

LOCATION MAP
NO SCALE

AIRPORT DATA		
	EXISTING	ULTIMATE
NATIONAL AIRPORT IDENTIFIER = SVS		
AIRPORT ELEVATION (MSL)**	324.5'	324.5'
AIRPORT REFERENCE CODE	B-II	B-II
MEAN MAX. TEMP. HOTTEST MONTH (JULY)	72.0° F	72.0° F
TAXIWAY LIGHTING	MITL	MITL
RAMP LIGHTING	FLOODLIGHT	FLOODLIGHT
AIRPORT AND TERMINAL NAVAIDS	ROTATING BEACON PAPI REIL GPS	ROTATING BEACON PAPI REIL GPS
COMMUNICATION AIDS	NONE	NONE
WEATHER FACILITIES	NONE	AWOS

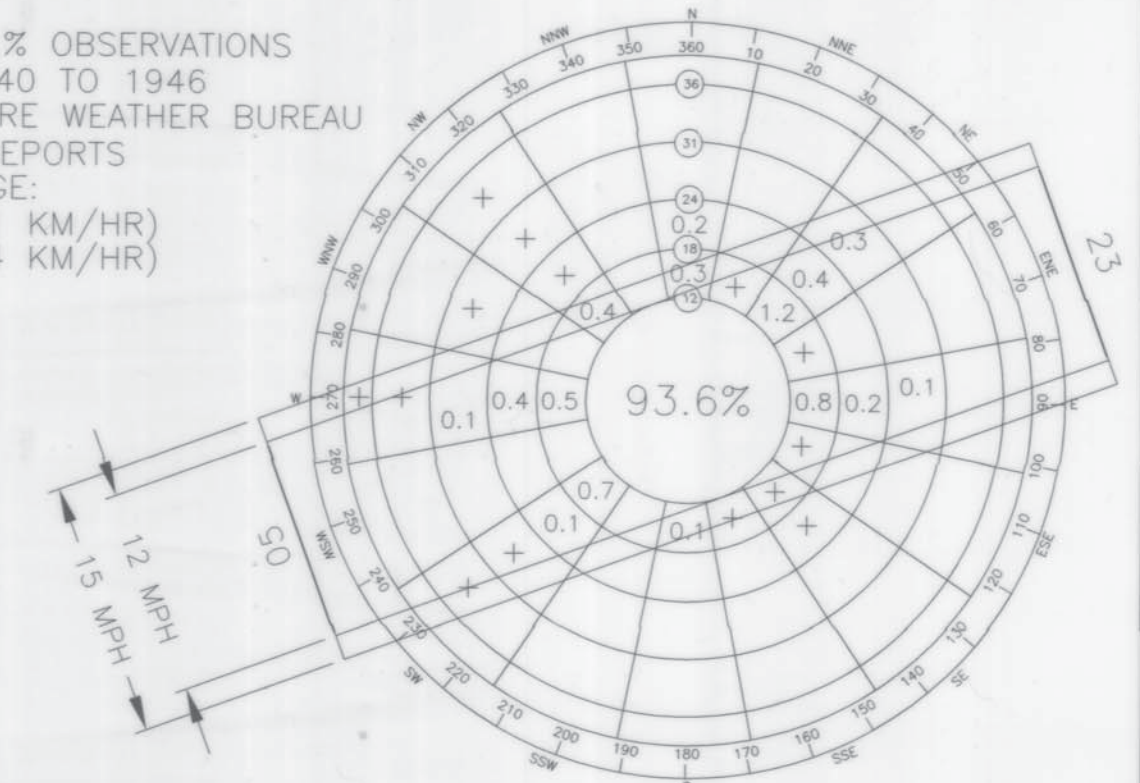
RUNWAY DATA		
	EXISTING	ULTIMATE
INSTRUMENT RUNWAY	NON-PRECISION	LPV
% WIND COVERAGE (15MPH)	99.18%	99.18%
RUNWAY SURFACE TYPE	GRAVEL	GRAVEL
PAVEMENT STRENGTH	N/A	N/A
EFFECTIVE GRADIENT	0.15%	0.15%
APPROACH SURFACES	NPI > 1 MILE; 34:1	LPV > 1 MILE; 34:1
APPROACH VISIBILITY MINIMUMS	≥ 1 MILE	≥ 1 MILE
RUNWAY LIGHTING	MIRL	MIRL
RUNWAY MARKING	NONE	NONE
VISUAL APPROACH AIDS	PAPI	PAPI REIL
R/W DIMENSIONS	4000'x75'	4000'x75'
R/W SAFETY AREA	4600'x150'	4600'x150'
R/W OBJECT FREE AREA (ROFA)	4600'x500'	4600'x500'
R/W OBSTACLE FREE ZONE (RFZ)	4400'x400'	4400'x400'
R/W PROTECTION ZONE (RPZ)	1700'x1010'x500'	1700'x1010'x500'
R/W 05 TOUCHDOWN ZONE ELEV.	324.5'	324.5'
R/W 23 TOUCHDOWN ZONE ELEV.	324.5'	324.5'
AIRPORT REFERENCE POINT (ARP)	STA 120+00	STA 120+00
(NAD 83)	LAT. 66°01'01.82"N	SAME
	LONG. 149°03'15.73"W	SAME
THRESHOLD 05	STA 100+00	STA 100+00
	LAT. 66°00'55.37"N	SAME
	LONG. 149°04'01.43"W	SAME
THRESHOLD 23	STA 140+00	STA 140+00
	LAT. 66°01'08.26"N	SAME
	LONG. 149°02'30.02"W	SAME

