U.S. Department
of Transportation

**Federal Aviation
Administration**

Alaskan Region Airports Division

222 W. 7th Avenue, Box 14
Anchorage, Alaska 99513-7587
Tel. (907) 271-5438
Fax (907) 271-2851

5/4/2023

To: Department of Transportation and Public
Facilities, State of Alaska (DOT&PF)
Attn: Luke Bowland
4111 Aviation Avenue
PO Box 196900
Anchorage, AK 99519

Dear Mr. Bowland,

Dillingham Airport, Dillingham, Alaska
Airport Layout Plan Conditional Approval
Airspace Case No. 2023-AAL-183-NRA

The Dillingham Airport Layout Plan (ALP), prepared by DOT&PF, and bearing your signature, is conditionally approved. A signed copy of the approved ALP is enclosed.

An aeronautical study (no. 2023-AAL-183-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

The FAA Reauthorization Act of 2018, Section 163(d), has limited the FAA's review and approval authority for ALPs. This determination is based on and limited to those portions of the ALP that may:

a. Materially impact the safe and efficient operation of aircraft at, to, or from the airport;
b. Adversely affect the safety of people or property on the ground adjacent to the airport as a result of aircraft operations; or
c. Adversely affect the value of prior Federal investments to a significant extent.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area would have on the airport proposal.

The FAA cannot prevent the construction of structures near an airport. The airport environs

can only be protected through such means as local zoning ordinances, acquisitions of property in fee title or aviation easements, letters of agreement, or other means.

This ALP change approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

This determination does not indicate that the United States will participate in the cost of any development proposed. Airport Improvement Program (AIP) funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration.

When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

This determination does not represent approval of a modification to any FAA standard. Requests for Modifications of Standards (MOS) must be submitted separately, pursuant to requirements in the current version of FAA Orders 5100.38, Airport Improvement Program Handbook, and 5300.1, Modifications to Agency Airport Design, Construction, and Equipment Standards.

This approval does not include approval of any lease, and does not release the airport sponsor from any existing federal obligations or other legal obligations.

Please attach this letter to the Airport Layout Plan and retain it in your files. We look forward to working with you in the continued development of the Dillingham airport. If you have any questions, please contact Carley Wallace Community Planner, at our office at 907-271-5845.

Sincerely,

JONATHAN LINQUIST

Digitally signed by JONATHAN LINQUIST
Date: 2023.05.04 14:01:09 -08'00'

Jonathan Linquist
Lead Community Planner

Enclosure

Designed By: MIM/RLC
Drawn By: AVA/RLC
Checked By: CJB

Date Plotted: 4/24/2023 - 12:02 PM
Layout Name: COVER
File Name: Z:\project\2820_01 DOT_C DLG AMP Update\Civil\ACAD\ALP\ALP-DLG-Cover.dwg

ALASKA CENTRAL REGION LOCATION MAP

NOT TO SCALE

VICINITY MAP

½ SM ¼ SM 0 ½ SM 1 SM

T 13 S, R 55 W, SEC. 17, 18, & 19
SEWARD MERIDIAN
U.S.G.S. DILLINGHAM (A-7) SW 2019, ALASKA

DILLINGHAM AIRPORT
AIRPORT LAYOUT PLAN

DILLINGHAM, ALASKA

LEGEND		
ITEM	EXISTING	ULTIMATE
AIRCRAFT TIEDOWN		
AIRPORT REFERENCE POINT (A.R.P.)		
ANTENNA		
APPROACH SURFACE	AP	AP
BUILDINGS		
BUILDING RESTRICTION LINE	BRL	BRL
DEPARTURE SURFACE	DP	DP
FENCE	x x x	x x x
LOCALIZER CRITICAL AREA		
ODAL		
PAPI		
PROPERTY LINE		
ROADWAYS (GRAVEL)		
ROADWAYS (PAVED)		
ROTATING BEACON		
RUNWAY OBJECT FREE AREA	OFA	OFA
RUNWAY OBSTACLE FREE ZONE	OFZ	OFZ
RUNWAY PROTECTION ZONE	RPZ	RPZ
RUNWAY SAFETY AREA	RSA	RSA
SEGMENTED CIRCLE		
SURVEY MONUMENT		
TAXIWAY SAFETY AREA	TSA	TSA
TAXIWAY OBJECT FREE AREA	TOFA	TOFA
THRESHOLD LIGHTS		
THRESHOLD SITING SURFACE	TSS	TSS
TOPOGRAPHIC CONTOURS	100	100
TREELINE		
UTILITY POLE		
VASI		
WATER BODY		
WEATHER STATION		
WEATHER STATION CRITICAL AREA		
WIND CONE		

DRAWING INDEX	
SHT #	TITLE
1	COVER AND SHEET INDEX
2	AIRPORT DATA
3	WIND DATA
4	EXISTING LAYOUT
5	EXISTING OFA AND OFZ PENETRATIONS
6	EXISTING OFA AND OFZ PENETRATION TABLES
7	ULTIMATE LAYOUT
8	ULTIMATE OFA AND OFZ PENETRATIONS
9	ULTIMATE OFA AND OFZ PENETRATION TABLES
10	EXISTING TERMINAL PLAN
11	ULTIMATE TERMINAL PLAN
12	EXISTING INNER PORTION OF RW 1-19 APPROACH SURFACE
13	EXISTING INNER PORTION OF APPROACH SURFACE OBSTRUCTION TABLES
14	ULTIMATE INNER PORTION OF RW 2-20 APPROACH SURFACE
15	ULTIMATE INNER PORTION OF APPROACH SURFACE OBSTRUCTION TABLES
16	EXISTING RW 1-19 DEPARTURE SURFACE
17	ULTIMATE RW 2-20 DEPARTURE SURFACE
18	RUNWAY PROFILES
19	AIRPORT AIRSPACE (FAR PART 77)
20	PROPERTY MAP
21	LAND USE

BY	DATE	REVISION

APPROVED: DATE:
Luke Bowland
Digitally signed by Luke Bowland
Date: 2023.04.26 11:57:46 -08'00'
LUKE BOWLAND, P.E. **PRECONSTRUCTION ENGINEER**

RECOMMENDED: DATE:
Jenelle Brinkman
Digitally signed by Jenelle Brinkman
Date: 2023.04.26 11:29:12 -08'00'
JENELLE BRINKMAN, P.E. **AVIATION DESIGN GROUP CHIEF**

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO
ALP APPROVAL LETTER DATED 5/4/2023
FAA AIRSPACE REVIEW NUMBER: 2023-AAL-183-NRA

JONATHAN LINQUIST
Digitally signed by JONATHAN LINQUIST
Date: 2023.05.04 14:05:23 -08'00'
FAA, AIRPORTS DIVISION ALASKAN REGION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
AIRPORT LAYOUT PLAN

COVER AND SHEET INDEX

DATE: 4/24/2023
SHEET: 1 OF 21

Designed By:	MJM/RLC
Drawn By:	AVA/RLC
Checked By:	CJB

Date Plotted:	4/24/2023, 12:02 PM
Layout Name:	AIR
File Name:	Z:\project\2820.01 DOT_C DLG AMP Update\Civil\ACAD\ALP\ALP-DLG-Airport Data.dwg

AIRPORT DATA TABLE

ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	PADL	PADL
NATIONAL AIRPORT IDENTIFIER	DLG	DLG
FAA SITE NUMBER	50153.*A	50153.*A
AIRPORT ELEVATION NAVD88	82.0'	81.5'
AIRPORT REFERENCE CODE	C–III	C–IV
CRITICAL AIRCRAFT OR AIRCRAFT GROUP	C–III	C–IV
MEAN MAX. TEMPERATURE, HOTTEST MONTH	62.5°F, JULY	
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE (MODEL, SOURCE)	11°4' E, 2025, 0°14' W PER YEAR (WMM–2020, https://www.ngdc.noaa.gov/geomag/calculators/magcalc.shtml#declination)	
AIRPORT AND TERMINAL NAVIGATIONAL AIDS (OWNERSHIP)	VOR (FAA), DME (FAA), NDB (FAA), LOC (FAA), SEGMENTED CIRCLE (DOT&PF), ROTATING BEACON (DOT&PF)	VOR (FAA), DME (FAA), NDB (FAA), LOC (FAA), SEGMENTED CIRCLE (DOT&PF), ROTATING BEACON (DOT&PF)
MISCELLANEOUS FACILITIES	WEATHER STATION, SAWS, WINDCONE	WEATHER STATION, SAWS, WINDCONE
NPIAS SERVICE LEVEL	COMMERCIAL SERVICE – PRIMARY, NONHUB	COMMERCIAL SERVICE – PRIMARY, NONHUB
STATE EQUIVALENT SERVICE ROLE	REGIONAL HUB	REGIONAL HUB

RUNWAY DATA TABLE

ITEM	EXISTING	ULTIMATE
RUNWAY IDENTIFIER	1 / 19	2 / 20
RUNWAY TYPE (UTILITY OR OTHER THAN UTILITY)	OTHER THAN UTILITY	OTHER THAN UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	NPI	NPI
FAR PART 77 VISIBILITY MINIMUM	1 SM	1 SM
FAR PART 77 APPROACH SURFACE SLOPE	34:1	34:1
APPROACH TYPE (VIS, NPA, APV(NP) APV(P), PREC)	NPA	NPA
THRESHOLD SITING SURFACE SLOPE	20:1	20:1
DEPARTURE SURFACE (Y/N)	Y	Y
RUNWAY DESIGN CODE (RDC)	C–III–5000	C–IV–5000
APPROACH REFERENCE CODE (APRC)	D/IV/4000	D/IV/4000 / D/V/4000
DEPARTURE REFERENCE CODE (DPRC)	D/VI	D/IV / D/V
RUNWAY SURFACE	ASPHALT	ASPHALT
SURFACE TREATMENT	GROOVED	GROOVED
GEAR CONFIG/PAVE STRENGTH (X1000 LBS)	SW 116, DW 186, DTW 300, DDTW 726	SW 116, DW 186, DTW 300, DDTW 726
PAVEMENT STRENGTH (PCR)	1132/F/C/X/T	1132/F/C/X/T
DESIGN AIRCRAFT (IF >60,000 LBS)	C–III	C–IV
MAXIMUM ELEVATION (NAVD88)	82.0'	81.5'
TOUCHDOWN ZONE ELEVATION (NAVD88)	81.5' / 81.3'	81.5' / 81.3'
EFFECTIVE GRADE	0.26%	0.21%
MEAN GEODETIC AZIMUTH (DEC, CW FROM NORTH)	26.49°	26.49°
RUNWAY DIMENSIONS	150' X 6,400'	150' X 6,000'
RUNWAY SAFETY AREA (RSA)	350' X 8,000'	500' X 8,000'
RSA LENGTH BEYOND DEPARTURE END	1,000' / 600'	1,000'
RSA LENGTH PRIOR TO THRESHOLD	600' / 1,000'	1,000
RUNWAY OBJECT FREE AREA (OFA)	800' X 8,400'	800' X 8,000'
ROFA LENGTH BEYOND DEPARTURE END	1,000'	1,000'
ROFA LENGTH PRIOR TO THRESHOLD	1,000'	1,000'
RUNWAY OBSTACLE FREE ZONE (OFZ)	400' X 6,800'	400' X 6,400'
INNER APPROACH OBSTACLE FREE ZONE (OFZ)	N/A / 400' X 1,500'	N/A / 400' X 1,500'
PRECISION APPROACH OBSTACLE FREE ZONE (POFZ)	N/A	N/A
RUNWAY PROTECTION ZONE (RPZ)	1,700' X 500' X 1,010'	1,700' X 500' X 1,010'
RUNWAY LIGHTING	HIRL	HIRL
RUNWAY MARKING TYPE (V, NPI, P)	NPI	NPI
RUNWAY NAVIGATIONAL AIDS	PAPI / VASI, ODALS	PAPI / VASI, ODALS
AERONAUTICAL SURVEY TYPE REQUIRED	NVGS	NVGS

DECLARED DISTANCES

RUNWAY		TORA	TODA	ASDA	LDA
EXISTING	1	6,400'	6,400'	6,400'	6,400'
	19	6,400'	6,400'	6,400'	6,400'
ULTIMATE	2	6,000'	6,000'	6,000'	6,000'
	20	6,000'	6,000'	6,000'	6,000'

AIRPORT CONTROL

PID	DESIGNATION	LATITUDE	LONGITUDE	ELLIPSOID HEIGHT	NORTHING	EASTING	ELEVATION	DESCRIPTION
DN1839	DLG A	59°02'42.23" N	158°30'27.75" W	121.0'	1843262.5569'	1544815.0895'	77.3'	PACS
DN1952	DLG B	59°02'25.76" N	158°30'44.12" W	116.6'	1841597.0780'	1543945.9016'	72.9'	SACS
DN1953	DLG C	59°03'22.13" N	158°29'38.76" W	115.6'	1847293.4248'	1547407.1808'	72.0'	SACS

GEOGRAPHIC COORDINATES

ITEM	EXISTING LATITUDE	EXISTING LONGITUDE	EXISTING STATION	EXISTING ELEVATION	ULTIMATE LATITUDE	ULTIMATE LONGITUDE	ULTIMATE STATION	ULTIMATE ELEVATION
ARP	59°02'40.83" N	158°30'19.85" W	–	–	59°02'43.25" N	158°30'20.70" W	–	–
RW 1 THRESHOLD	59°02'12.61" N	158°30'47.13" W	11+00.00	74.4'	–	–	–	–
RW 19 THRESHOLD	59°03'09.04" N	158°29'52.56" W	75+00.00	64.9'	–	–	–	–
RW 2 THRESHOLD	–	–	–	–	59°02'16.80" N	158°30'46.28" W	15+00.00	75.1'
RW 20 THRESHOLD	–	–	–	–	59°03'09.70" N	158°29'55.11" W	75+00.00	69.2'

TAXIWAY DATA TABLE

EXISTING						
TAXIWAY (#)	TW A	TW B	TW C	TW D	TW E	TW F
AIRPLANE DESIGN GROUP	III	III	II	–	–	–
TAXIWAY DESIGN GROUP	3	3	3	–	–	–
TAXIWAY SURFACE	ASPHALT	ASPHALT	GRAVEL	–	–	–
TAXIWAY DIMENSIONS	90' X 515'	90' X 515'	50' X 1,750'	–	–	–
SHOULDER WIDTH	20'	20'	20'	–	–	–
SAFETY AREA (TSA) WIDTH	118'	118'	79'	–	–	–
EDGE SAFETY MARGIN (TESM)	10'	10'	–	–	–	–
OBJECT FREE AREA (TOFA) WIDTH	171'	171'	124'	–	–	–
TAXIWAY LIGHTING	MITL	MITL	NONE	–	–	–
TAXIWAY MARKING	YES	YES	NONE	–	–	–
ULTIMATE						
AIRPLANE DESIGN GROUP	–	–	II	IV	IV	IV
TAXIWAY DESIGN GROUP	–	–	2	3	3	3
TAXIWAY SURFACE	–	–	GRAVEL	ASPHALT	ASPHALT	ASPHALT
TAXIWAY DIMENSIONS	–	–	35' X 1,750'	50' X 6,668'	50' X 400'	50' X 400'
SHOULDER WIDTH	–	–	20'	20'	20'	20'
SAFETY AREA (TSA) WIDTH	–	–	79'	171'	171'	171'
EDGE SAFETY MARGIN (TESM)	–	–	–	10'	10'	10'
OBJECT FREE AREA (TOFA) WIDTH	–	–	124'	259'	259'	259'
TAXIWAY LIGHTING	–	–	MITL	MITL	MITL	MITL
TAXIWAY MARKING	–	–	NONE	YES	YES	YES

NON–STANDARD CONDITIONS

ITEM	STANDARD	EXISTING	ULTIMATE
RSA WIDTH	500'	350'	500'
RSA LENGTH BEYOND DEPARTURE END OF RW 19	1,000'	600'	1,000'
TAXIWAY A & B (WIDTH)	50'	90'	REMOVED
TAXIWAY C (WIDTH)	35'	50'	35'
RUNWAY LINE OF SIGHT	5' AT ANY POINT ON RW	DEFICIENT	SUFFICIENT W/ PARALLEL TAXIWAY

MODIFICATION OF STANDARDS

ASN	DESCRIPTION	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED
	NONE				

NOTES:

1. THE HORIZONTAL COORDINATE SYSTEM FOR THIS ALP IS NAD83(2011) ALASKA STATE PLANE ZONE 6, U.S. SURVEY FEET. THE VERTICAL DATUM FOR THIS ALP IS NAVD88(GEOID 12B).
2. RW 19 ODALS REQUIRE INNER APPROACH OFZ (SEE AC 150/5300–13B, PARAGRAPH 3.11.3 / FIGURE 3–20).
3. THE EXISTING RUNWAY 1/19 IS RE–DESIGNATED TO 2/20 IN THE ULTIMATE CONFIGURATION BASED ON THE 2024 MAGNETIC DECLINATION.
4. REPORTED STANDARDS ARE BASED ON AC 150/5300–13B.

