (6) DEC08-28
File Name: C:\PROJECTS\AUTOCAD\TEMP\acpublsh_3468\CB-ALP.dwg



NOTE:

1. DECLARED DISTANCES REQUIRED FOR EXISTING LAYOUT, NEAR-TERM AND ULTIMATE SHOWN FOR COMPARISON.

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

COLD BAY AIRPORT
COLD BAY, ALASKA
AIRPORT LAYOUT PLAN

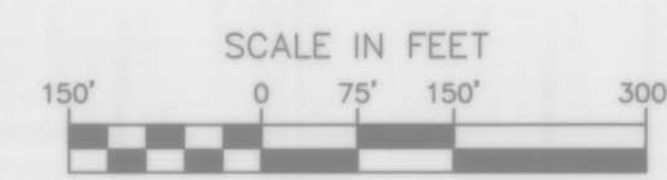
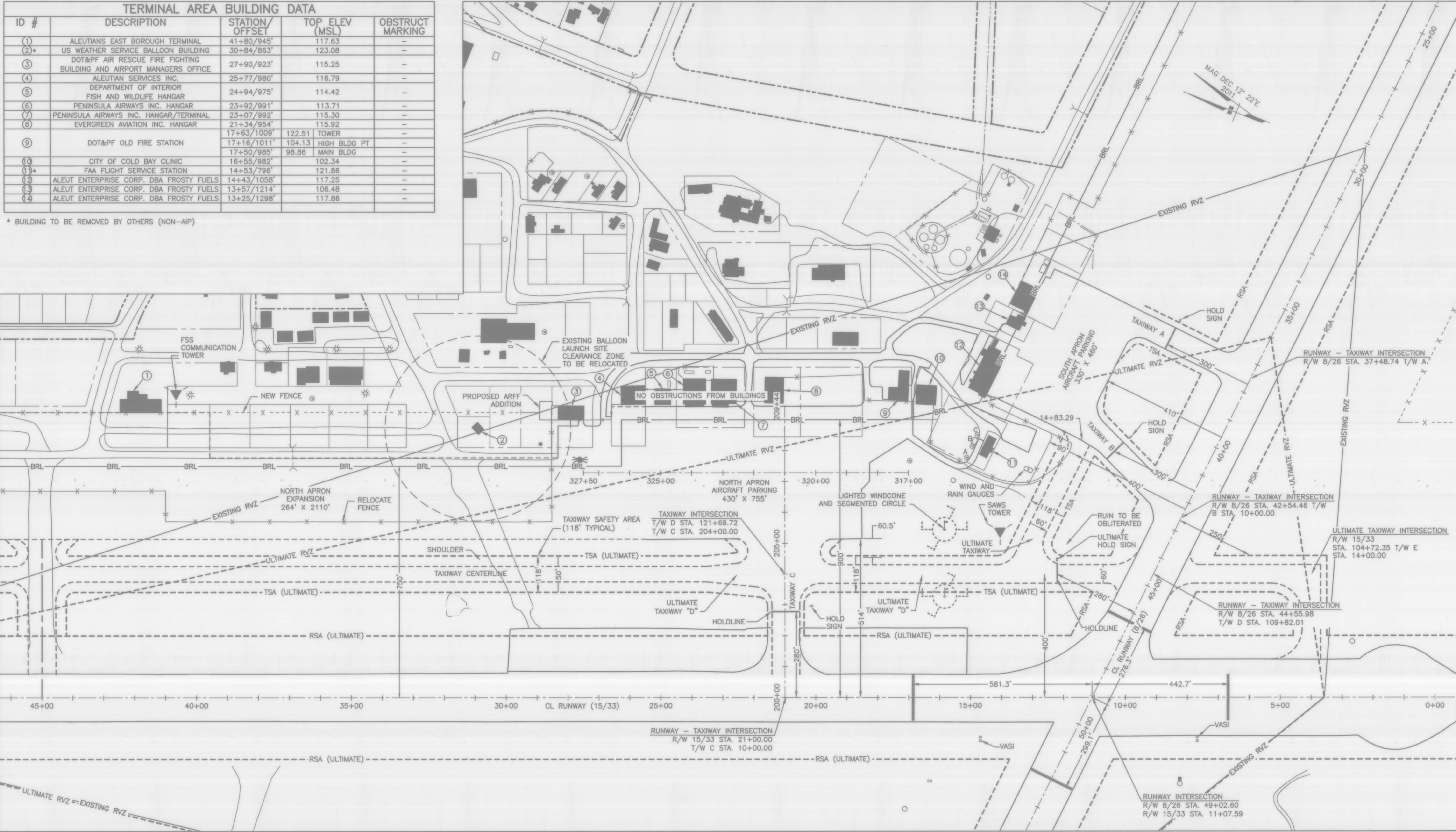
DECLARED DISTANCES
RUNWAY 8/26

DATE:
05/25/2011
SHEET:
6
OF
14

TERMINAL AREA BUILDING DATA

ID #	DESCRIPTION	STATION/OFFSET	TOP ELEV (MSL)	OBSTRUCT MARKING
1	ALEUTIANS EAST BOROUGH TERMINAL	41+80/945'	117.63	-
2*	US WEATHER SERVICE BALLOON BUILDING	30+84/863'	123.08	-
3	DOT&PF AIR RESCUE FIRE FIGHTING BUILDING AND AIRPORT MANAGERS OFFICE	27+90/923'	115.25	-
4	ALEUTIAN SERVICES INC.	25+77/980'	116.79	-
5	DEPARTMENT OF INTERIOR FISH AND WILDLIFE HANGAR	24+94/975'	114.42	-
6	PENINSULA AIRWAYS INC. HANGAR	23+92/991'	113.71	-
7	PENINSULA AIRWAYS INC. HANGAR/TERMINAL	23+07/992'	115.30	-
8	EVERGREEN AVIATION INC. HANGAR	21+34/954'	115.92	-
9	DOT&PF OLD FIRE STATION	17+63/1009'	122.51	TOWER
		17+16/1011'	104.13	HIGH BLDG PT
		17+50/985'	98.86	MAIN BLDG
10	CITY OF COLD BAY CLINIC	16+55/982'	102.34	-
11*	FAA FLIGHT SERVICE STATION	14+53/796'	121.86	-
12	ALEUT ENTERPRISE CORP. DBA FROSTY FUELS	14+43/1058'	117.25	-
13	ALEUT ENTERPRISE CORP. DBA FROSTY FUELS	13+57/1214'	106.48	-
14	ALEUT ENTERPRISE CORP. DBA FROSTY FUELS	13+25/1298'	117.86	-

* BUILDING TO BE REMOVED BY OTHERS (NON-AIP)



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

COLD BAY AIRPORT
COLD BAY, ALASKA
AIRPORT LAYOUT PLAN

TERMINAL AREA

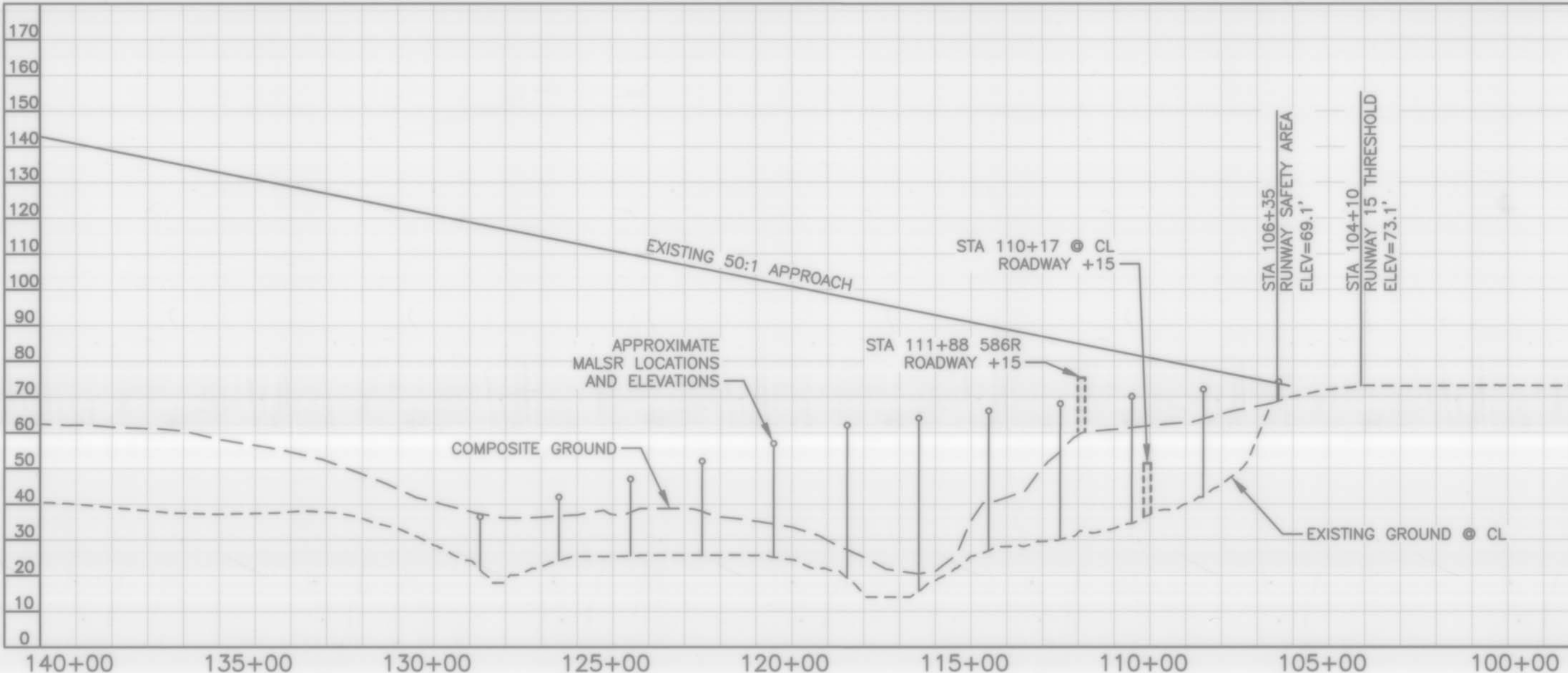
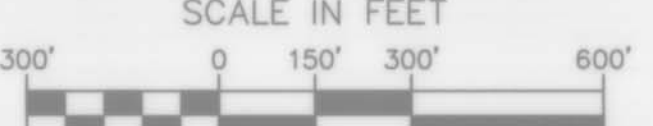
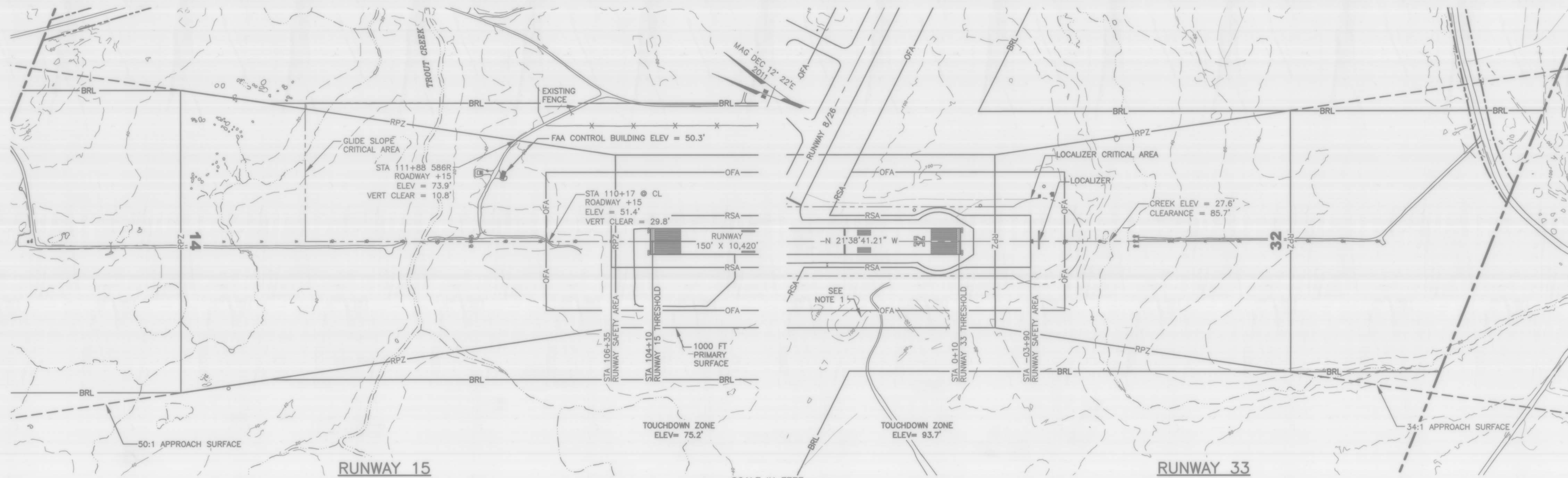
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SHEET: 7 OF 14