LEGEND		
	EXISTING	ULTIMATE
PROPERTY LINE	---	---
BUILDING RESTRICTION LINE (B.R.L.)	---	---
DEVELOPMENT	---	---
WIND CONE & SEGMENTED CIRCLE	⊙	⊙
BUILDINGS	⊠	⊠
ROADWAYS	---	---
AIRPORT REFERENCE POINT	⊙	⊙
ROTATING BEACON	⊙	⊙
ANTENNAE/TOWERS	⊙	⊙
PAPI	⊙	⊙
MONUMENT	⊙	⊙
EXISTING CONTOUR (4' INTERVAL)	---	---
SHORELINE/WATERLINE	---	---
ULTIMATE TREELINE	---	---
THRESHOLD	---	---
OVERHEAD POWER LINES	---	---
RUNWAY SAFETY AREA	---	---
BUILDING RESTRICTION LINE	---	---

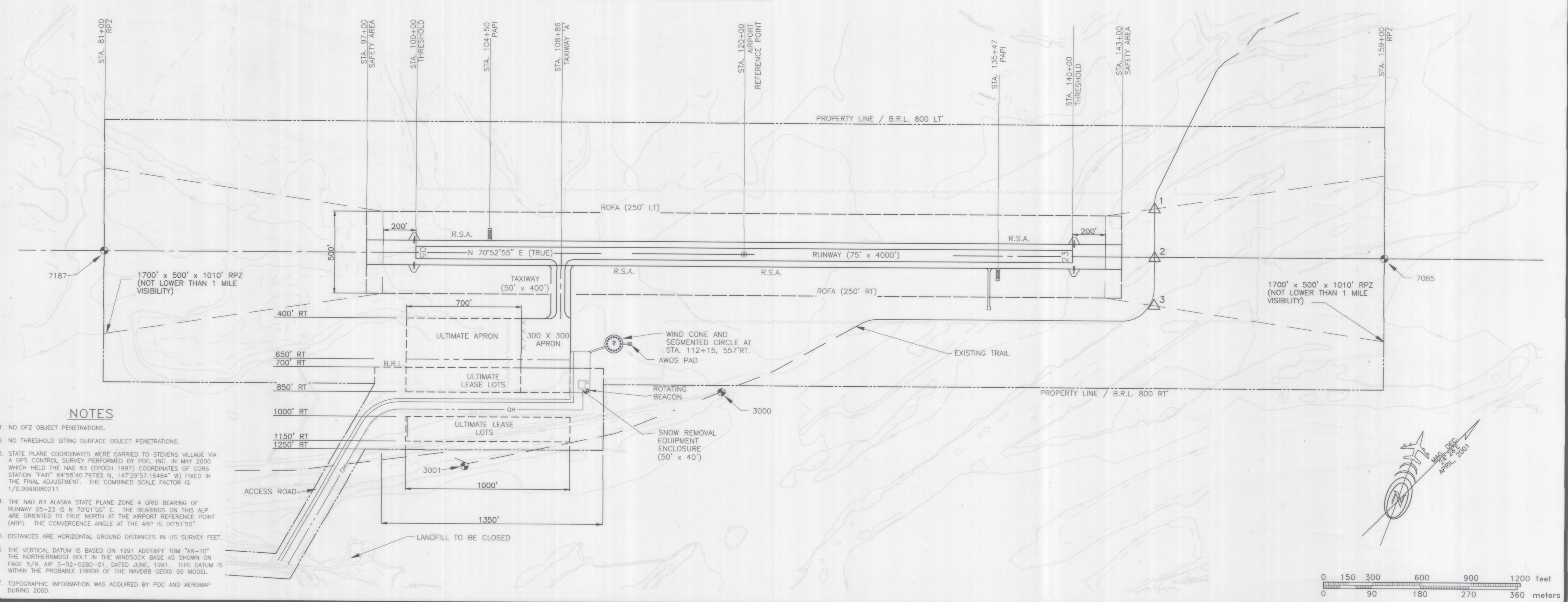
TAXIWAY DATA		
	EXISTING	ULTIMATE
T/W DIMENSIONS	400'x50'	400'x50'
T/W SAFETY AREA	400'x120'	400'x120'
T/W OBJECT FREE AREA (TOFA)	400'x186'	400'x186'
T/W IS BASED ON DESIGN GROUP III		

WIND ROSE FOR STEVENS VILLAGE

+ INDICATES LESS THAN 0.1% OBSERVATIONS
PERIOD OF RECORD 1940 TO 1946
U.S. DEPARTMENT OF AGRICULTURE WEATHER BUREAU
AIRWAY WEATHER REPORTS
WIND COVERAGE:
98.5% 12MPH (19.31 KM/HR)
99.2% 15MPH (24.14 KM/HR)

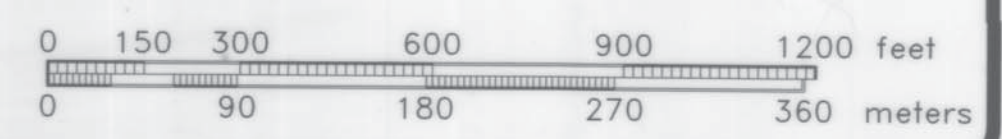


AIRPORT SURVEY CONTROL									
NAD 83		ALASKA STATE PLANE ZONE 4 (ft) NAVD 88				LOCAL COORDINATES			
POINT	LATITUDE (N)	LONGITUDE (W)	NORTHING	EASTING	ELEVATION	NORTHING	EASTING	R/W STA	OFFSET
3000	66°00'53.578"	149°03'12.033"	4392291.26	1781335.27	305.32	4392291.26	1781335.27	118+70.24	840.97 RT
3001	66°00'44.269"	149°03'44.114"	4391325.44	1780022.95	301.63	4391325.35	1780022.83	103+06.73	1300.23RT
7085	66°01'14.374"	149°01'46.602"	4394458.12	1784834.91		4394458.32	1784835.20	159+00.01	0.37 RT
7187	66°00'49.243"	149°04'44.828"	4391793.65	1777504.92		4391793.59	1777504.55	81+00.06	0.38 LT