BY	DATE	REVISION

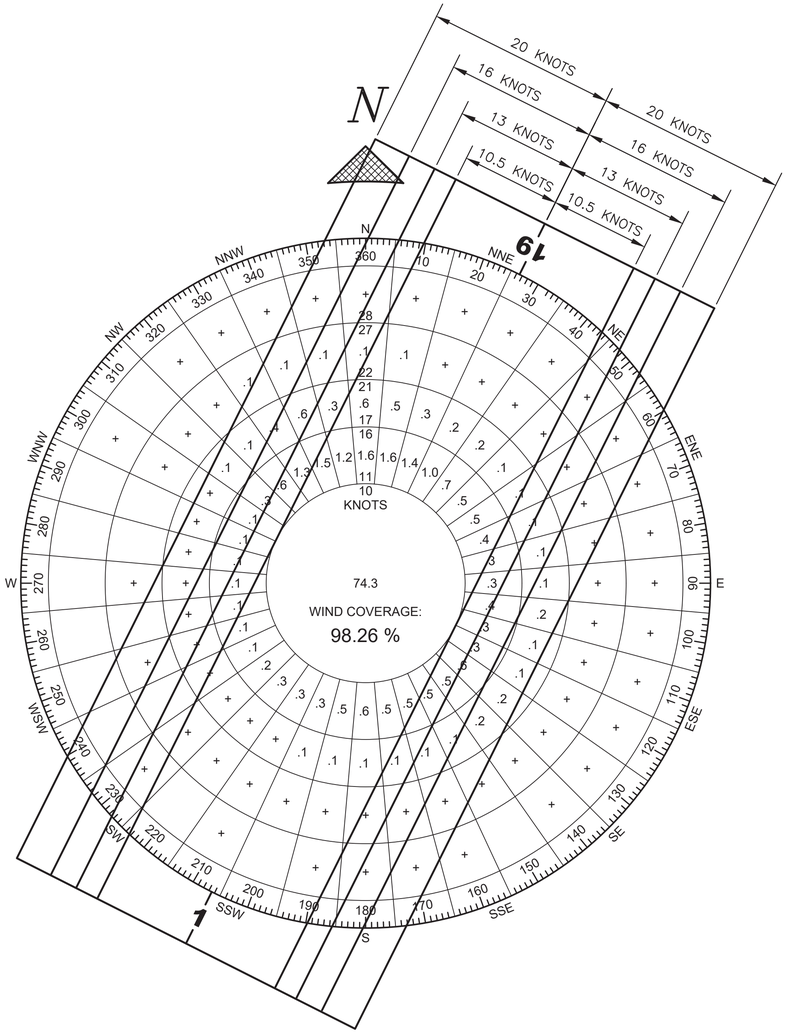
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
AIRPORT LAYOUT PLAN

AIRPORT DATA

DATE: 4/24/2023

SHEET: 2 OF 21

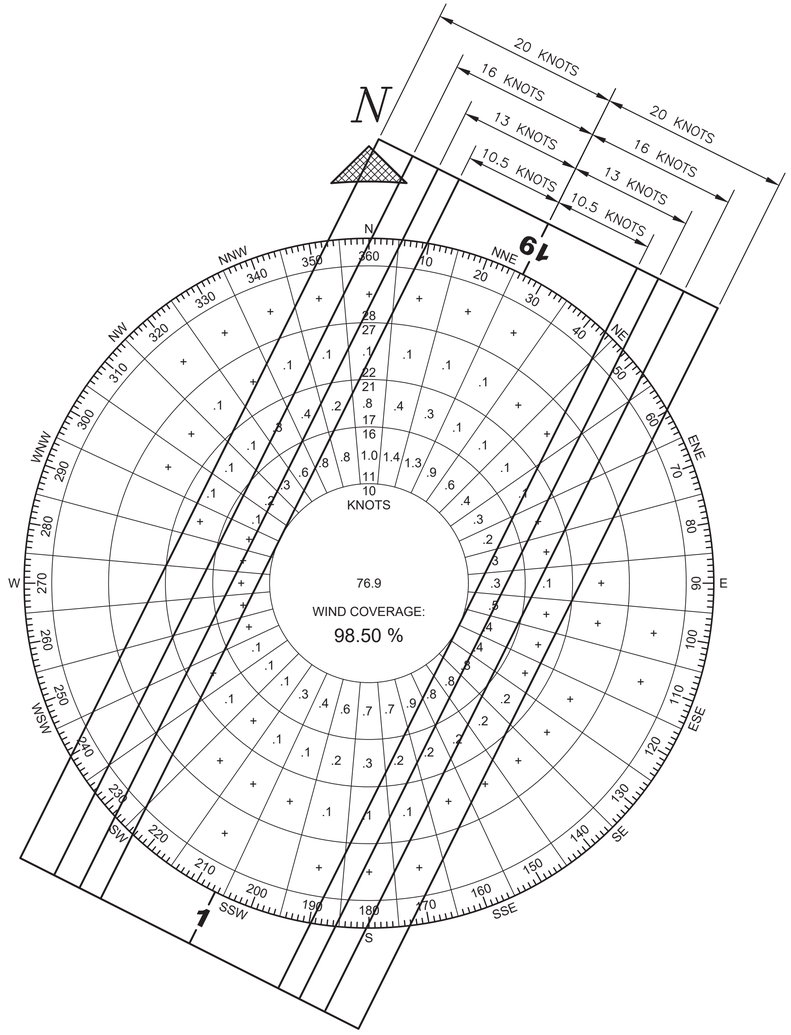


WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

ALL WEATHER WIND DATA				
RUNWAY	10.5 KT	13 KT	16 KT	20 KT
RW 1/19	90.86%	95.07%	98.26%	99.57%

SOURCE: DILLINGHAM WIND DATA
FAA GIS NATIONAL CLIMATE DATA CENTER
MAY 6, 2021
PERIOD: 2011 – 2020

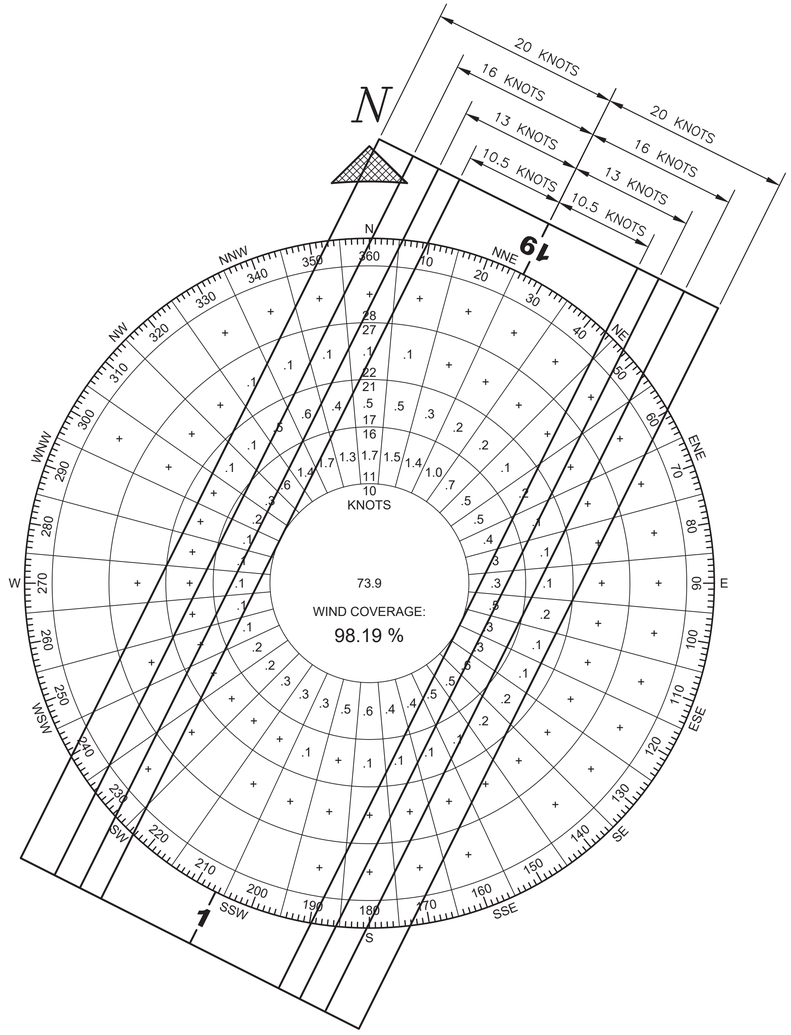


WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

IFR WIND DATA				
RUNWAY	10.5 KT	13 KT	16 KT	20 KT
RW 1/19	91.72%	95.45%	98.50%	99.65%

SOURCE: DILLINGHAM WIND DATA
FAA GIS NATIONAL CLIMATE DATA CENTER
MAY 6, 2021
PERIOD: 2011 – 2020



WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

VFR WIND DATA				
RUNWAY	10.5 KT	13 KT	16 KT	20 KT
RW 1/19	90.57%	94.92%	98.19%	99.55%

SOURCE: DILLINGHAM WIND DATA
FAA GIS NATIONAL CLIMATE DATA CENTER
MAY 6, 2021
PERIOD: 2011 – 2020

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
AIRPORT LAYOUT PLAN

WIND DATA

DATE: 4/24/2023
SHEET: 3 OF 21

Designed By: MIM/RLC
Drawn By: AVA/RLC
Checked By: CJB

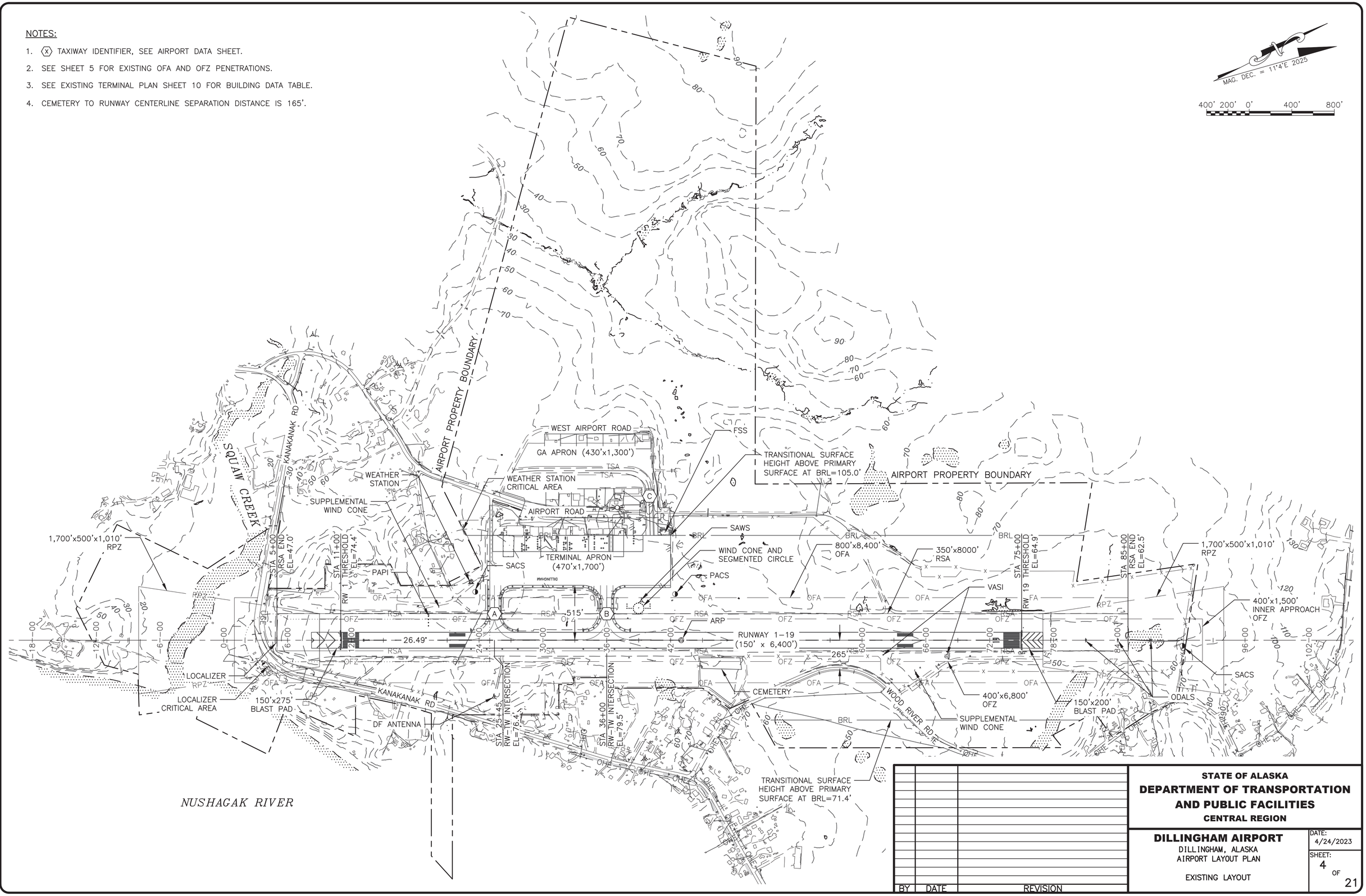
Date Plotted: 4/24/2023, 12:03 PM
Layout Name: WIND
File Name: Z:\project\2020 01 DOT_C DLG AMP Update\Civil\ACAD\ALP\ALP-DLG-Wind Data.dwg

NOTES:

1. (X) TAXIWAY IDENTIFIER, SEE AIRPORT DATA SHEET.
2. SEE SHEET 5 FOR EXISTING OFA AND OFZ PENETRATIONS.
3. SEE EXISTING TERMINAL PLAN SHEET 10 FOR BUILDING DATA TABLE.
4. CEMETERY TO RUNWAY CENTERLINE SEPARATION DISTANCE IS 165'.

MAG. DEC. = 11°4'E 2025

400' 200' 0' 400' 800'



BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
AIRPORT LAYOUT PLAN

EXISTING LAYOUT

DATE: 4/24/2023

SHEET: 4 OF 21

Designed By: MIM/RLC
Drawn By: AVA/RLC
Checked By: CJB

Date Plotted: 4/24/2023 - 12:04 PM
Layout Name: EXST1
File Name: Z:\project\2920.01 DOT_C DLG AMP Update\Civil\ACAD\ALP\ALP-DLG-Existing Layout.dwg

NOTE:

1. (X) TAXIWAY IDENTIFIER, SEE AIRPORT DATA SHEET.