BY	DATE	REVISION

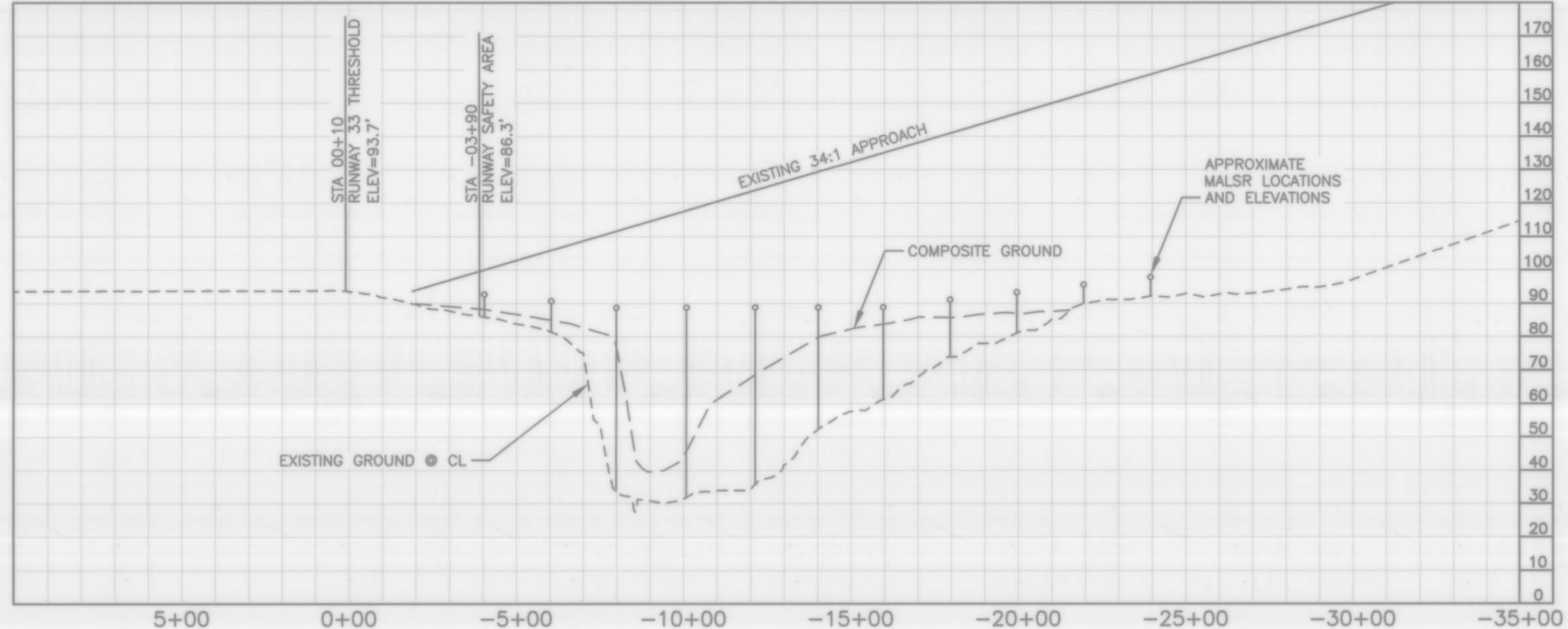
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 Checked By: BRH

FILE No.:
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Designed By: CCW
 Drawn By: BFO
 Checked By: BRH



RUNWAY 15



RUNWAY 33

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 15)								
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.

- THERE ARE NO OBSTRUCTIONS IN THE APPROACH TO RUNWAY 15, THEREFORE THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
- THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACE OF RUNWAY 15, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 9.
- THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY DEPARTURE END SITING SURFACE OF RUNWAY 15, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 11.

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 33)								
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.