NOTES

- NO OFZ OBJECT PENETRATIONS.
- NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
- STATE PLANE COORDINATES WERE CARRIED TO STEVENS VILLAGE VIA A GPS CONTROL SURVEY PERFORMED BY PDC, INC. IN MAY 2000 WHICH HELD THE NAD 83 (EPOCH 1997) COORDINATES OF CORS STATION "FAIR" 64°58'40.79783 N, 147°29'57.16484 W) FIXED IN THE FINAL ADJUSTMENT. THE COMBINED SCALE FACTOR IS 1/0.9999080211.
- THE NAD 83 ALASKA STATE PLANE ZONE 4 GRID BEARING OF RUNWAY 05-23 IS N 70°01'05" E. THE BEARINGS ON THIS ALP ARE ORIENTED TO TRUE NORTH AT THE AIRPORT REFERENCE POINT (ARP). THE CONVERGENCE ANGLE AT THE ARP IS 0°51'50".
- DISTANCES ARE HORIZONTAL GROUND DISTANCES IN US SURVEY FEET.
- THE VERTICAL DATUM IS BASED ON 1991 ADOT&PF TBM "AR-10" THE NORTHERNMOST BOLT IN THE WINDSOCK BASE AS SHOWN ON PAGE 5/9, AIR 3-02-0280-01, DATED JUNE, 1991. THIS DATUM IS WITHIN THE PROBABLE ERROR OF THE NAVD88 GEOID 99 MODEL.
- TOPOGRAPHIC INFORMATION WAS ACQUIRED BY PDC AND AEROMAP DURING 2000.



DESIGN	KAR,RJP	
DRAWN	RJP/GDS	
CHECKED	RLC	
BY	DATE	REVISIONS
	12/30/08	AS-BUILT
	7/10/01	FAA APPROVED

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION

APPROVED
Cindie Little
CINDIE LITTLE P.E.

