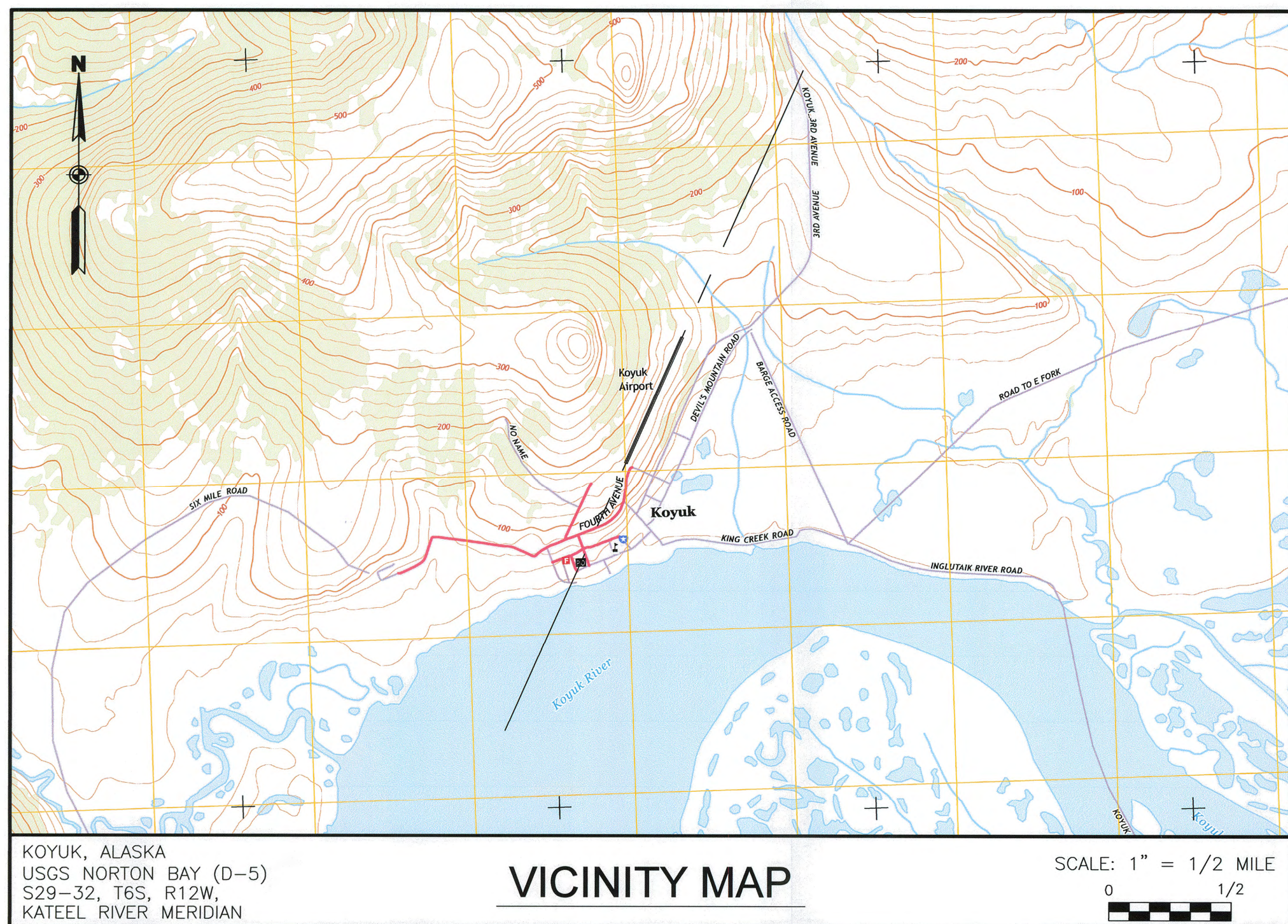


KOYUK, ALASKA AIRPORT LAYOUT PLAN KOYUK ALFRED ADAMS AIRPORT



LEGEND		
ITEM	EXISTING	ULTIMATE
ANTENNA		
AIRPORT REFERENCE POINT		
ASOS/AWOS		
BUILDING		
BUILDING RESTRICTION LINE		
BUSH		
CENTER LINE		
CONTOUR		
FUEL TANK		
FENCE		
LIGHTING		*
PROPERTY LINE		
ROADWAY (GRAVEL)		
ROTATING BEACON		
RUNWAY (GRAVEL)		
RUNWAY HIGHPOINT (AIRPORT ELEVATION)		
RUNWAY OBJECT FREE AREA		
RUNWAY THRESHOLD SITING SURFACE		
RUNWAY OBSTACLE FREE ZONE		
RUNWAY SAFETY AREA		
RUNWAY SHOULDER		
RUNWAY PROTECTION ZONE		
SATELLITE DISH		
SEGMENTED CIRCLE		
SURVEY MONUMENT		
TAXIWAY (GRAVEL)		
TREE		
VASI		
WATERBODY		
WATERLINE		
WIND CONE		

SHEET INDEX	
SHEET NO.	DESCRIPTION
1	COVER
2	AIRPORT DATA
3	EXISTING AIRPORT LAYOUT PLAN
4	ULTIMATE AIRPORT LAYOUT PLAN
5	EXISTING INNER PORTION OF APPROACH SURFACE
6	ULTIMATE INNER PORTION OF APPROACH SURFACE
7	AIRPORT AIRSPACE (FAR PART 77)

DESIGN MMM
DRAWN RWW
CHECKED JGL

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

APPROVED: Albert M.L. Beck DATE 3/29/16
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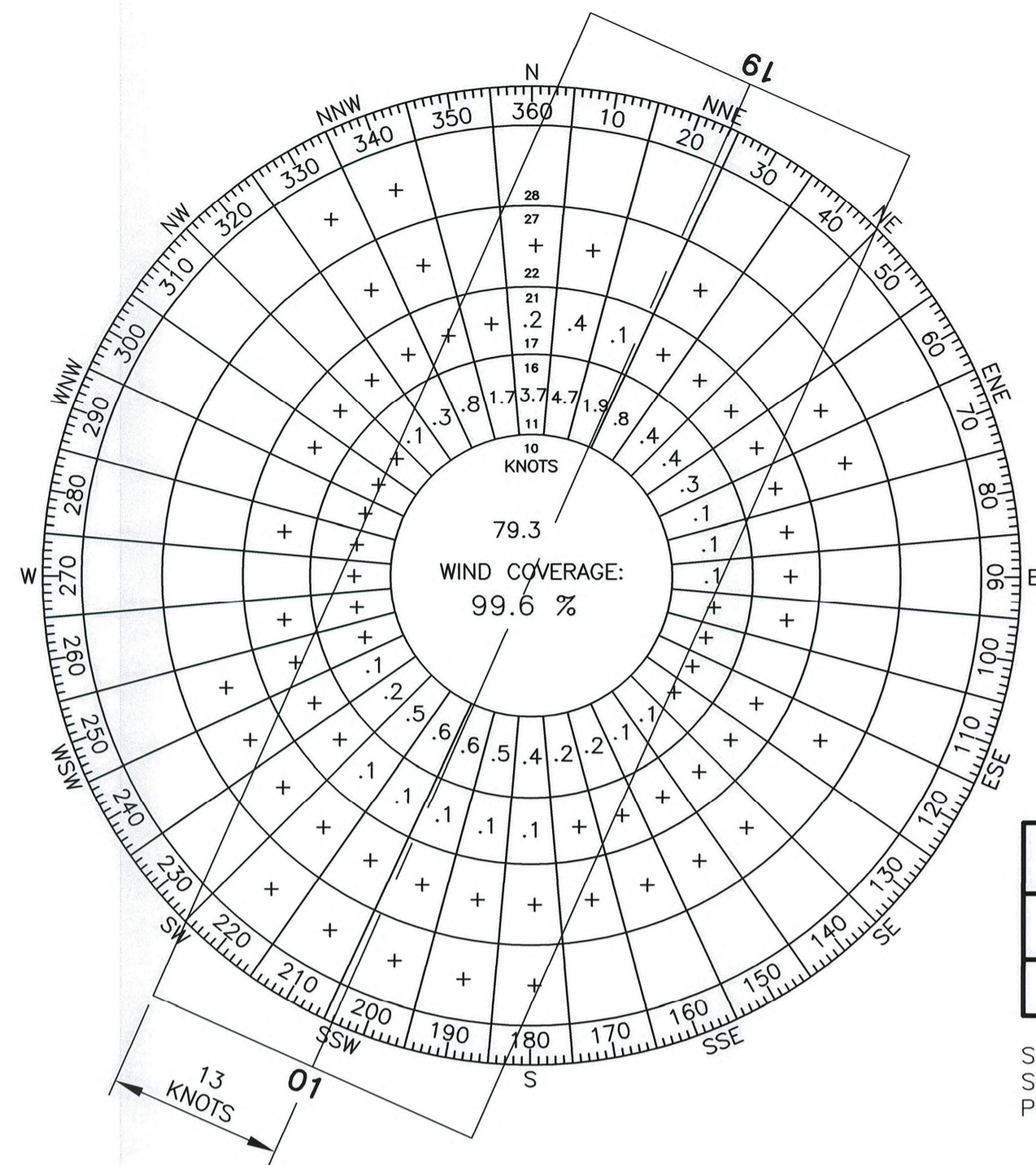
ORIGINAL
AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO
ALP APPROVAL LETTER DATED 10/3/1994
FAA AIRSPACE REVIEW NUMBER: NONE