LEGEND

- OFA TREE PENETRATIONS
- OFZ TREE PENETRATIONS
- OFA TERRAIN PENETRATIONS
- OFZ TERRAIN PENETRATIONS

MAG. DEC. = 11°4'E 2025

300' 150' 0' 300' 600'

WEST AIRPORT ROAD
GA APRON (430'x1,300')
TSA
AIRPORT ROAD
TERMINAL APRON (470'x1,700')
AIRPORT PROPERTY BOUNDARY
AIRPORT PROPERTY BOUNDARY
SQUAW CREEK
KANAKANAK RD
KANAKANAK RD
WOOD RIVER RD
RUNWAY 1–19 (150' x 6,400')
ARP
26.49°
800'x8,400' OFA
400'x6,800' OFZ
STA 5+00 RSA END EL=47.0'
STA 11+00 THRESHOLD EL=74.4'
RW 1
STA 75+00 RW 19 THRESHOLD EL=64.9'
STA 85+00 RSA END EL=62.5'
BRL
RSA
OFA
OFZ
RPZ
OHE
NUSHAGAK RIVER

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
AIRPORT LAYOUT PLAN

EXISTING OFA AND OFZ PENETRATIONS

DATE: 4/24/2023

SHEET: 5 OF 21

Designed By: MIM/RLC
Drawn By: AVA/RLC
Checked By: CJB

Date Plotted: 4/24/2023, 12:04 PM
Layout Name: EXST2
File Name: Z:\project\2820.01 001_C DLG AMP Update\Civil\ACAD\ALP\ALP-DLG-Existing Layout.dwg

Designed By:	MJM/RLC
Drawn By:	AVA/RLC
Checked By:	CJB

Date Plotted:	4/24/2023, 12:04 PM
Layout Name:	EXST3
File Name:	Z:\project\V2820_01 DOT_C DLG AMP Update\Civil\CAD\VALP\VALP-DLG-Existing Layout.dwg

OFA PENETRATIONS

ID#	STATION	OFFSET	TOP ELEV. (MSL)	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
1	3+93	189.3' LT	44.7'	0.5'	SHIFT RW	NEAR-TERM
2	7+08	122.1' RT	57.5'	0.3'	SHIFT RW	NEAR-TERM
3	13+58	390.0' RT	73.1'	0.3'	SHIFT RW	NEAR-TERM
4	44+99	147.8' RT	83.5'	4.6'	SHIFT RW	NEAR-TERM
5	46+39	314.3' LT	75.8'	0.1'	SHIFT RW	NEAR-TERM
6	57+87	100.0' RT	72.1'	0.1'	SHIFT RW	NEAR-TERM
2001	3+71	224.9' RT	43.8'	1.4'	SHIFT RW	NEAR-TERM
3001	5+40	373.3' LT	61.2'	15.2'	SHIFT RW	NEAR-TERM
3002	14+50	195.9' RT	73.1'	0.2'	SHIFT RW	NEAR-TERM
3003	27+86	325.4' LT	75.8'	3.4'	SHIFT RW	NEAR-TERM
3004	30+00	276.6' LT	72.9'	0.1'	SHIFT RW	NEAR-TERM
3005	31+92	382.2' LT	74.0'	0.9'	SHIFT RW	NEAR-TERM
3006	34+41	282.4' LT	75.4'	1.4'	SHIFT RW	NEAR-TERM
3007	36+31	231.5' RT	78.4'	0.9'	SHIFT RW	NEAR-TERM
3008	38+00	296.7' LT	78.6'	3.0'	SHIFT RW	NEAR-TERM
3009	38+05	158.4' RT	78.4'	0.3'	SHIFT RW	NEAR-TERM
3010	40+00	183.0' RT	80.1'	1.1'	SHIFT RW	NEAR-TERM
3011	42+00	319.5' LT	79.5'	2.2'	SHIFT RW	NEAR-TERM
3012	45+36	170.1' RT	85.3'	6.6'	SHIFT RW	NEAR-TERM
3013	61+50	344.0' RT	70.5'	0.8'	SHIFT RW	NEAR-TERM
3014	84+41	264.1' LT	61.1'	3.0'	SHIFT RW	NEAR-TERM
3015	85+00	400.0' RT	103.3'	23.3'	SHIFT RW	NEAR-TERM
3016	3+91	226.0' LT	45.5'	2.2'	SHIFT RW	NEAR-TERM
3017	4+04	138.4' LT	49.0'	3.8'	SHIFT RW	NEAR-TERM
3018	4+93	400.0' RT	65.1'	22.7'	SHIFT RW	NEAR-TERM
3019	4+96	17.9' RT	69.2'	22.2'	SHIFT RW	NEAR-TERM
3020	5+50	376.0' LT	61.8'	14.9'	SHIFT RW	NEAR-TERM
3021	13+22	200.6' RT	75.3'	2.7'	SHIFT RW	NEAR-TERM
3022	15+36	209.0' RT	75.6'	2.7'	SHIFT RW	NEAR-TERM
3023	19+23	400.0' LT	77.2'	6.0'	SHIFT RW	NEAR-TERM
3024	21+46	301.7' LT	74.6'	3.2'	SHIFT RW	NEAR-TERM
3025	21+86	400.0' RT	87.6'	13.8'	SHIFT RW	NEAR-TERM
3026	23+79	312.1' LT	75.1'	3.3'	SHIFT RW	NEAR-TERM

OFA PENETRATIONS

ID#	STATION	OFFSET	TOP ELEV. (MSL)	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
3027	27+67	341.5' LT	78.0'	5.6'	SHIFT RW	NEAR-TERM
3028	30+77	333.0' LT	75.3'	2.1'	SHIFT RW	NEAR-TERM
3029	31+59	285.7' LT	73.5'	0.2'	SHIFT RW	NEAR-TERM
3030	34+00	388.6' LT	77.8'	4.0'	SHIFT RW	NEAR-TERM
3031	34+60	358.2' RT	108.0'	31.1'	SHIFT RW	NEAR-TERM
3032	36+27	222.3' RT	79.2'	1.8'	SHIFT RW	NEAR-TERM
3033	37+74	303.0' LT	79.2'	3.7'	SHIFT RW	NEAR-TERM
3034	38+17	320.6' RT	78.9'	0.7'	SHIFT RW	NEAR-TERM
3035	39+92	198.8' RT	82.8'	3.8'	SHIFT RW	NEAR-TERM
3036	40+69	308.9' LT	80.5'	3.3'	SHIFT RW	NEAR-TERM
3037	43+53	318.0' LT	81.2'	3.9'	SHIFT RW	NEAR-TERM
3038	44+27	265.9' RT	79.6'	0.3'	SHIFT RW	NEAR-TERM
3039	44+80	351.8' RT	80.8'	1.9'	SHIFT RW	NEAR-TERM
3040	45+63	169.6' RT	85.8'	7.2'	SHIFT RW	NEAR-TERM
3041	46+64	271.7' LT	75.6'	0.2'	SHIFT RW	NEAR-TERM
3042	53+42	250.0' LT	72.5'	0.5'	SHIFT RW	NEAR-TERM
3043	54+40	250.0' LT	72.2'	0.8'	SHIFT RW	NEAR-TERM
3044	54+89	102.8' RT	73.7'	0.4'	SHIFT RW	NEAR-TERM
3045	55+93	214.1' RT	73.2'	0.2'	SHIFT RW	NEAR-TERM
3046	57+07	184.6' RT	72.8'	0.5'	SHIFT RW	NEAR-TERM
3047	59+13	178.8' RT	71.4'	0.2'	SHIFT RW	NEAR-TERM
3048	59+38	125.6' RT	71.5'	0.4'	SHIFT RW	NEAR-TERM
3049	60+42	400.0' RT	92.2'	22.0'	SHIFT RW	NEAR-TERM
3050	65+38	400.0' LT	68.3'	2.7'	SHIFT RW	NEAR-TERM
3051	81+90	298.9' LT	58.9'	0.3'	SHIFT RW	NEAR-TERM
3052	83+50	304.7' LT	59.3'	1.3'	SHIFT RW	NEAR-TERM
3053	85+00	400.0' RT	103.9'	43.7'	SHIFT RW	NEAR-TERM
3169	13+50	374.4' RT	79.5'	6.7'	REMAIN	NEAR-TERM
3170	34+78	341.0' RT	80.0'	3.0'	REMAIN	NEAR-TERM
3171	55+55	150.0' RT	81.3'	8.1'	RELOCATE	NEAR-TERM
3172	84+00	292.7' RT	88.8'	27.9'	REMAIN	NEAR-TERM
3173	38+99	300.2' LT	99.5'	21.0'	RELOCATE	NEAR-TERM
3174	39+26	368.4' LT	100.0'	22.0'	RELOCATE	NEAR-TERM

OFZ PENETRATIONS

ID#	STATION	OFFSET	TOP ELEV. (MSL)	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
3054	13+24	200.0' RT	73.3'	0.6'	SHIFT RW	NEAR-TERM
3055	15+31	200.0' RT	73.3'	0.4'	SHIFT RW	NEAR-TERM
3056	38+38	194.0' RT	78.6'	0.4'	SHIFT RW	NEAR-TERM
3057	39+93	198.8' RT	80.6'	1.6'	SHIFT RW	NEAR-TERM
3058	45+36	170.1' RT	84.1'	4.1'	SHIFT RW	NEAR-TERM
3059	45+62	169.6' RT	83.5'	4.8'	SHIFT RW	NEAR-TERM
3060	91+58	198.9' LT	93.7'	0.9'	SHIFT RW	NEAR-TERM
3061	91+72	117.1' RT	116.9'	23.9'	SHIFT RW	NEAR-TERM

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
AIRPORT LAYOUT PLAN

EXISTING OFA AND OFZ PENETRATION TABLES

DATE: 4/24/2023

SHEET: 6 OF 21

NOTES:

1. ⓧ TAXIWAY IDENTIFIER, SEE AIRPORT DATA SHEET.
2. SEE SHEET 8 FOR ULTIMATE OFA AND OFZ PENETRATIONS.
3. SEE ULTIMATE TERMINAL PLAN SHEET 11 FOR BUILDING DATA TABLE.
4. CEMETERY TO RUNWAY CENTERLINE SEPARATION DISTANCE IS 315'.

MAG. DEC. = 11°4'E 2025

400' 200' 0' 400' 800'

NUSHAGAK RIVER

Designed By:	MIM/RLC
Drawn By:	AVA/RLC
Checked By:	CJB
Date Plotted:	4/24/2023 - 12:04 PM
Layout Name:	ULT11
File Name:	Z:\project\2920.01 DOT_C DLG AMP Update\Civil\ACAD\ALP\ALP-DLG-Ultimate Layout.dwg

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
AIRPORT LAYOUT PLAN

ULTIMATE LAYOUT

DATE: 4/24/2023

SHEET: 7 OF 21

NOTE:

1. (X) TAXIWAY IDENTIFIER, SEE AIRPORT DATA SHEET.

LEGEND

- OFA TREE PENETRATIONS
- OFZ TREE PENETRATIONS
- OFA TERRAIN PENETRATIONS
- OFZ TERRAIN PENETRATIONS
- OFA BUILDING PENETRATIONS

MAG. DEC. = 11°4'E 2025

300' 150' 0' 300' 600'

WEST AIRPORT ROAD
BRL
GA APRON (430'x1,300')
TSA
BRL
AIRPORT ROAD
TERMINAL APRON (410'x1,700')
ULTIMATE TERMINAL APRON (313'x445')
800'x8,000' OFA
400'x6,400' OFZ
AIRPORT PROPERTY BOUNDARY
SQUAW CREEK
KANAKANAK RD
STA 5+00 RSA END EL=49.1'
STA 15+00 RW 2 THRESHOLD EL=75.1'
STA 75+00 RW 20 THRESHOLD EL=69.2'
STA 85+00 RSA END EL=62.9'
RUNWAY 1–19 (150' x 6,000')
ARP
26.49°
WOOD RIVER RD
NUSHAGAK RIVER

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
AIRPORT LAYOUT PLAN

ULTIMATE OFA AND OFZ PENETRATIONS

DATE: 4/24/2023

SHEET: 8 OF 21

Designed By: MIM/RLC
Drawn By: AVA/RLC
Checked By: CJB

Date Plotted: 4/24/2023 - 12:05 PM
Layout Name: ULT12
File Name: Z:\project\2820_01 DOT_JC DLG AMP Update\Civil\AGAD\ALP\ALP-DLG-Ultimate Layout.dwg

Designed By:	MJM/RLC
Drawn By:	AVA/RLC
Checked By:	CJB

Date Plotted:	4/24/2023, 12:05 PM
Layout Name:	ULT13
File Name:	Z:\project\2020 01 DOT_C DLG AMP Update\Civil\ACAD\ALP\ALP-DLG-Ultimate Layout.dwg

OFA PENETRATIONS

ID#	STATION	OFFSET	TOP ELEV. (MSL)	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
7	8+82	272.2' LT	73.3'	12.0'	REMOVE	ULTIMATE
8	8+83	291.9' LT	72.8'	11.4'	REMOVE	ULTIMATE
9	13+65	303.8' LT	72.3'	4.1'	REMOVE	ULTIMATE
10	13+82	302.7' LT	72.5'	4.3'	REMOVE	ULTIMATE
11	14+07	301.1' LT	72.6'	4.4'	REMOVE	ULTIMATE
12	18+10	367.9' LT	71.4'	2.8'	REMOVE	ULTIMATE
13	18+28	387.8' LT	72.1'	3.4'	REMOVE	ULTIMATE
14	18+50	369.1' LT	73.0'	4.3'	REMOVE	ULTIMATE
15	20+13	375.9' LT	75.8'	6.9'	REMOVE	ULTIMATE
3078	11+34	336.4' LT	84.7'	16.5'	REMOVE	ULTIMATE
3079	14+50	250.0' RT	72.9'	4.7'	REMOVE	ULTIMATE
3080	20+69	326.7' LT	79.3'	10.3'	REMOVE	ULTIMATE
3081	26+00	250.0' RT	74.4'	4.6'	REMOVE	ULTIMATE
3082	28+00	400.0' LT	75.3'	5.3'	REMOVE	ULTIMATE
3083	28+41	250.0' LT	71.1'	1.0'	REMOVE	ULTIMATE
3084	29+92	250.0' LT	70.9'	0.4'	REMOVE	ULTIMATE
3085	31+00	250.0' LT	71.0'	0.2'	REMOVE	ULTIMATE
3086	32+25	250.0' LT	73.0'	1.7'	REMOVE	ULTIMATE
3087	40+86	250.0' LT	78.2'	3.7'	REMOVE	ULTIMATE
3088	42+09	250.0' LT	78.4'	3.8'	REMOVE	ULTIMATE
3089	45+50	318.7' RT	85.1'	10.7'	REMAIN	ULTIMATE
3090	56+21	358.1' RT	70.8'	0.7'	REMOVE	ULTIMATE
3091	58+41	299.7' RT	71.2'	2.0'	REMOVE	ULTIMATE
3092	62+00	250.0' RT	70.0'	2.2'	REMOVE	ULTIMATE
3093	68+00	250.0' RT	66.7'	1.4'	REMOVE	ULTIMATE
3094	83+78	376.2' LT	56.8'	0.04'	REMOVE	ULTIMATE
3095	84+78	250.0' RT	60.8'	4.7'	REMOVE	ULTIMATE
3096	85+00	374.6' LT	56.8'	0.8'	REMOVE	ULTIMATE