DATE 1/14/09
DESIGN GROUP CHIEF

AIRPORT LAYOUT PLAN APPROVED
BY LETTER DATED: 1/22/09

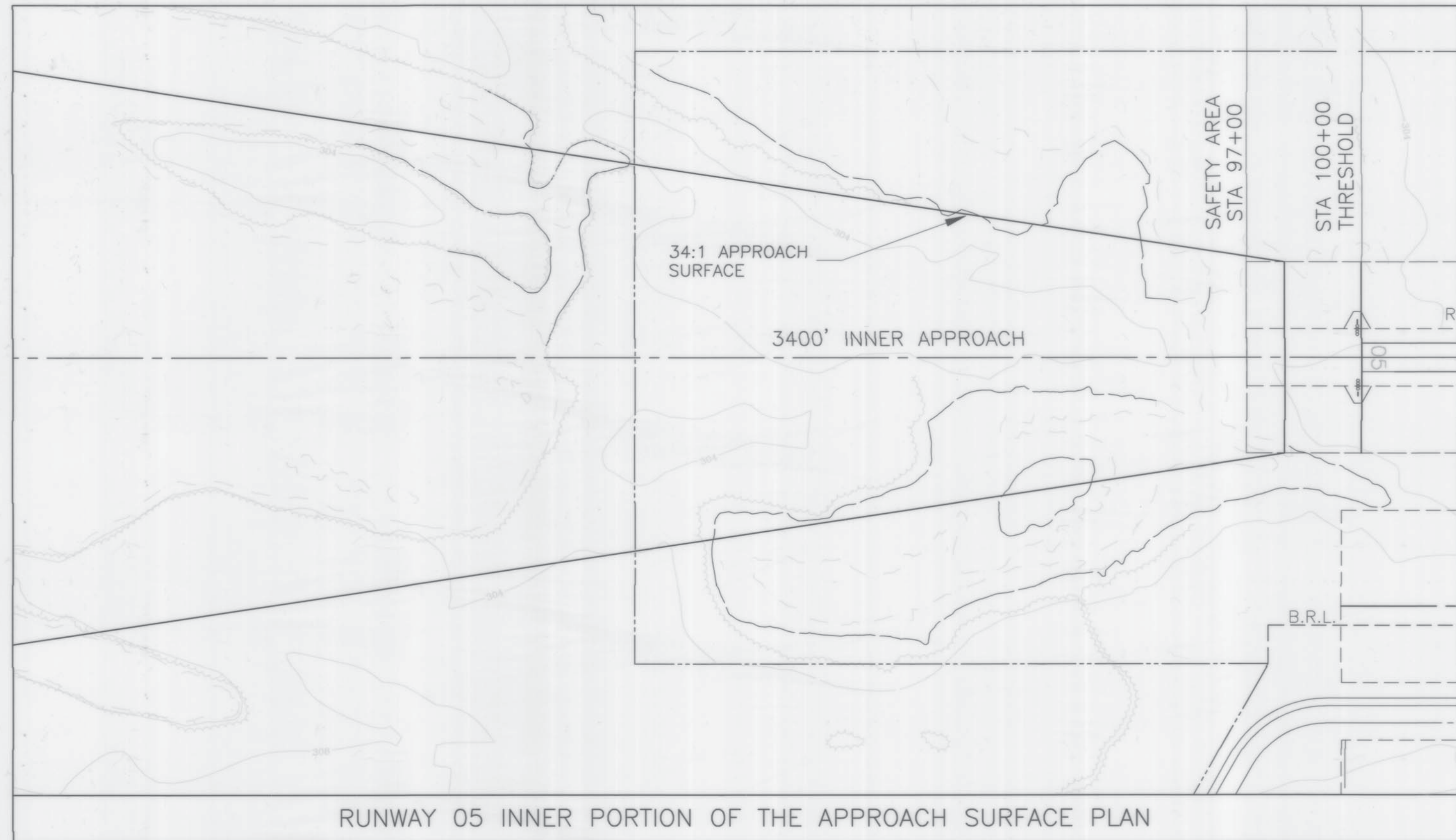
P. J. O'Neil

AIRPORTS DIVISION, AAL-610
ALASKAN REGION 01AAL-01ONRA

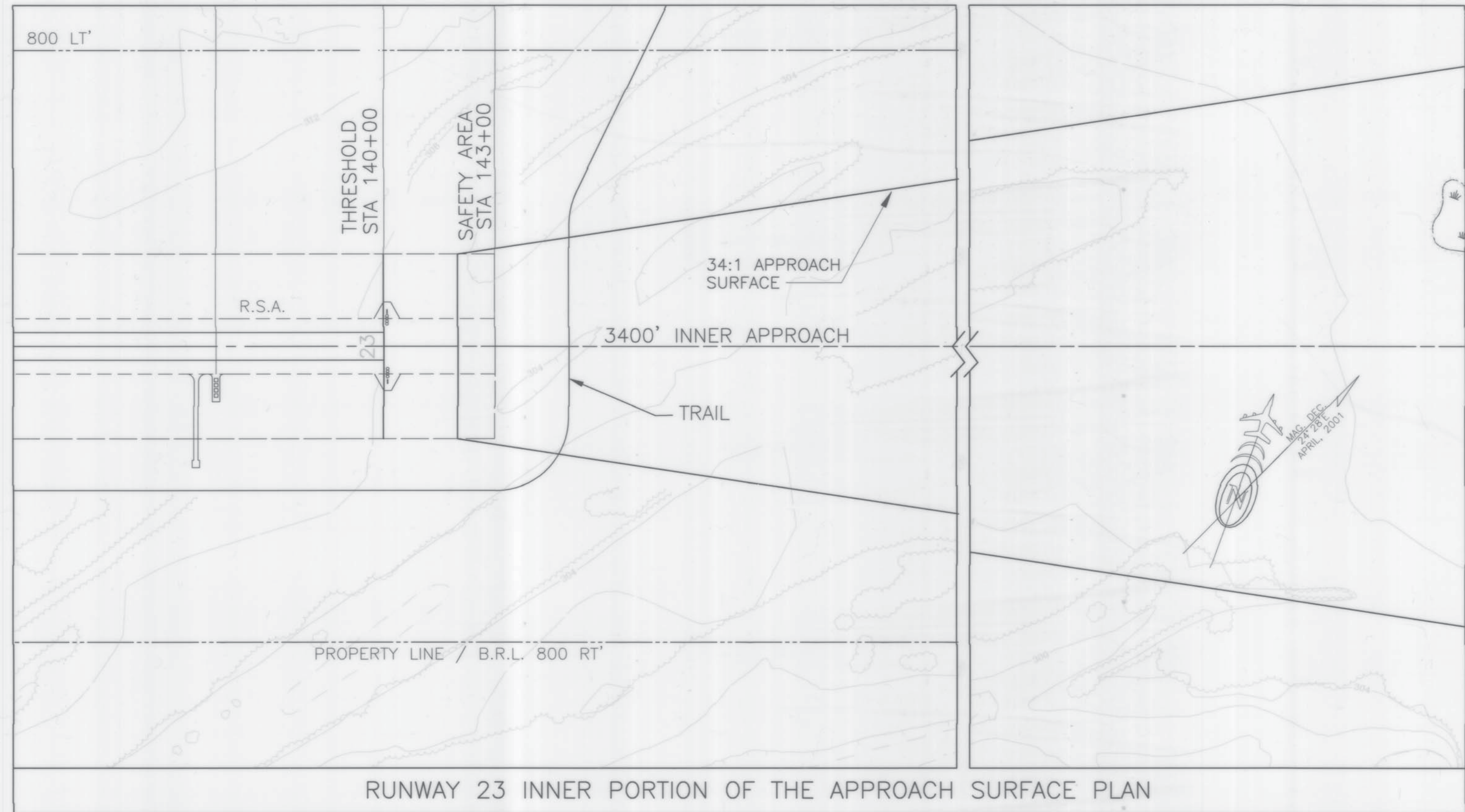
THIS ALP SUPERSEDES ALP SIGNED 7/10/01.
THIS ALP IS BASED ON THE AS-BUILTS DATED 11/28/08
STEVENS VILLAGE AIRPORT RELOCATION STAGE II, 61956.

