U.S. Department
of Transportation

**Federal Aviation
Administration**

Alaskan Region

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

October 12, 2010

Mr. Harvey M. Douthit, PE, Design Section Chief
Alaska Department of Transportation
Aviation Design Section
4111 Aviation Drive
Anchorage, AK 99502

Dear Mr. Douthit:

Portage Creek Airport, Portage Creek, Alaska
Revised Airport Layout Plan Conditional Approval
Airspace Case 2010AAL-131NRA

We have completed our review of the Revised Airport Layout Plan (ALP) for the Portage Creek Airport, and find it acceptable from a planning standpoint. No Modifications to Standards are approved with this ALP approval. We note the following outstanding challenges with this ALP that may require further action from the airport sponsor:

- Obstructions in the RSA, OFZ, OFA and threshold siting for runways 10 and 19 need to be removed. Please remove these obstructions as soon as practicable.
- Since runways 10 and 19 do not meet any threshold siting standard the users need to know that these runway ends do not meet FAA safety standards. Please advise them appropriately through the Alaska Supplement, Airport Remarks.
- The layout shows the RSAs of the intersecting runways overlapping. This means that the RVZ is applicable and it needs to be reflected in the ALP. In addition, you may want to consider removing the line of sight obstructions between the two runways.
- The main runway orientation in the aeronautical publications is 9/27 and do not match the ALP 10/28. Since this is a VFR airport the runway orientation update is simple. Please submit the change to NFDC. Let us know if you need any additional assistance.
- While publications are updated with NFDC, please issue a NOTAM to advise the users about the change of runway numbers for the East/West runway and of the closed-in obstructions to runways 10 and 19.

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. We encourage you to work with appropriate agencies to encourage adoption of height and zoning restrictions.

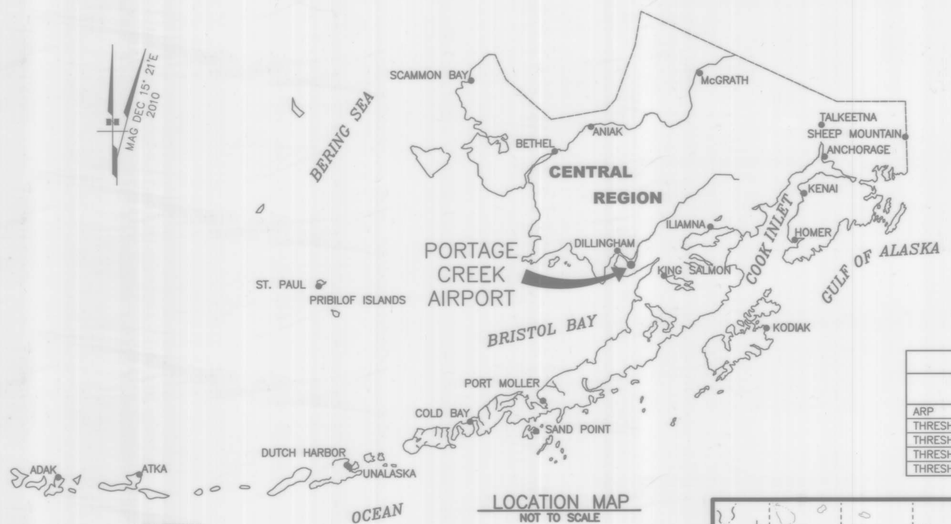
This approval does not represent a commitment to provide financial assistance to implement the proposed plan. FAA assistance in any development or its approval for any development will be determined at the time of request, based on the existing regulations, project justification, and eligibility at the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

When airport construction, alteration, or deactivation is undertaken, such action requires FAA notification and review in accordance with the provisions of Part 77 and Part 157 of the Federal Aviation Regulations. In addition, all airport construction must be completed in accordance with FAA Advisory circulars current at the time of construction. Please attach this letter to the enclosed ALP and retain it in your files for future use.