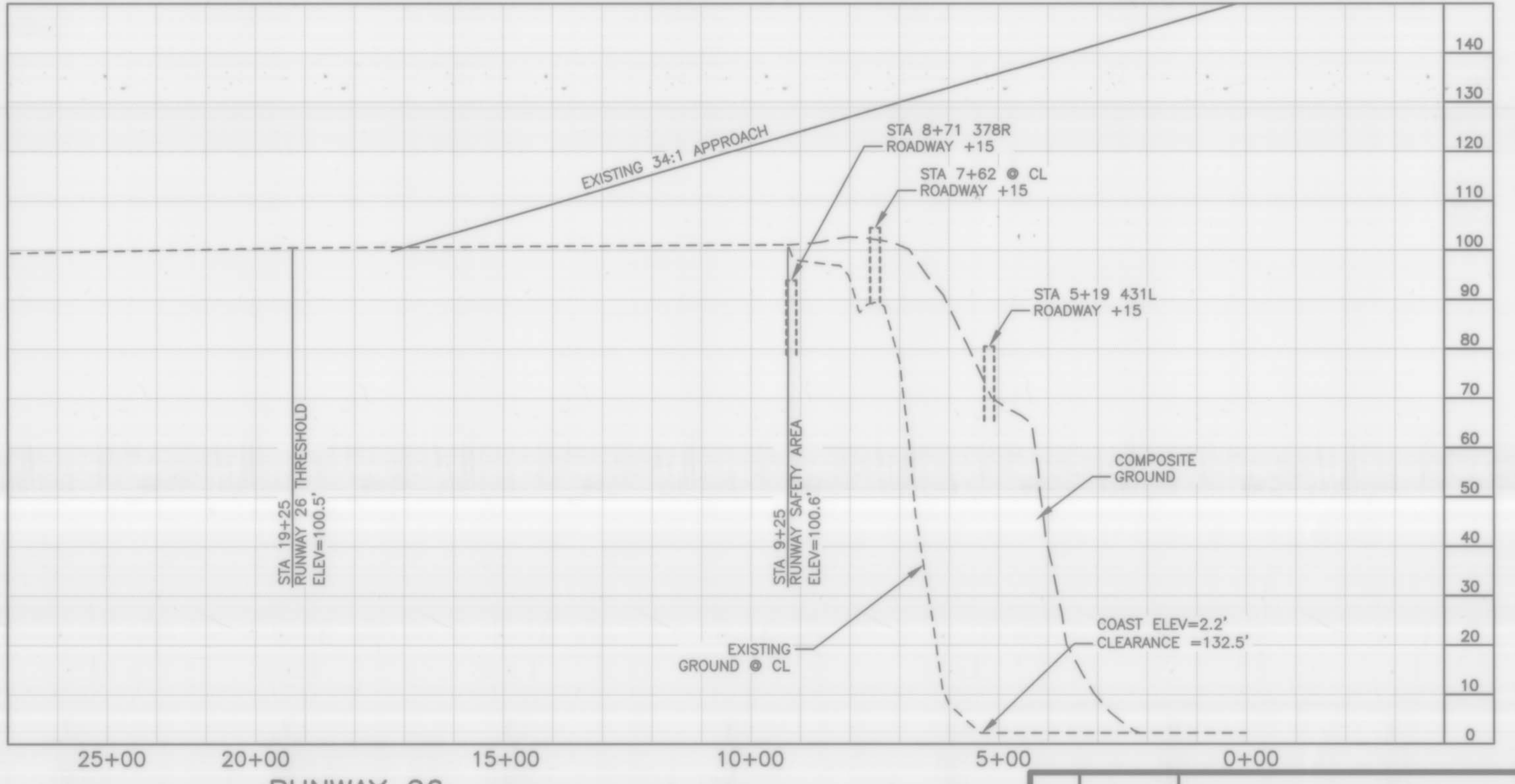
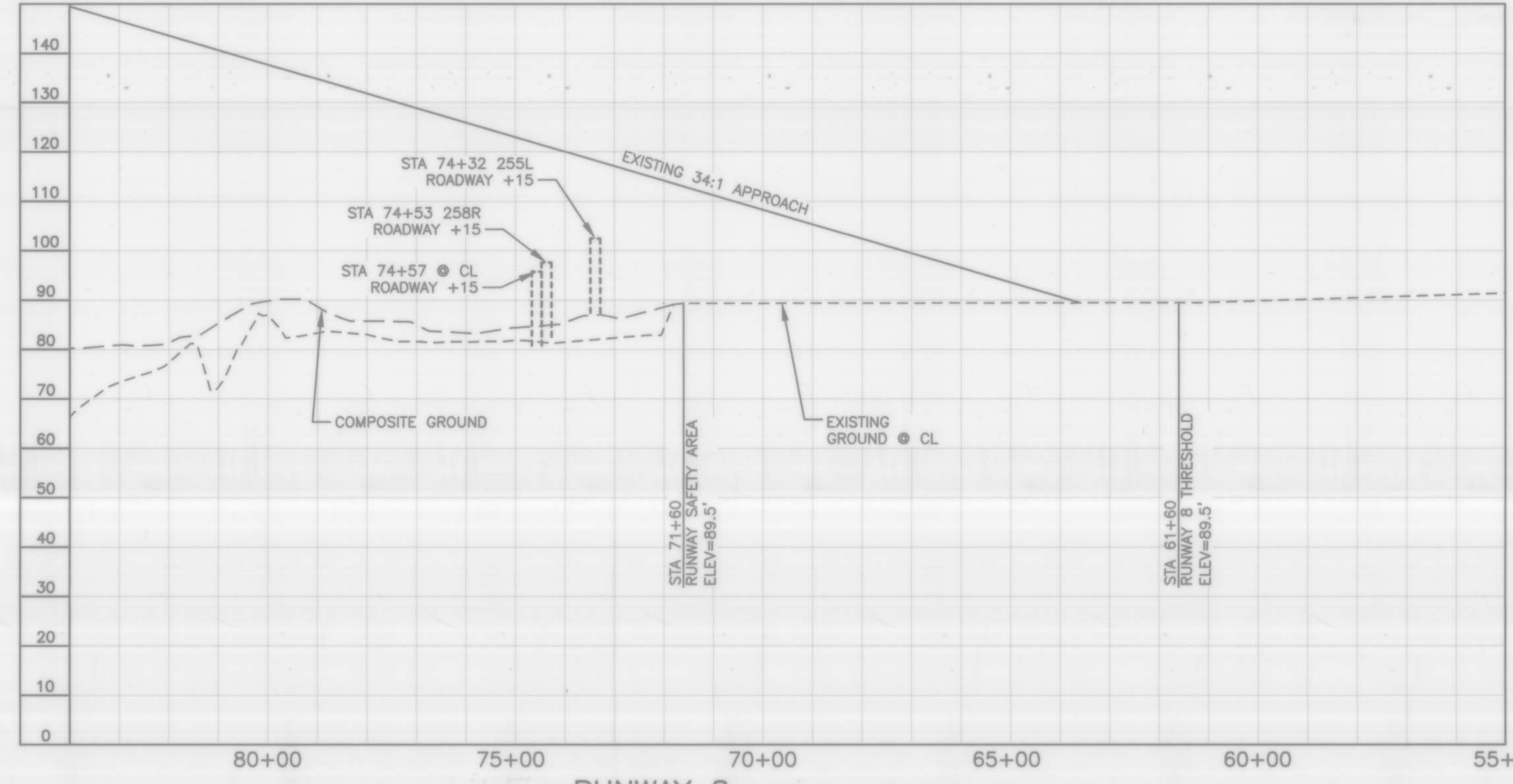
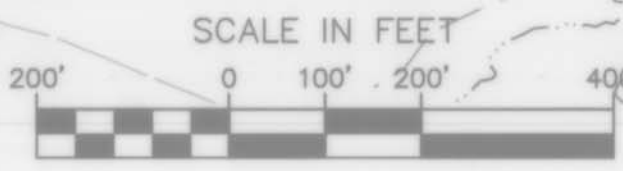
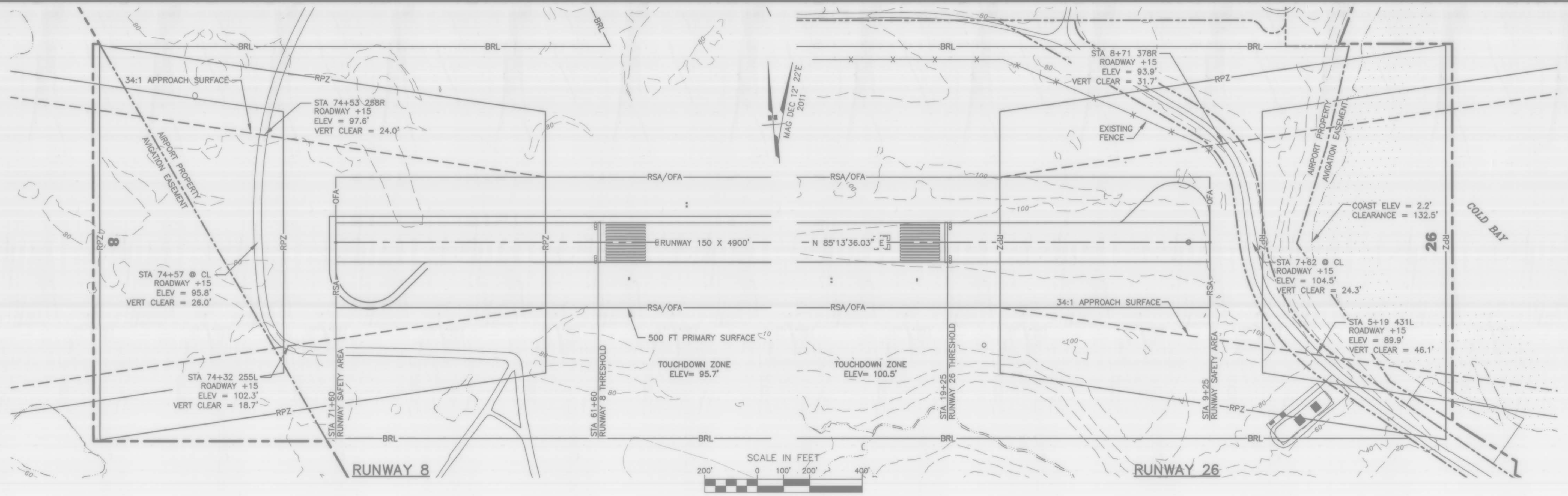
- THERE ARE NO OBSTRUCTIONS IN THE APPROACH TO RUNWAY 33, THEREFORE THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
- THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACE OF RUNWAY 33, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5.
- THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY DEPARTURE END SITING SURFACE OF RUNWAY 15, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 11.

BY	DATE	REVISION
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION		
COLD BAY AIRPORT COLD BAY, ALASKA AIRPORT LAYOUT PLAN		DATE: 05/25/2011 SHEET: 8 OF 14
EXISTING INNER PORTION OF RUNWAY 15/33 APPROACH SURFACE		

FILE No.:

Designed By: COW
 Drawn By: BPO
 Checked By: BRH

Date Plotted: 5/25/2011, 4:04 PM
 Layout Name: (9) EAPP 8-26
 File Name: C:\PROJECTS\AUTOCAD\TEMP\AcPublish_3468_CB-ALP.dwg



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.

- THERE ARE NO OBSTRUCTIONS IN THE APPROACH TO RUNWAY 8, THEREFORE THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
- THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACE OF RUNWAY 8, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5.
- THERE ARE OBJECT PENETRATIONS IN THE RUNWAY DEPARTURE END SITING SURFACE OF RUNWAY 8, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 11.

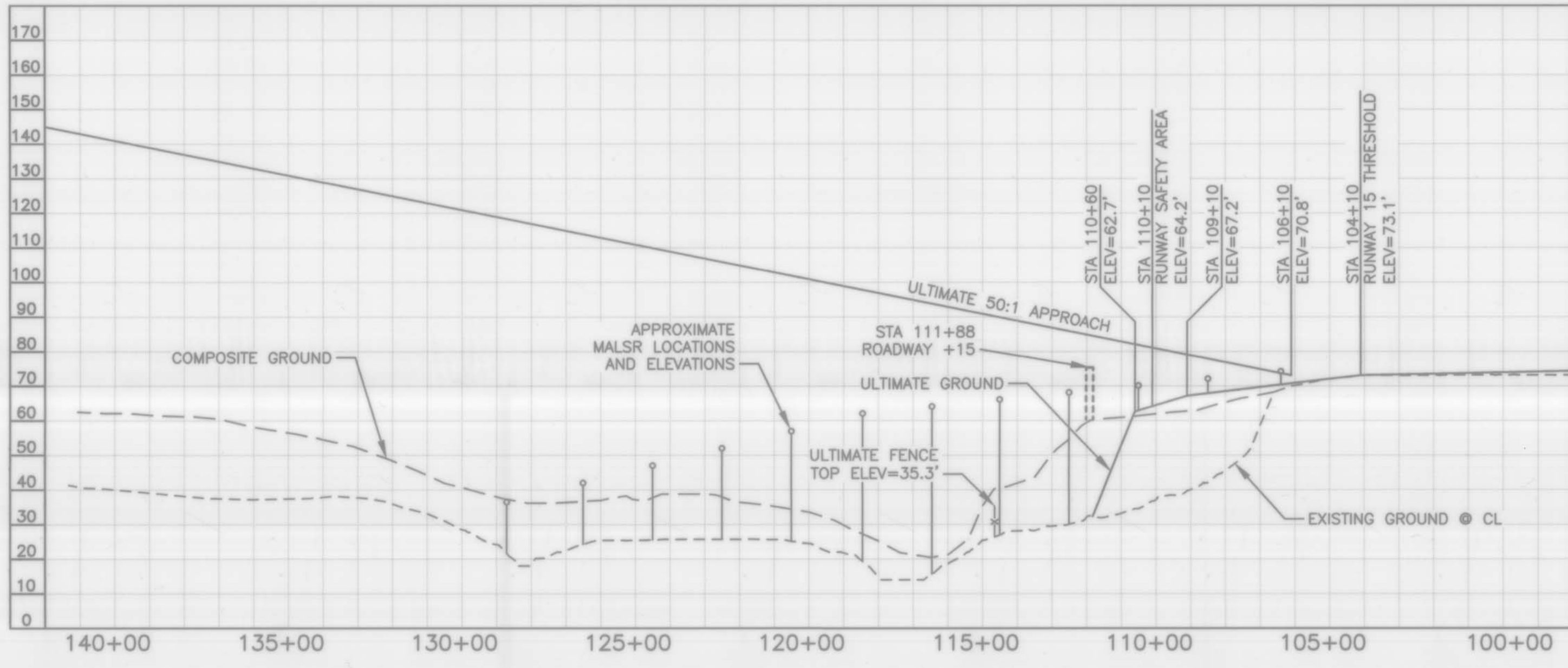
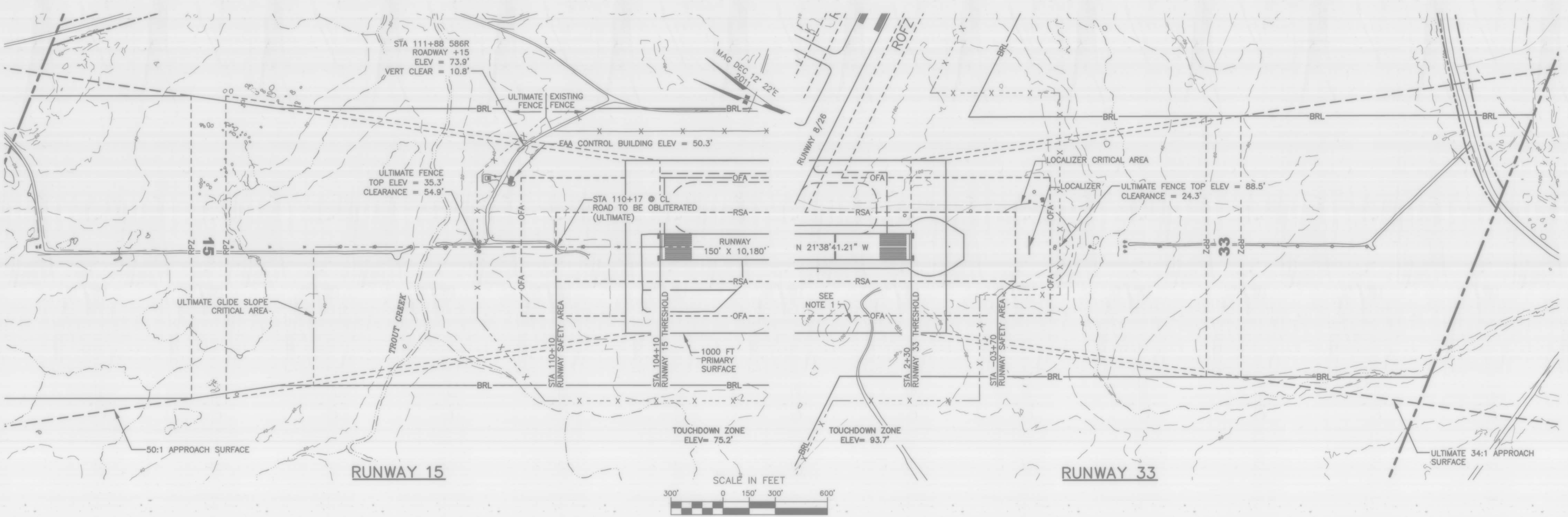
ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