STEVENS VILLAGE AIRPORT
AIRPORT LAYOUT PLAN

SHEET
1 OF
4

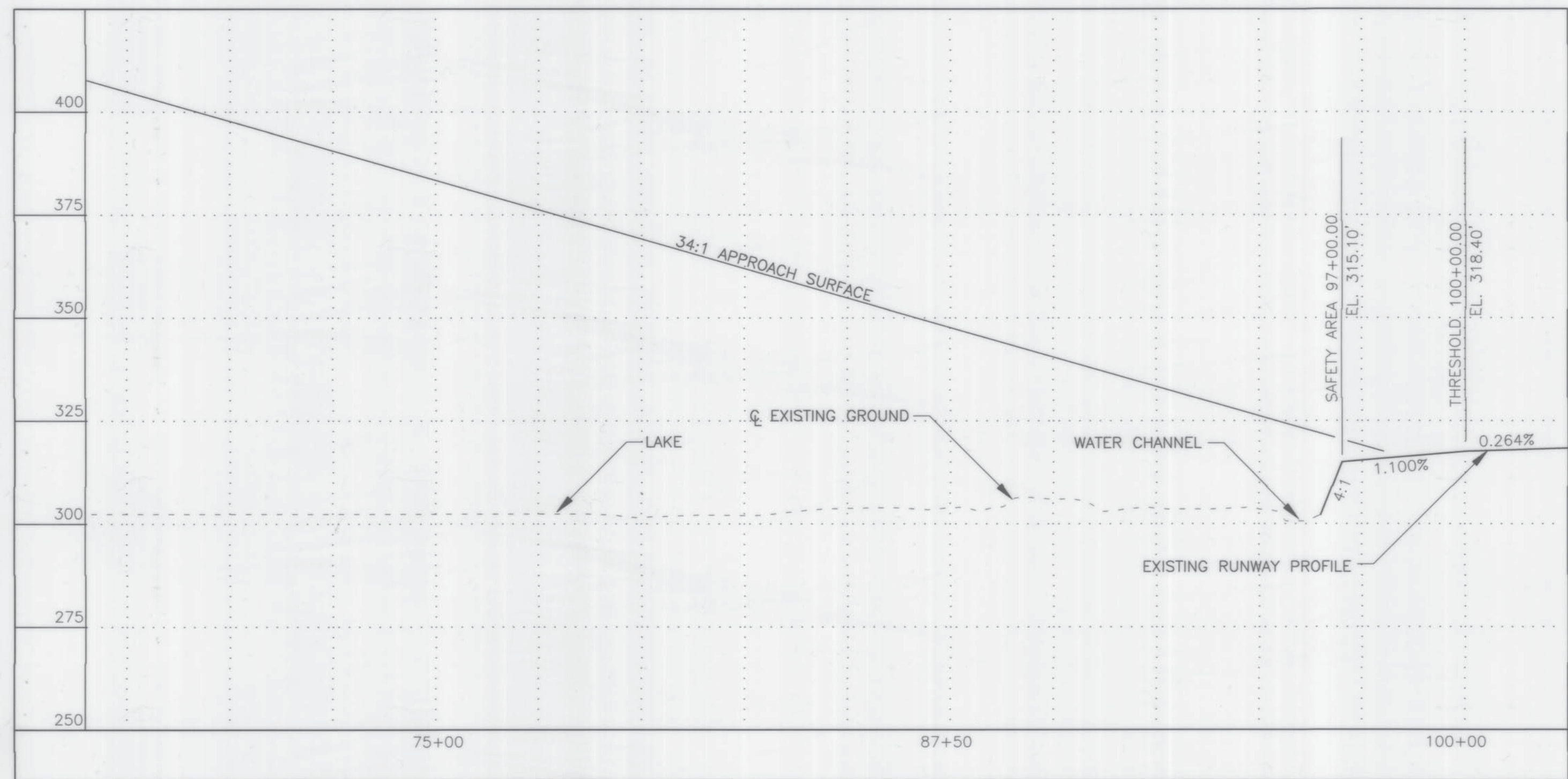
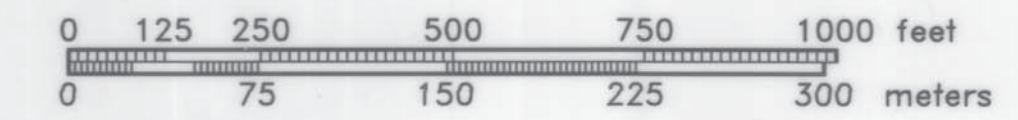


RUNWAY 05 INNER PORTION OF THE APPROACH SURFACE PLAN

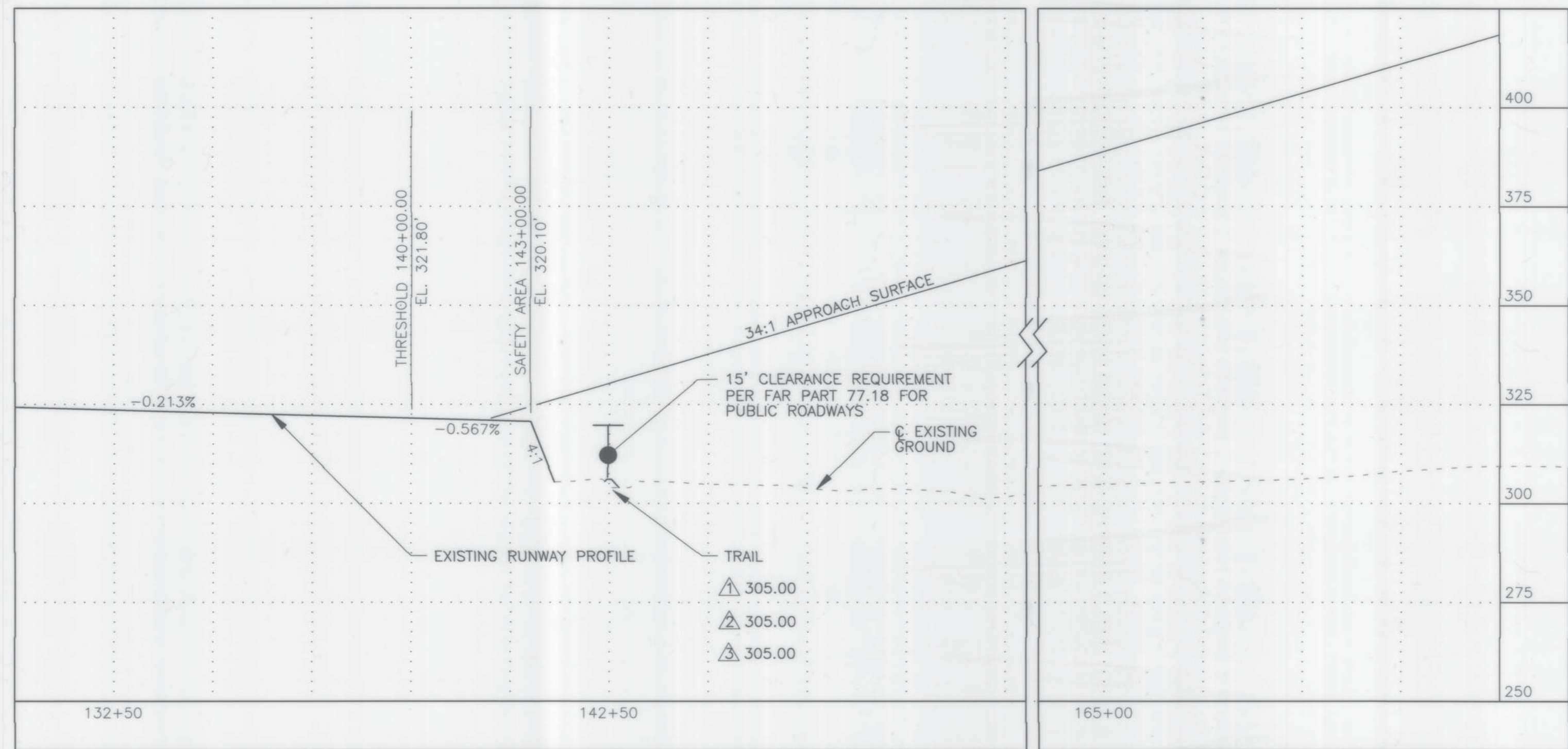


RUNWAY 23 INNER PORTION OF THE APPROACH SURFACE PLAN

NOTES: MAPPING SHOWN, IS FROM CONTROLLED AERIAL PHOTOGRAPHY FLOWN MAY, 2000.



