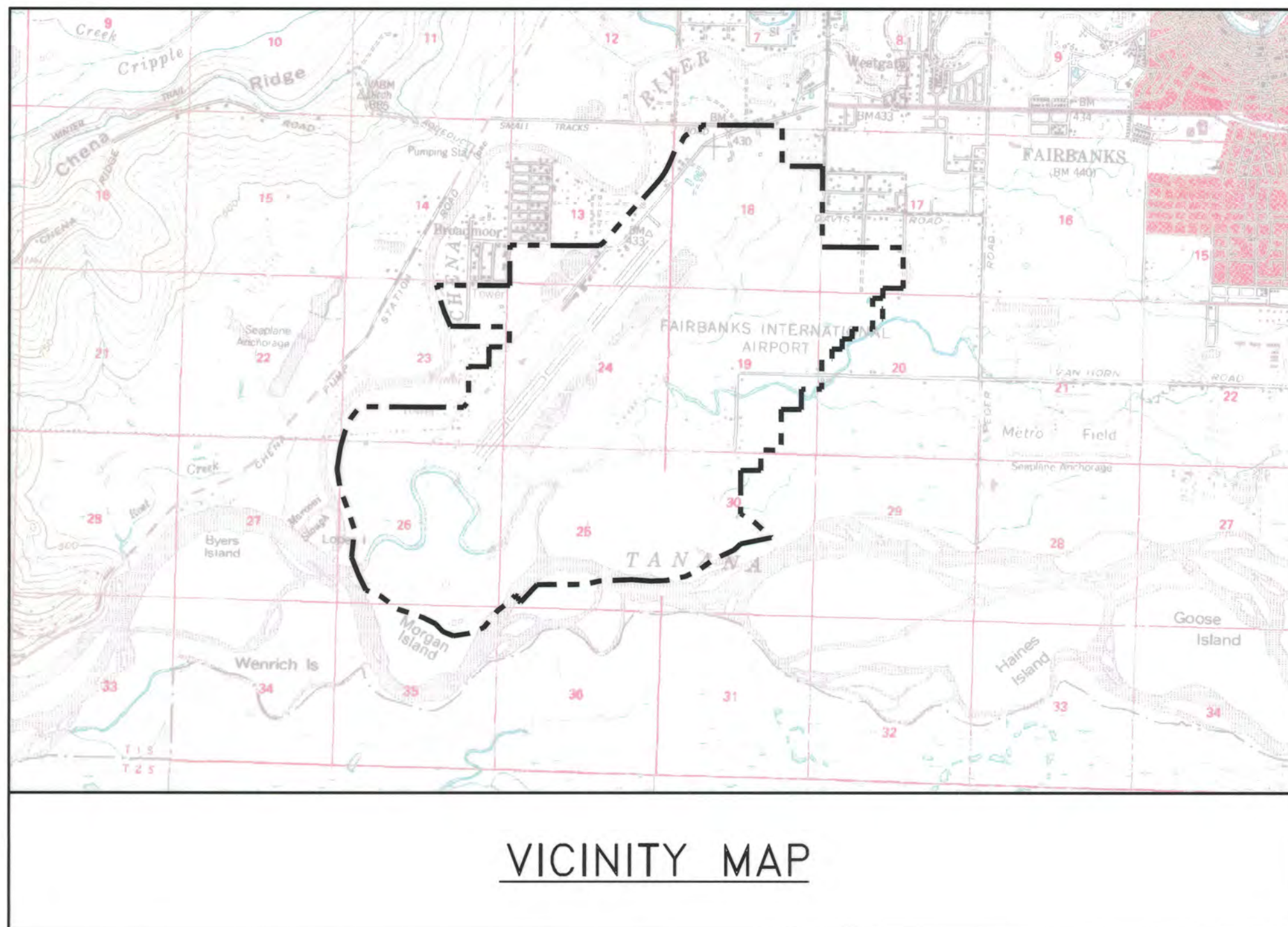


LOCATION MAP

FAIRBANKS INTERNATIONAL AIRPORT (FAI) AIRPORT LAYOUT PLAN FAIRBANKS, ALASKA



VICINITY MAP



LEGEND		
	EXISTING	ULTIMATE
AIRFIELD PAVEMENT		
AIRPORT REFERENCE POINT (ARP)		
BUILDING RESTRICTION LINE (BRL)		
FENCING		
ILS CRITICAL AREAS		
PAPI		
REIL		
PROPERTY LINE		
RAILROAD TRACKS		
ROADS		
ROTATING BEACON		
RUNWAY PROTECTION ZONE		
RUNWAY/TAXIWAY SAFETY AREA (RSA/TSA)		
RUNWAY/TAXIWAY OBJECT FREE AREA (ROFA/TOFA)		
RUNWAY OBSTACLE FREE ZONE		
STRUCTURE		
TAXIWAY DESIGNATION		
THRESHOLD		
TOPOGRAPHIC CONTOURS		
WINDCONE		
OPEN WATER		
SURVEY MONUMENTS		
BUILDING NUMBER		
OBSTRUCTION NUMBER		

SHEET INDEX		
SHEET NO.	REV. DATE	DESCRIPTION
1		TITLE SHEET
2		AIRPORT DATA
3		AIRPORT DATA
4		AIRPORT LAYOUT (EXISTING)
4A		AIRPORT LAYOUT (EXISTING)
5		AIRPORT LAYOUT (ULTIMATE)
5A		AIRPORT LAYOUT (ULTIMATE)
6		RUNWAY PROFILES (EXISTING & ULTIMATE)