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

- THERE ARE NO OBSTRUCTIONS IN THE APPROACH TO RUNWAY 26, THEREFORE THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
- THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACE OF RUNWAY 26, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5.
- THERE ARE OBJECT PENETRATIONS IN THE RUNWAY DEPARTURE END SITING SURFACE OF RUNWAY 26, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 11.

BY	DATE	REVISION
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION		
COLD BAY AIRPORT COLD BAY, ALASKA AIRPORT LAYOUT PLAN		DATE: 05/25/2011
EXISTING INNER PORTION OF RUNWAY 8/26 APPROACH SURFACE		SHEET: 9 OF 14

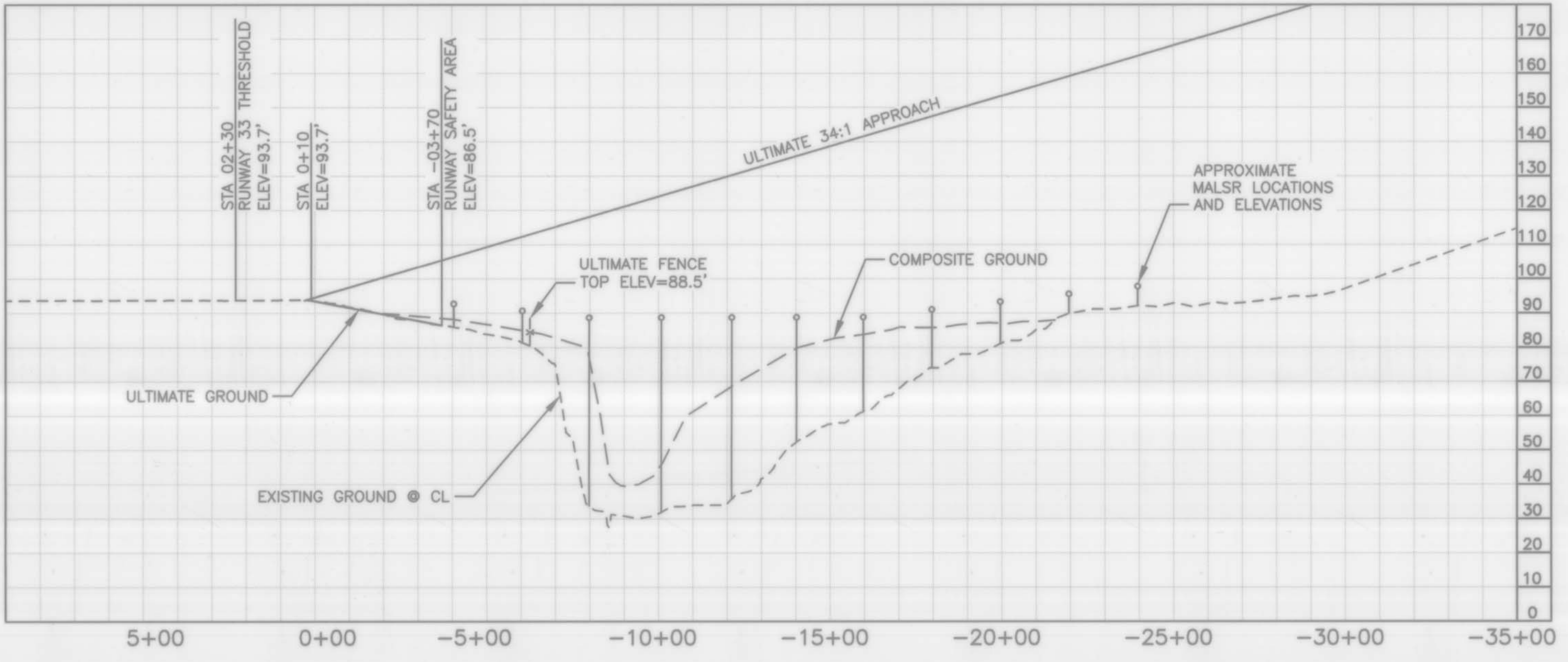
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RUNWAY 15

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 15)								
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.
- THERE ARE NO OBSTRUCTIONS IN THE APPROACH TO RUNWAY 15, THEREFORE THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
 - THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACE OF RUNWAY 15, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 9.
 - THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY DEPARTURE END SITING SURFACE OF RUNWAY 15, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 11.



RUNWAY 33

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 33)								
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.
- THERE ARE NO OBSTRUCTIONS IN THE APPROACH TO RUNWAY 33, THEREFORE THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
 - THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACE OF RUNWAY 33, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5.
 - THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY DEPARTURE END SITING SURFACE OF RUNWAY 33, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 11.

BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

COLD BAY AIRPORT
 COLD BAY, ALASKA
 AIRPORT LAYOUT PLAN

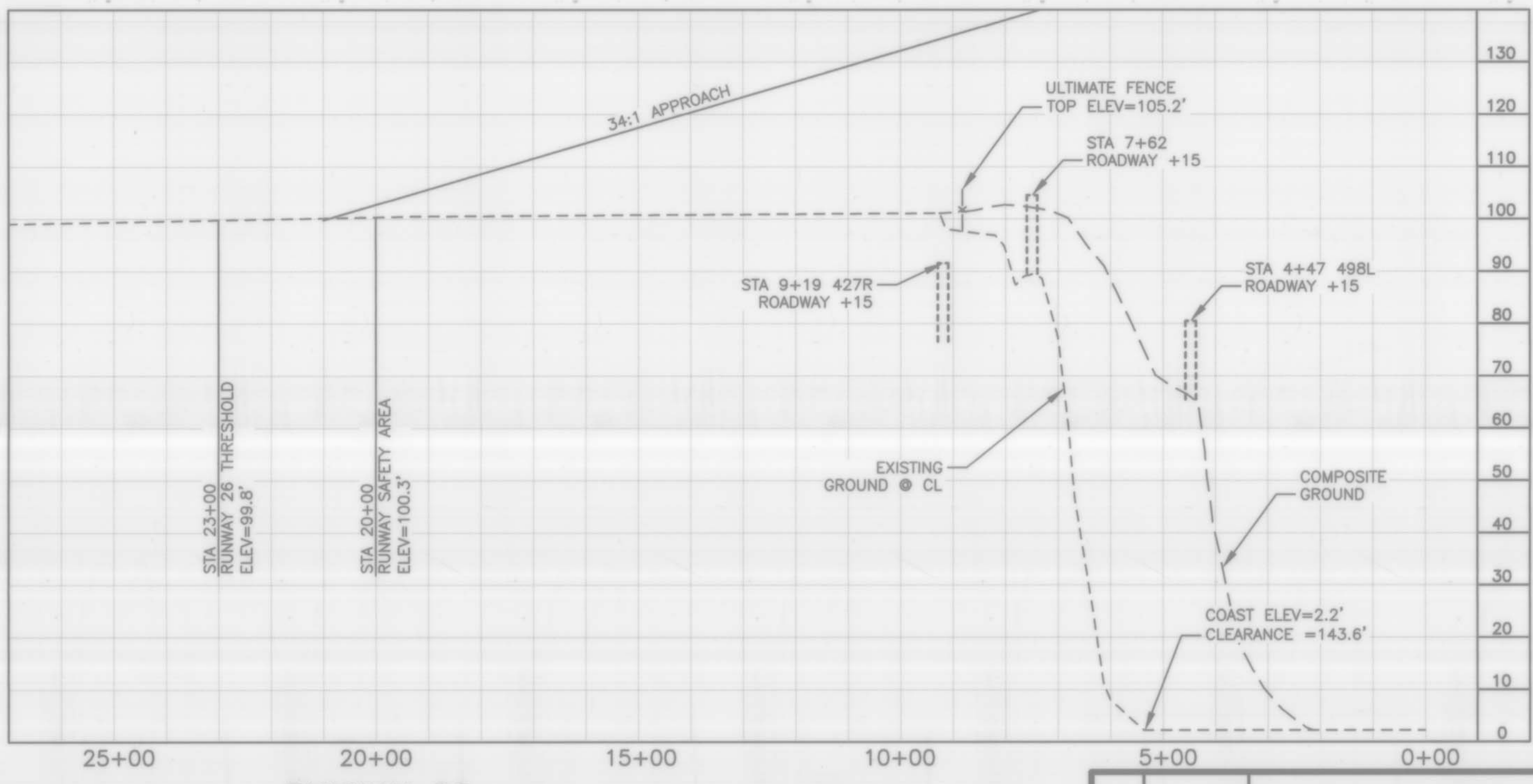
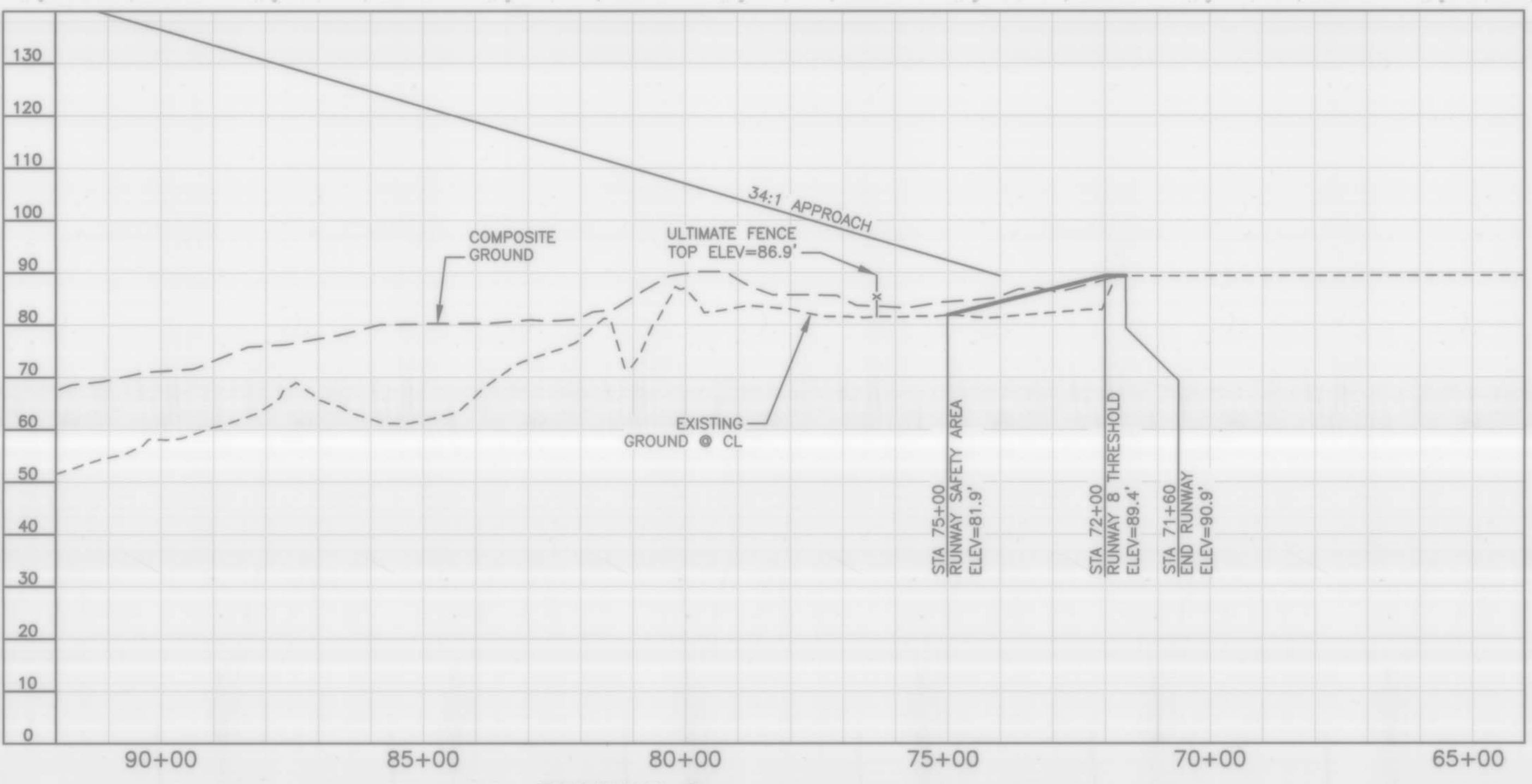
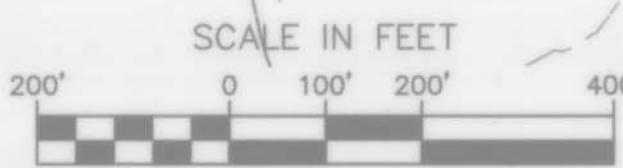
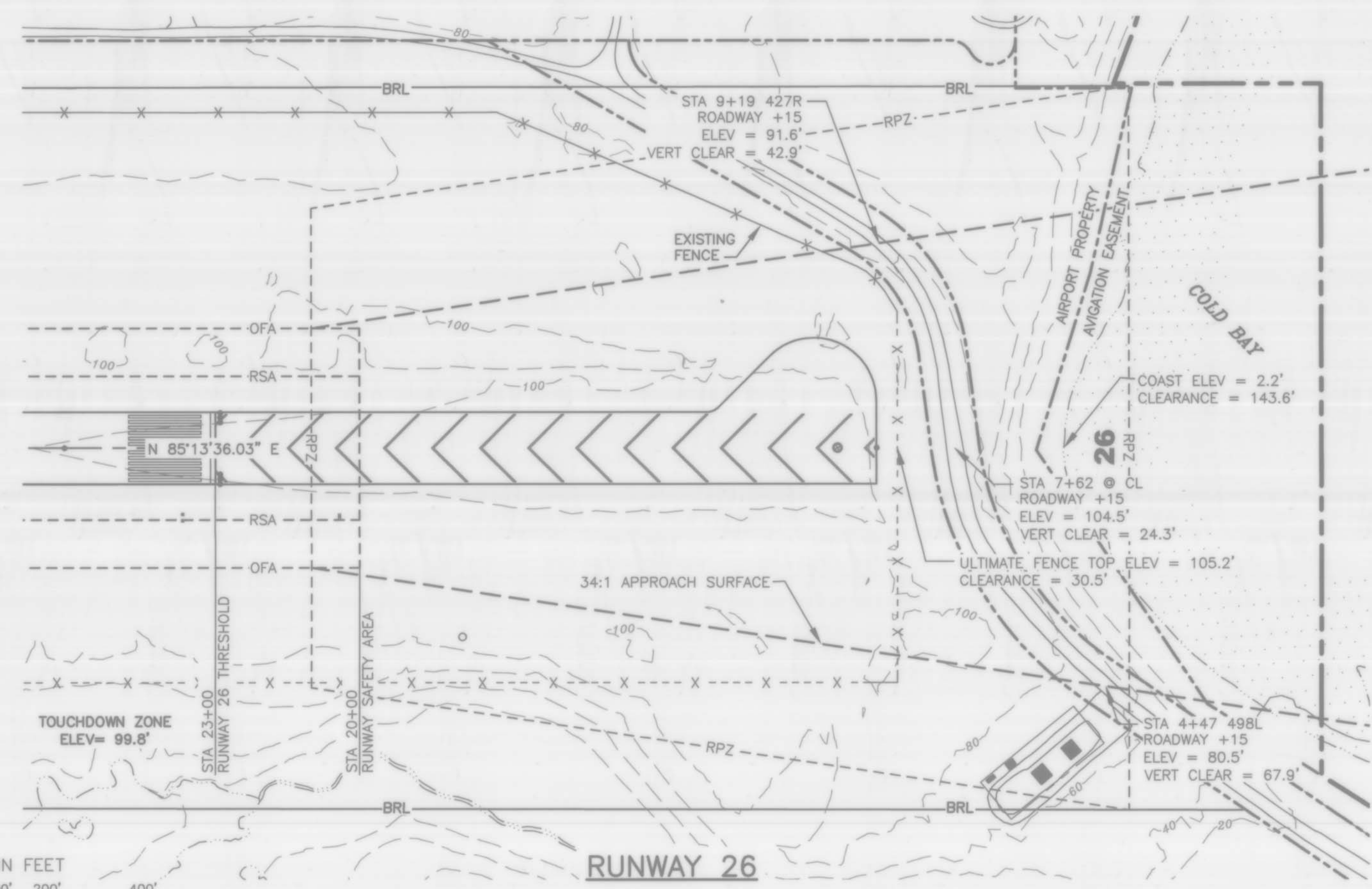
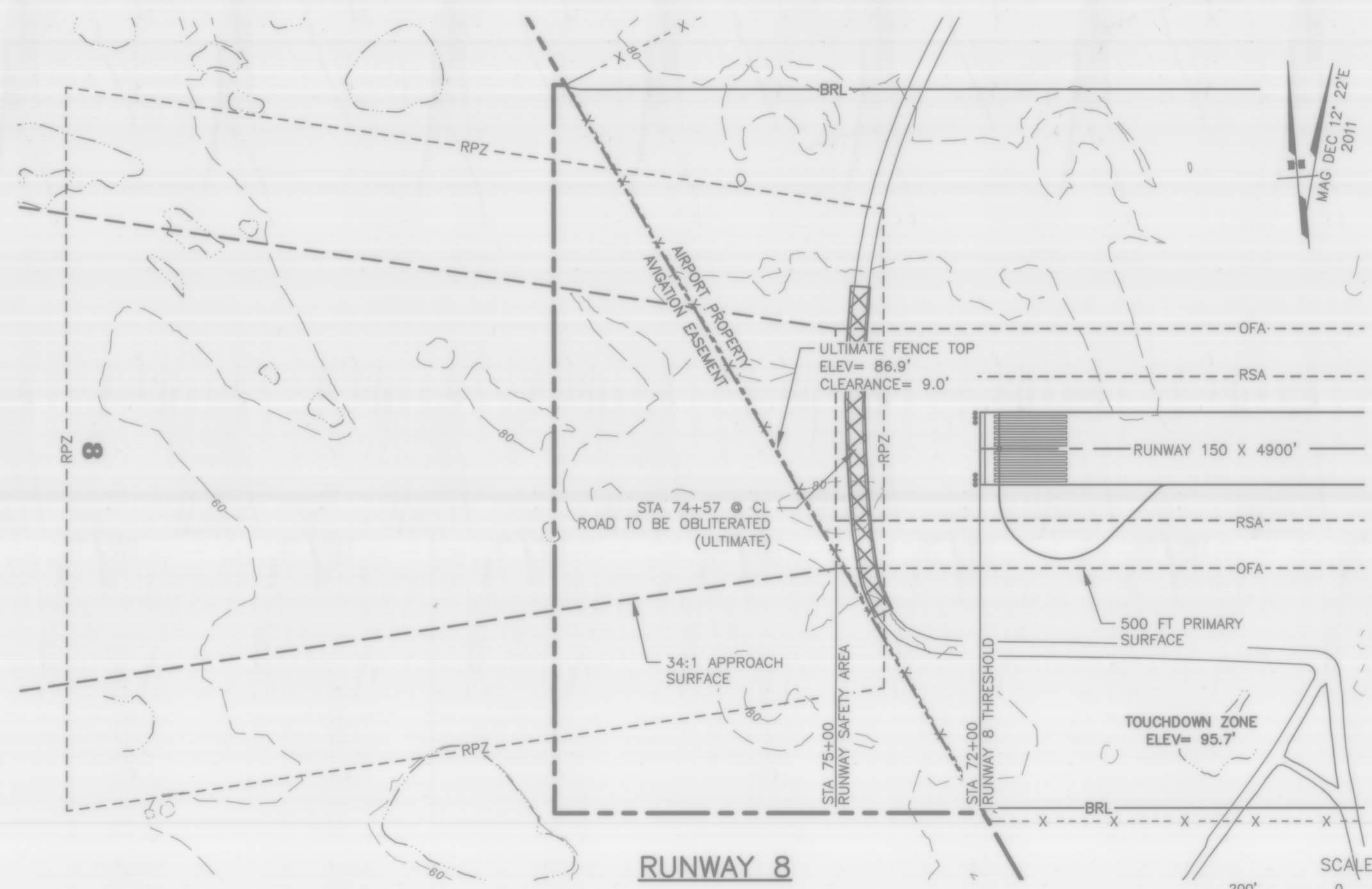
ULTIMATE INNER PORTION OF
 RUNWAY 15/33 APPROACH SURFACE