RUNWAY 05 INNER PORTION OF THE APPROACH SURFACE PROFILE



RUNWAY 23 INNER PORTION OF THE APPROACH SURFACE PROFILE

V:\A\1\ALP\STEVENS VILLAGE\2008 As-Built ALP\ALP2_2008 AsBuilt-Loyd.dwg

DESIGN_KAR,RJP	
DRAWN_RJP/GDS	
CHECKED_RLC	
BY DATE	REVISIONS
12/30/08	AS-BUILT
7/10/01	FAA APPROVED

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION

APPROVED
Cindie Little
 CINDIE LITTLE P.E.

DATE 1/14/09
 DESIGN GROUP CHIEF

AIRPORT LAYOUT PLAN APPROVED
 BY LETTER DATED: 1/28/09

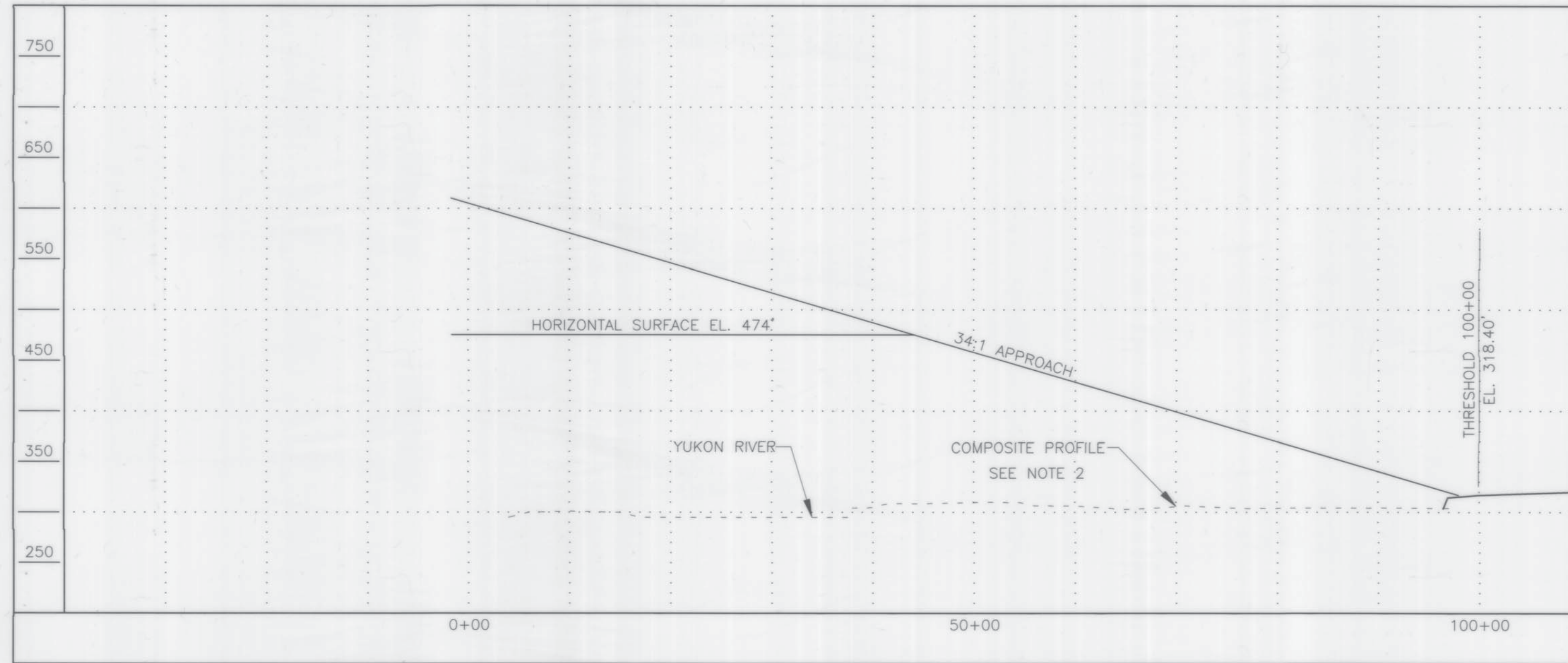
Paul

AIRPORTS DIVISION, AAL-610
 ALASKAN REGION 01AAL-01ONRA