AS-BUILT
PA 2016 DATE 5/4/16
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL- 621

BY	DATE	REVISIONS
MMM	3/7/16	AS-BUILT <u>B</u>

KOYUK ALFRED ADAMS AIRPORT
KOYUK, ALASKA
COVER

SHEET
1 OF 7



WIND DATA (ALL WEATHER)	
RUNWAY	13 kt (A-II)
1-19	99.6%

SOURCE: NCDC ISH/ISD
STATION NAME: KOYUK AIRPORT
PERIOD: 2004-2013

AIRPORT DATA		
ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	PAKK	SAME
NATIONAL AIRPORT IDENTIFIER	KKA	SAME
FAA SITE NUMBER	50433.2*A	SAME
AIRPORT REFERENCE CODE (ARC)	A-I	A-II
NPIAS SERVICE LEVEL (P, CS, R, GA)	CS	SAME
AASP CLASSIFICATION	COMMUNITY OFF-ROAD	SAME
AIRPORT ELEVATION (NAVD88)	161.53'	SAME
MEAN MAX. TEMPERATURE, HOTTEST MONTH	54.5°F / JULY	SAME
OBSTRUCTION SURVEY SOURCE & TYPE	AOC (SEE NOTES)	SAME
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	12°55'12"E, 2015, 21.6"W / YEAR	SAME
AIRPORT AND TERMINAL NAVIGATION AIDS	WIND CONE, SEG. CIRCLE, NDB/DME, ROT. BEACON, AWOS	SAME

RUNWAY 1-19 DATA		
ITEM	EXISTING	ULTIMATE
FAR PART 77 APPROACH CATEGORY (UTILITY, OTHER THAN UTILITY)	OTHER THAN UTILITY	SAME
FAR PART 77 APPROACH TYPE (V, C, NPA, PA)	NPA / V	SAME
AERONAUTICAL SURVEY TYPE	VERTICALLY GUIDED	SAME
RUNWAY DESIGN CODE (RDC)	A-I-5000	A-II-5000
RUNWAY REFERENCE CODE (RRC)	A-I-5000	A-II-5000
DESIGN AIRCRAFT	UNKNOWN	C-208
FAR PART 77 APPROACH SLOPE	34:1/20:1	SAME
THRESHOLD SITING SURFACE (TSS) SLOPE	20:1/20:1	SAME
VISIBILITY MINIMUM	≥1 SM	SAME
RUNWAY SURFACE	GRAVEL	SAME
PAVEMENT STRENGTH (SW, DW, DTW x1000lbs)	N/A	SAME
TRUE MEAN BEARING	N 23°55'48" E	SAME
MAXIMUM ELEVATION ABOVE MSL	161.53'	SAME
EFFECTIVE GRADE	0.24%	SAME
RUNWAY TOUCHDOWN ZONE ELEVATIONS (NAVD 88)	RW 1: 161.53' RW 19: 161.53'	SAME
RUNWAY DIMENSIONS	60' x 3002'	100' x 4000'
RUNWAY SAFETY AREA (RSA) DIMENSIONS	120' x 3482'	150' x 4600'
RSA LENGTH BEYOND RW ENDS	240'	300'
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	500' x 700' x 1000'	SAME
RUNWAY OBJECT FREE AREA (OFA) DIMENSIONS	500' x 3482'	500' x 4600'
ROFA LENGTH BEYOND RW ENDS	240'	300'
RUNWAY OBSTACLE FREE ZONE (OFZ) DIMENSIONS	250' x 3402'	SAME
PRECISION OBSTACLE FREE ZONE (POFZ) DIMENSIONS	N/A	SAME
RUNWAY LIGHTING TYPE	MIRL	SAME
RUNWAY MARKING TYPE (P, NP, NONE)	NONE	SAME
RUNWAY VISUAL APPROACH AIDS	VASI	SAME
RUNWAY LANDING AIDS	RNAV-GPS / NONE	SAME

MODIFICATION OF STANDARDS				
MODIFICATION	ADVISORY CIRCULAR	STANDARD	APPROVAL	DATE
	NONE			

NON-STANDARD CONDITIONS			
ITEM	STANDARD	EXISTING	ULTIMATE
LANDFILL SEPARATION	5000'	4650'	4650'
SEWAGE LAGOON SEPARATION	5000'	1800'	1800'
RW 1/19 CHEVRON SIGNS	NONE	(2) EACH RW END	(2) EACH RW END
RW 19 END LIGHTS	INBOARD (2-10' OFFSET)	INBOARD (ON TRIM LINE)	INBOARD (2-10' OFFSET)

PACS & SACS							
DESIGNATION	LATITUDE	LONGITUDE	ELLIPSOID HEIGHT	NORTHING	EASTING	ELEVATION	DESCRIPTION
KKA A	64°56'22.11"N	161°09'21.63"W	209.44'	3998742.81	1771325.10	188.28'	PACS
KKA B	64°56'12.18"N	161°09'21.38"W	162.22'	3997734.21	1771349.06	141.05'	SACS
KKA C	64°56'32.99"N	161°08'59.92"W	162.95'	3999861.52	1772245.44	141.78'	SACS

GEOGRAPHIC COORDINATES (NAD 83) & ELEVATIONS (NAVD 88)						
ITEM	EXISTING LATITUDE	EXISTING LONGITUDE	EXISTING ELEVATION	ULTIMATE LATITUDE	ULTIMATE LONGITUDE	ULTIMATE ELEVATION
AIRPORT REFERENCE POINT	64°56'22.26"N	161°09'15.36"W	N/A	64°56'21.36"N	161°09'16.30"W	N/A
RUNWAY 1 END	64°56'08.76"N	161°09'29.51"W	159.75'	64°56'03.36"N	161°09'35.16"W	159.15'
RUNWAY 19 END	64°56'35.76"N	161°09'01.21"W	152.62'	64°56'39.36"N	161°08'57.43"W	150.22'

DECLARED DISTANCES					
	RUNWAY	TORA	TODA	ASDA	LDA
EXISTING	1	NONE	NONE	NONE	NONE
	19	NONE	NONE	NONE	NONE
ULTIMATE	1	NONE	NONE	NONE	NONE
	19	NONE	NONE	NONE	NONE

NOTES

- THIS ALP DRAWING SET IS UPDATED BASED ON AN AIRPORT OBSTRUCTION CHART SURVEY (AOC) COMPLETED BY USKH INC. IN 2013 IN ACCORDANCE WITH FAA AC 150/5300-18B. THIS ALP WAS UPDATED IN ACCORDANCE WITH FAA AC 150/5300-13A CHG1 AND 150/5070-6B IN APRIL 2014.
- VERTICAL DATUM IS NAVD 1988 USING GEOID12A AND REFERENCING PACS "KKA A"
- HORIZONTAL DATUM IS NAD83 (2011). DRAWING COORDINATES ARE ALASKA STATE PLANE ZONE 7, U.S. SURVEY FEET, UNLESS NOTED OTHERWISE.

TAXIWAY DATA		
ITEM	EXISTING	ULTIMATE
TAXIWAY DESIGN GROUP	2	SAME
TAXIWAY DIMENSIONS	50' x 280'	SAME
TAXIWAY SHOULDER WIDTH	10'	SAME
SEPARATION FROM PARALLEL RUNWAY	N/A	SAME
TAXIWAY SAFETY AREA (TSA) WIDTH	79'	SAME
TAXIWAY OBJECT FREE AREA (TOFA) WIDTH	131'	SAME
TAXIWAY EDGE SAFETY MARGIN	5'	SAME
TAXIWAY LIGHTING	MIFL	SAME
TAXIWAY MARKING	NONE	SAME

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DESIGN MMM
DRAWN RWW
CHECKED JGL

STATE OF ALASKA
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NORTHERN REGION-AVIATION

APPROVED: Albert M.L. Beck DATE 3/29/16
ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