7		INNER PORTION OF APPROACH SURFACE RW 2L
8		INNER PORTION OF APPROACH SURFACE RW 20R
9		INNER PORTION OF APPROACH SURFACE RW 2R
10		INNER PORTION OF APPROACH SURFACE RW 20L
11		INNER PORTION OF APPROACH SURFACE RW 2 & 20
12		INNER PORTION OF APPROACH SURFACE RW 2W & 20W
13		AIRPORT AIRSPACE PLAN
14		AIRPORT AIRSPACE PROFILES
15		AIRPORT AIRSPACE OBSTRUCTION TABLES
16		TERMINAL PLAN SW QUADRANT
17		TERMINAL PLAN NW QUADRANT
18		TERMINAL PLAN SE QUADRANT
19		TERMINAL PLAN NE QUADRANT
20		LAND USE DRAWING
21-22		PROPERTY MAP

DESIGN AMS
DRAWN EJM
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION-AVIATION

APPROVED: Jeffery A. Roach DATE 4/14/17
JEFFERY A. ROACH AIRPORT MANAGER

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO
ALP APPROVAL LETTER DATED 5/3/17
FAA AIRSPACE REVIEW NUMBER: 2017-ALP-9-NRA

Pat O'Neil DATE 5-3-17
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL- 612