DATE: 05/25/2011
 SHEET: 10 OF 14

FILE No.:

Designed By: CCW
 Drawn By: BPO
 Checked By: BRH

Date Plotted: 5/25/2011, 4:05 PM
 Layout Name: (11) UAPP 8-26
 File Name: C:\PROJECTS\AUTOCAD\TEMP\AcPublish_34681\CB-ALP.dwg



RUNWAY 8

RUNWAY 26

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 8)								
ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 26)								
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.
- THERE ARE NO OBSTRUCTIONS IN THE APPROACH TO RUNWAY 8, THEREFORE THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
 - THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACE OF RUNWAY 8, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5.
 - THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY DEPARTURE END SITING SURFACE OF RUNWAY 8, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 11.

- NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES.
- THERE ARE NO OBSTRUCTIONS IN THE APPROACH TO RUNWAY 26, THEREFORE THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
 - THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACE OF RUNWAY 26, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 5.
 - THERE ARE OBJECT PENETRATIONS IN THE RUNWAY DEPARTURE END SITING SURFACE OF RUNWAY 26, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 11.

BY	DATE	REVISION

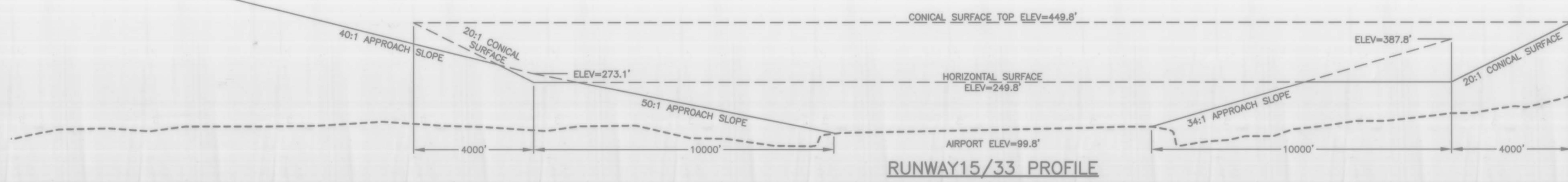
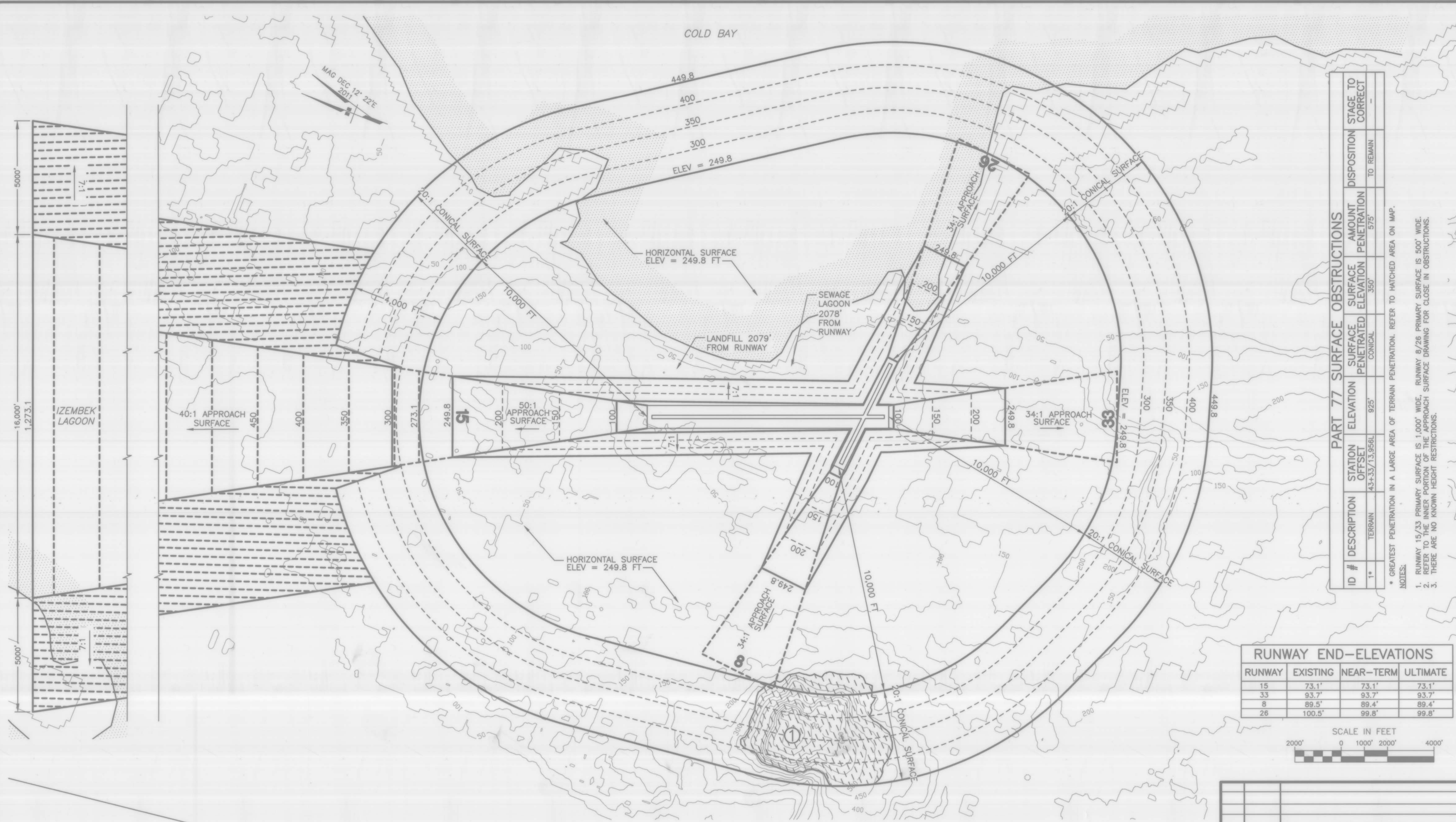
**STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION**

COLD BAY AIRPORT
 COLD BAY, ALASKA
 AIRPORT LAYOUT PLAN

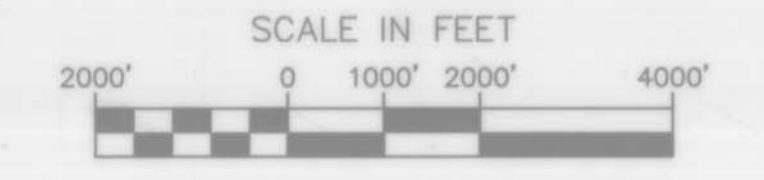
ULTIMATE INNER PORTION OF
 RUNWAY 8/26 APPROACH SURFACE

DATE: 05/25/2011
 SHEET: 11 OF 14

Date Plotted: 5/25/2011, 4:05 PM
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 File Name: C:\PROJECTS\AUTOCAD\TEMP\Acfpublin_3468\CB-AUP.dwg
 Designed By: COW
 Drawn By: BPO
 Checked By: BRH



RUNWAY END-ELEVATIONS			
RUNWAY	EXISTING	NEAR-TERM	ULTIMATE
15	73.1'	73.1'	73.1'
33	93.7'	93.7'	93.7'
8	89.5'	89.4'	89.4'
26	100.5'	99.8'	99.8'



PART 77 SURFACE OBSTRUCTIONS							
ID #	DESCRIPTION	STATION OFFSET	ELEVATION	SURFACE PENETRATED ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
1*	TERRAIN	43+53/13,956L	925'	350'	575'	TO REMAIN	-

NOTES:
 * GREATEST PENETRATION IN A LARGE AREA OF TERRAIN PENETRATION. REFER TO HATCHED AREA ON MAP.
 1. RUNWAY 15/33 PRIMARY SURFACE IS 1,000' WIDE. RUNWAY 8/26 PRIMARY SURFACE IS 500' WIDE.
 2. REFER TO THE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE IN OBSTRUCTIONS.
 3. THERE ARE NO KNOWN HEIGHT RESTRICTIONS.