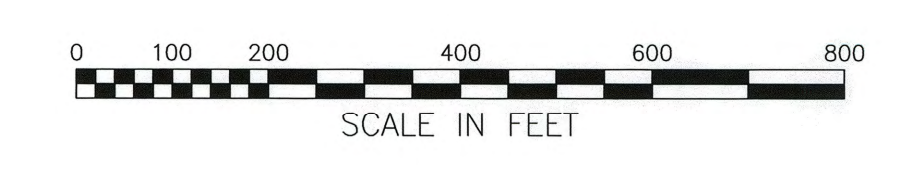
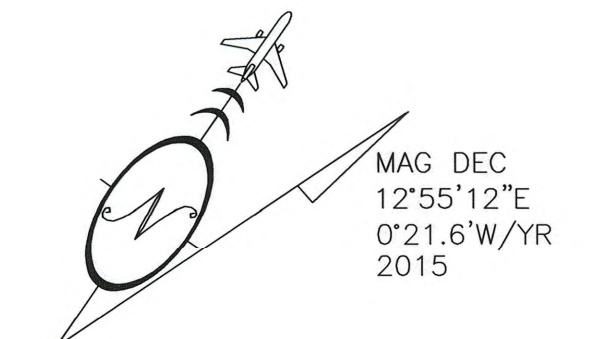
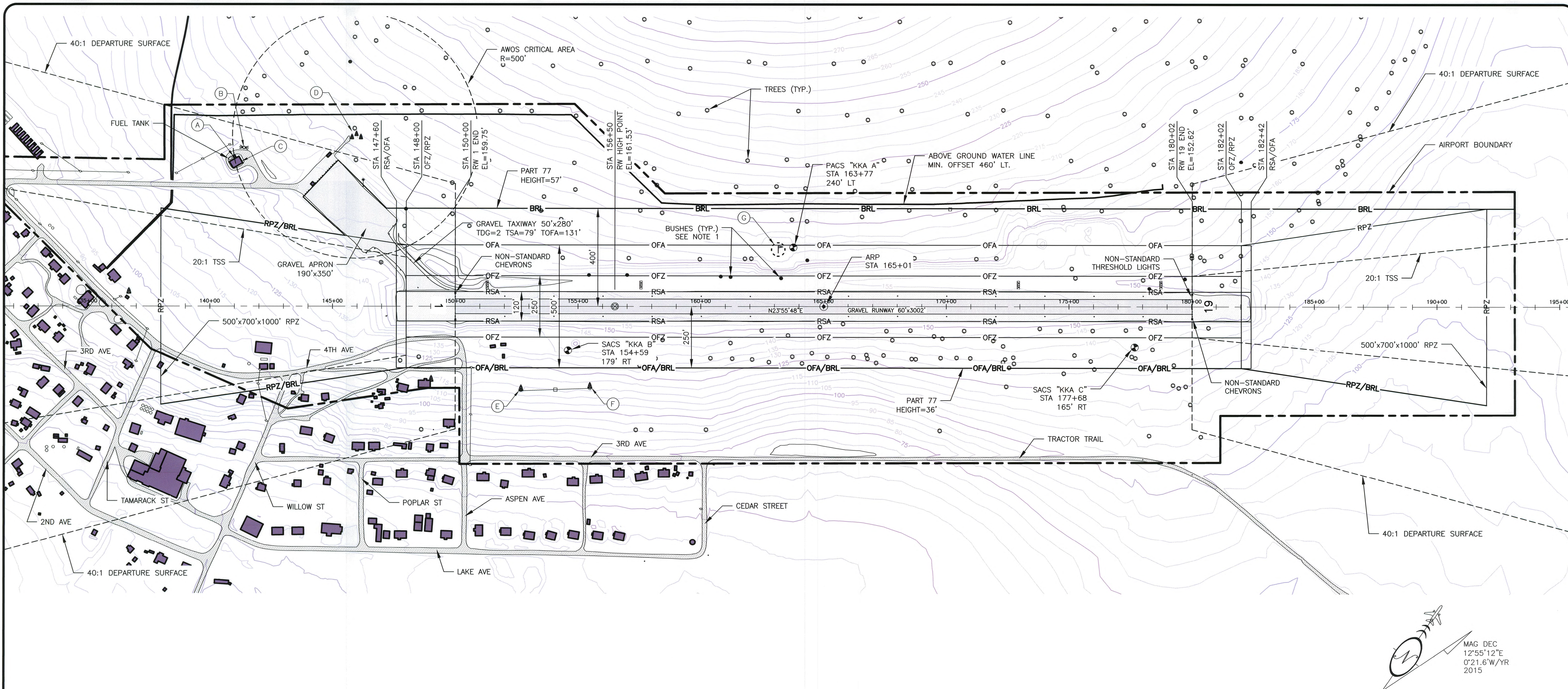
BY	DATE	REVISIONS	FAA

BY	DATE	REVISIONS	FAA
MMM	3/7/16	AS-BUILT <u>B</u>	

KOYUK ALFRED ADAMS AIRPORT
KOYUK, ALASKA
AIRPORT DATA

SHEET
2 OF
7

U:\204700168\Koyuk Airport\Drawings\1309900KKA_ALP03-ALP03



BUILDINGS/FACILITIES			
BLD/FAC	DESCRIPTION	STATION/OFFSET	TOP ELEV.
(A)	ELECTRICAL EQUIPMENT BUILDING	140+97/605' LT	163.3'
(B)	ROTATING BEACON	141+38/646' LT	188.8'
(C)	SREB	140+95/561' LT	170.6'
(D)	AWOS	145+89/686' LT	210.6'
(E)	NDB ANTENNA	152+68/343' RT	169.0'
(F)	NDB ANTENNA	155+48/333' RT	170.9'
(G)	WIND CONE AND SEG. CIRCLE	163+15/218' LT	208.9'

NOTES:
1. OFZ PENETRATIONS CONSIST OF TREES AND BUSHES ALONG BOTH SIDES OF RUNWAY 1/19.

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

APPROVED: Albert M.L. Beck DATE 3/29/16
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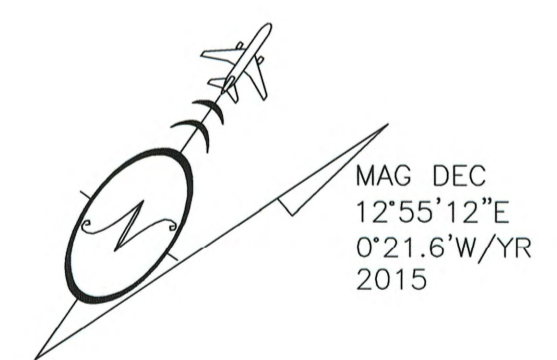
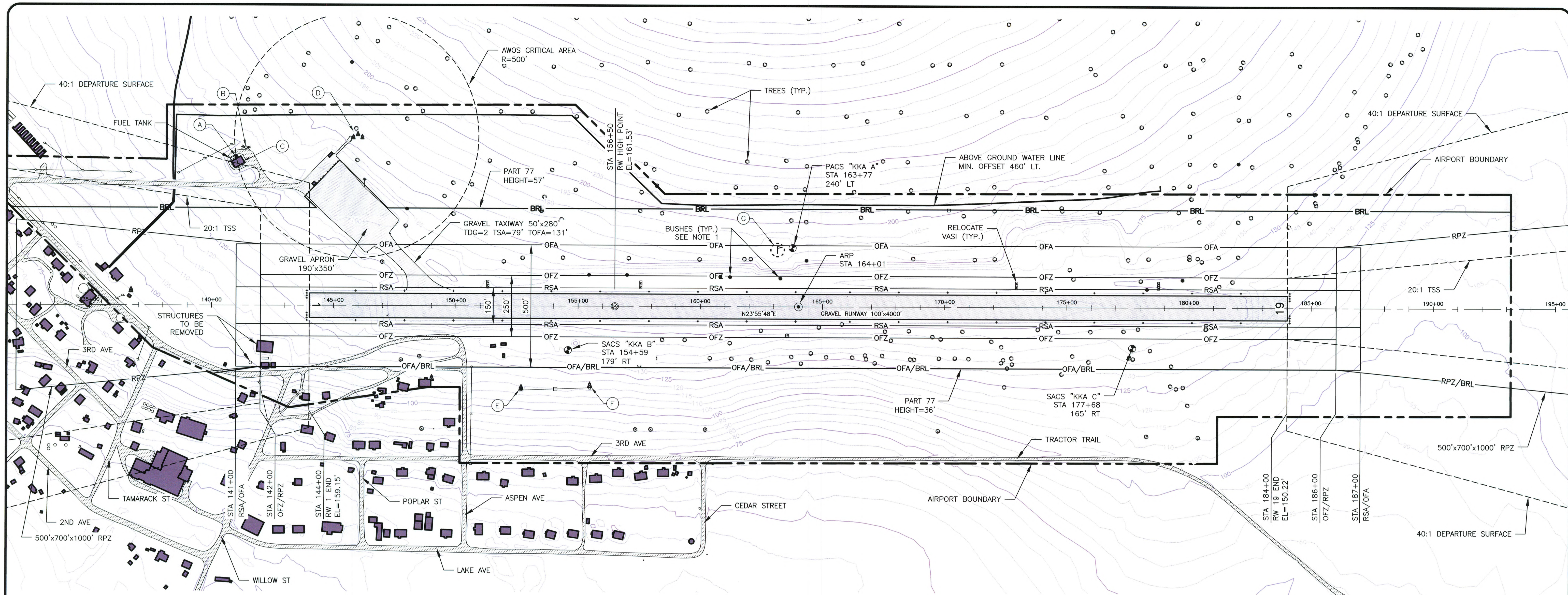
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MMM	3/7/16	AS-BUILT <u>R</u>	

KOYUK ALFRED ADAMS AIRPORT
KOYUK, ALASKA
EXISTING AIRPORT LAYOUT PLAN

SHEET
3 OF 7

U:\204700168\Koyuk Airport\Dwg\C\Sheets\1309900KKA_ALP04-ALP04



BUILDINGS/FACILITIES			
BLD/FAC	DESCRIPTION	STATION/OFFSET	TOP ELEV.
(A)	ELECTRICAL EQUIPMENT BUILDING	140+97/605' LT	163.3'
(B)	ROTATING BEACON	141+38/646' LT	188.8'
(C)	SREB	140+95/561' LT	170.6'
(D)	AWOS	145+89/686' LT	210.6'
(E)	NDB ANTENNA	152+68/343' RT	169.0'
(F)	NDB ANTENNA	155+48/333' RT	170.9'
(G)	WIND CONE AND SEG. CIRCLE	163+15/218' LT	208.9'

NOTES:
1. OFZ PENETRATIONS CONSIST OF TREES AND BUSHES ALONG BOTH SIDES OF RUNWAY 1/19.