BY	DATE	REVISIONS

FAIRBANKS INTERNATIONAL
AIRPORT (FAI)
AIRPORT LAYOUT PLAN
TITLE SHEET

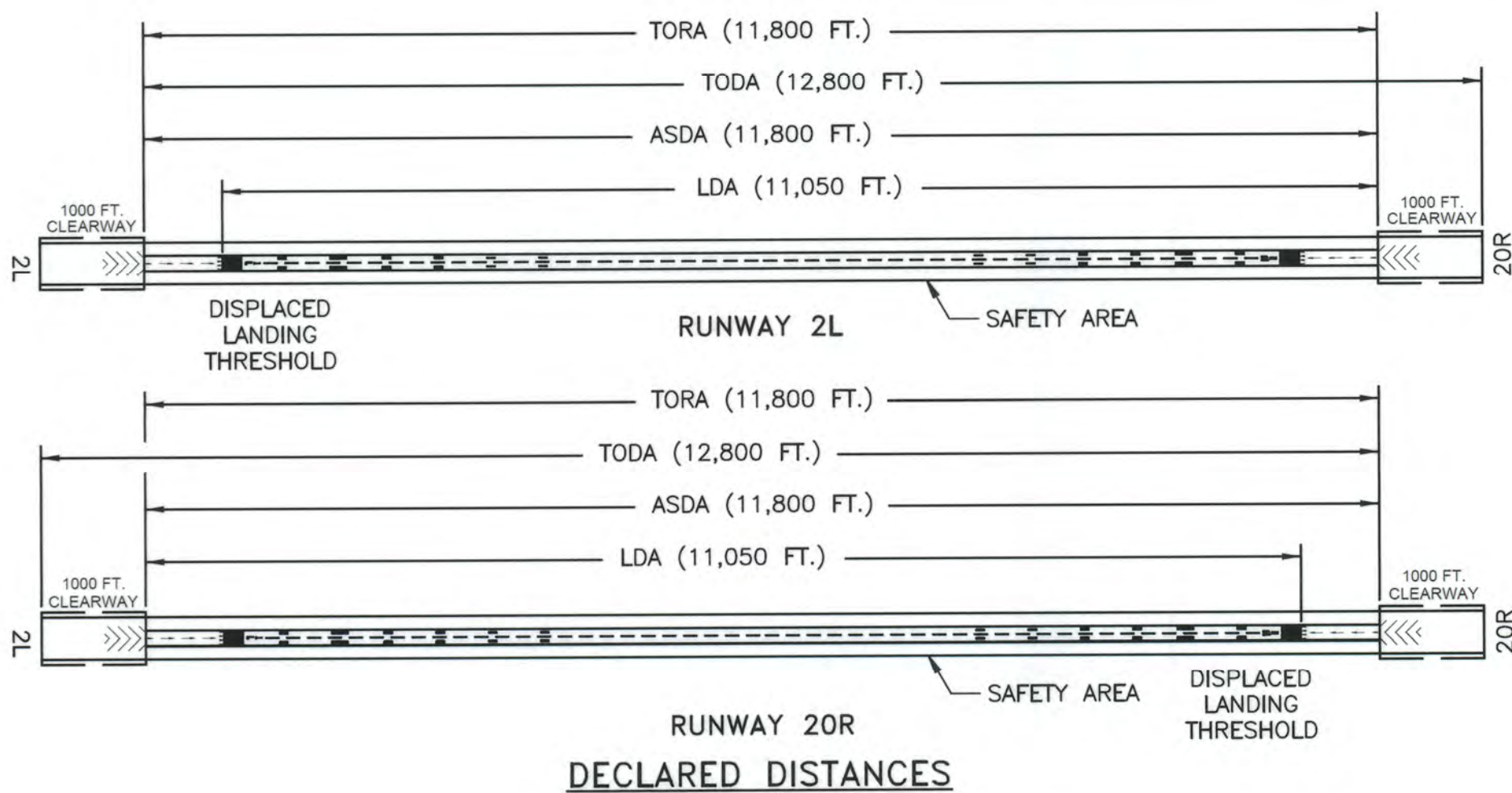
SHEET
1
OF
22

AIRPORT DATA		
	EXISTING	ULTIMATE
ICAO IDENTIFIER	PAFA	
NATIONAL AIRPORT IDENTIFIER	FAI	
FAA SITE NUMBER	50219.*A	
AIRPORT REFERENCE CODE (ARC)	D-V	
NPIAS ROLE	P-S ¹	P-S ¹
STATE EQUIVALENT SERVICE ROLE	INTERNATIONAL	
AIRPORT ELEVATION (NAVD 88)	439'	439'
AIRPORT AND TERMINAL NAVIGATION AIDS	ATCT, LIGHTED WIND CONE, ROTATING BEACON, ASR, VORTAC, NDB, ASOS, ILS/DME	ATCT, LIGHTED WIND CONE, ROTATING BEACON, ASR, VORTAC, NDB, ASOS, ILS/DME
TAXIWAY LIGHTING	MITL	MITL
TAXIWAY MARKING	YES	YES
RAMP LIGHTING	MITL, FLOOD	MITL, FLOOD
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE ²	18° 44'E, JANUARY 2015, 25'W/ YEAR	
MEAN MAXIMUM TEMPERATURE ³	72.7° F	
OBSTRUCTION SURVEY SOURCE & TYPE	VERTICALLY GUIDED AIRPORT AIRSPACE ANALYSIS SURVEY BY R&M CONSULTANTS, INC. 2010 - 2011	
¹ P = COMMERCIAL SERVICE-PRIMARY, S = SMALL HUB		
² SOURCE: NOAA'S GEOPHYSICAL DATA CENTER, GEOMAGNETIC ONLINE CALCULATOR, WMM 2014-2019 MODEL.		
³ SOURCE: NOAA CLIMATE DATA ONLINE. PERIOD OF RECORD: 1981-2010.		