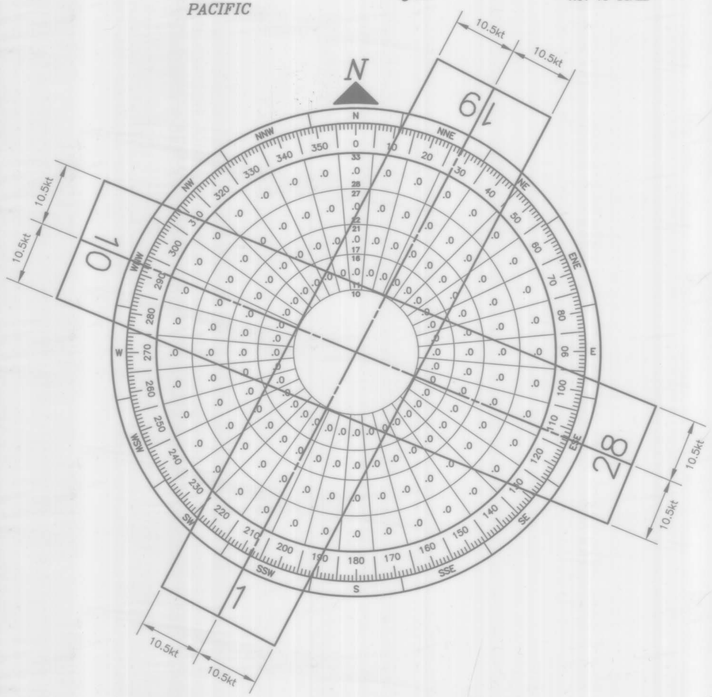
If you have any questions, please contact Gabriel Mahns at 271-3665.

Sincerely,

Pat Oien
Lead Planner, Airports Division

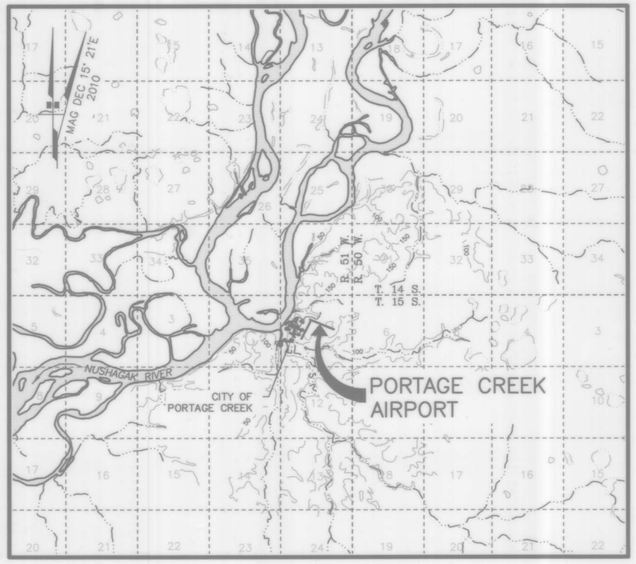


LOCATION MAP
NOT TO SCALE



WIND DATA TABLE				
RUNWAY	10.5 kt	13 kt	16 kt	20 kt
01/19 *				
10/28 *				

* WIND DATA NOT AVAILABLE.



VICINITY MAP

SECTION 1
T 14,15 S, R 50,51 W, SEWARD MERIDIAN, ALASKA.
U.S.G.S. NAKNEK (D-6)

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

LEGEND		
ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (A.R.P.)		
ANTENNA		
BLUFF		
BUILDINGS		
BUILDING RESTRICTION LINE		
FENCE		
PAPI		
PROPERTY LINE		
REIL		
ROADWAYS		
ROTATING BEACON		
SHORELINE		
SURVEY MONUMENT		
THRESHOLD MARKERS/LIGHTS		
TOPOGRAPHIC CONTOURS	100	100
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	58°54'23.49"N	157°42'40.20"W		
THRESHOLD RW 1	58°54'14.73"N	157°42'59.37"W		
THRESHOLD RW 19	58°54'27.56"N	157°42'46.37"W		
THRESHOLD RW 10	58°54'28.88"N	157°42'47.39"W		
THRESHOLD RW 28	58°54'21.67"N	157°42'13.59"W		

AIRPORT DATA		
ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	PAOC	
NATIONAL AIRPORT IDENTIFIER	A14	
FAA SITE NUMBER	50609.31*A	
AIRPORT ELEVATION NAVD88	128.6'	
AIRPORT REFERENCE CODE	A-I	
MEAN MAX. TEMPERATURE, HOTTEST MONTH	61°F, JULY	
AIRPORT AND TERMINAL NAVIGATION AIDS	NONE	
TAXIWAY LIGHTING/MARKING	NONE/NA	
OBSTRUCTION SURVEY SOURCE & TYPE	NONE	
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	15°21'E, 2010, -0°14'(W) / YEAR	