DESIGN MMM
DRAWN RWW
CHECKED JGL

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

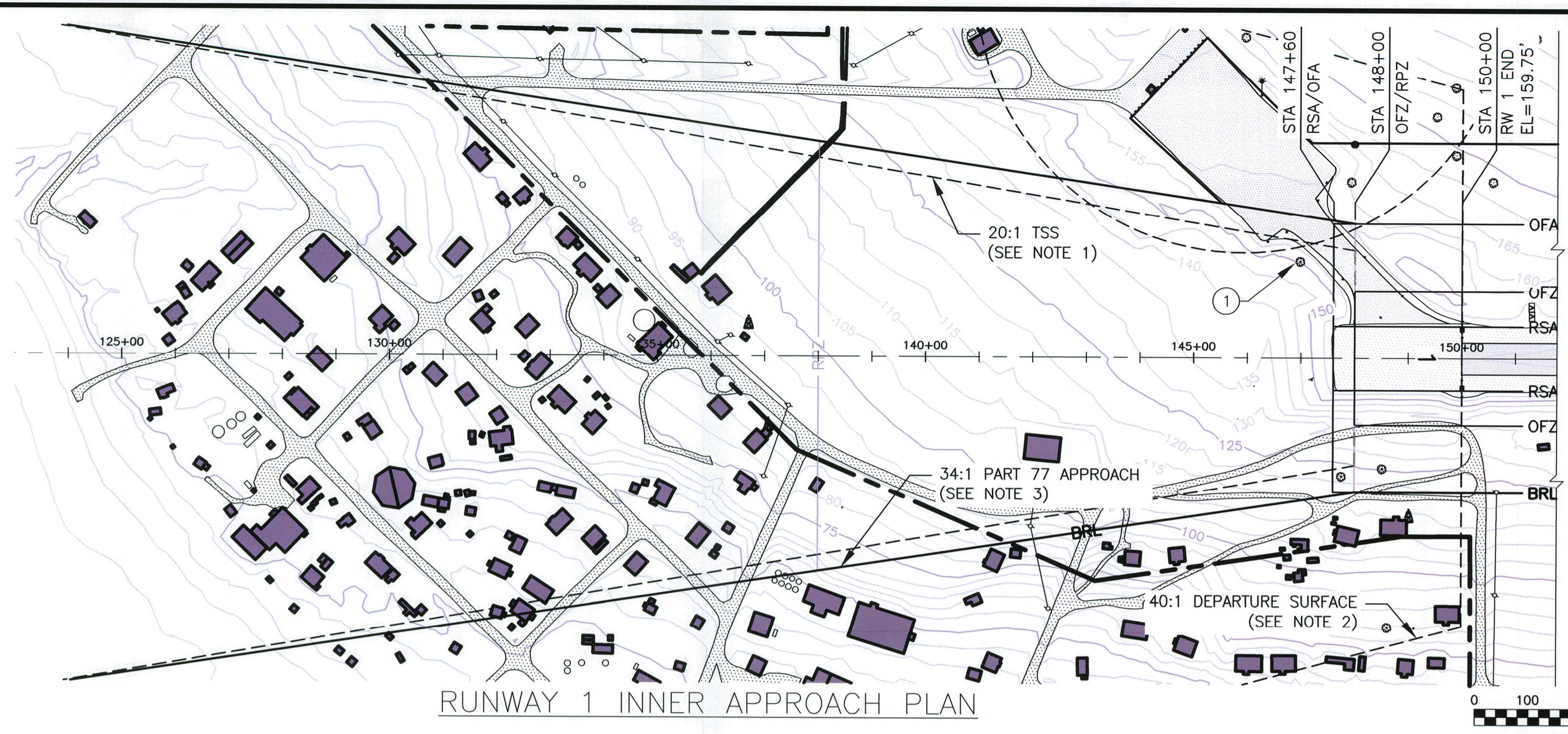
APPROVED: Albert M.L. Beck DATE 3/29/14
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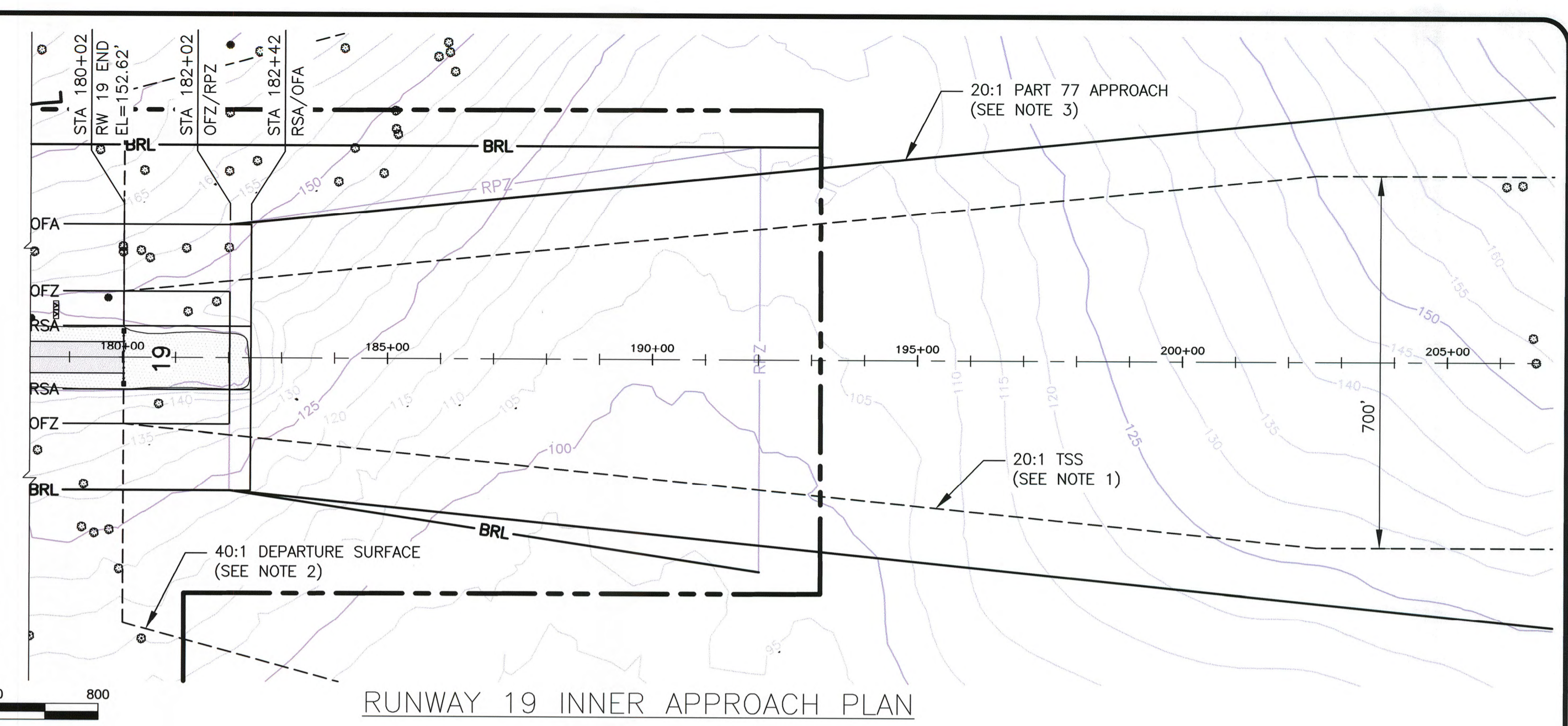
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KOYUK ALFRED ADAMS AIRPORT
KOYUK, ALASKA
ULTIMATE
AIRPORT LAYOUT PLAN