OFA PENETRATIONS

ID#	STATION	OFFSET	TOP ELEV. (MSL)	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
3097	85+00	400.0' RT	75.5'	19.5'	REMOVE	ULTIMATE
3098	5+63	250.0' RT	51.5'	6.1'	REMOVE	ULTIMATE
3099	8+78	400.0' LT	105.4'	44.2'	REMOVE	ULTIMATE
3100	13+22	350.6' RT	75.3'	7.1'	REMOVE	ULTIMATE
3101	15+36	359.0' RT	75.6'	7.3'	REMOVE	ULTIMATE
3102	23+77	306.6' LT	75.9'	6.5'	REMOVE	ULTIMATE
3103	26+60	369.8' RT	70.6'	0.7'	REMOVE	ULTIMATE
3104	28+23	319.4' LT	71.4'	1.3'	REMOVE	ULTIMATE
3105	28+57	263.7' LT	71.4'	1.2'	REMOVE	ULTIMATE
3106	29+89	264.7' LT	72.5'	2.1'	REMOVE	ULTIMATE
3107	33+65	333.1' LT	72.4'	0.5'	REMOVE	ULTIMATE
3108	36+25	367.8' RT	79.1'	6.2'	REMOVE	ULTIMATE
3109	38+23	296.1' LT	75.6'	1.9'	REMOVE	ULTIMATE
3110	41+76	274.6' LT	78.2'	3.6'	REMOVE	ULTIMATE
3111	45+62	319.6' RT	85.8'	11.5'	REMAIN	ULTIMATE
3112	55+88	366.3' RT	73.1'	2.8'	REMOVE	ULTIMATE
3113	57+56	268.2' RT	71.5'	1.9'	REMOVE	ULTIMATE
3114	58+50	400.0' LT	76.3'	7.1'	REMOVE	ULTIMATE
3115	59+12	328.8' RT	71.4'	2.5'	REMOVE	ULTIMATE
3116	59+38	275.6' RT	71.5'	2.6'	REMOVE	ULTIMATE
3117	65+60	400.0' LT	75.8'	9.6'	REMOVE	ULTIMATE
3118	83+08	400.0' LT	57.7'	0.4'	REMOVE	ULTIMATE
3119	83+97	300.0' LT	57.7'	1.0'	REMOVE	ULTIMATE
3120	84+62	250.0' RT	59.2'	2.9'	REMOVE	ULTIMATE
3121	85+00	400.0' RT	77.0'	21.0'	REMOVE	ULTIMATE
3175	7+21	367.2' LT	72.3'	19.1'	REMAIN	ULTIMATE
3176	46+99	300.0' RT	91.8'	17.1'	REMAIN	ULTIMATE
3177	57+76	332.7' RT	80.2'	10.7'	REMAIN	ULTIMATE

OFZ PENETRATIONS

ID#	STATION	OFFSET	TOP ELEV. (MSL)	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
3122	20+41	179.1' LT	76.1'	0.3'	REMOVE	ULTIMATE
3123	29+74	150.0' RT	77.4'	0.04'	REMOVE	ULTIMATE
3124	42+86	150.0' RT	82.0'	0.5'	REMOVE	ULTIMATE
3125	17+86	150.8' LT	77.2'	1.8'	REMOVE	ULTIMATE
3126	22+00	200.1' LT	76.3'	0.2'	REMOVE	ULTIMATE
3127	22+05	148.1' LT	76.3'	0.3'	REMOVE	ULTIMATE
3128	27+08	195.1' LT	77.5'	0.8'	REMOVE	ULTIMATE
3129	27+67	191.5' LT	78.0'	1.1'	REMOVE	ULTIMATE
3130	91+48	193.1' RT	113.6'	16.7'	REMOVE	ULTIMATE
3131	92+00	200.0' LT	107.3'	9.3'	REMOVE	ULTIMATE

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
AIRPORT LAYOUT PLAN

ULTIMATE OFA AND OFZ PENETRATION TABLES

DATE: 4/24/2023

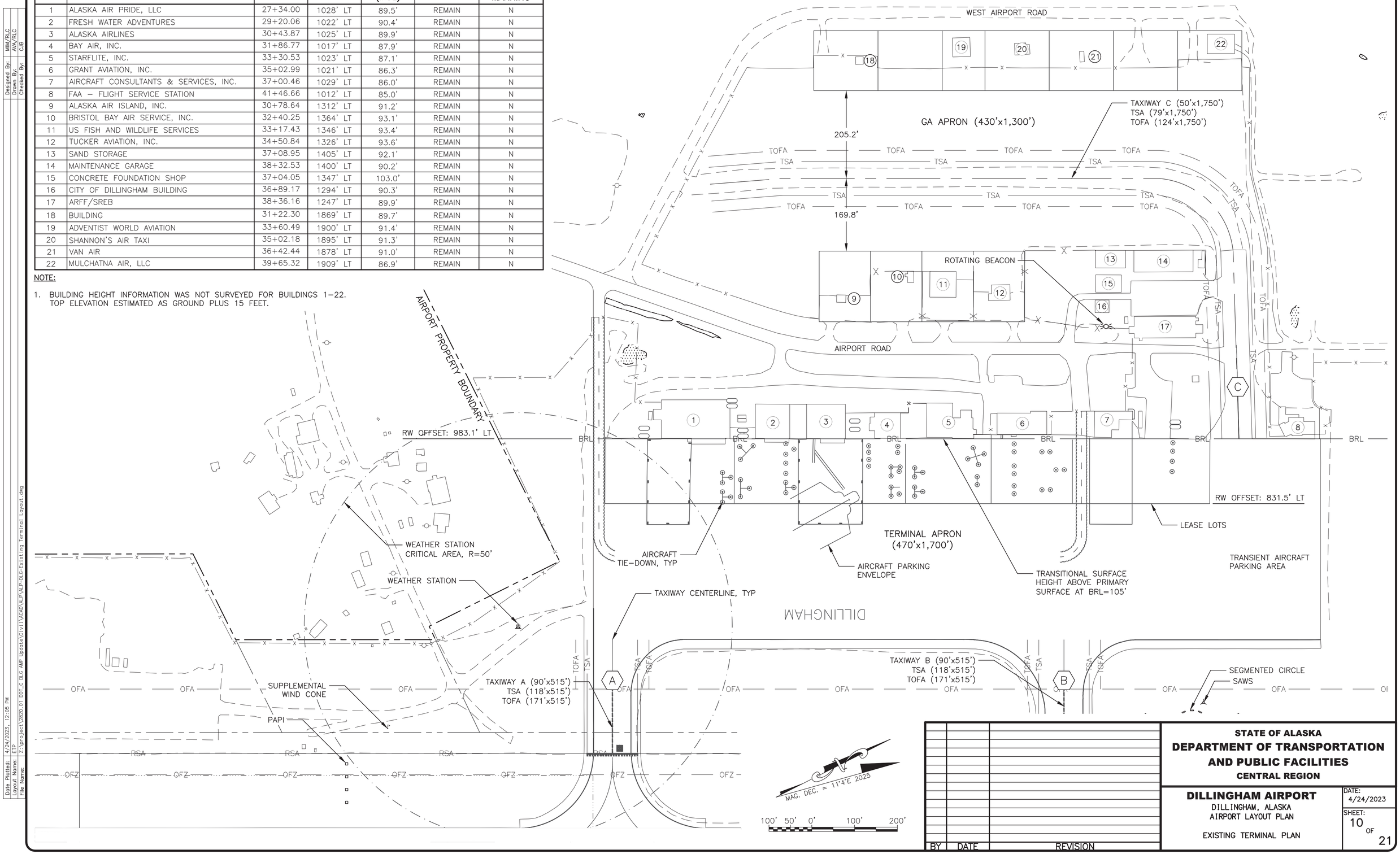
SHEET: 9 OF 21

BUILDING DATA TABLE

ID#	DESCRIPTION	STATION	OFFSET	TOP ELEV. (MSL)	DISPOSITION	OBSTRUCTION MARKING
1	ALASKA AIR PRIDE, LLC	27+34.00	1028' LT	89.5'	REMAIN	N
2	FRESH WATER ADVENTURES	29+20.06	1022' LT	90.4'	REMAIN	N
3	ALASKA AIRLINES	30+43.87	1025' LT	89.9'	REMAIN	N
4	BAY AIR, INC.	31+86.77	1017' LT	87.9'	REMAIN	N
5	STARFLITE, INC.	33+30.53	1023' LT	87.1'	REMAIN	N
6	GRANT AVIATION, INC.	35+02.99	1021' LT	86.3'	REMAIN	N
7	AIRCRAFT CONSULTANTS & SERVICES, INC.	37+00.46	1029' LT	86.0'	REMAIN	N
8	FAA – FLIGHT SERVICE STATION	41+46.66	1012' LT	85.0'	REMAIN	N
9	ALASKA AIR ISLAND, INC.	30+78.64	1312' LT	91.2'	REMAIN	N
10	BRISTOL BAY AIR SERVICE, INC.	32+40.25	1364' LT	93.1'	REMAIN	N
11	US FISH AND WILDLIFE SERVICES	33+17.43	1346' LT	93.4'	REMAIN	N
12	TUCKER AVIATION, INC.	34+50.84	1326' LT	93.6'	REMAIN	N
13	SAND STORAGE	37+08.95	1405' LT	92.1'	REMAIN	N
14	MAINTENANCE GARAGE	38+32.53	1400' LT	90.2'	REMAIN	N
15	CONCRETE FOUNDATION SHOP	37+04.05	1347' LT	103.0'	REMAIN	N
16	CITY OF DILLINGHAM BUILDING	36+89.17	1294' LT	90.3'	REMAIN	N
17	ARFF/SREB	38+36.16	1247' LT	89.9'	REMAIN	N
18	BUILDING	31+22.30	1869' LT	89.7'	REMAIN	N
19	ADVENTIST WORLD AVIATION	33+60.49	1900' LT	91.4'	REMAIN	N
20	SHANNON'S AIR TAXI	35+02.18	1895' LT	91.3'	REMAIN	N
21	VAN AIR	36+42.44	1878' LT	91.0'	REMAIN	N
22	MULCHATNA AIR, LLC	39+65.32	1909' LT	86.9'	REMAIN	N

NOTE:

1. BUILDING HEIGHT INFORMATION WAS NOT SURVEYED FOR BUILDINGS 1–22. TOP ELEVATION ESTIMATED AS GROUND PLUS 15 FEET.



BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
AIRPORT LAYOUT PLAN

EXISTING TERMINAL PLAN

DATE: 4/24/2023
SHEET: 10 OF 21

Designed By: MJM/RLC
Drawn By: AVA/RLC
Checked By: CJB

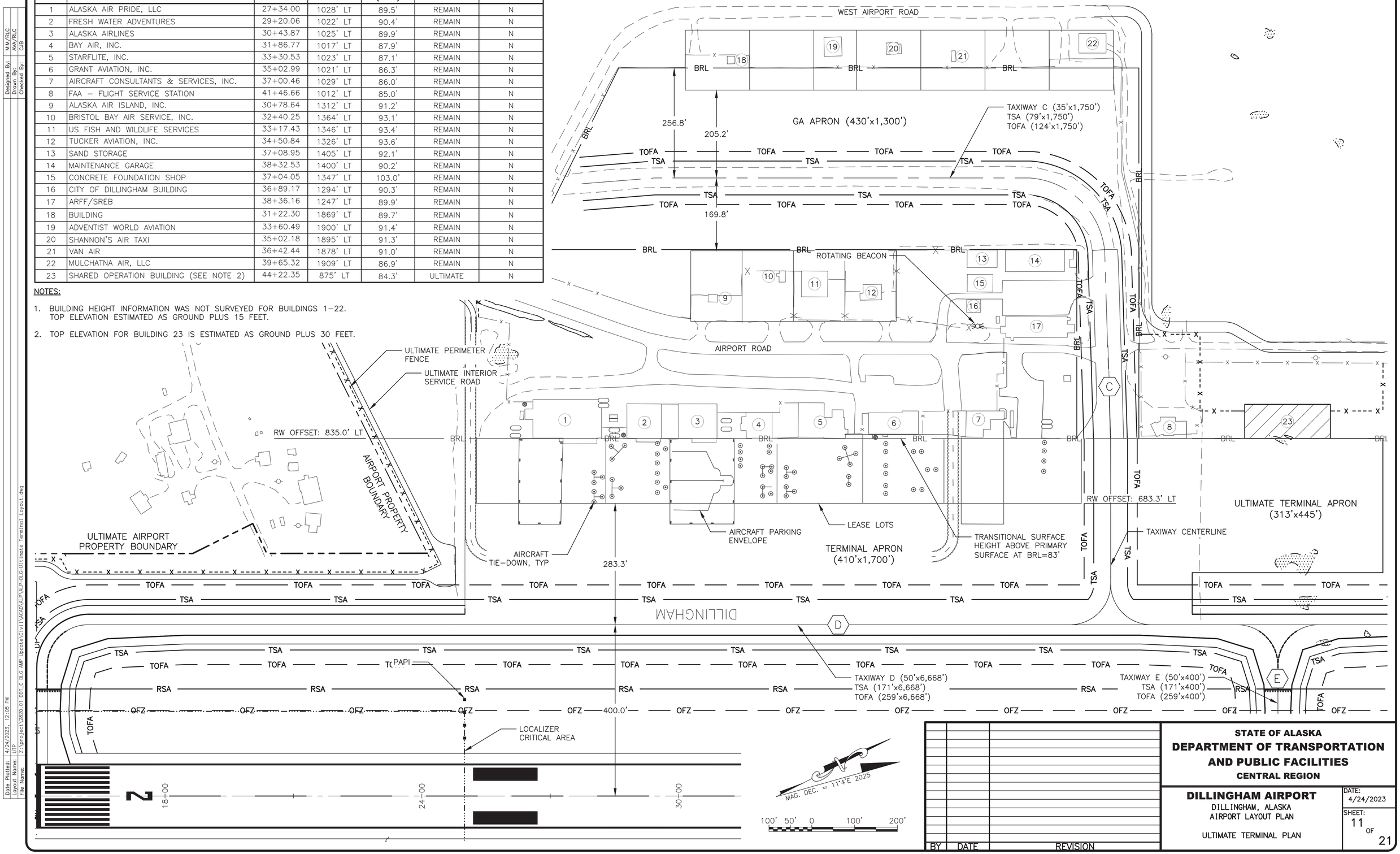
Date Plotted: 4/24/2023, 12:05 PM
Layout Name: ETP
File Name: Z:\project\2820_01 DOT_C DLG AWP Update\Civil\ACAD\ALP\ALP-DLG-Existing Terminal Layout.dwg

BUILDING DATA TABLE

ID#	DESCRIPTION	STATION	OFFSET	TOP ELEV. (MSL)	DISPOSITION	OBSTRUCTION MARKING
1	ALASKA AIR PRIDE, LLC	27+34.00	1028' LT	89.5'	REMAIN	N
2	FRESH WATER ADVENTURES	29+20.06	1022' LT	90.4'	REMAIN	N
3	ALASKA AIRLINES	30+43.87	1025' LT	89.9'	REMAIN	N
4	BAY AIR, INC.	31+86.77	1017' LT	87.9'	REMAIN	N
5	STARFLITE, INC.	33+30.53	1023' LT	87.1'	REMAIN	N
6	GRANT AVIATION, INC.	35+02.99	1021' LT	86.3'	REMAIN	N
7	AIRCRAFT CONSULTANTS & SERVICES, INC.	37+00.46	1029' LT	86.0'	REMAIN	N
8	FAA – FLIGHT SERVICE STATION	41+46.66	1012' LT	85.0'	REMAIN	N
9	ALASKA AIR ISLAND, INC.	30+78.64	1312' LT	91.2'	REMAIN	N
10	BRISTOL BAY AIR SERVICE, INC.	32+40.25	1364' LT	93.1'	REMAIN	N
11	US FISH AND WILDLIFE SERVICES	33+17.43	1346' LT	93.4'	REMAIN	N
12	TUCKER AVIATION, INC.	34+50.84	1326' LT	93.6'	REMAIN	N
13	SAND STORAGE	37+08.95	1405' LT	92.1'	REMAIN	N
14	MAINTENANCE GARAGE	38+32.53	1400' LT	90.2'	REMAIN	N
15	CONCRETE FOUNDATION SHOP	37+04.05	1347' LT	103.0'	REMAIN	N
16	CITY OF DILLINGHAM BUILDING	36+89.17	1294' LT	90.3'	REMAIN	N
17	ARFF/SREB	38+36.16	1247' LT	89.9'	REMAIN	N
18	BUILDING	31+22.30	1869' LT	89.7'	REMAIN	N
19	ADVENTIST WORLD AVIATION	33+60.49	1900' LT	91.4'	REMAIN	N
20	SHANNON'S AIR TAXI	35+02.18	1895' LT	91.3'	REMAIN	N
21	VAN AIR	36+42.44	1878' LT	91.0'	REMAIN	N
22	MULCHATNA AIR, LLC	39+65.32	1909' LT	86.9'	REMAIN	N
23	SHARED OPERATION BUILDING (SEE NOTE 2)	44+22.35	875' LT	84.3'	ULTIMATE	N

NOTES:

1. BUILDING HEIGHT INFORMATION WAS NOT SURVEYED FOR BUILDINGS 1–22. TOP ELEVATION ESTIMATED AS GROUND PLUS 15 FEET.
2. TOP ELEVATION FOR BUILDING 23 IS ESTIMATED AS GROUND PLUS 30 FEET.



BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
AIRPORT LAYOUT PLAN

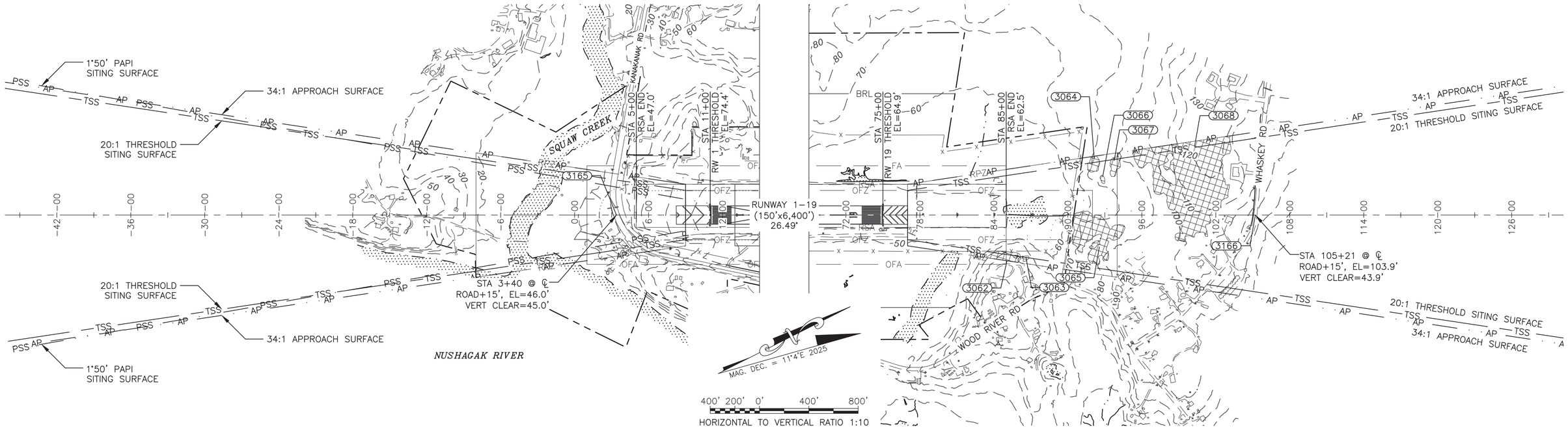
ULTIMATE TERMINAL PLAN

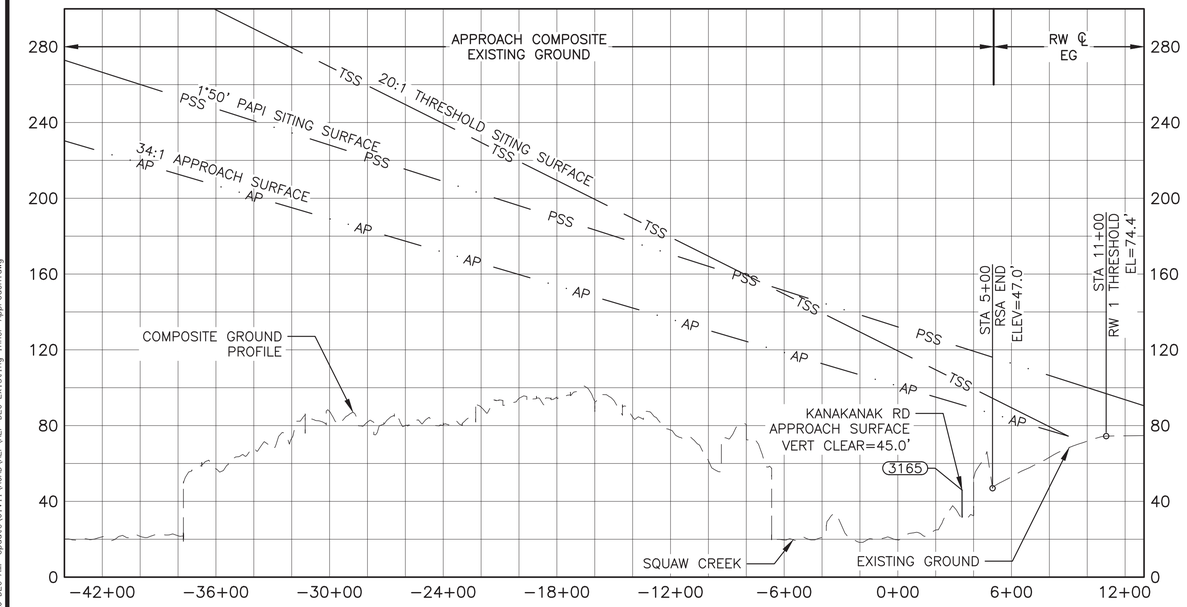
DATE: 4/24/2023

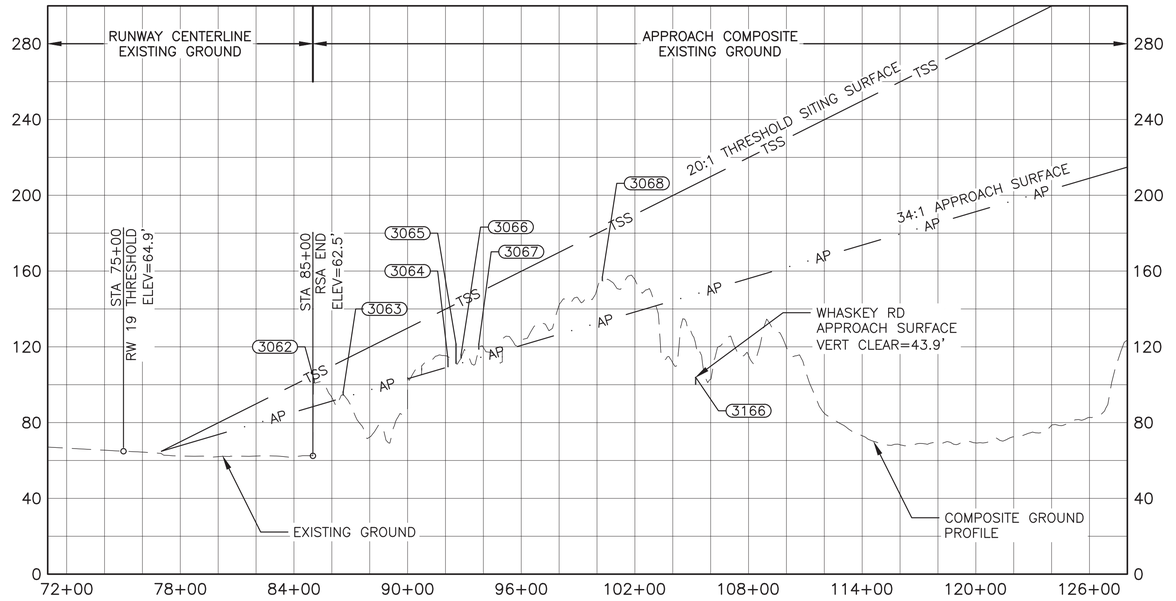
SHEET: 11 OF 21

Designed By: MJM/RLC
Drawn By: AVA/RLC
Checked By: CJB

Date Plotted: 4/24/2023, 12:05 PM
Layout Name: UTP
File Name: Z:\Project\2820.01 DOT_C DLG AMP Update\Civil\ACAD\ALP\ALP-DLG-Ultimate Terminal Layout.dwg







EXISTING RUNWAY 1 INNER APPROACH

EXISTING RUNWAY 19 INNER APPROACH

NOTES:

1. THRESHOLD SITING CRITERIA FOR RW 1 IS DEFINED PER FAA AC 150/5300–13B TABLE 3–4 FOR APPROACH ENDS OF RUNWAYS THAT SUPPORT APPROACH PROCEDURES WITH VERTICAL GUIDANCE (APV) WITH VISIBILITY MINIMUMS ≥3/4 STATUTE MILE.
2. THRESHOLD SITING CRITERIA FOR RW 19 IS DEFINED PER FAA AC 150/5300–13B TABLE 3–3 FOR APPROACH ENDS OF RUNWAYS THAT SUPPORT IFR CIRCLING PROCEDURES AND PROCEDURES ONLY PROVIDING LATERAL GUIDANCE AND VISIBILITY MINIMUMS ≥3/4 STATUTE MILE.
3. THERE ARE NO CONTROLLING OBSTRUCTIONS FOR THE APPROACH TO RUNWAY 1. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 34:1 PER AIRPORT GIS DATA INFORMATION PORTAL (ADIP), AIRPORT MASTER RECORDS DATA DICTIONARY, DATA ELEMENT 57.
4. THE CONTROLLING OBSTRUCTION FOR THE APPROACH TO RUNWAY 19 ARE TREES. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 21:1 PER AIRPORT GIS DATA INFORMATION PORTAL (ADIP), AIRPORT MASTER RECORDS DATA DICTIONARY, DATA ELEMENT 57.
5. SEE AIRSPACE PART 77 SHEET FOR OBSTRUCTIONS TO PART 77 SURFACES.
6. REFER TO SHEET 9 FOR OBSTRUCTION TABLE.

LEGEND

FAR PART 77 TREE PENETRATIONS

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
AIRPORT LAYOUT PLAN

EXISTING INNER PORTION OF RW 1–19 APPROACH SURFACE

DATE: 4/24/2023
SHEET: 12 OF 21

Designed By: MIM/RLC
Drawn By: AVA/RLC
Checked By: CJB

Date Plotted: 4/24/2023, 12:06 PM
Layout Name: RW 1-19
File Name: Z:\project\2020.01 DOT_C DLG AWP Update\Civil\ACAD\ALP\ALP-DLG-Existing Inner Approach.dwg

EXISTING TSS OBSTRUCTIONS (RW 1)								
ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
3165	ROAD+15'	3+40 / ℄	46.0'	NONE	91.0'	NONE	REMAIN	N/A
EXISTING INNER APPROACH OBSTRUCTIONS (RW 1)								
ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
3165	ROAD+15'	3+40 / ℄	46.0'	NONE	102.5'	NONE	REMAIN	N/A

EXISTING TSS OBSTRUCTIONS (RW 19)								
ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
3166	ROAD+15'	105+21 / ℄	103.9'	NONE	147.8'	NONE	REMAIN	N/A
EXISTING INNER APPROACH OBSTRUCTIONS (RW 19)								
ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
3062	TREES (HP)	85+06 / 371.0' RT	102.3'	APPROACH	88.6'	13.7'	REMOVE	ULTIMATE
3063	TREES (HP)	86+60 / 341.5' RT	96.1'	APPROACH	93.1'	3.0'	REMOVE	ULTIMATE
3064	TREES (HP)	92+13 / 460.3' LT	113.4'	APPROACH	109.4'	4.0'	REMOVE	ULTIMATE
3065	TREES (HP)	92+55 / 259.1' RT	121.5'	APPROACH	110.6'	10.9'	REMOVE	ULTIMATE
3066	TREES (HP)	92+82 / 310.0' LT	115.8'	APPROACH	111.4'	4.4'	REMOVE	ULTIMATE
3067	TREES (HP)	93+76 / 441.3' LT	121.5'	APPROACH	114.2'	7.3'	REMOVE	ULTIMATE
3068	TREES (HP)	100+28 / 556.8' LT	156.6'	APPROACH	133.3'	23.3'	REMOVE	ULTIMATE
3166	ROAD+15'	105+21 / ℄	103.9'	NONE	205.9'	NONE	REMAIN	N/A

OBSTRUCTION NOTE:

1. (HP) = POINT OF HIGHEST PENETRATION.

BY	DATE	REVISION

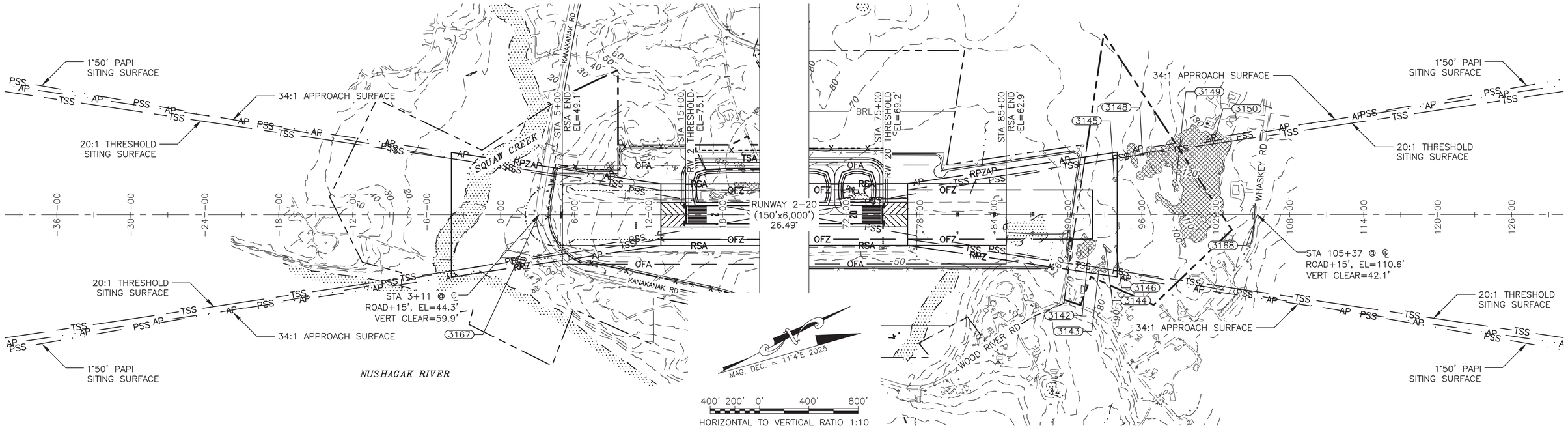
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

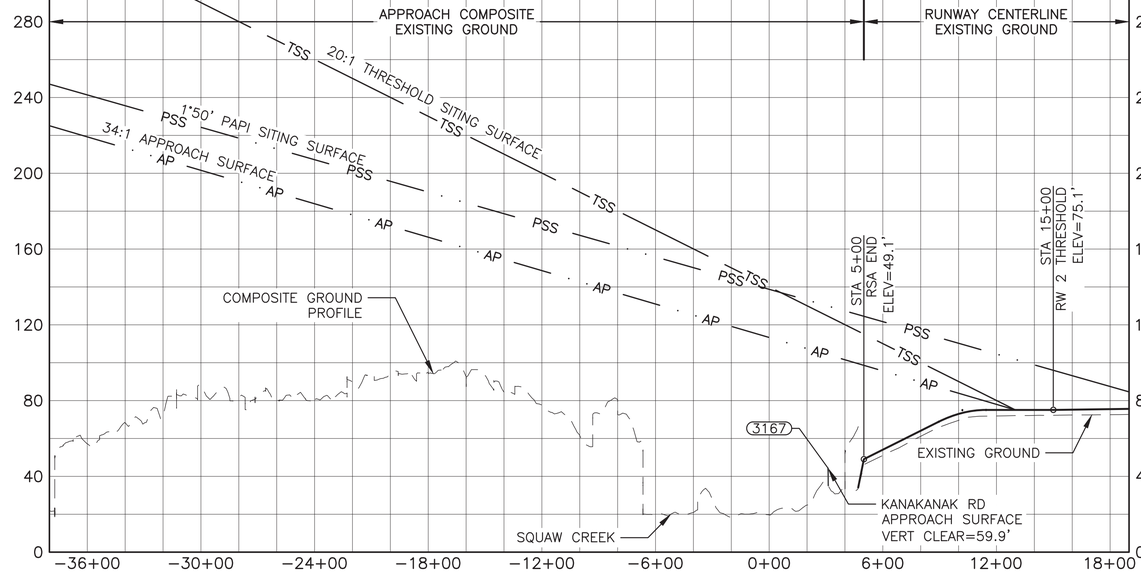
DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
AIRPORT LAYOUT PLAN
EXISTING INNER PORTION OF APPROACH SURFACE OBSTRUCTION TABLES