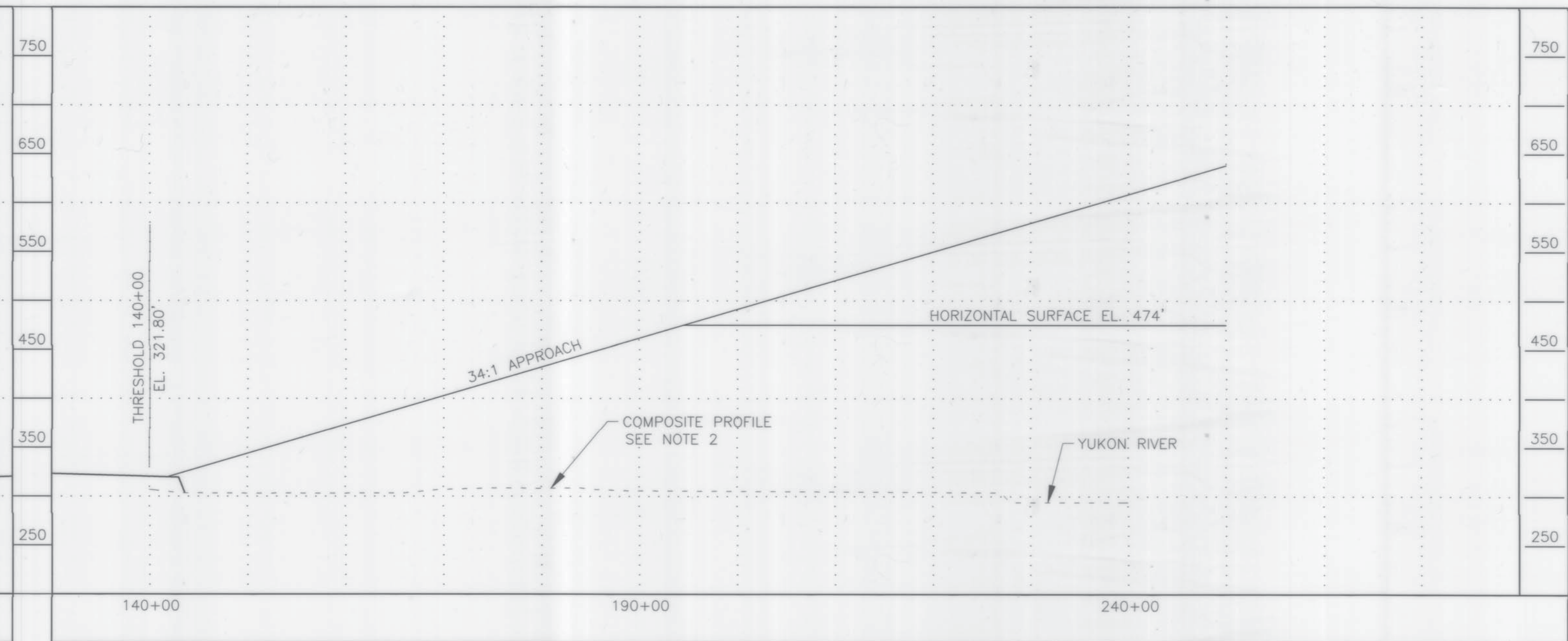
THIS ALP SUPERSEDES ALP SIGNED 7/10/01.
 THIS ALP IS BASED ON THE AS-BUILTS DATED 11/28/08
 STEVENS VILLAGE AIRPORT RELOCATION STAGE II, 61956.

STEVENS VILLAGE AIRPORT
INNER PORTION OF APPROACH SURFACES
AIRPORT LAYOUT PLAN

SHEET
 2 OF 4

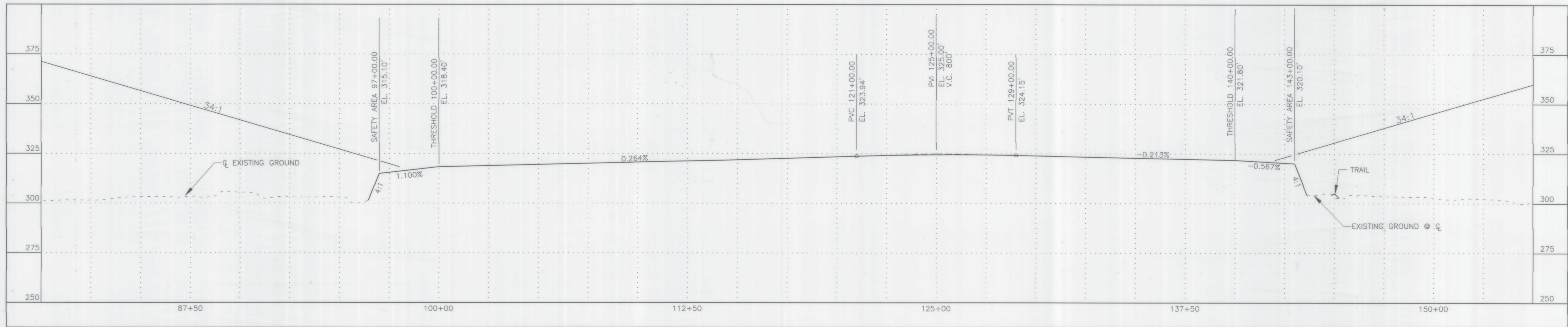


RUNWAY 05 APPROACH PROFILE



RUNWAY 23 APPROACH PROFILE

- NOTES: 1. SEE SHEET 4 OF 5 FOR AIRSPACE PLAN.
 2. THE EXISTING GROUND PROFILE ALONG THE EXTENDED RUNWAY CENTERLINE REPRESENTS THE COMPOSITE PROFILE BASED ON THE HIGHEST TERRAIN ACROSS THE WIDTH AND ALONG THE LENGTH OF THE APPROACH SURFACE.