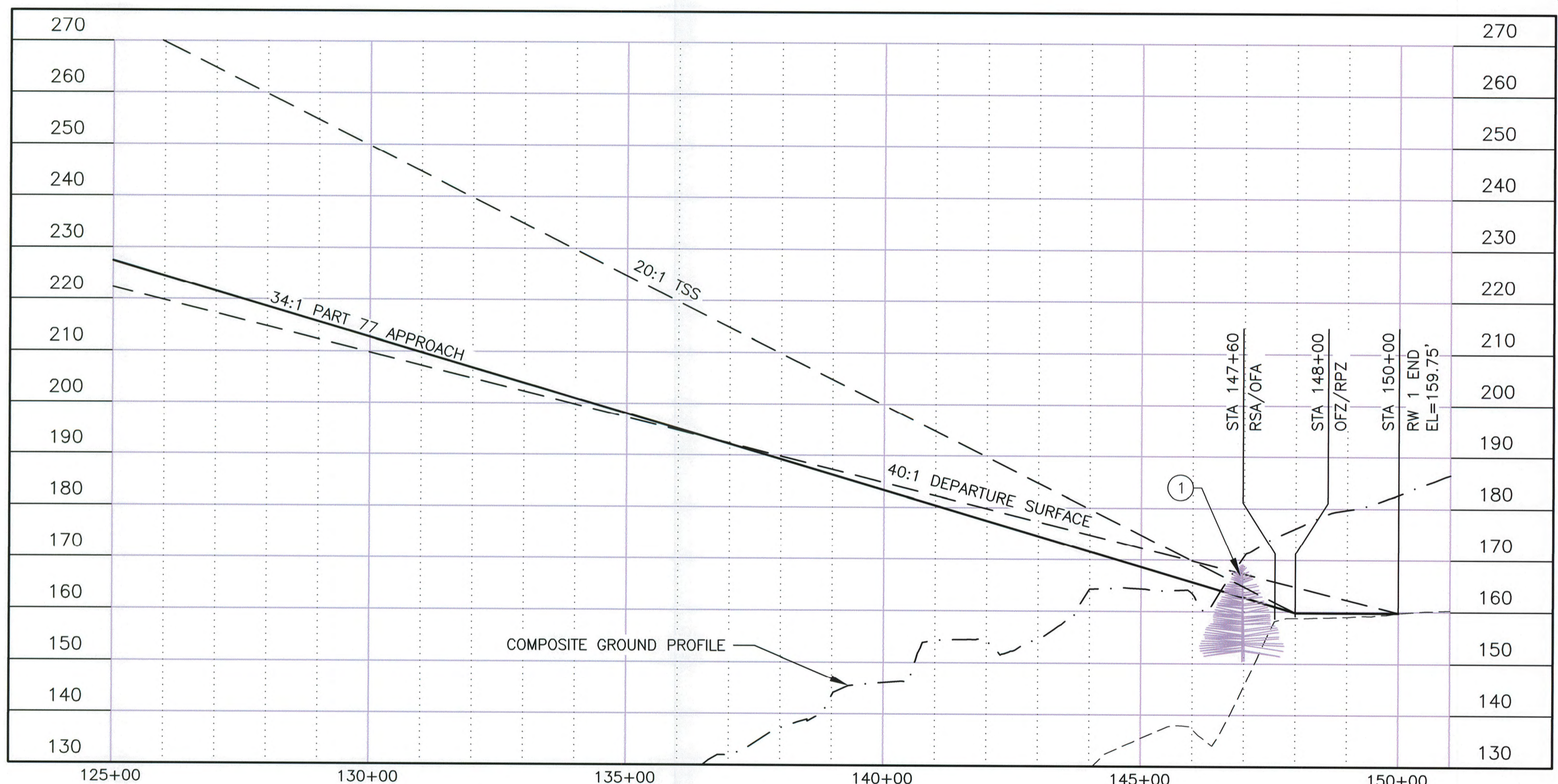
SHEET
4 OF
7



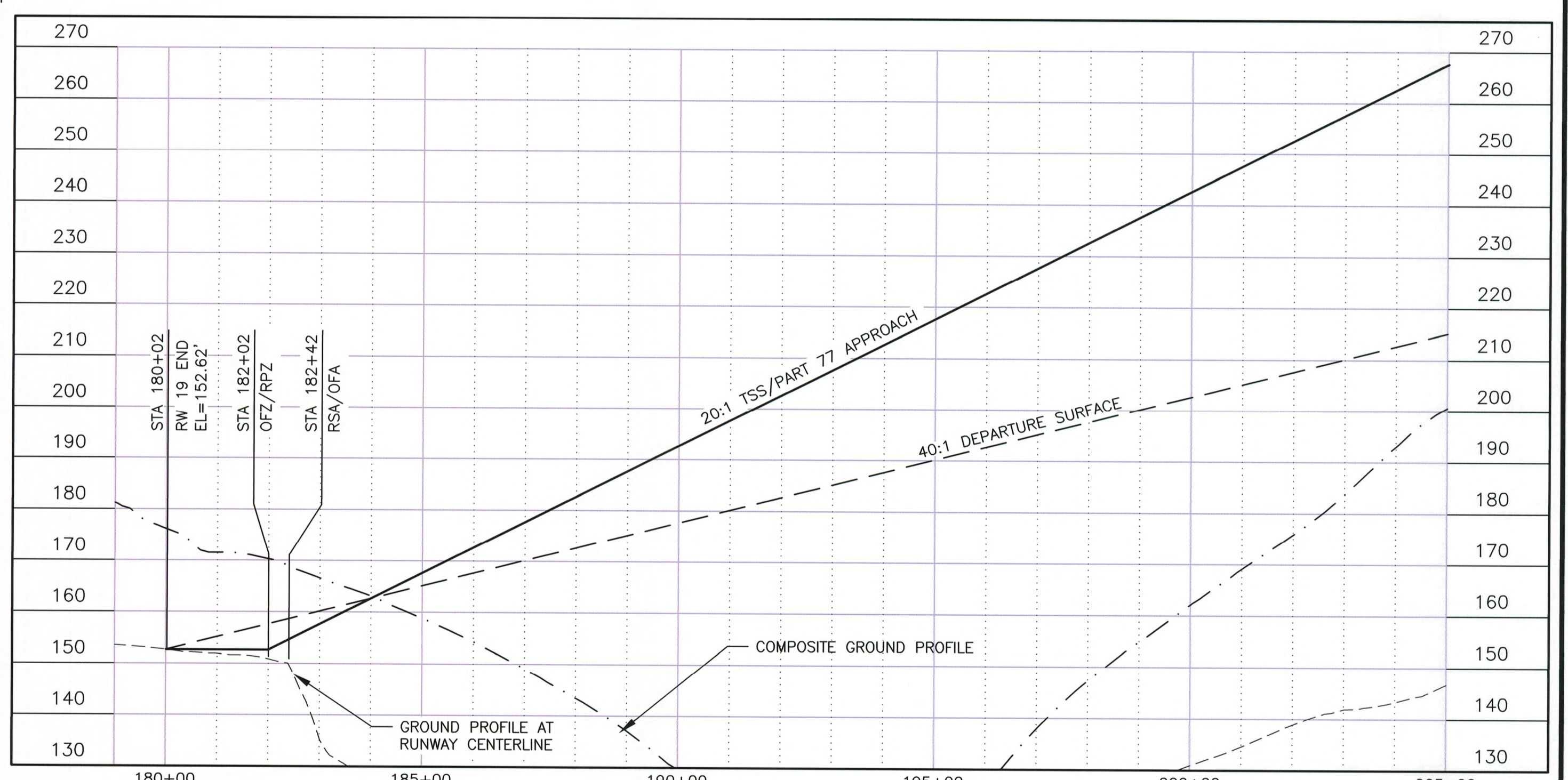
RUNWAY 1 INNER APPROACH PLAN



RUNWAY 19 INNER APPROACH PLAN



RUNWAY 1 INNER APPROACH PROFILE



RUNWAY 19 INNER APPROACH PROFILE

GENERAL NOTES:

1. TSS DIMENSION = 400'x3800'x10000', SLOPE EXTENDS 10000' AT 20:1 (RUNWAY TYPE 4 TABLE 3-2 AC 150/5300-13A CHG1)
2. DEPARTURE SURFACE DIMENSION = 1000'x6466'x10200', SLOPE EXTENDS 10200' AT 40:1
3. PART 77 APPROACH SURFACE DIMENSION = 500'x3500'x10000', SLOPE EXTENDS 10000' AT 34:1
4. PART 77 ROAD OBSTRUCTION HEIGHTS ARE INCLUDED (10' FOR PRIVATE ROAD & 15' FOR PUBLIC ROAD)
5. R/W 1 HAS OBSTACLE FREE ZONE PENETRATIONS.

GENERAL NOTES:

1. TSS DIMENSION = 250'x700'x2250'x2750', SLOPE EXTENDS 10000' AT 20:1 (RUNWAY TYPE 2 TABLE 3-2 AC 150/5300-13A CHG1)
2. DEPARTURE SURFACE DIMENSION = 1000'x6466'x10200', SLOPE EXTENDS 10200' AT 40:1
3. PART 77 APPROACH SURFACE DIMENSION = 500'x2000'x5000', SLOPE EXTENDS 5000' AT 20:1
4. PART 77 ROAD OBSTRUCTION HEIGHTS ARE INCLUDED (10' FOR PRIVATE ROAD & 15' FOR PUBLIC ROAD)
5. R/W 19 HAS OBSTACLE FREE ZONE PENETRATIONS. (BUSHES)
6. R/W 19 HAS NO TSS OR PART 77 APPROACH OBSTRUCTIONS.