RUNWAY 1/19 DATA			
ITEM	EXISTING	NEAR TERM	ULTIMATE
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY	UTILITY		
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	V/V		
APPROACH SURFACES	20:1/20:1		
VISIBILITY MINIMUM	1 SM		
RUNWAY SURFACE	GRAVEL		
PAVEMENT STRENGTH SW,DW,DTW,DDTW x1000lbs	N/A		
AIRCRAFT APPROACH CATEGORY	A		
AIRPLANE DESIGN GROUP	I		
MEAN GEODETIC BEARING	N27°39'52"E		
EFFECTIVE GRADE	1.42%		
TOUCHDOWN ELEVATION NAVD88	100.7' / 100.7'		
RUNWAY DIMENSIONS	60' x 1470'		
RUNWAY SAFETY AREA (RSA) DIMENSIONS	120' x 1950'		
LENGTH BEYOND R/W END	240' / 240'		
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	250' x 450' x 1000'		
RUNWAY OBJECT FREE AREA (OFA) DIMENSIONS	250' x 1950'		
LENGTH BEYOND R/W END OR STOPWAY	240' / 240'		
RUNWAY OBSTACLE FREE ZONE (OFZ) DIMENSIONS	250' x 1870'		
RUNWAY LIGHTING	NONE		
RUNWAY MARKING TYPE	NONE		
RUNWAY VISUAL APPROACH AIDS	NONE		

RUNWAY 10/28 DATA			
ITEM	EXISTING	NEAR TERM	ULTIMATE
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY	UTILITY		
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	V/V		
APPROACH SURFACES	20:1/20:1		
VISIBILITY MINIMUM	1 SM		
RUNWAY SURFACE	GRAVEL		
PAVEMENT STRENGTH SW,DW,DTW,DDTW x1000lbs	N/A		
AIRCRAFT APPROACH CATEGORY	A		
AIRPLANE DESIGN GROUP	I		
MEAN GEODETIC BEARING	N67°35'35"W		
EFFECTIVE GRADE	1.51%		
TOUCHDOWN ELEVATION NAVD88	128.6' / 128.6'		
RUNWAY DIMENSIONS	60' x 1920'		
RUNWAY SAFETY AREA (RSA) DIMENSIONS	120' x 2360'		
LENGTH BEYOND R/W END	240' / 200'		
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	250' x 450' x 1000'		
RUNWAY OBJECT FREE AREA (OFA) DIMENSIONS	250' x 2400'		
LENGTH BEYOND R/W END OR STOPWAY	240' / 240'		
RUNWAY OBSTACLE FREE ZONE (OFZ) DIMENSIONS	250' x 2320'		
RUNWAY LIGHTING	NONE		
RUNWAY MARKING TYPE	NONE		
RUNWAY VISUAL APPROACH AIDS	NONE		

NOTES:

1. THE INFORMATION SHOWN HEREIN IS BASED ON A FIELD SURVEY PERFORMED BY DOWL HKM ON JUNE 11, 2008.
2. THE HORIZONTAL DATUM IS NAD83(CORS96) (EPOCH:2003.0000) AS DETERMINED BY STATIC GPS OBSERVATIONS USING LEICA DUAL FREQUENCY GPS RECEIVERS AND PROCESSED USING THE NGS OPUS UTILITY.
3. ELEVATIONS ARE NAV88 ORTHOMETRIC HEIGHTS AS DETERMINED BY GPS OBSERVATIONS AND A HIGH RESOLUTION MODEL, GEOID-99.
4. THRESHOLD COORDINATES WERE DETERMINED USING A STATIC GPS NETWORK.
5. THE TOPOGRAPHIC MAPPING IN THE AIRPORT VICINITY WAS DIGITIZED FROM USGS QUAD NAKNEK (D-6).
6. RUNWAY NUMBERS CHANGED FROM 9/27 TO 10/28 DUE TO CHANGES IN MAGNETIC DECLINATION.