GEOGRAPHIC COORDINATES (NAD 83)						
DESCRIPTION	EXISTING			ULTIMATE		
	LATITUDE	LONGITUDE	ELEVATION	LATITUDE	LONGITUDE	ELEVATION
AIRPORT REFERENCE POINT	64° 48' 54" N	147° 51' 23" W		SAME	SAME	SAME
2L THRESHOLD	64° 48' 09.48" N	147° 53' 09.18" W	435.6'	SAME	SAME	SAME
20R THRESHOLD	64° 49' 40.91" N	147° 50' 21.13" W	438.9'	SAME	SAME	SAME
2L DISPLACED THRESHOLD	64° 48' 15.29" N	147° 52' 58.51" W	436.1'	SAME	SAME	SAME
20R DISPLACED THRESHOLD	64° 49' 35.10" N	147° 50' 31.82" W	438.9'	SAME	SAME	SAME
2R THRESHOLD	64° 48' 00.86" N	147° 52' 32.24" W	433.2'	SAME	SAME	SAME
20L THRESHOLD	64° 48' 51.24" N	147° 50' 59.67" W	433.1'	SAME	SAME	SAME
2S THRESHOLD	64° 48' 57.80" N	147° 50' 47.60" W	433.0'	SAME	SAME	SAME
20S THRESHOLD	64° 49' 20.26" N	147° 50' 06.27" W	433.6'	SAME	SAME	SAME
2W THRESHOLD	64° 48' 58.00" N	147° 51' 16.59" W	423.5'	SAME	SAME	SAME
20W THRESHOLD	64° 49' 39.83" N	147° 49' 59.63" W	423.5'	SAME	SAME	SAME

AIRPORT SURVEY CONTROL					
MONUMENT	ALASKA STATE PLANE, NAD 83, ZONE 3		LATITUDE	LONGITUDE	ELEVATION (NAVD 88)
	NORTHING	EASTING			
PACS "FAI A"	3956198.11	1351803.19	64° 48' 50.38" N	147° 51' 08.11" W	431.1'
SACS "FAI B"	3959156.70	1352843.31	64° 49' 19.79" N	147° 50' 46.09" W	431.9'
SACS "FAI C"	3954594.17	1348784.46	64° 48' 33.73" N	147° 52' 16.71" W	432.3'

DECLARED DISTANCE TABLE								
RUNWAY	TORA		TODA		ASDA		LDA	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
2L	11,800'	11,800'	12,800'	12,800'	11,800'	11,800'	11,050'	11,050'
20R	11,800'	11,800'	12,800'	12,800'	11,800'	11,800'	11,050'	11,050'