OBSTRUCTION TABLE (INNER PORTION R/W 1)							
ID #	DESCRIPTION	STATION/OFFSET	ELEV.	SURFACE ELEV.	SURFACE PENETRATED	SURFACE PENETRATION	DISPOSITION
1	TREE	146+98'/179' LT	167.2'	165.5'	TSS	1.7'	REMOVE

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DESIGN MMM
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STATE OF ALASKA
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 NORTHERN REGION-AVIATION

APPROVED: Albert M.L. Beck DATE 3/27/16
 ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

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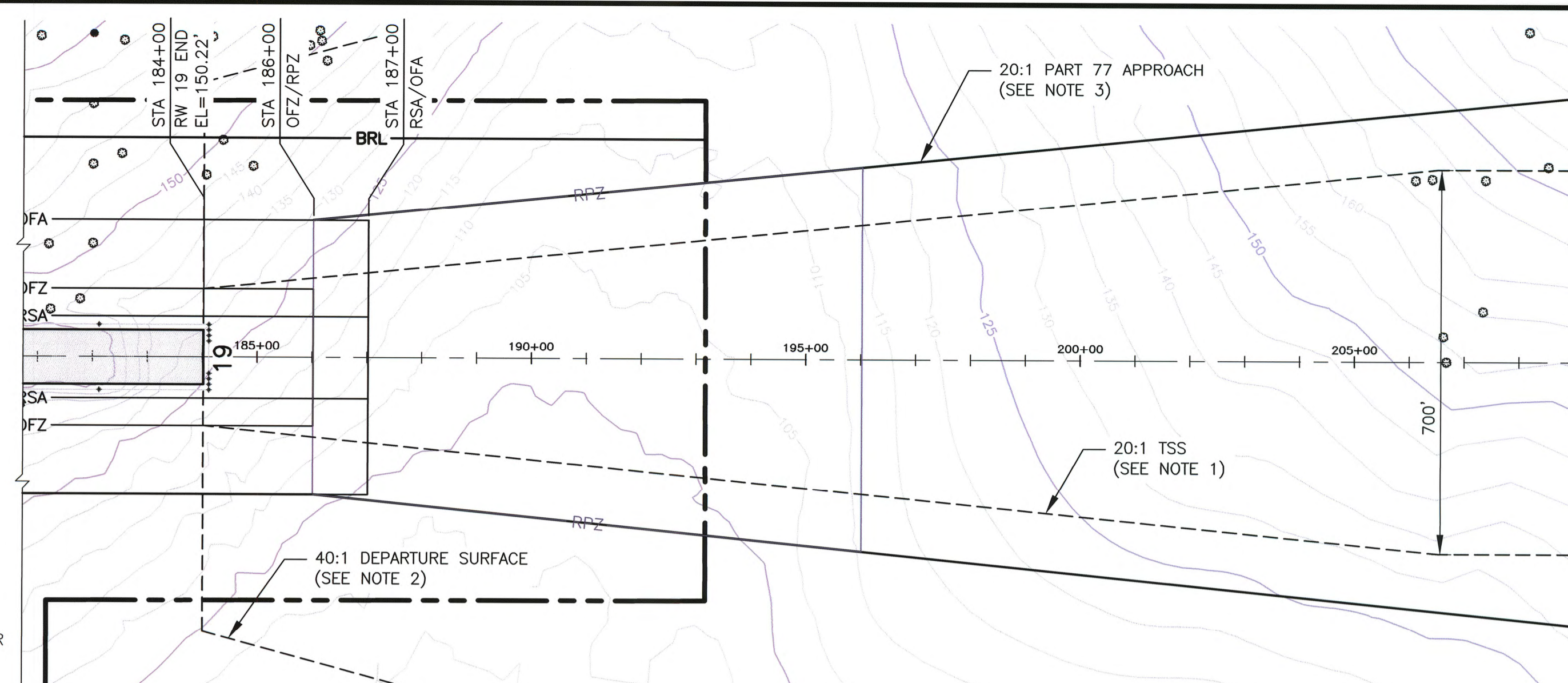
BY	DATE	REVISIONS	FAA
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KOYUK ALFRED ADAMS AIRPORT
 KOYUK, ALASKA
 EXISTING
 INNER PORTION OF APPROACH SURFACE