BY	DATE	REVISION

DRAWING INDEX

SHT #	TITLE
1	DATA
2	EXISTING LAYOUT
3	AIRPORT AIRSPACE, 14 CFR, PART 77

APPROVED: DATE: 10-1-2010
K. KIM, RICE, P.E. PRECONSTRUCTION ENGINEER
RECOMMENDED: DATE: 10/1/2010
HARVEY M. DOUTHIT, P.E. DESIGN SECTION CHIEF

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 10 / 12 / 10
FAA AIRSPACE REVIEW NUMBER: 2010-AAL-131-NRA
DATE: 10/12/10
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-621

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

PORTAGE CREEK AIRPORT
PORTAGE CREEK, ALASKA
AIRPORT LAYOUT PLAN
DATA

DATE: 09/16/2010
SHEET: 1 OF 3

FILE No.: 232-94-1

Designed By:	nilewellyn
Drawn By:	bo.quinn
Checked By:	bhanson

Date Plotted: 9/28/2010, 10:51 AM
Layout Name: DATA(1)
File Name: C:\PROJECTS\AUTOCAD\TEMP\AcPublish_3496\PRTOGRK-ALP.dwg

Designed By:	nlkreidhn	
Drawn By:	bo'quinn	
Checked By:	bhanson	

FILE No.: 232-94-1

Date Plotted:	9/28/2010, 10:51 AM
Layout Name:	LAYOUT (2)
File Name:	C:\PROJECTS\AUTOCAD\TEMP\JobPullish_3498\PRTGCRK-ALP.dwg

BUILDING DATA TABLE

ID #	DESCRIPTION	STATION/ OFFSET	TOP ELEV (NAVD88)	OBSTRUCT MARKING
①	SRE BUILDING	9+35/300' LT	109.2'	NONE

OFZ PENETRATIONS

ID #	DESCRIPTION	DISPOSITION
Ⓐ	TREES	REMOVE
Ⓑ	BRUSH	REMOVE
Ⓒ	BRUSH	REMOVE
Ⓓ	BRUSH	REMOVE
Ⓔ	BRUSH	REMOVE
Ⓕ	BRUSH ENTIRE LENGTH, BOTH SIDES OF RUNWAY 10-28	REMOVE

LEGEND

1993 ANSCA PLAT

PROPERTY STATUS

ID #	INTEREST	GRANTOR	GRANTEE	PARCEL SIZE	DATE ACQUIRED	RECORDED DOC NO.	ACQUIRED AIP NO.
①	30 YEAR LEASE-SURFACE ESTATE	CITY OF PORTGAGE CREEK	STATE OF ALASKA, DOT/PF	87.2± ac	08-06-84	ADA 10961 BK 28, PAGE 642	
②	ROW EASEMENT SURFACE	CITY OF PORTGAGE CREEK	STATE OF ALASKA, DOT/PF	0.96± ac	08-06-84	ADA 11484 BK 28, PAGE 653	
③	AVIGATION HAZARD EASEMENT	CHOGGIUNG LTD.	STATE OF ALASKA, DOT/PF	4.8± ac	05-02-84	ADA 11483 BK 28, PAGE 658	

PROPERTY AND TRACT LINES ARE UNSURVEYED AND BASED ON 2003 DCCED DATA AND 1984 DOT&PF PROPERTY PLAN.

PARCEL SIZE IS BASED ON DOT&PF BOUNDARY.

NOTES:
1. RUNWAY STATIONING BASED ON THE 1984 AIRPORT PROPERTY PLAN.
2. 10' TOPOGRAPHIC CONTOURS ONLY AVAILABLE FOR PARTIAL AIRPORT COVERAGE. SOURCE: 2003 DCCED DATA
3. SUBSURFACE ESTATE PROTECTED BY AGREEMENT WITH BRISTOL BAY NATIVE CORP. DATED AUGUST 13, 1984. RECORDED DOC. NO. BK 28, PAGE 666.