MODIFICATION TO STANDARDS					
DESCRIPTION	STANDARD	EXISTING	ULTIMATE	AIRSPACE #	APPROVAL DATE
NONE					

NONSTANDARD CONDITIONS			
ITEM	STANDARD	EXISTING	ULTIMATE

	RUNWAY DATA							
	RUNWAY 2L-20R		RUNWAY 2R-20L		SKI STRIP 2-20		WATERLANE 2W-20W	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY TYPE (UTILITY OR OTHER THAN UTILITY)	LARGER THAN UTILITY		LARGER THAN UTILITY		UTILITY		UTILITY	
F.A.R. PART 77 APPROACH CATEGORY/TYPE	50:1/PRECISION		34:1/NON-PRECISION		20:1/VISUAL		20:1/VISUAL	
APPROACH VISIBILITY MINIMUMS	2L=CAT III A&B/20R=CAT II A&B		2R=1 MILE / 20L=3/4 MILE		VISUAL		VISUAL	
TYPE OF AERONAUTICAL SURVEY REQUIRED	VERTICALLY GUIDED		NOT VERTICALLY GUIDED		NOT VERTICALLY GUIDED		NOT VERTICALLY GUIDED	
THRESHOLD SITING SURFACE (TSS) SLOPE	34:1		20:1		20:1		20:1	
RUNWAY SURFACE	ASPHALT, GROOVED		ASPHALT		GRAVEL/SNOW		WATER	
PAVEMENT STRENGTH (lbs)	SINGLE=75,000 DUAL=220,000 DUAL TANDEM=580,000 DOUBLE DUAL TANDEM=1,100,000		SINGLE=18,000		N/A		N/A	
PAVEMENT CLASSIFICATION NUMBER (PCN)	78FAWT		SAME		SAME		SAME	
RUNWAY DESIGN CODE (RDC)	D-V-1200		B-II-4000		B-II-VIS		B-II-VIS	
AIRPORT REFERENCE CODE (APRC)	D/V/1600		B/II/4000		B/II/VIS		B/II/VIS	
TRUE BEARING	N39° 44' 57"E		N39° 45' 09"E		N39° 45' 09"E		N39° 45' 11"E	
RUNWAY DIMENSIONS	11,800' x 150'		6,501' x 100'		2,900' x 75'		5,400' x 100' / 5400' x 200'	
DISPLACED THRESHOLD/ELEVATION	2L=750'/436.1 20R=750'/438.9		N/A		N/A		N/A	
RUNWAY END ELEVATIONS	2L=435.6' / 20R=438.9'		2R=433.2' / 20L=433.1'		2=433.0' / 20=433.6'		2W=423.4' / 20W=423.4'	
MAXIMUM ELEVATION	438.9'		433.2'		433.6'		423.4'	
PERCENT EFFECTIVE GRADIENT	0.03%		0.02%		0.06%		N/A	
RUNWAY SAFETY AREA (RSA) DIMENSIONS	13,800' x 500'		7,100' x 150'		3,500' x 150'		N/A	
RSA LENGTH BEYOND RUNWAY ENDS	1,000'		300'		300'		N/A	
APPROACH RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	2L=2,500' x 1,000' x 1,750' 20R=2,500' x 1,000' x 1,750'		2R=1,000' x 500' x 700' 20L=1,700' x 1,000' x 1,510'		2=1,000 x 500' x 700' 20=1,000 x 500' x 700'		2W=1,000 x 500' x 700' 20W=1,000 x 500' x 700'	
DEPARTURE RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	2L=1,700' x 500' x 1,010' 20R=1,700' x 500' x 1,010'		2R=1,000' x 500' x 700' 20L=1,000' x 500' x 700'		2=1,000 x 500' x 700' 20=1,000 x 500' x 700'		2W=1,000 x 500' x 700' 20W=1,000 x 500' x 700'	
RUNWAY OBJECT FREE AREA (ROFA) DIMENSIONS	13,800' x 800'		7,100' x 500'		3,500' x 500'		N/A	
ROFA LENGTH BEYOND RUNWAY ENDS	1,000'		300'		300'		N/A	
RUNWAY OBSTACLE FREE ZONE (OFZ) DIMENSIONS	12,200' x 400'		6,900' x 250'		3,300' x 250'		N/A	
PRECISION OBSTACLE FREE ZONE	200' x 800'		N/A		N/A		N/A	
RUNWAY LIGHTING	HIRL, CL, TDLZ		MIRL		NONE		NONE	
RUNWAY MARKINGS	PRECISION		NON-PRECISION		NONE		BUOYS	
NAVIGATIONAL AND VISUAL AIDS	2L=ALSF2, PAPI, GS, LOCALIZER 20R=ALSF, MALSR, PAPI, GS, LOCALIZER		2R=MALS, PAPI 20L=REIL, PAPI		NONE		NONE	
TOUCHDOWN ZONE ELEVATIONS	2L=438.1' / 20R=438.9'		2R=433.2' / 20L=433.2'		2=433.6' / 20=433.6'		2W=423.4' / 20W=423.4'	

¹ THRESHOLD LIGHTS ONLY

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

APPROVED: Jeffery A. Roach DATE 4/14/17
 JEFFERY A. ROACH AIRPORT MANAGER

BY	DATE	REVISIONS	FAA

THIS ALP SUPERSEDES ALP DATED 3/6/13.