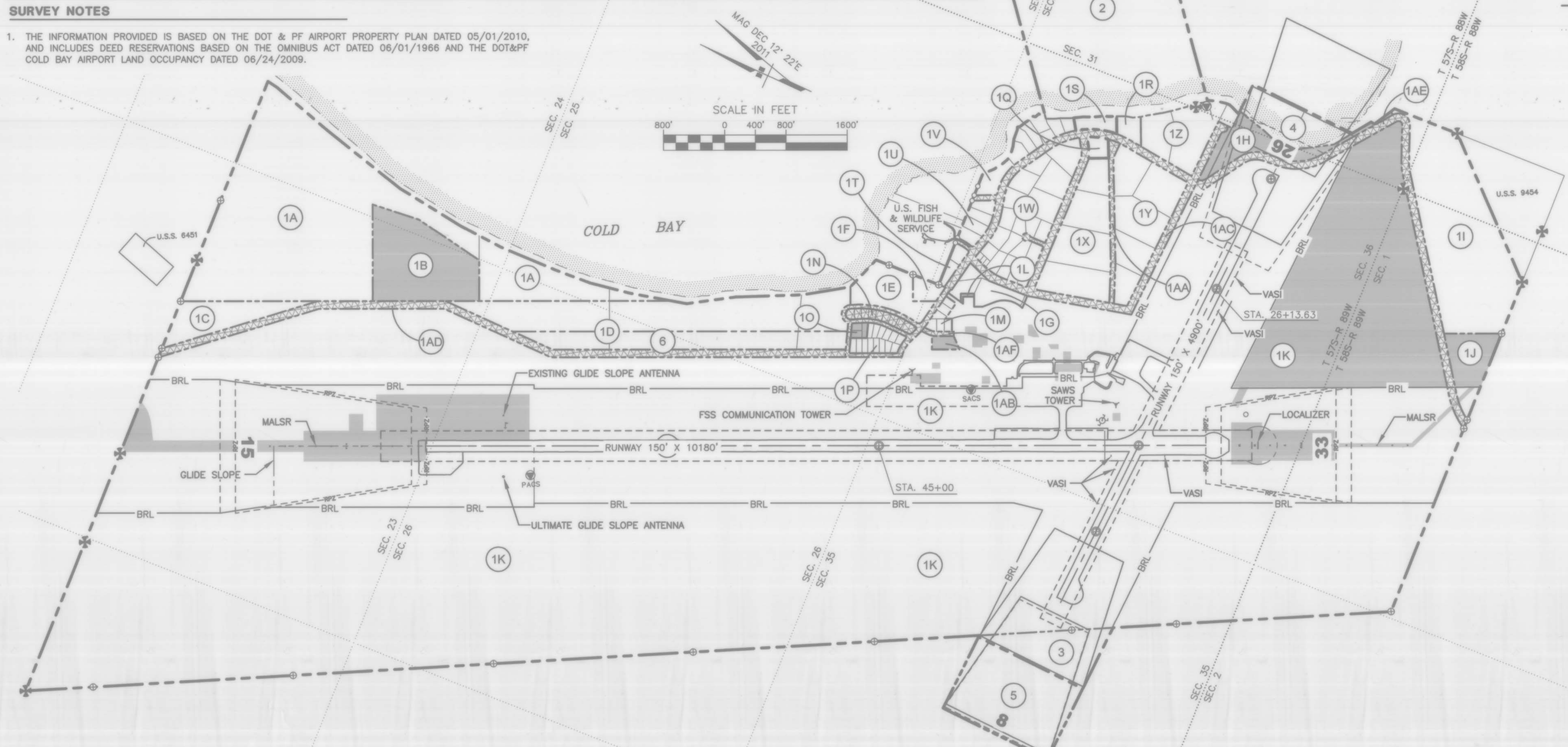
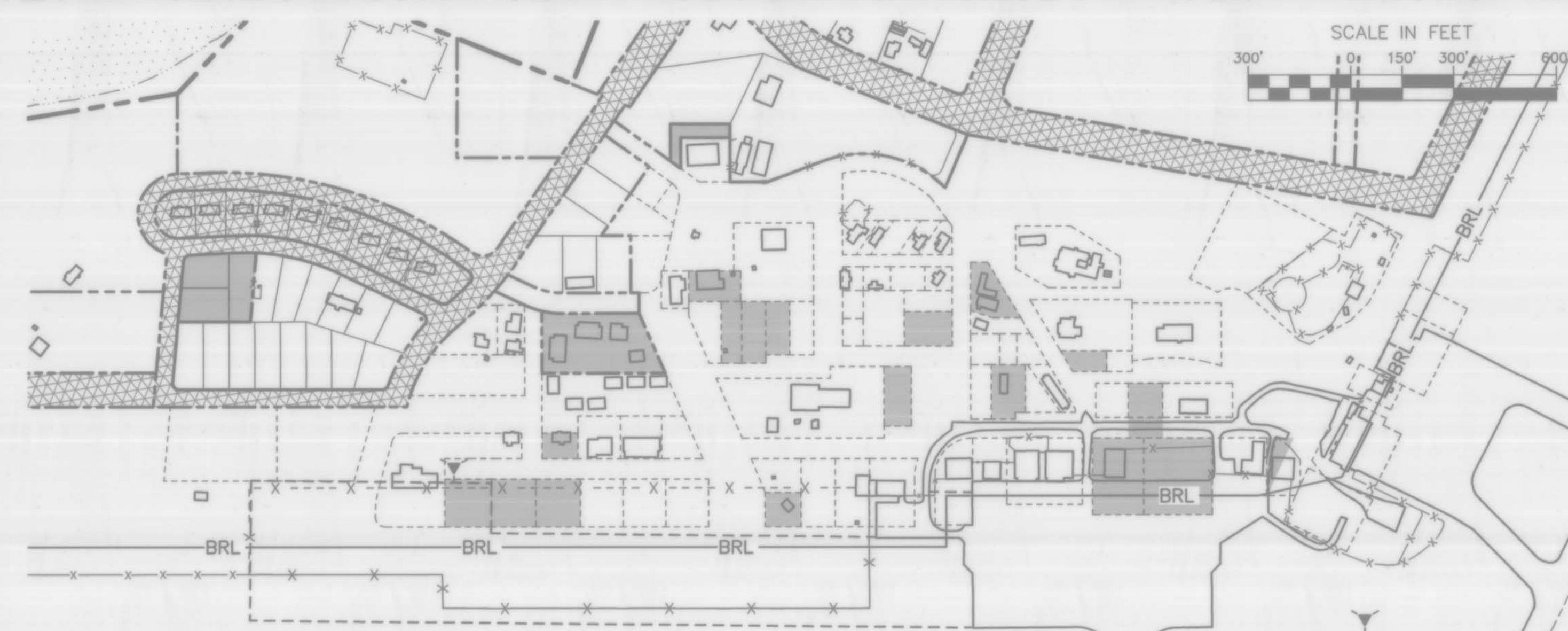
BY	DATE	REVISION
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION		
COLD BAY AIRPORT COLD BAY, ALASKA AIRPORT LAYOUT PLAN		DATE: 05/25/2011 SHEET: 12 OF 14
AIRPORT AIRSPACE 14 CFR, PART 77		

FILE No.:
 Date Plotted: 15/25/2011, 4:05 PM
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ID #	INTEREST	GRANTOR	GRANTEE	PARCEL SIZE (ACRES)	DATE ACQUIRED	RECORDED DOC NO.	ACQUIRED AIP NO.
1A	AVIGATION & HAZARD EASEMENT	STATE OF ALASKA, DOT&PF	STATE OF ALASKA, DNR	141.039	12/9/94		
1B	FEE SIMPLE, SEC. 45, AK OMNIBUS ACT	U.S.A.	STATE OF ALASKA	30.669	6/1/66		
1C	AVIGATION & HAZARD EASEMENT	STATE OF ALASKA, DOT&PF	ALEUTIANS EAST BOROUGH	12.630			
1D	AVIGATION & HAZARD EASEMENT	STATE OF ALASKA, DOT&PF	STATE OF ALASKA, DNR	69.446	12/9/94		
1E	AVIGATION & HAZARD EASEMENT	STATE OF ALASKA, DOT&PF	STATE OF ALASKA, DNR	10.890	12/9/94		
1F	AVIGATION & HAZARD EASEMENT	STATE OF ALASKA, DOT&PF	STATE OF ALASKA, DNR	2.332	12/9/94		
1G	AVIGATION & HAZARD EASEMENT	STATE OF ALASKA, DOT&PF	STATE OF ALASKA, DNR	5.909	12/9/94		
1H	FEE SIMPLE, SEC. 45, AK OMNIBUS ACT	U.S.A.	STATE OF ALASKA	11.562	6/1/66		
1I	AVIGATION & HAZARD EASEMENT	STATE OF ALASKA, DOT&PF	STATE OF ALASKA, DNR	58.457	12/9/94		
1J	FEE SIMPLE, SEC. 45, AK OMNIBUS ACT	U.S.A.	STATE OF ALASKA	10.519	6/1/66		
1K	FEE SIMPLE, SEC. 45, AK OMNIBUS ACT	U.S.A.	STATE OF ALASKA	1826.174	6/1/66		
1L	FEE SIMPLE, SEC. 45, AK OMNIBUS ACT	U.S.A.	STATE OF ALASKA	0.215	6/1/66		
1M	AVIGATION & HAZARD EASEMENT	STATE OF ALASKA, DOT&PF	STATE OF ALASKA, DNR	2.318	10/5/95		
1N	FEE SIMPLE, SEC. 45, AK OMNIBUS ACT	U.S.A.	STATE OF ALASKA	2.877	6/1/66		
1O	FEE SIMPLE, SEC. 45, AK OMNIBUS ACT	U.S.A.	STATE OF ALASKA	0.969	6/1/66		
1P	AVIGATION & HAZARD EASEMENT	STATE OF ALASKA, DOT&PF	STATE OF ALASKA, DNR	4.566	9/4/79		
1Q	NONE	STATE OF ALASKA, DOT&PF	ALEUTIANS EAST BOROUGH	1.615			
1R	NONE	STATE OF ALASKA, DOT&PF	ALEUTIANS EAST BOROUGH	2.186			
1S	NONE	STATE OF ALASKA, DOT&PF	ALEUTIANS EAST BOROUGH	2.256	6/20/03		
1T	AVIGATION & HAZARD EASEMENT	STATE OF ALASKA, DOT&PF	STATE OF ALASKA, DNR	1.938	9/4/79		
1U	AVIGATION & HAZARD EASEMENT	STATE OF ALASKA, DOT&PF	STATE OF ALASKA, DNR	4.216	9/4/79		
1V	AVIGATION & HAZARD EASEMENT	STATE OF ALASKA, DOT&PF	STATE OF ALASKA, DNR	8.913	9/4/79		
1W	AVIGATION & HAZARD EASEMENT	STATE OF ALASKA, DOT&PF	STATE OF ALASKA, DNR	28.463	9/4/79		
1X	AVIGATION & HAZARD EASEMENT	STATE OF ALASKA, DOT&PF	STATE OF ALASKA, DNR	26.957	9/4/79		
1Y	AVIGATION & HAZARD EASEMENT	STATE OF ALASKA, DOT&PF	STATE OF ALASKA, DNR	26.834	9/4/79		
1Z	AVIGATION & HAZARD EASEMENT	STATE OF ALASKA, DOT&PF	STATE OF ALASKA, DNR	16.206	9/4/79		
1AA	FEE SIMPLE, SEC. 45, AK OMNIBUS ACT	U.S.A.	STATE OF ALASKA	3.185	6/1/66		
1AB	FEE SIMPLE, SEC. 45, AK OMNIBUS ACT	U.S.A.	STATE OF ALASKA	1.300	6/1/66		
1AC	FEE SIMPLE, SEC. 45, AK OMNIBUS ACT	U.S.A.	STATE OF ALASKA	33.136	6/1/66		
1AD	FEE SIMPLE, SEC. 45, AK OMNIBUS ACT	U.S.A.	STATE OF ALASKA	21.074	6/1/66		
1AE	FEE SIMPLE, SEC. 45, AK OMNIBUS ACT	U.S.A.	STATE OF ALASKA	16.594	6/1/66		
1AF	FEE SIMPLE, SEC. 45, AK OMNIBUS ACT	U.S.A.	STATE OF ALASKA	0.571	6/1/66		
2	AVIGATION & HAZARD EASEMENT	STATE OF ALASKA, DNR	STATE OF ALASKA, DOT&PF	123.673	8/3/93		
3	AVIGATION EASEMENT	U.S. FISH & WILDLIFE SERVICES	STATE OF ALASKA, DOT&PF	15.985	4/21/06		
4	INTERAGENCY LAND MANAGEMENT ASSIGNMENT	STATE OF ALASKA, DNR	STATE OF ALASKA, DOT&PF	13.964	3/17/05		
5	TO BE ACQUIRED	U.S. FISH & WILDLIFE SERVICES	STATE OF ALASKA, DOT&PF	36.291			
6	TO BE ACQUIRED	STATE OF ALASKA, DOT&PF	STATE OF ALASKA, DNR	22.434			

SURVEY NOTES

1. THE INFORMATION PROVIDED IS BASED ON THE DOT & PF AIRPORT PROPERTY PLAN DATED 05/01/2010, AND INCLUDES DEED RESERVATIONS BASED ON THE OMNIBUS ACT DATED 06/01/1966 AND THE DOT&PF COLD BAY AIRPORT LAND OCCUPANCY DATED 06/24/2009.