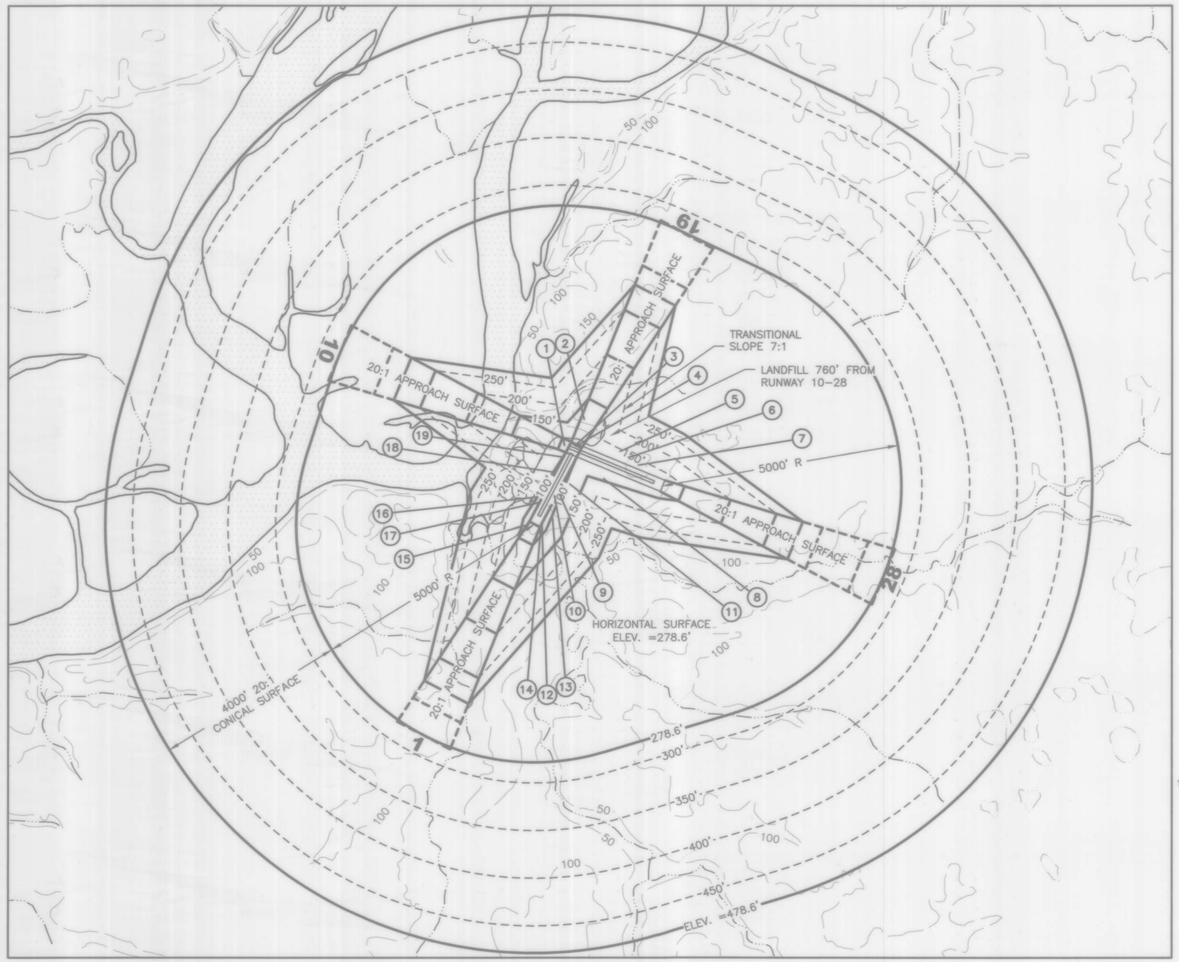
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

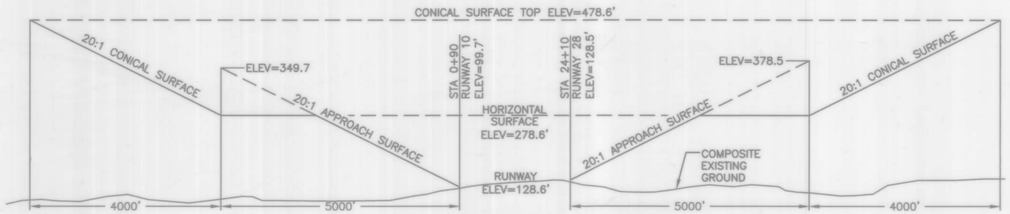
PORTAGE CREEK AIRPORT
PORTAGE CREEK, ALASKA
AIRPORT LAYOUT PLAN

EXISTING LAYOUT

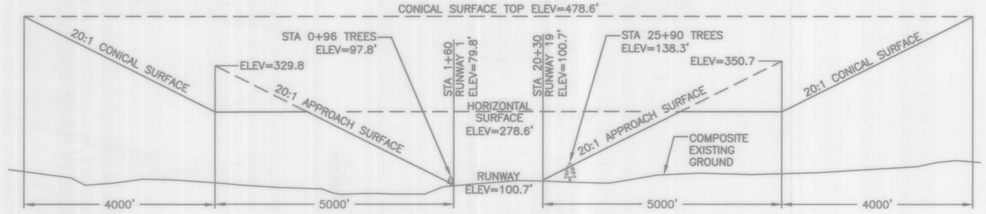
DATE: 09/16/2
SHEET: 2 OF



SCALE IN FEET
1500' 750' 0 1500' 3000'