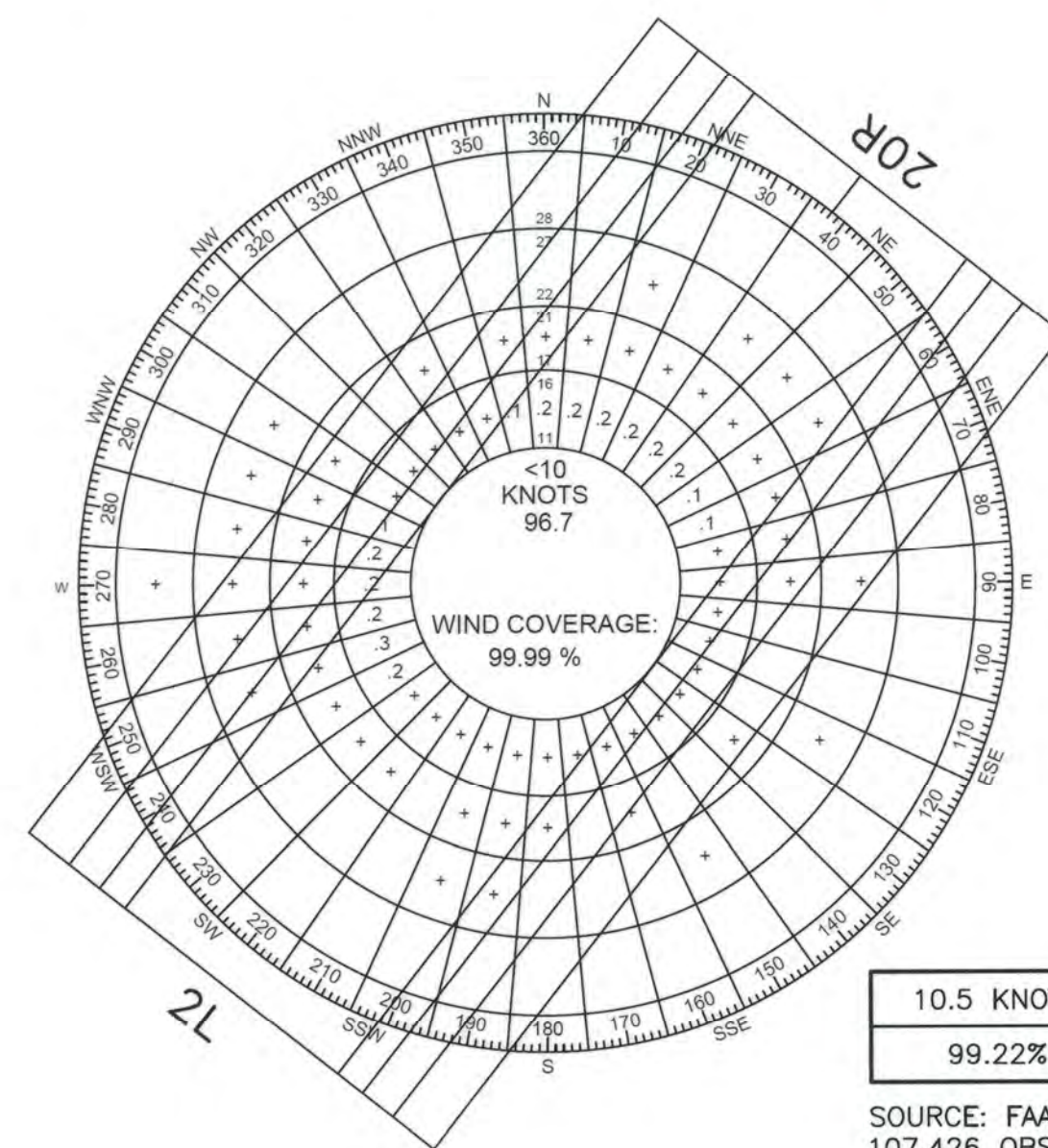
FAIRBANKS INTERNATIONAL
 AIRPORT (FAI)
 AIRPORT LAYOUT PLAN
 AIRPORT DATA

SHEET
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TAXIWAY DATA											
TAXIWAY DESIGNATION	ADG	TDG	WIDTH (FT)		TSA WIDTH (FT)		OFA WIDTH (FT)		SEPARATION FROM RW CL OR NEAREST RW STATION		REMARKS
			EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	
A	V	5	75	75	214	214	320	320	400'	500'	PARALLEL COMMERCIAL TW
B (WEST)	V	5	150	75	214	SAME	320	SAME	128+00	SAME	INTERCONNECT TW
B (EAST)	V	3	75	50	79	118	131	186	127+91	SAME	INTERCONNECT TW
C	II	2	50	35	79	SAME	131	SAME	375'	SAME	PARALLEL GA TW
D (GA APRON)	II	2	40	35	79	SAME	131	SAME	717' - 750'	SAME	TAXILANE
D	II	2	40	35	79	SAME	115	SAME	750'	SAME	PARALLEL TW
E	V	5	75	SAME	214	SAME	131	SAME	65+88	SAME	INTERCONNECT TW
F	V	5	245	75	214	SAME	320	SAME	73+86	SAME	INTERCONNECT TW
G	V	5	120	75	214	SAME	320	SAME	88+30	SAME	INTERCONNECT TW
H	V	5	150	75	214	SAME	320	SAME	106+75	SAME	INTERCONNECT TW
M	V	5	130	75	214	SAME	320	SAME	142+00	SAME	INTERCONNECT TW
N	V	5	150	75	214	SAME	320	SAME	165+25	SAME	INTERCONNECT TW
P	V	5	250	75	314	SAME	320	SAME	175+15	SAME	INTERCONNECT TW
Q	II	2	35	SAME	79	SAME	131	SAME	87+97	SAME	INTERCONNECT GA TW