DATE: 4/24/2023
SHEET: 13 OF 21

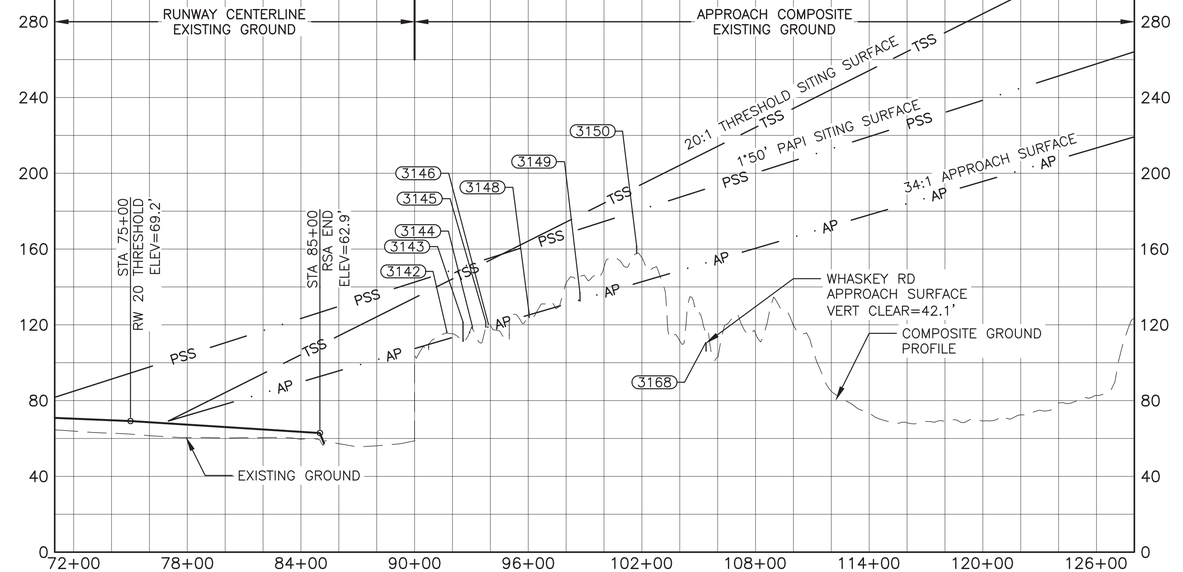
Designed By: MJM/RLC
Drawn By: AVA/RLC
Checked By: CJB

Date Plotted: 4/24/2023, 12:06 PM
Layout Name: E01
File Name: Z:\Project\2820.01 DOT_C DLG AWP Update\Civil\ACAD\ALP\ALP-DLG-Existing Inner Approach.dwg





ULTIMATE RUNWAY 2 INNER APPROACH



ULTIMATE RUNWAY 20 INNER APPROACH

NOTES:

1. THRESHOLD SITING CRITERIA FOR RW 2 IS DEFINED PER FAA AC 150/5300–13B TABLE 3–4 FOR APPROACH ENDS OF RUNWAYS THAT SUPPORT APPROACH PROCEDURES WITH VERTICAL GUIDANCE (APV) WITH VISIBILITY MINIMUMS ≥3/4 STATUTE MILE.
2. THRESHOLD SITING CRITERIA FOR RW 20 IS DEFINED PER FAA AC 150/5300–13B TABLE 3–3 FOR APPROACH ENDS OF RUNWAYS THAT SUPPORT IFR CIRCLING PROCEDURES AND PROCEDURES ONLY PROVIDING LATERAL GUIDANCE AND VISIBILITY MINIMUMS ≥3/4 STATUTE MILE.
3. THERE ARE NO CONTROLLING OBSTRUCTIONS FOR THE APPROACH TO RUNWAY 2. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 34:1 PER AIRPORT GIS DATA INFORMATION PORTAL (ADIP), AIRPORT MASTER RECORDS DATA DICTIONARY, DATA ELEMENT 57.
4. THE CONTROLLING OBSTRUCTION FOR THE APPROACH TO RUNWAY 20 ARE TREES. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 26:1 PER AIRPORT GIS DATA INFORMATION PORTAL (ADIP), AIRPORT MASTER RECORDS DATA DICTIONARY, DATA ELEMENT 57.
5. SEE AIRSPACE PART 77 SHEET FOR OBSTRUCTIONS TO PART 77 SURFACES.
6. REFER TO SHEET 11 FOR OBSTRUCTION TABLE.

LEGEND

FAR PART 77 TREE PENETRATIONS

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
AIRPORT LAYOUT PLAN

ULTIMATE INNER PORTION OF RW 2–20 APPROACH SURFACE

DATE: 4/24/2023
SHEET: 14 OF 21

Designed By: MIM/RLC
Drawn By: AVA/RLC
Checked By: CJB

Date Plotted: 4/24/2023, 12:06 PM
Layout Name: RW 2-20
File Name: Z:\project\2820.01 DOT_C DLG AWP Update\Civil\ACAD\ALP\ALP-DLG-Ultimate Inner Approach.dwg

ULTIMATE TSS OBSTRUCTIONS (RW 2)								
ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
3167	ROAD+15'	3+11 / ℄	44.3'	NONE	104.2'	NONE	REMAIN	N/A
ULTIMATE INNER APPROACH OBSTRUCTIONS (RW 2)								
ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
3167	ROAD+15'	3+11 / ℄	44.3'	NONE	124.5'	NONE	REMAIN	N/A

ULTIMATE TSS OBSTRUCTIONS (RW 20)								
ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
3168	ROAD+15'	105+37 / ℄	110.6'	NONE	152.7'	NONE	REMAIN	N/A
ULTIMATE INNER APPROACH OBSTRUCTIONS (RW 20)								
ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
3142	TREE (HP)	91+69 / 276.5' RT	116.7'	APPROACH	112.5'	4.2'	REMOVE	ULTIMATE
3143	TREE (HP)	92+55 / 409.1' RT	121.5'	APPROACH	115.0'	6.5'	REMOVE	ULTIMATE
3144	TREE (HP)	93+04 / 266.1' RT	119.2'	APPROACH	116.4'	2.8'	REMOVE	ULTIMATE
3145	TREE (HP)	93+76 / 291.3' LT	121.5'	APPROACH	118.5'	3.0'	REMOVE	ULTIMATE
3146	TREE (HP)	93+89 / 259.4' RT	120.3'	APPROACH	118.9'	1.4'	REMOVE	ULTIMATE
3148	TREE (HP)	96+04 / 483.1' LT	126.1'	APPROACH	125.2'	0.9'	REMOVE	ULTIMATE
3149	TREE (HP)	98+73 / 235.5' LT	136.9'	APPROACH	133.1'	3.8'	REMOVE	ULTIMATE
3150	TREE (HP)	101+72 / 548.7' LT	161.6'	APPROACH	141.9'	19.7'	REMOVE	ULTIMATE
3168	ROAD+15'	105+37 / ℄	110.6'	NONE	211.1'	NONE	REMAIN	N/A

OBSTRUCTION NOTE:

1. (HP) = POINT OF HIGHEST PENETRATION.

BY	DATE	REVISION

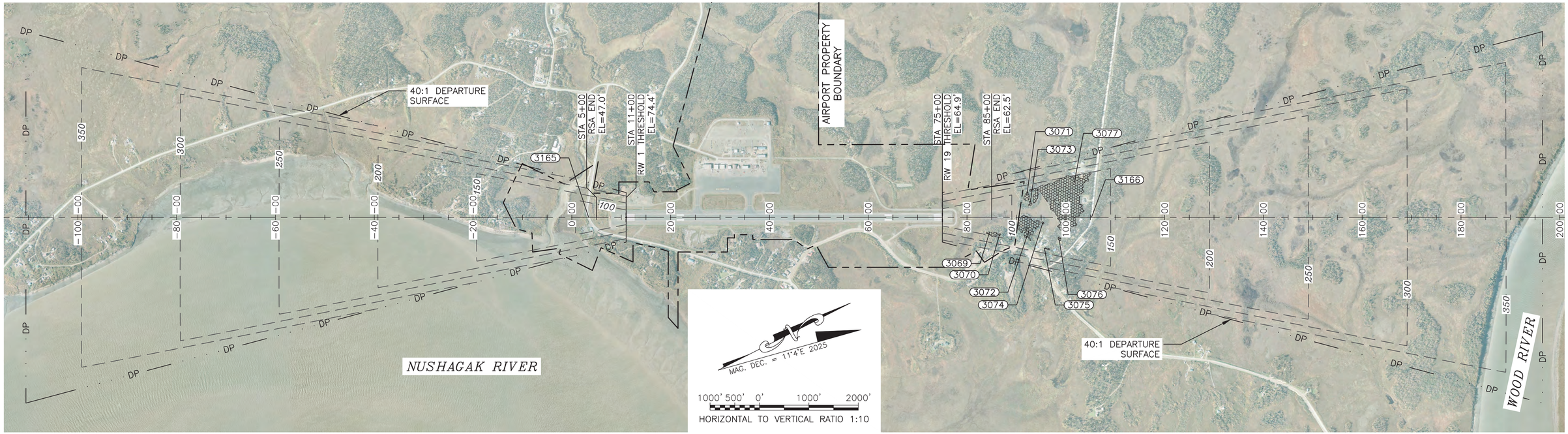
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

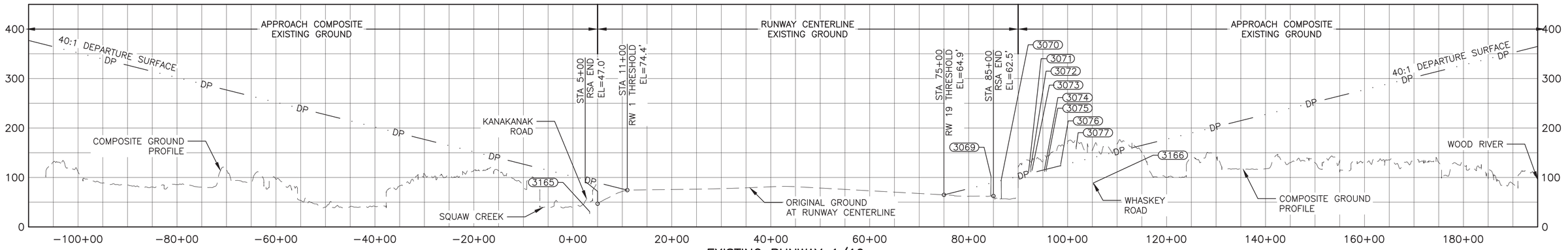
DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE INNER PORTION OF APPROACH SURFACE OBSTRUCTION TABLES

DATE: 4/24/2023
SHEET: 15 OF 21

Designed By: MJM/RLC
Drawn By: AVA/RLC
Checked By: CJB

Date Plotted: 4/24/2023, 12:06 PM
Layout Name: UDOT
File Name: Z:\project\2820.01 DOT_C DLG AMP Update\Civil\ACAD\ALP\ALP-DLG-Ultimate Inner Approach.dwg





EXISTING RUNWAY 1/19

NOTE: DEPARTURE SURFACES ARE DEFINED BY AC 150/5300-13B TABLE 3-5 AND RUNWAY WIDTH OF 150'.

RW 1 DEPARTURE SURFACE OBSTRUCTION & SIGNIFICANT OBJECT TABLE

ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
3165	ROAD+15'	3+40 / ℄	46.0'	NONE	93.5'	NONE	REMAIN	N/A

RW 19 DEPARTURE SURFACE OBSTRUCTION & SIGNIFICANT OBJECT TABLE

ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
3069	TREE (HP)	84+52 / 310.6' RT	101.9'	DEPARTURE	88.7'	13.2'	REMOVE	ULTIMATE
3070	TREE (HP)	86+60 / 341.5' RT	96.1'	DEPARTURE	93.9'	2.3'	REMOVE	ULTIMATE
3071	TREE (HP)	92+13 / 460.3' LT	113.4'	DEPARTURE	107.7'	5.7'	REMOVE	ULTIMATE
3072	TREE (HP)	92+55 / 259.1' RT	121.5'	DEPARTURE	108.8'	12.7'	REMOVE	ULTIMATE
3073	TREE (HP)	92+82 / 310.0' LT	115.8'	DEPARTURE	109.4'	6.3'	REMOVE	ULTIMATE
3074	TREE (HP)	95+31 / 116.1' RT	115.9'	DEPARTURE	115.7'	0.2'	REMOVE	ULTIMATE
3075	TREE (HP)	95+67 / 629.7' RT	118.0'	DEPARTURE	116.8'	1.2'	REMOVE	ULTIMATE
3076	TREE (HP)	98+60 / 419.2' RT	127.2'	DEPARTURE	123.9'	3.3'	REMOVE	ULTIMATE
3077	TREE (HP)	101+70 / 698.7' LT	161.6'	DEPARTURE	131.7'	29.9'	REMOVE	ULTIMATE
3166	ROAD+15'	105+21 / ℄	103.9'	NONE	140.4'	NONE	REMAIN	N/A

OBSTRUCTION NOTE:

1. (HP) = POINT OF HIGHEST PENETRATION

LEGEND

DEPARTURE SURFACE TREE PENETRATIONS

BY	DATE	REVISION

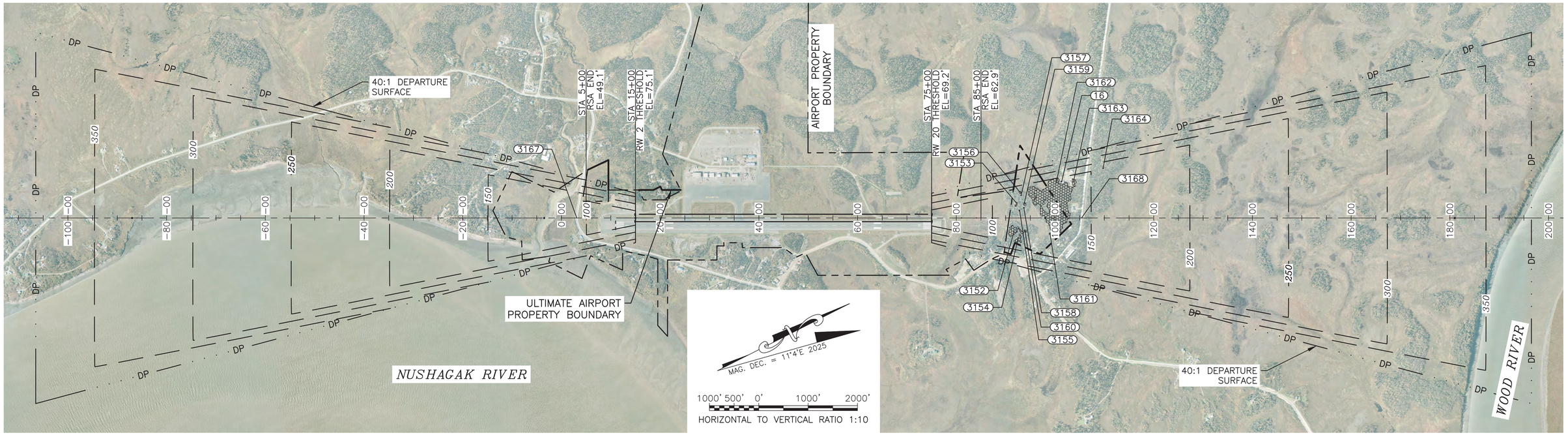
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