RUNWAY PROFILE 10–28



RUNWAY PROFILE 1–19

SCALE IN FEET
1500' 750' 0 1500' 3000'

HORIZONTAL TO VERTICAL RATIO 1:10

PART 77 SURFACE OBSTRUCTIONS TABLE

ID #	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
(1)	BRUSH	0+90 TO 2+90/0–60*	100.7–102.7	PRIMARY	99.7	1–3	REMOVE	NEAR–TERM
(2) **	TREES	25+90/106 L	138.3	APPROACH RWY 19	128.7	9.6	REMOVE	NEAR–TERM
(3)	BRUSH	20+70/0	107.3	APPROACH RWY 19	102.7	4.6	REMOVE	NEAR–TERM
(4)	BRUSH	19+80 TO 20+30/60–125*	103.7–104.7	PRIMARY	100.7	3–4	REMOVE	NEAR–TERM
(5)	BRUSH	***/60–125*	102.7–141.5	PRIMARY	99.7–128.5	3–13	REMOVE	NEAR–TERM
(6) **	TREES	15+30/280L	146.5	TRANSITIONAL	143.5	3	REMOVE	NEAR–TERM
(7)	BRUSH	15+30 TO 20+35/210L	139.5–144.5	TRANSITIONAL	133.5–138.5	6	REMOVE	NEAR–TERM
(8) **	TREES	12+10/330R	146.5	TRANSITIONAL	145.5	1	REMOVE	NEAR–TERM
(9)	BRUSH	7+50 TO 12+50/180R	103	TRANSITIONAL	102	1	REMOVE	NEAR–TERM
(10)	BRUSH	4+00 TO 13+50/60–125R	82–98	PRIMARY	80–95	2–3	REMOVE	NEAR–TERM
(11) **	TREES	12+50/260R	126	TRANSITIONAL	113	13	REMOVE	NEAR–TERM
(12)	BRUSH	1+20 TO 3+60/130R	90.5–95.5	TRANSITIONAL	80.5	10–15	REMOVE	NEAR–TERM
(13)	OLD WINDCONE	5+00/225R	102	TRANSITIONAL	96	6	REMOVE	NEAR–TERM
(14) **	TREES	1+20/163R	101	TRANSITIONAL	85	16	REMOVE	NEAR–TERM
(15) **	TREES	0+96/110L	97.8	APPROACH RWY 1	82.6	15.2	REMOVE	NEAR–TERM
(16) **	TREES	6+70/250L	114	TRANSITIONAL	103	11	REMOVE	NEAR–TERM
(17)	BRUSH	3+60 TO 8+50/140L	95	TRANSITIONAL	82	13	REMOVE	NEAR–TERM
(18)	BRUSH	9+60 TO 17+00/110–125L	96.5–111.5	PRIMARY	94–99.5	2.5–12	REMOVE	NEAR–TERM
(19) **	TREES	16+90/106L	120.3	PRIMARY	99.3	21	REMOVE	NEAR–TERM

* BOTH SIDES.

** HIGHEST MEASURED FEATURE IN VEGETATED AREA; REFER TO BRUSH LINE EXTENTS ON LAYOUT.

*** ENTIRE LENGTH OF RUNWAY.

NOTES:

1. AIRPORT ELEVATION IS 128.6'.
2. PRIMARY SURFACE WIDTH IS 250'.
3. TOPO CONTOURS ARE SHOWN IN FEET. BASEMAP DATA FROM USGS NAKNEK (D–6).
4. A RANGEFINDER WITH BUILT–IN INCLINOMETER WAS USED TO IDENTIFY OBSTRUCTIONS CLOSE TO THE RUNWAY IN THE PRIMARY AND TRANSITIONAL SURFACES.
5. APPROACH SURFACES ARE 20:1, BEGINNING 200' BEYOND THE THRESHOLDS.
6. THE RUNWAY 1 CONTROLLING OBSTRUCTION IS TREES AT STATION 0+96, 110' LT OF RUNWAY SURFACE. THE OBSTRUCTION CLEARANCE SLOPE IS 14:1, PER FAA AC 150–5200–35, SECTION 4, DATA ELEMENT NUMBER 57.
7. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 1, AS DEFINED IN FAA 150/5300–13, CHG 14, APPENDIX 2, TABLE A2–1, LINE 1. IF THE TREES WERE REMOVED FROM THE END OF THE RUNWAY, THERE WOULD BE NO OBJECT PENETRATIONS IN THE APPROACH END SITING SURFACE OF RUNWAY 1, AS DEFINED IN LINE 5 OF TABLE A2–1.
8. THE RUNWAY 19 CONTROLLING OBSTRUCTION IS BRUSH AT STATION 19+80, 60'–125' LT AND RT OF RUNWAY CENTERLINE, ELEVATION IS 3'–4' ABOVE RUNWAY. THE OBSTRUCTION CLEARANCE SLOPE IS 1:1, PER FAA AC 150/5200–35, SECTION 4, DATA ELEMENT NUMBER 57. IF THE BRUSH WERE REMOVED, THE CONTROLLING OBSTRUCTION WOULD BE TREES AT STATION 25+90, 106' LT OF RUNWAY CENTERLINE AT AN ELEVATION OF 138.3' WITH AN OBSTRUCTION CLEARANCE SLOPE OF 20:1.
9. THE RUNWAY 19 APPROACH END SITING SURFACES DO NOT MEET ANY THRESHOLD SITING CRITERIA BECAUSE OF VEGETATION (BRUSH AND TREES) PENETRATIONS. IF THE BRUSH FROM THE RUNWAY END AND TREES 700'–800' BEYOND THE RUNWAY END WERE REMOVED, THERE WOULD BE NO OBJECT PENETRATIONS IN THE APPROACH END SITING SURFACE OF RUNWAY 19, AS DEFINED IN FAA AC 150/5300–13, CHG 14, APPENDIX 2, TABLE A2–1, LINE 5.
10. THE RUNWAY 10 CONTROLLING OBSTRUCTION IS BRUSH IN THE RSA, 1'–3' ABOVE RUNWAY SURFACE. THE OBSTRUCTION CLEARANCE SLOPE IS 1:1, PER FAA AC 150/5200–35, SECTION 4, DATA ELEMENT NUMBER 57.
11. THE RUNWAY 10 APPROACH END SITING SURFACES DO NOT MEET ANY THRESHOLD SITING CRITERIA BECAUSE OF VEGETATION (BRUSH) PENETRATIONS. IF THE BRUSH WERE REMOVED, THERE WOULD BE NO OBJECT PENETRATIONS IN THE APPROACH END SITING SURFACE OF RUNWAY 10, AS DEFINED IN FAA AC 150/5300–13, CHG 14, APPENDIX 2, TABLE A2–1, LINE 5.
12. THERE ARE NO CONTROLLING OBSTRUCTIONS FOR RUNWAY 28, THEREFORE THE CONTROLLING OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1, PER FAA AC 150–5200–35, SECTION 4, DATA ELEMENT NUMBER 57.
13. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACES OF RUNWAY 28, AS DEFINED IN FAA AC 150/5300–13, CHG 14, APPENDIX 2, TABLE A2–1, LINE 5.
14. THERE ARE NO KNOWN ORDINANCES SPECIFYING HEIGHT RESTRICTIONS IN PORTAGE CREEK. PORTAGE CREEK IS AN UNINCORPORATED CITY IN AN UNORGANIZED BOROUGH.
15. THE LANDFILL IS LOCATED 760' FROM THE NEAREST POINT ON THE RUNWAY, ALTHOUGH THE DCCED REPORTS IT AS INACTIVE. THERE IS NO SEWAGE FACILITY IN PORTAGE CREEK.

Designed By: nllewellyn
Drawn By: bd'quinn
Checked By: bhanson
FILE No.: 232–94–1

Date Plotted: 9/28/2010, 10:51 AM
Layout Name: P 77 (3)
File Name: C:\PROJECTS\AUTOCAD\TEMP\AdPublish_3496\PRTGCRK–ALP.dwg

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

BY	DATE	REVISION

PORTAGE CREEK AIRPORT
PORTAGE CREEK, ALASKA
AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE
14 CFR, PART 77

DATE: 09/16/2010
SHEET: 3 OF 3