RUNWAY 05-23 PROFILE

V:\ALP\ALP\STEVENS VILLAGE\2008 AS-BUILT ALP\ALP3 2008 As-built-Layout1

DESIGN KAR,RJP
 DRAWN RJP/GDS
 CHECKED RLC

BY	DATE	REVISIONS
	12/30/08	AS-BUILT
	7/10/01	FAA APPROVED

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION

APPROVED Cindie Little DATE 1/14/09
 CINDIE LITTLE P.E. DESIGN GROUP CHIEF

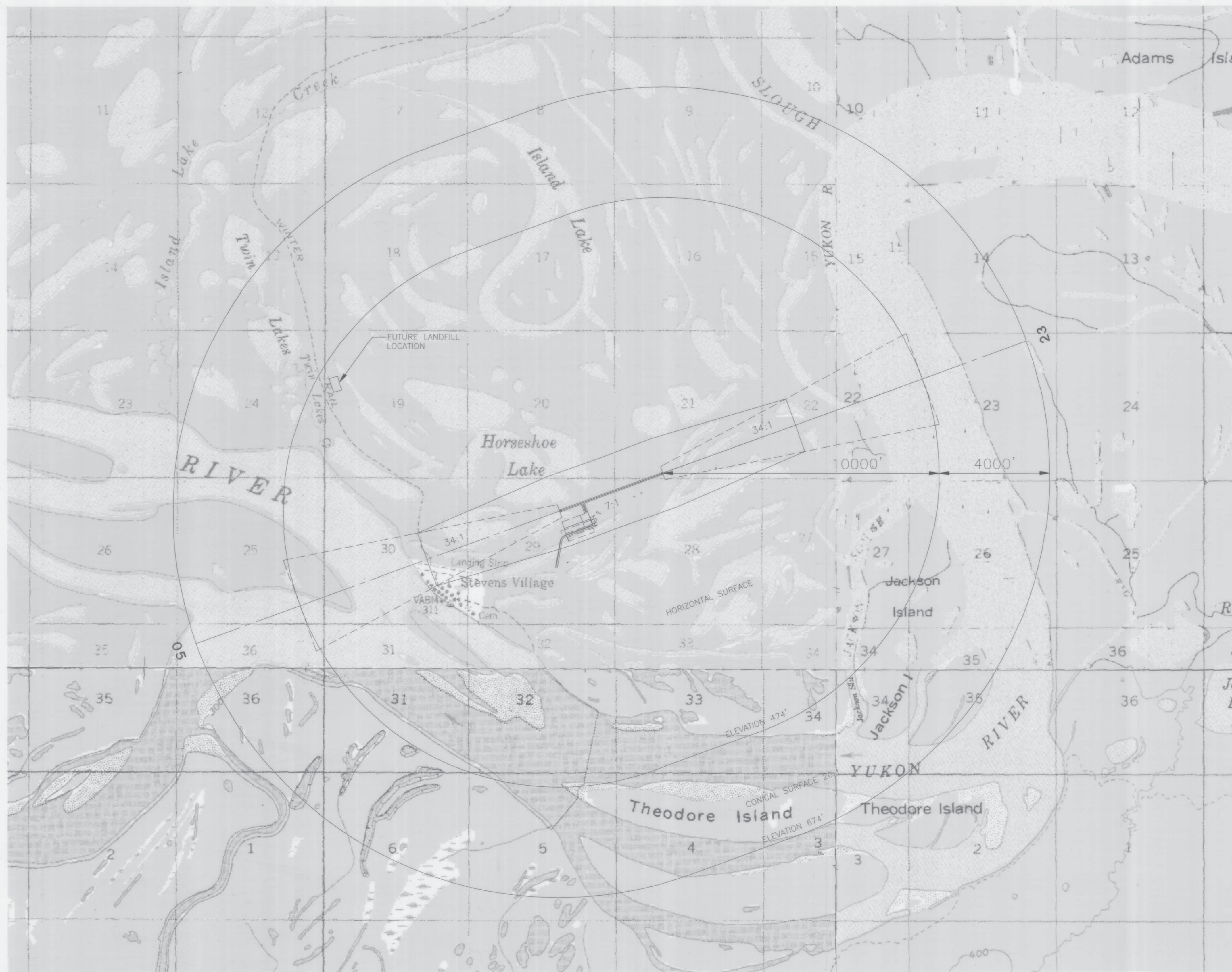
AIRPORT LAYOUT PLAN APPROVED
 BY LETTER DATED: 1/22/09

RJP
 AIRPORTS DIVISION, AAL-610
 ALASKAN REGION 01AAL-01ONRA

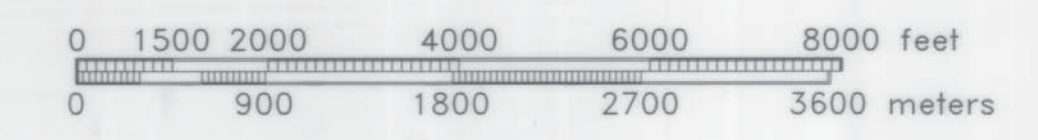
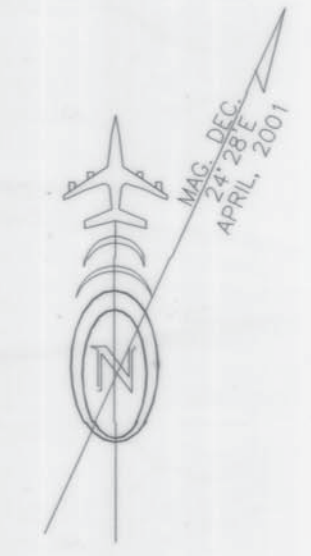
THIS ALP SUPERSEDES ALP SIGNED 7/10/01.
 THIS ALP IS BASED ON THE AS-BUILTS DATED 11/28/08
 STEVENS VILLAGE AIRPORT RELOCATION STAGE II, 61956.

STEVENS VILLAGE AIRPORT
RUNWAY AND APPROACH PROFILES
AIRPORT LAYOUT PLAN

SHEET 3 OF 4



RUNWAY 05 THRESHOLD ELEVATION = 318.4'
 RUNWAY 23 THRESHOLD ELEVATION = 321.8'
 AIRPORT ELEVATION = 324.5'



V:\AVI\ALP\STEVENS VILLAGE\2008 AS-Built ALP\ALP4_2008 Asbuilt-Layout

DESIGN	KAR		
DRAWN	RJP		
CHECKED	RLC	12/30/08	AS-BUILT
BY	DATE	7/10/01	FAA APPROVED
			REVISIONS

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION

APPROVED *Cindie Little* DATE 1/14/09
 CINDIE LITTLE P.E. DESIGN GROUP CHIEF

AIRPORT LAYOUT PLAN APPROVED
 BY LETTER DATED: 11/21/09

Paw

AIRPORTS DIVISION, AAL-610
 ALASKAN REGION 01AAL-010NRA

THIS ALP SUPERSEDES ALP SIGNED 7/10/01.
 THIS ALP IS BASED ON THE AS-BUILTS DATED 11/28/08
 STEVENS VILLAGE AIRPORT RELOCATION STAGE II, 61956.

**STEVENS VILLAGE AIRPORT
 AIRSPACE AND OBSTRUCTIONS
 AIRPORT LAYOUT PLAN**

SHEET
4 OF
4