R	II	2	35	SAME	79	SAME	131	SAME	103+00	SAME	EXIT ONLY (ULT), INTERCONNECT GA TW
S	II	2	35	35	79	79	131	131	113+40	108+30	EXIT ONLY (ULT), INTERCONNECT GA TW
T (WEST)	II	2	35	SAME	79	SAME	131	SAME	134+85	SAME	INTERCONNECT GA TW
T (EAST)	II	2	200	SAME	79	SAME	131	SAME	134+85	SAME	INTERCONNECT GA TW
U	II	2	35	35	79	79	131	131	142+13	142+13	INTERCONNECT GA TW
V	II	2	35	SAME	79	SAME	131	SAME	154+30	SAME	EXIT ONLY (ULT), INTERCONNECT GA TW
W	II	2	35	SAME	79	SAME	131	SAME	170+70	SAME	INTERCONNECT GA TW
Y	II	2	35	35	79	79	131	131	96+70	96+70	INTERCONNECT GA TW
AA	II	2	-	35	-	79	-	131	-	108+30	INTERCONNECT GA TW
BB	II	2	-	35	-	79	-	131	-	126+90	INTERCONNECT GA TW
CC	II	2	-	35	-	79	-	131	-	151+63	INTERCONNECT GA TW
DD	II	2	-	35	-	79	-	131	-	157+53	INTERCONNECT GA TW
EE	II	2	-	35	-	79	-	131	-	169+48	INTERCONNECT GA TW
FF	I	1A	-	25	-	49	-	89	-	145+00	INTERCONNECT GA TW
GG	I	1A	-	25	-	49	-	89	-	148+40	INTERCONNECT GA TW
HH	I	1A	-	25	-	49	-	89	-	155+20	INTERCONNECT GA TW
JJ	I	1A	-	25	-	49	-	89	-	158+60	INTERCONNECT GA TW
KK	I	1A	-	25	-	49	-	89	-	162+00	INTERCONNECT GA TW
LL	I	1A	-	25	-	49	-	89	-	165+40	INTERCONNECT GA TW
MM	I	1A	-	25	-	49	-	89	-	168+80	INTERCONNECT GA TW