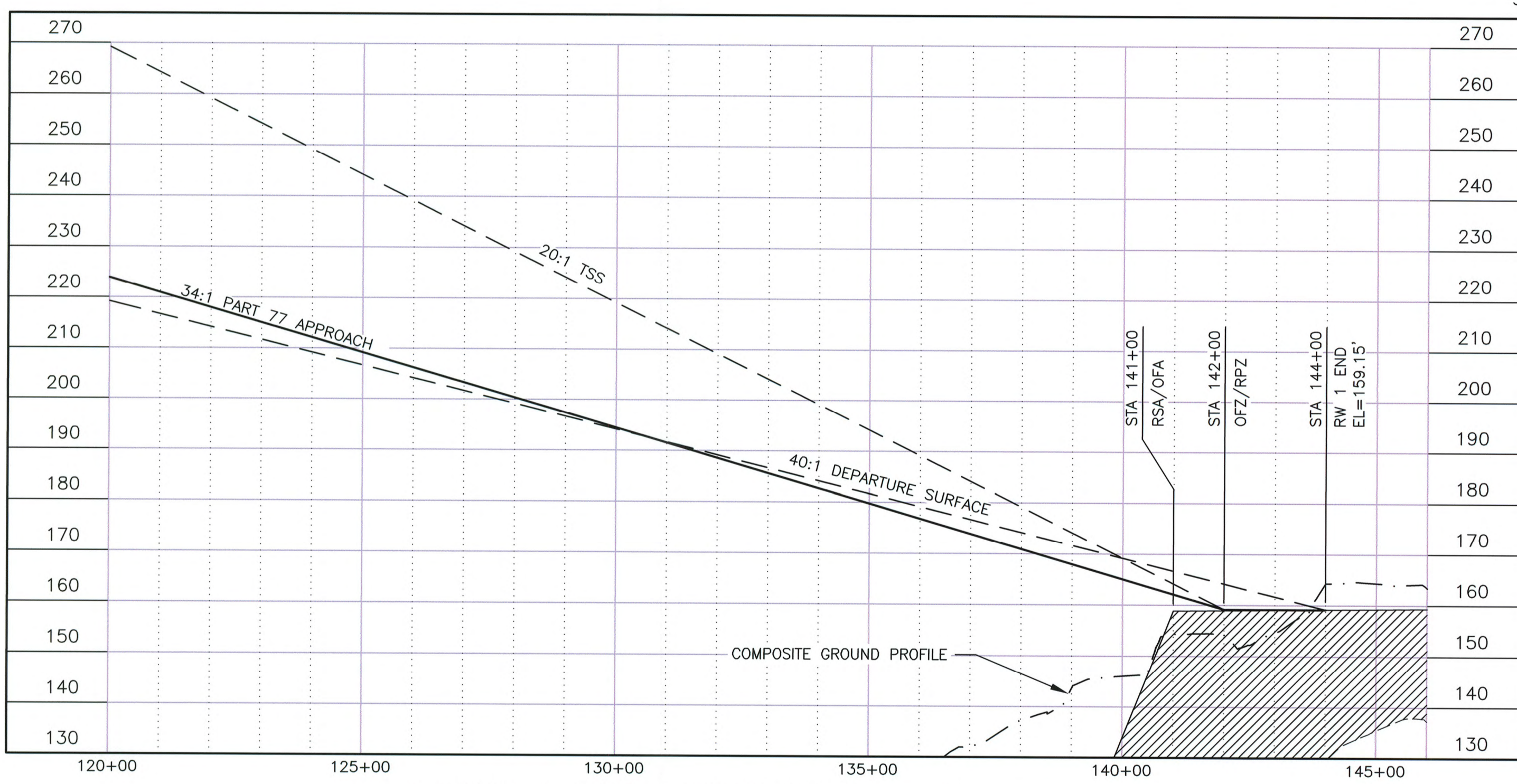
SHEET
 5 OF 7



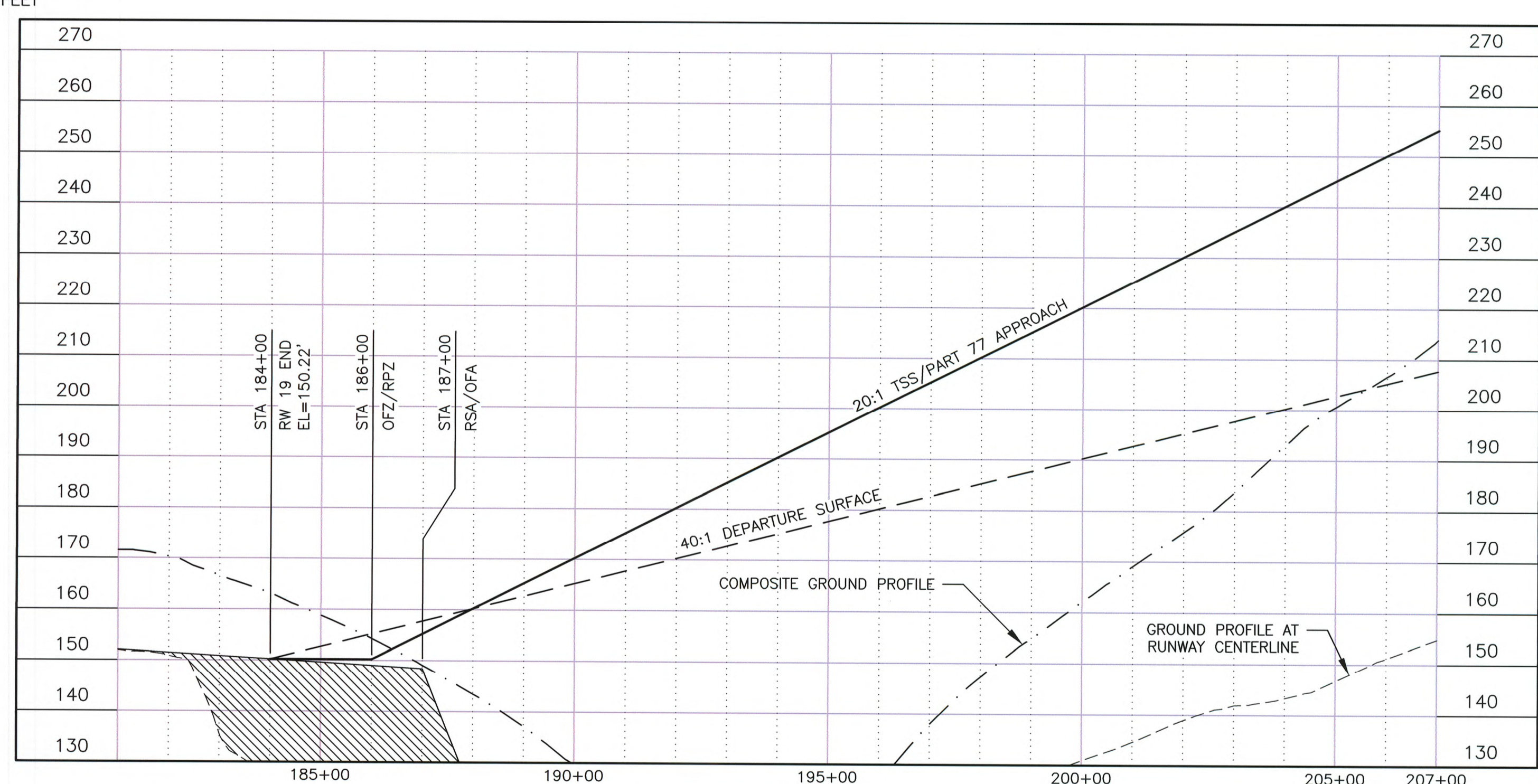
RUNWAY 1 INNER APPROACH PLAN



RUNWAY 19 INNER APPROACH PLAN



RUNWAY 1 INNER APPROACH PROFILE



RUNWAY 19 INNER APPROACH PROFILE

GENERAL NOTES:

1. TSS DIMENSION = 800'x3800'x10000', SLOPE EXTENDS 10000' AT 20:1 (RUNWAY TYPE 6 TABLE 3-2 AC 150/5300-13A CHG1)
2. DEPARTURE SURFACE DIMENSION = 1000'x6466'x10200', SLOPE EXTENDS 10200' AT 40:1
3. PART 77 APPROACH SURFACE DIMENSION = 500'x3500'x10000', SLOPE EXTENDS 10000' AT 34:1
4. PART 77 ROAD OBSTRUCTION HEIGHTS ARE INCLUDED (10' FOR PRIVATE ROAD & 15' FOR PUBLIC ROAD)
5. R/W 1 HAS OBSTACLE FREE ZONE PENETRATIONS.
6. R/W 1 HAS NO TSS OR PART 77 APPROACH OBSTRUCTIONS.

GENERAL NOTES:

1. TSS DIMENSION = 250'x700'x2250'x2750', SLOPE EXTENDS 10000' AT 20:1 (RUNWAY TYPE 2 TABLE 3-2 AC 150/5300-13A CHG1)
2. DEPARTURE SURFACE DIMENSION = 1000'x6466'x10200', SLOPE EXTENDS 10200' AT 40:1
3. PART 77 APPROACH SURFACE DIMENSION = 500'x2000'x5000', SLOPE EXTENDS 5000' AT 20:1
4. PART 77 ROAD OBSTRUCTION HEIGHTS ARE INCLUDED (10' FOR PRIVATE ROAD & 15' FOR PUBLIC ROAD)
5. R/W 19 HAS OBSTACLE FREE ZONE PENETRATIONS. (BUSHES)
6. R/W 19 HAS NO TSS OR PART 77 APPROACH OBSTRUCTIONS.

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DESIGN MMM
 DRAWN RWW
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 NORTHERN REGION-AVIATION

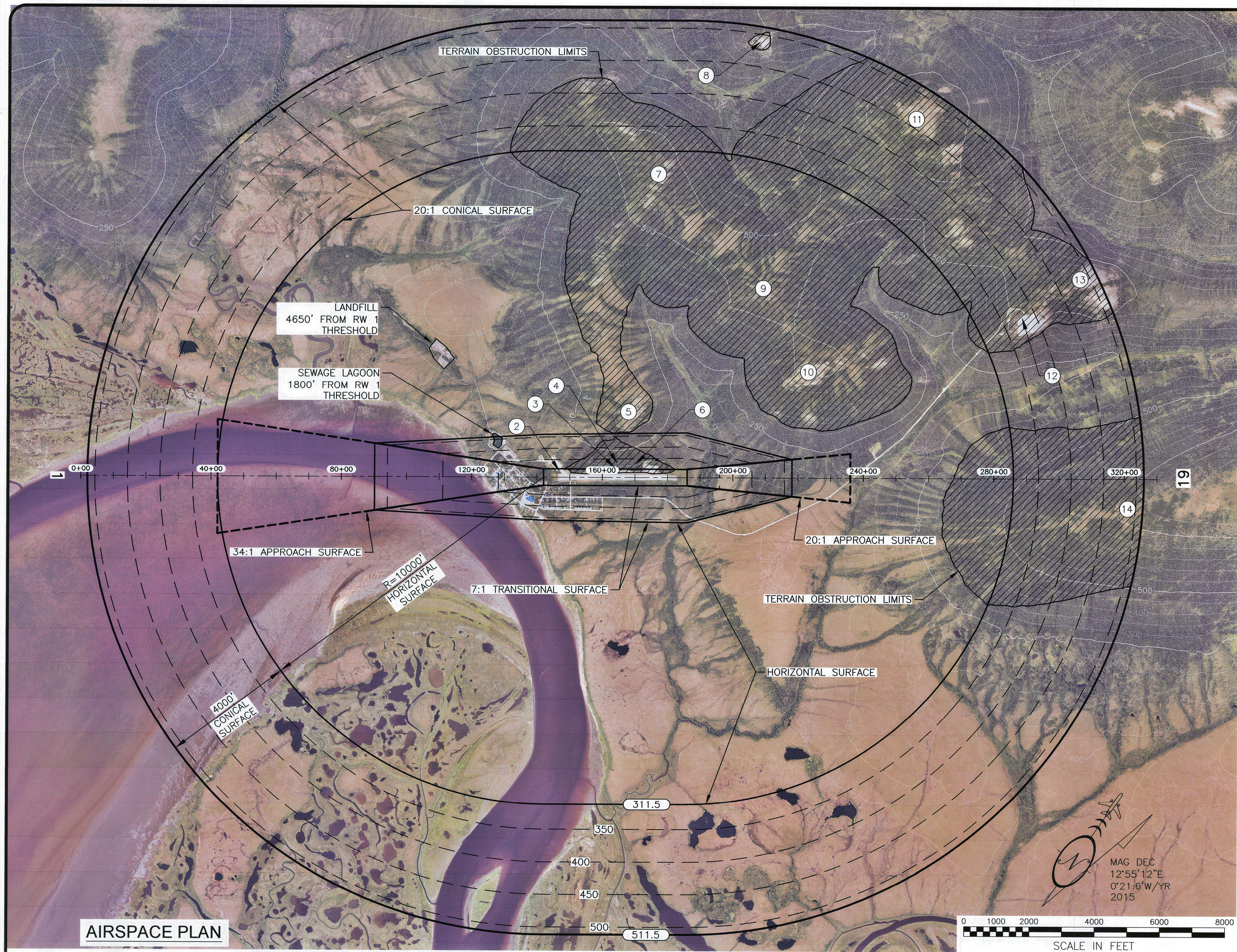
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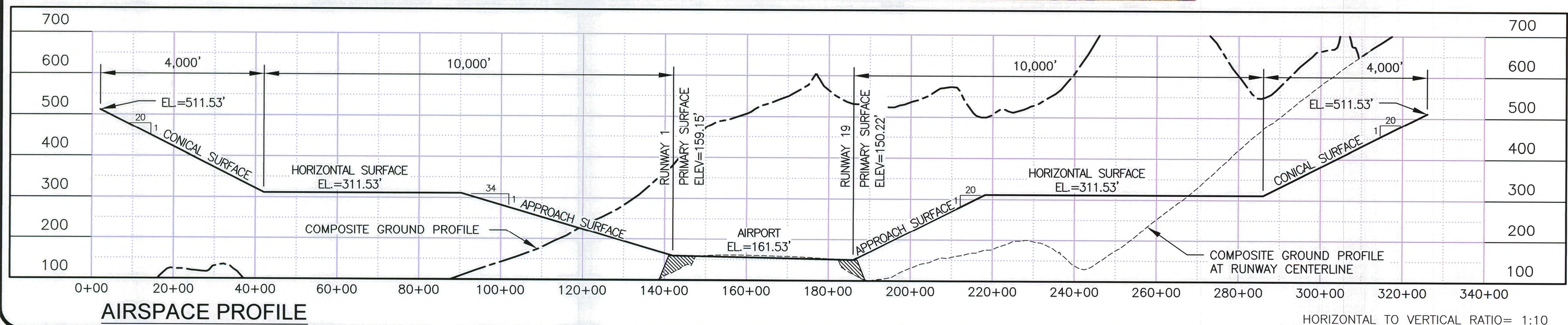
BY	DATE	REVISIONS	FAA
MMM	3/7/16	AS-BUILT <u>B</u>	