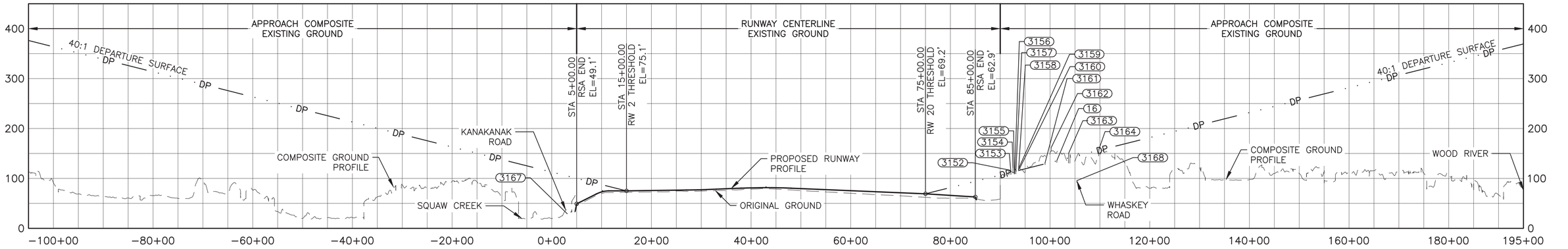
DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
AIRPORT LAYOUT PLAN

EXISTING RW 1-19 DEPARTURE SURFACE

DATE: 4/24/2023
SHEET: 16 OF 21

Designed By: MIM/RLC
Drawn By: AVA/RLC
Checked By: CJB
Date Plotted: 4/24/2023, 12:10 PM
Layout Name: RW 1-19
File Name: Z:\project\2020.01 DOT_C DLG AMP Update\Civil\ACAD\ALP\ALP-DLG-Existing Departure.dwg





ULTIMATE RUNWAY 2/20

RW 2 DEPARTURE SURFACE OBSTRUCTION & SIGNIFICANT OBJECT TABLE								
ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
3167	ROAD+15'	3+11 / ℄	44.3'	NONE	104.9'	NONE	REMAIN	N/A

RW 20 DEPARTURE SURFACE OBSTRUCTION & SIGNIFICANT OBJECT TABLE								
ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
16	BUILDING	101+35 / 737.5' LT	135.6'	DEPARTURE	135.1'	0.5'	REMOVE	ULTIMATE
3152	TREE (HP)	91+72 / 267.1' RT	116.9'	DEPARTURE	111.1'	5.9'	REMOVE	ULTIMATE
3153	TREE (HP)	92+13 / 310.3' LT	113.4'	DEPARTURE	112.1'	1.3'	REMOVE	ULTIMATE
3154	TREE (HP)	92+55 / 409.1' RT	121.5'	DEPARTURE	113.1'	8.4'	REMOVE	ULTIMATE
3155	TREE (HP)	92+82 / 160.0' LT	115.8'	DEPARTURE	113.8'	2.0'	REMOVE	ULTIMATE
3156	TREE (HP)	92+93 / 517.5' LT	115.2'	DEPARTURE	114.1'	1.1'	REMOVE	ULTIMATE
3157	TREE (HP)	93+13 / 453.9' LT	114.8'	DEPARTURE	114.6'	0.2'	REMOVE	ULTIMATE
3158	TREE (HP)	93+67 / 206.3' LT	117.1'	DEPARTURE	115.9'	1.1'	REMOVE	ULTIMATE
3159	TREE (HP)	93+76 / 291.4' LT	121.5'	DEPARTURE	116.2'	5.3'	REMOVE	ULTIMATE
3160	TREE (HP)	93+89 / 259.4' RT	120.3'	DEPARTURE	116.5'	3.8'	REMOVE	ULTIMATE
3161	TREE (HP)	98+98 / 318.3' RT	131.0'	DEPARTURE	129.2'	1.8'	REMOVE	ULTIMATE
3162	TREE (HP)	100+24 / 704.3' LT	162.1'	DEPARTURE	132.4'	29.7'	REMOVE	ULTIMATE
3163	TREE (HP)	103+72 / 728.5' LT	150.3'	DEPARTURE	141.1'	9.3'	REMOVE	ULTIMATE

RW 20 DEPARTURE SURFACE OBSTRUCTION & SIGNIFICANT OBJECT TABLE								
ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
3164	TREE (HP)	109+73 / 1002.2' LT	156.8'	DEPARTURE	156.1'	0.7'	REMOVE	ULTIMATE
3168	ROAD+15'	105+37 / ℄	110.6'	NONE	145.2'	NONE	REMAIN	N/A

NOTE: DEPARTURE SURFACES ARE DEFINED BY AC 150/5300-13B TABLE 3-5 AND RUNWAY WIDTH OF 150'.

OBSTRUCTION NOTE:

1. (HP) = POINT OF HIGHEST PENETRATION

LEGEND

DEPARTURE SURFACE TREE PENETRATIONS

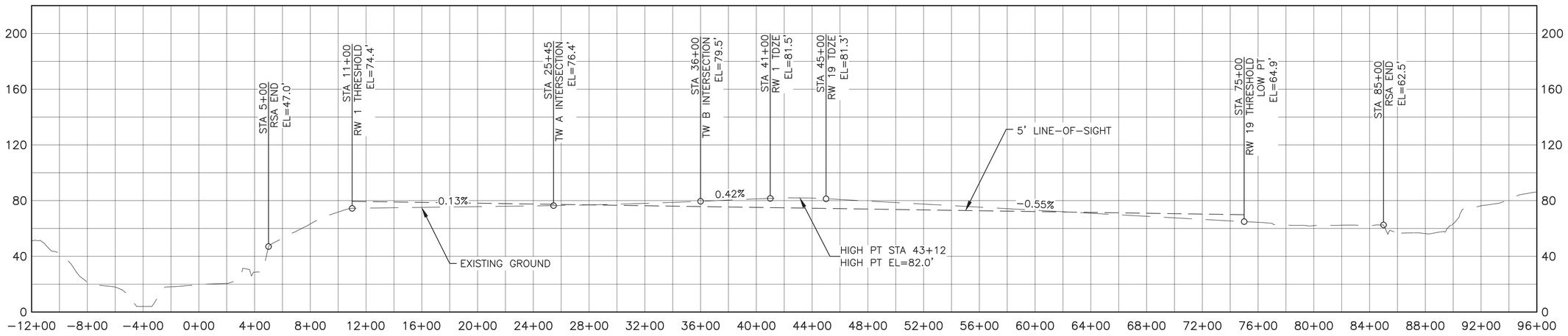
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

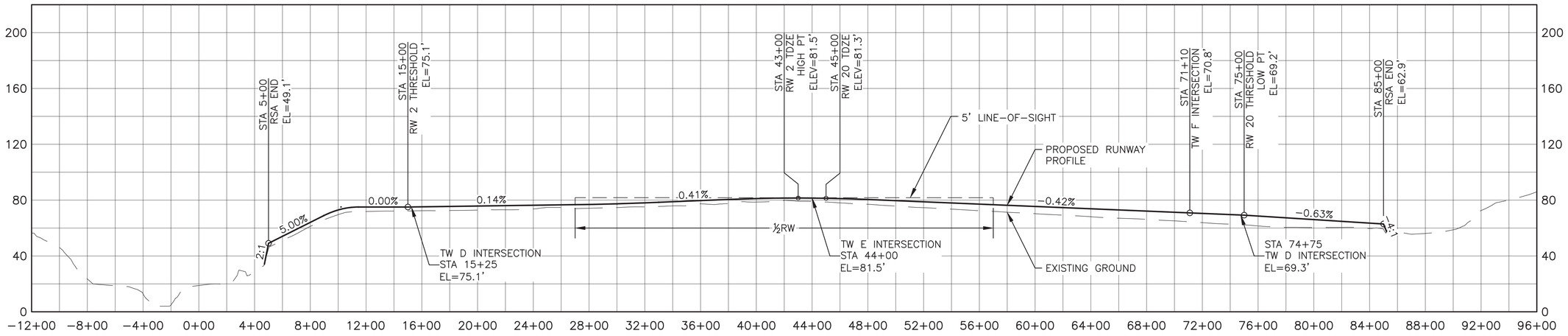
DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE RW 2-20 DEPARTURE SURFACE

DATE: 4/24/2023
SHEET: 17 OF 21

Designed By: MM/RLC
Drawn By: AVA/RLC
Checked By: CJB
Date Plotted: 4/24/2023, 12:11 PM
Layout Name: RW 2-20
File Name: Z:\project\2820.01 001_C DLG AMP Update\Civil\ACAD\ALP\ALP-DLG-Ultimate Departure.dwg



EXISTING RUNWAY 1/19



ULTIMATE RUNWAY 2/20

400' 200' 0' 400' 800'

HORIZONTAL TO VERTICAL RATIO 1:10

NOTES:

1. EXISTING RUNWAY DOES NOT MEET LINE-OF-SIGHT CRITERIA.
2. EXISTING RUNWAY GRADES ARE TAKEN FROM DILLINGHAM RUNWAY REHABILITATION (CFAPT00104) AS-BUILT.
3. RUNWAY 5' LINE-OF-SIGHT DEPICTS MOST DEMANDING CONDITION IN ULTIMATE CONFIGURATION.

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
AIRPORT LAYOUT PLAN

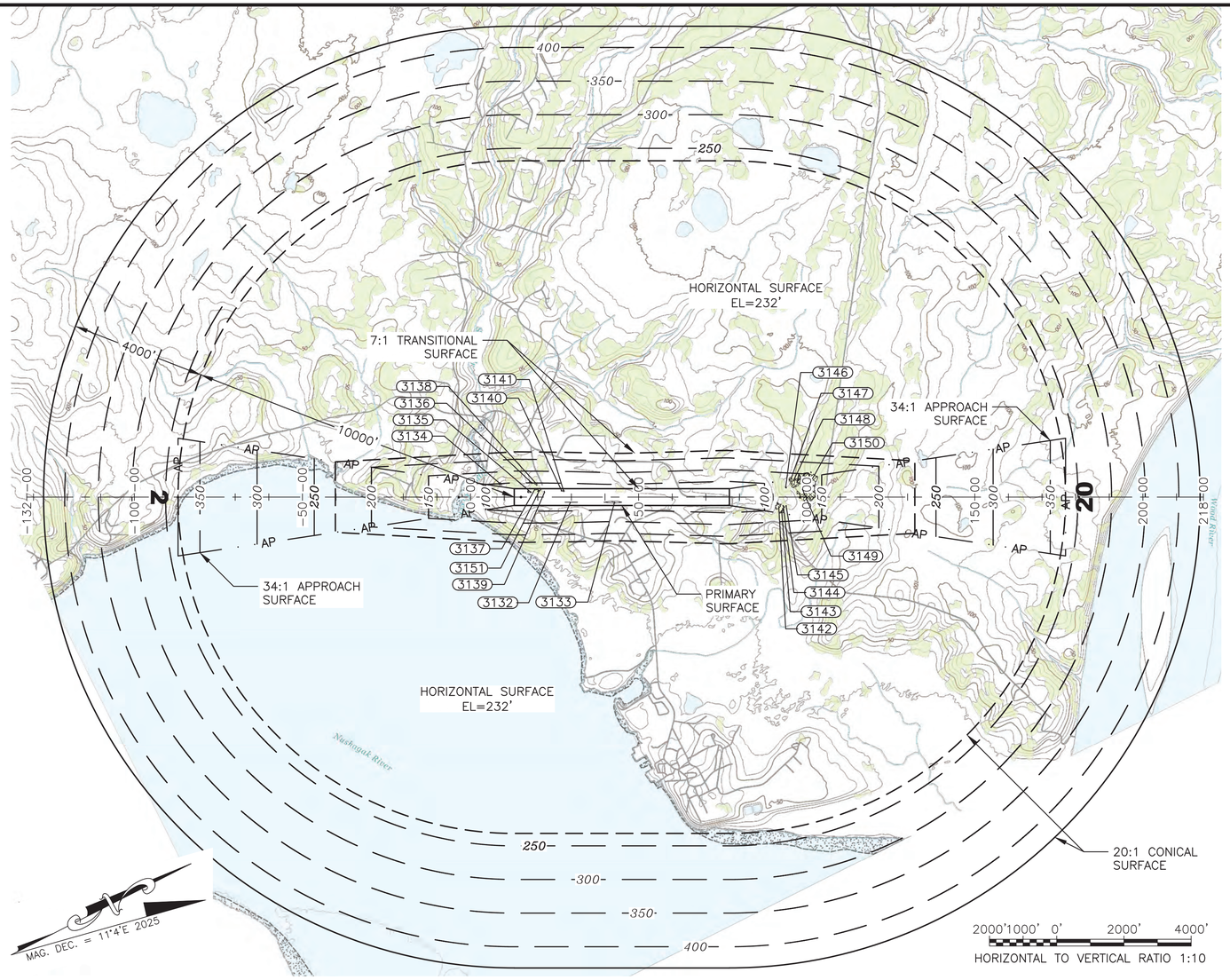
RUNWAY PROFILES

DATE: 4/24/2023

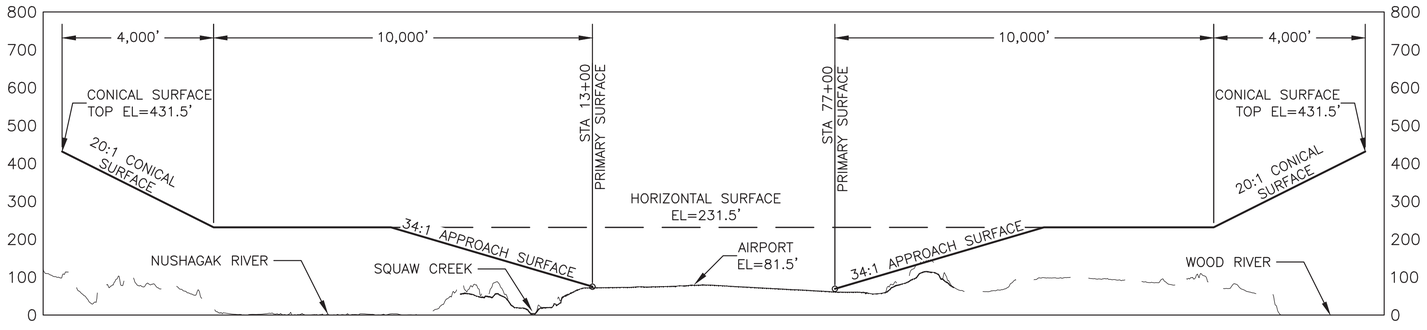
SHEET: 18 OF 21

Designed By: MJM/RLC
Drawn By: AVA/RLC
Checked By: CJB

Date Plotted: 4/24/2023, 12:12 PM
Layout Name: PROF
File Name: Z:\project\2820.01 DOT_C DLG AMP Update\Civil\ACAD\ALP\ALP-DLG-Ultimate Layout.dwg