MONUMENT LEGEND

- EXISTING AIRPORT BOUNDARY
- ULTIMATE AIRPORT BOUNDARY
- EXISTING TRACT LINES
- ULTIMATE TRACT LINES
- SECTION LINES
- ⊕ RECOVERED BLM MONUMENT
- ⊙ RECOVERED GOVERNMENT CONTROL STATION
- ⊕ RECOVERED PRIMARY CENTERLINE MONUMENT
- ⊕ RECOVERED PRIMARY CORNER
- RECOVERED SECONDARY CORNER

PROPERTY LEGEND

- DEED RESERVATIONS
- ▨ ROAD RIGHT-OF-WAY

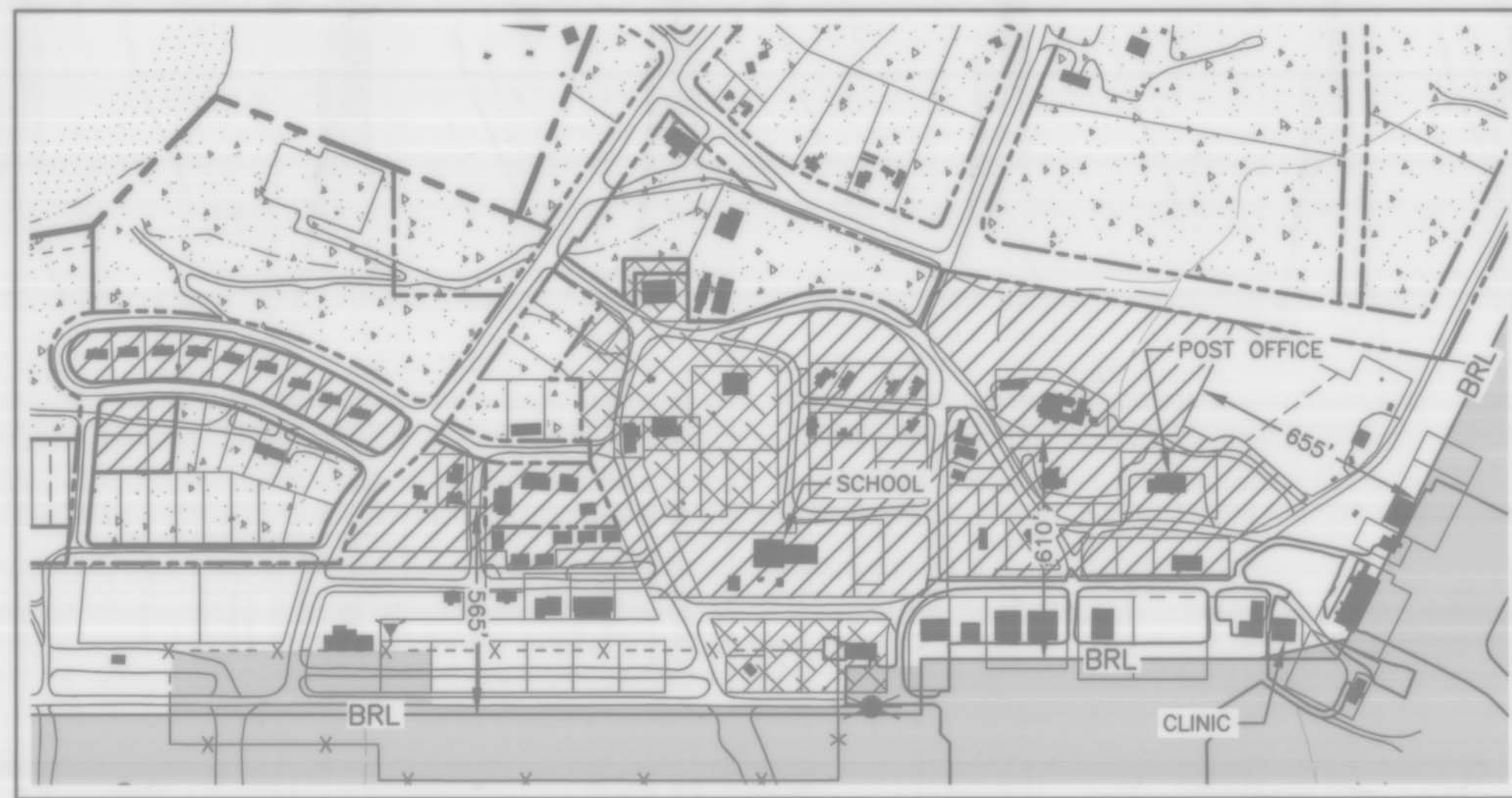
BY	DATE	REVISION

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

COLD BAY AIRPORT
COLD BAY, ALASKA
AIRPORT LAYOUT PLAN
AIRPORT PROPERTY MAP

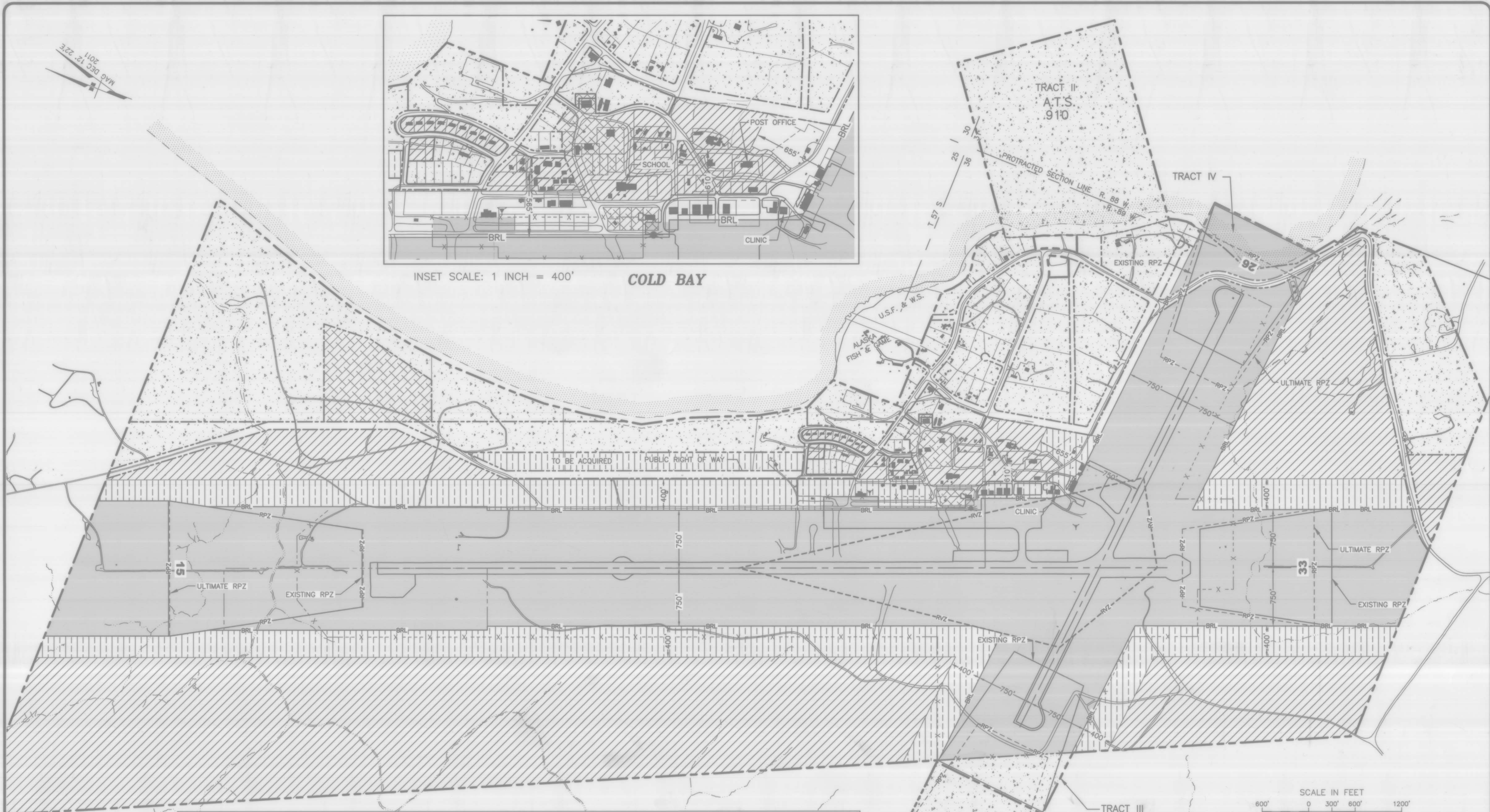
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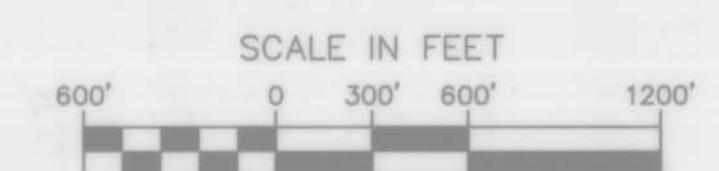


INSET SCALE: 1 INCH = 400' **COLD BAY**

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PROPERTY LEGEND					
	AVIATION REVENUE AREA		AVIGATION HAZARD EASEMENT		NO DOT&PF INTEREST
	REVENUE SUPPORT AREA		MAINTENANCE RESERVE		EXISTING PROPERTY BOUNDARY
	AIRCRAFT OPERATIONS AREA		FUTURE AVIGATION EASEMENT		



BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
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COLD BAY AIRPORT
 COLD BAY, ALASKA
 AIRPORT LAYOUT PLAN
 FUTURE LAND USE PLAN

DATE: 05/25/2011
 SHEET: 14 OF 14