KOYUK ALFRED ADAMS AIRPORT
 KOYUK, ALASKA
 ULTIMATE
 INNER PORTION OF APPROACH SURFACE

SHEET
6 OF 7

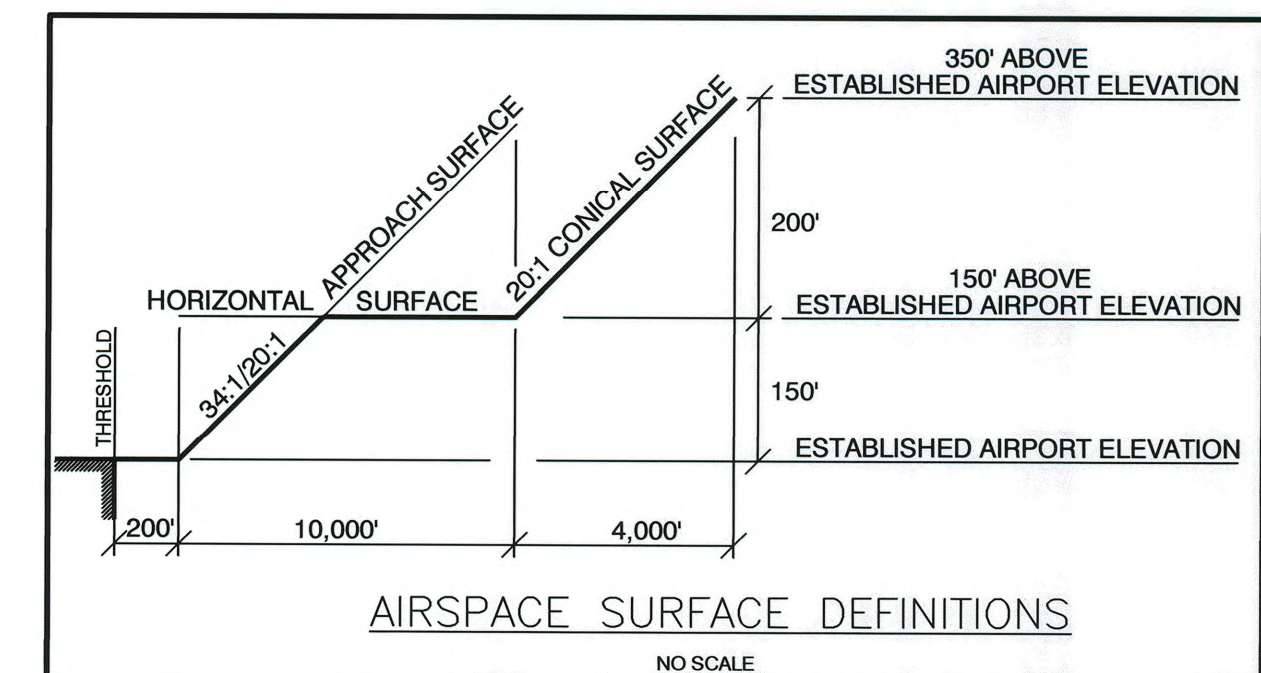


AIRSPACE PLAN



AIRSPACE PROFILE

LEGEND	
(168.41)	AIRSPACE ELEVATION (SURFACE DIVIDERS)
---	AIRSPACE SURFACE DIVIDERS (NON CONTROLLING)
200	AIRSPACE ELEVATION (50' INCREMENTS)
-10	EXISTING GROUND ELEVATIONS
---	RUNWAY CENTERLINE (EXTENDED)
	AIRSPACE TERRAIN OBSTRUCTION



ULTIMATE RUNWAY FAR PART 77 DIMENSIONS UTILITY, NPA / V, ≥1 S.M.	
DESCRIPTION	DIMENSION
ESTABLISHED AIRPORT ELEVATION	161.53'
RUNWAY END ELEVATION (RW1 / RW19)	159.15' / 150.22'
PRIMARY SURFACE	500' x 4400'
HORIZONTAL SURFACE ELEVATION	311.53'
HORIZONTAL SURFACE RADIUS	10000'
APPROACH SURFACE (RW1 / RW19)	500'x3500'x10000' / 500'x2000'x5000'
APPROACH SURFACE SLOPE (RW1 / RW19)	34:1 / 20:1
CONICAL SURFACE WIDTH	4000' @ 20:1
TRANSITIONAL SURFACE SLOPE	7:1

FAR PART 77 SURFACE OBSTRUCTION TABLE							
ID #	DESCRIPTION	STATION/OFFSET	ELEV.	SURFACE PENETRATED	SURFACE ELEV.	SURFACE PENETRATION	DISPOSITION
2	TREE	146+98/180' LT	167'	PRIMARY	158'	9'	REMOVE
3	TERRAIN (HP)	164+40/240' LT	185'	PRIMARY	155'	30'	TO REMAIN
4	ABOVE GROUND WATER LINE	164+52/420' LT	211'	TRANSITIONAL	179'	32'	TO REMAIN
5	TERRAIN (HP)	168+08/2010' LT	390'	HORIZONTAL	312'	78'	TO REMAIN
6	FENCE	170+09/390' LT	210'	TRANSITIONAL	174'	36'	TO REMAIN
7	TERRAIN (HP)	176+91/9290' LT	605'	HORIZONTAL	312'	293'	TO REMAIN
8	TERRAIN (HP)	208+18/13400' LT	535'	CONICAL	489'	46'	TO REMAIN
9	TERRAIN (HP)	209+12/5800' LT	575'	HORIZONTAL	312'	263'	TO REMAIN
10	TERRAIN (HP)	223+06/3260' LT	570'	HORIZONTAL	312'	258'	TO REMAIN
11	TERRAIN (HP)	255+93/11000' LT	905'	CONICAL	460'	445'	TO REMAIN
12	ROAD +10'	288+23/5040' LT	588'	CONICAL	380'	208'	TO REMAIN
13	TERRAIN (HP)	306+20/6110' RT	730'	CONICAL	485'	245'	TO REMAIN
14	TERRAIN (HP)	321+07/920' RT	770'	CONICAL	488'	282'	TO REMAIN

- NOTES:
- HP=HIGH POINT OF TERRAIN OBSTRUCTION
 - OBSTRUCTION 4 INCLUDES 30' TERRAIN PENETRATION
 - OBSTRUCTION 6 INCLUDES 27' TERRAIN PENETRATION
 - OBSTRUCTION 12 INCLUDES 195' TERRAIN PENETRATION

GENERAL NOTES:

- REFER TO INNER PORTION OF APPROACH SURFACE (SHEET 4 & 5) FOR CLOSE IN OBSTRUCTIONS ANALYZED WITH THE TSS AND PART 77 APPROACH SURFACE.
- THERE ARE NO KNOWN HEIGHT RESTRICTIONS.
- REFER TO THE AIRPORT LAYOUT PLAN (SHEET 2 & 3) FOR BUILDING LOCATIONS AND ELEVATIONS.
- GROUND SURFACE INFORMATION WAS PROVIDED BY AN AERIAL MAPPING SUBCONTRACTOR. A CAREFUL COMPARISON WITH SURVEYED DATA WAS MADE TO ENSURE THAT ALL INFORMATION MEETS THE ACCURACY REQUIREMENTS ESTABLISHED IN AC 150/5300-18B.

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DESIGN MMM
 DRAWN RWW
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STATE OF ALASKA
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 NORTHERN REGION-AVIATION

APPROVED: Albert M.L. Beck DATE 3/29/16
 ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

BY	DATE	REVISIONS	FAA

BY	DATE	REVISIONS	FAA
MMM	3/7/16	AS-BUILT <u>me</u>	

KOYUK ALFRED ADAMS AIRPORT
 KOYUK, ALASKA
 AIRPORT AIRSPACE
 (FAR PART 77)

SHEET
 7 OF 7