PLAN



PROFILE

PART 77 AIRSPACE OBSTRUCTIONS TABLE

ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
3132	TERRAIN	29+74 / 150.0' RT	77.4'	PRIMARY	77.3'	0.04'	REMOVE	ULTIMATE
3133	TERRAIN	42+86 / 150.0' RT	82.0'	PRIMARY	81.5'	0.5'	REMOVE	ULTIMATE
3134	TREE (HP)	8+78 / 400.0' LT	105.4'	TRANSITIONAL	99.9'	5.5'	REMOVE	ULTIMATE
3135	TREE (HP)	17+86 / 150.8' LT	77.2'	TRANSITIONAL	75.5'	1.8'	REMOVE	ULTIMATE
3136	TREE (HP)	18+11 / 431.7' LT	104.1'	TRANSITIONAL	101.5'	2.6'	REMOVE	ULTIMATE
3137	TREE (HP)	19+23 / 250.0' LT	77.3'	PRIMARY	75.7'	1.6'	REMOVE	ULTIMATE
3138	TREE (HP)	19+52 / 404.2' LT	101.7'	TRANSITIONAL	97.7'	3.9'	REMOVE	ULTIMATE
3139	TREE (HP)	22+05 / 148.1' LT	76.3'	PRIMARY	76.1'	0.3'	REMOVE	ULTIMATE
3140	TREE (HP)	27+08 / 195.1' LT	77.5'	PRIMARY	76.8'	0.8'	REMOVE	ULTIMATE
3141	TREE (HP)	27+67 / 191.5' LT	78.0'	PRIMARY	76.9'	1.1'	REMOVE	ULTIMATE
3142	TREE (HP)	91+69 / 276.5' RT	116.7'	APPROACH	112.5'	4.2'	REMOVE	ULTIMATE
3143	TREE (HP)	92+55 / 409.1' RT	121.5'	APPROACH	115.0'	6.5'	REMOVE	ULTIMATE
3144	TREE (HP)	93+04 / 266.1' RT	119.2'	APPROACH	116.4'	2.8'	REMOVE	ULTIMATE
3145	TREE (HP)	93+89 / 259.4' RT	120.3'	APPROACH	118.9'	1.4'	REMOVE	ULTIMATE
3146	TREE (HP)	93+76 / 291.3' LT	121.5'	APPROACH	118.5'	3.0'	REMOVE	ULTIMATE
3147	TREE (HP)	95+30 / 531.5' LT	129.5'	TRANSITIONAL	124.0'	5.5'	REMOVE	ULTIMATE
3148	TREE (HP)	96+04 / 483.1' LT	126.1'	APPROACH	125.2'	0.9'	REMOVE	ULTIMATE
3149	TREE (HP)	98+73 / 235.5' LT	136.9'	APPROACH	133.1'	3.8'	REMOVE	ULTIMATE
3150	TREE (HP)	101+72 / 548.7' LT	161.6'	APPROACH	141.9'	19.7'	REMOVE	ULTIMATE
3151	TERRAIN	20+41 / 179.1' LT	76.1'	PRIMARY	75.8'	0.3'	REMOVE	ULTIMATE

LEGEND

- FAR PART 77 TERRAIN PENETRATIONS
- FAR PART 77 TREE PENETRATIONS
- (X) OBSTRUCTION, SEE PLAN VIEW

NOTES:

1. (HP) = POINT OF HIGHEST PENETRATION.
2. PRIMARY SURFACE WIDTH IS 500'.
3. THERE ARE NO KNOWN HEIGHT RESTRICTIONS.
4. REFER TO INNER PORTION OF THE APPROACH SURFACE (SHEETS 8–11) FOR CLOSE IN OBSTRUCTIONS.
5. USGS QUAD DILLINGHAM (A–7) SQ 2019, ALASKA.
6. AIRPORT AIRSPACE PART 77 SURFACE SHOWN FOR ULTIMATE CONDITION.

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
AIRPORT LAYOUT PLAN

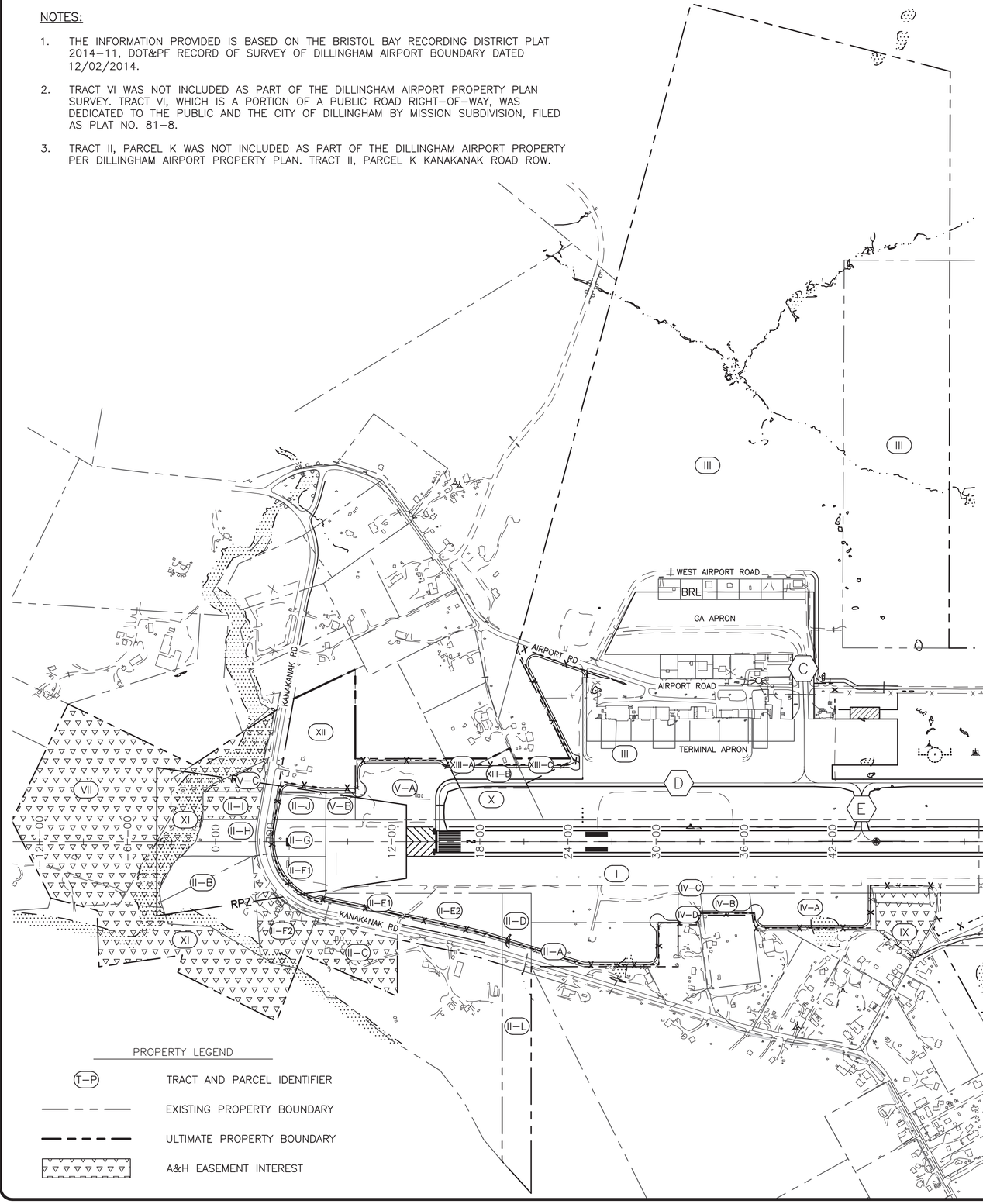
AIRPORT AIRSPACE (FAR PART 77)

DATE: 4/24/2023
SHEET: 19 OF 21

Designed By: MIM/RLC
Drawn By: AVA/RLC
Checked By: CJB
Date Plotted: 4/24/2023 - 12:12 PM
Layout Name: P1
File Name: Z:\project\2820_01 DOT_C DLG AMP Update\Civil\ACAD\ALP\ALP-DLG-Airport Airspace.dwg

NOTES:

1. THE INFORMATION PROVIDED IS BASED ON THE BRISTOL BAY RECORDING DISTRICT PLAT 2014–11, DOT&PF RECORD OF SURVEY OF DILLINGHAM AIRPORT BOUNDARY DATED 12/02/2014.
2. TRACT VI WAS NOT INCLUDED AS PART OF THE DILLINGHAM AIRPORT PROPERTY PLAN SURVEY. TRACT VI, WHICH IS A PORTION OF A PUBLIC ROAD RIGHT–OF–WAY, WAS DEDICATED TO THE PUBLIC AND THE CITY OF DILLINGHAM BY MISSION SUBDIVISION, FILED AS PLAT NO. 81–8.
3. TRACT II, PARCEL K WAS NOT INCLUDED AS PART OF THE DILLINGHAM AIRPORT PROPERTY PER DILLINGHAM AIRPORT PROPERTY PLAN. TRACT II, PARCEL K KANAKANAK ROAD ROW.



PROPERTY LEGEND

- (T–P) TRACT AND PARCEL IDENTIFIER
- EXISTING PROPERTY BOUNDARY
- ULTIMATE PROPERTY BOUNDARY
- A&H EASEMENT INTEREST

PROPERTY STATUS

TRACT	PARCEL	INTEREST	GRANTOR	GRANTEE	PARCEL SIZE (AC)	DATE ACQUIRED	RECORDED DOC NO.	ACQUIRED AIP NO.
I	–	FEE SIMPLE	STATE OF ALASKA, DNR	STATE OF ALASKA, DOT/PF	55.63 ±	5/19/1958	PAT. 1139790	
II	A	FEE SIMPLE 50–85–0054	USA, BLM	STATE OF ALASKA	6.88 ±	11/28/1984	BK 29 PG 27	
	B	FEE SIMPLE–PATENT 50–85–0054	USA, BLM	STATE OF ALASKA	7.36 ±	11/28/1984	BK 29 PG 27	
	C	A & H EASEMENT & ROW	RALPH SORENSEN	STATE OF ALASKA, DOT/PF	4.44 ±	3/15/1985	BK 29 PG 412	
	D	FEE SIMPLE 50–85–0054	USA, BLM	STATE OF ALASKA	1.62 ±	11/28/1984	BK 29 PG 27	
	E1	FEE SIMPLE	RALPH SORENSEN	STATE OF ALASKA, DOT/PF	5.15 ±	5/23/1985	BK 29 PG 756	
	E2	FEE SIMPLE	RALPH SORENSEN	STATE OF ALASKA, DOT/PF	0.0005 ±	5/23/1985	BK 29 PG 756	
	F1	FEE SIMPLE	RALPH SORENSEN	STATE OF ALASKA, DOT/PF	1.95 ±	5/23/1985	BK 29 PG 756	
	F2	A & H EASEMENT & AIR RIGHTS	BIA FOR RALPH SORENSEN ET. AL.	STATE OF ALASKA, DOT/PF	3.67 ±	8/13/1985	BK 30 PG 76	
	G	FEE SIMPLE	BERNARD J. WHEELER, JR ET. AL.	STATE OF ALASKA, DOT/PF	2.15 ±	8/2/1985	BK 30 PG 35	
	H	FEE SIMPLE	USA, BLM	STATE OF ALASKA	2.66 ±	11/28/1994	BK 29 PG 27	
	I	A & H EASEMENT & AIR RIGHTS	BIA FOR KATIE TIMMERMAN	STATE OF ALASKA, DOT/PF	1.68 ±	3/15/1985	BK 29 PG 407	
	J	FEE SIMPLE	KATIE TIMMERMAN	STATE OF ALASKA, DOT/PF	1.52 ±	1/8/1985	BK 29 PG 182	
	L	FEE SIMPLE 50–85–0054	USA, BLM	STATE OF ALASKA	5.53 ±	11/28/1984	BK 29 PG 27	
III	–	FEE SIMPLE	USA, BLM	STATE OF ALASKA	406.03 ±	8/28/1981	BK 24 PG 350	
IV	A	FEE SIMPLE	R. ARMSTRONG, ET. AL.	STATE OF ALASKA, DOT/PF	4.84 ±	6/18/1982	BK 25 PG 627	
	B	FEE SIMPLE	MARTIN JOHNSON	STATE OF ALASKA, DOT/PF	1.14 ±	1/11/1982	BK 25 PG 29	
	C	FEE SIMPLE	CHOGGIUNG LTD.	STATE OF ALASKA, DOT/PF	0.25 ±	4/6/1993	BK 40 PG 336	
	D	FEE SIMPLE	HEIRS OF MICKEY LOPEZ	STATE OF ALASKA, DOT/PF	0.53 ±	11/21/1984	2011–000266–0	
V	A	FEE SIMPLE	USA, BLM 50–85–0054	STATE OF ALASKA, DOT/PF	6.87 ±	11/7/1984	BK 29 PG 27	
	B	FEE SIMPLE	NELS J ANDERSON	STATE OF ALASKA, DOT/PF	0.87 ±	9/12/1985	BK 30 PG 264	
	C	A & H EASEMENT & AIR RIGHTS	BIA FOR NELS J ANDERSON	STATE OF ALASKA, DOT/PF	1.24 ±	9/27/1985	BK 30 PG 763	
VII	–	A & H EASEMENT & ROW	USA, BLM	STATE OF ALASKA, USA	23.64 ±	5/2/1972	BK 21 PG 274	
VIII	A	FEE SIMPLE	CHOGGIUNG LTD. & BRISTOL BAY NATIVE CORP.	STATE OF ALASKA, DOT/PF	21.32 ±	8/3/1984	BK 25 PG 535	
	B	FEE SIMPLE	CHOGGIUNG LTD. & BRISTOL BAY NATIVE CORP.	STATE OF ALASKA, DOT/PF	42.89 ±	8/3/1984	BK 25 PG 535	
	C	FEE SIMPLE	NELS JOHNSON	STATE OF ALASKA, DOT/PF	30.56 ±	9/3/1982	BK 25 PG 700	
	D	A & H EASEMENT & ROW	BIA FOR NELS JOHNSON	STATE OF ALASKA, DOT/PF	4.94 ±	9/3/1982	BK 25 PG 702	
IX	–	A & H EASEMENT & ROW	CHOGGIUNG LTD.	STATE OF ALASKA, DOT/PF	3.11 ±	4/21/1993	BK 40 PG 342	
X	–	FEE SIMPLE	KUZAKIN, ROEHL, ET. AL.	STATE OF ALASKA, DOT/PF	2.32 ±	9/9/1985	BK 30 PG 191–251	
XI	–	A & H EASEMENT & ROW	S OF A, DNR ADL 207091	STATE OF ALASKA, DOT/PF	18.70 ±	11/5/1984	BK 28 PG 940	
XII	–	FEE SIMPLE; A & H EASEMENT	TBD	STATE OF ALASKA, DOT/PF	7.88 ±	TBA	TBD	
XIII	A	FEE SIMPLE	TBD	STATE OF ALASKA, DOT/PF	0.41 ±	TBA	TBD	
	B	FEE SIMPLE	TBD	STATE OF ALASKA, DOT/PF	1.89 ±	TBA	TBD	
	C	FEE SIMPLE	TBD	STATE OF ALASKA, DOT/PF	0.81 ±	TBA	TBD	
XIV	–	FEE SIMPLE; A & H EASEMENT	TBD	STATE OF ALASKA, DOT/PF	35.68 ±	TBA	TBD	

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
AIRPORT LAYOUT PLAN

PROPERTY MAP

DATE: 4/24/2023

SHEET: 20 OF 21

Designed By: MJM/RLC
Drawn By: AVA/RLC
Checked By: CJB

Date Plotted: 4/24/2023 - 12:13 PM
Layout Name: Map
File Name: Z:\project\28620_01 DOT_C DLG AMP Update\Civil\ACAD\ALP\ALP-DLG-Property Map.dwg

PROPERTY LEGEND

- AVIATION USE
- REVENUE SUPPORT AREA
- NON–AVIATION REVENUE AREA
- RESIDENTIAL AREA
- AVIGATION HAZARD EASEMENT
- AVIATION RESERVE
- COMMERCIAL MIXED USE
- EXISTING PROPERTY BOUNDARY
- ULTIMATE PROPERTY BOUNDARY

MAG. DEC. = 11°4'E 2025

400' 200' 0' 400' 800'

AIRPORT PROPERTY BOUNDARY

WEST AIRPORT ROAD

BRL

GA APRON

AIRPORT ROAD

TERMINAL APRON

TO BE ACQUIRED

KANAKANAK RD

SQUAW CREEK

RPZ

WOOD RIVER RD

OHE

NUSHAGAK RIVER

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
AIRPORT LAYOUT PLAN

LAND USE

DATE: 4/24/2023

SHEET: 21 OF 21

Designed By: MJM/RLC
Drawn By: AVA/RLC
Checked By: CJB

Date Plotted: 4/24/2023, 12:13 PM
Layout Name: Msp
File Name: Z:\Project\2020.01 DOT_C DLG AMP Update\Civil\ACAD\ALP\ALP-DLG-Land Use.dwg