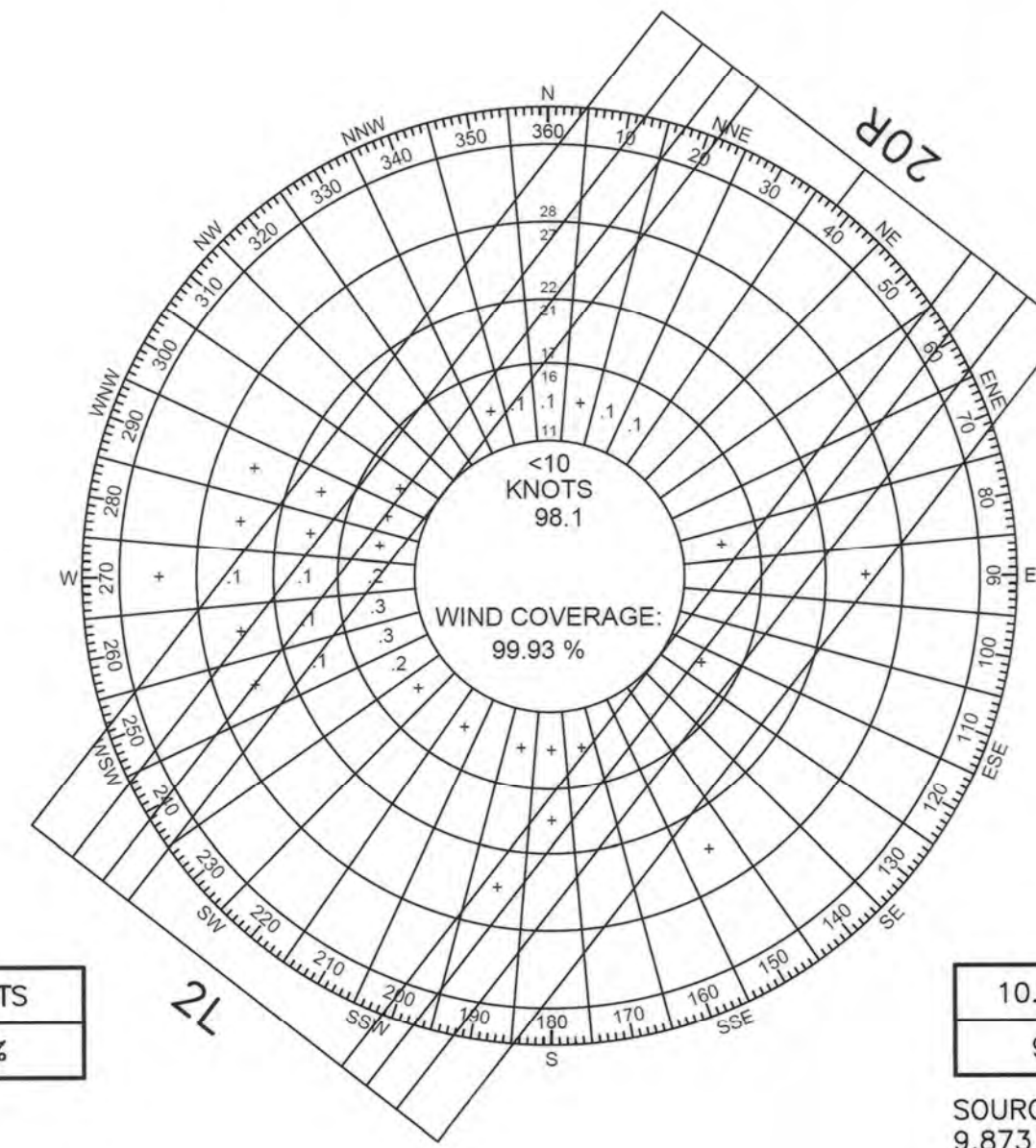
APRON DATA	
APRON	DIMENSIONS
WEST RAMP (EXISTING TERMINAL APRON)	3,020' x VARIES (310' TO 675') (1,498,000 SF)
WEST RAMP (ULTIMATE TERMINAL APRON)	3,020' x VARIES (210' TO 575') (1,339,200 SF)
EAST RAMP (EXISTING GA APRON)	4,900' x 380' (1,862,000 SF)
EAST RAMP (ULTIMATE)	7,540' x 380' (2,865,000 SF)
GA APRON (ULTIMATE)	2,875' x 375' (1,078,125 SF)
HEAVY CARGO APRON (EXISTING)	1,110' x 620' (688,200 SF)
HEAVY CARGO APRON (ULTIMATE)	2160' x 620' (1,339,200 SF)

GA = GENERAL AVIATION



WIND COVERAGE ALL WEATHER CONDITIONS				
10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS	
99.22%	99.68%	99.94%	99.99%	

SOURCE: FAA GIS WINDROSE FILE GENERATOR
107,426 OBSERVATIONS RECORDED AT
FAIRBANKS INTERNATIONAL AIRPORT
FOR THE PERIOD OF RECORD 2005-2014



WIND COVERAGE IFR WEATHER CONDITIONS				
10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS	
99.39%	99.66%	99.81%	99.93%	

SOURCE: FAA GIS WINDROSE FILE GENERATOR
9,873 OBSERVATIONS RECORDED AT
FAIRBANKS INTERNATIONAL AIRPORT
FOR THE PERIOD OF RECORD 2005-2014

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

APPROVED: Jeffery A. Roach DATE 4/14/17
JEFFERY A. ROACH AIRPORT MANAGER

BY	DATE	REVISIONS	FAA

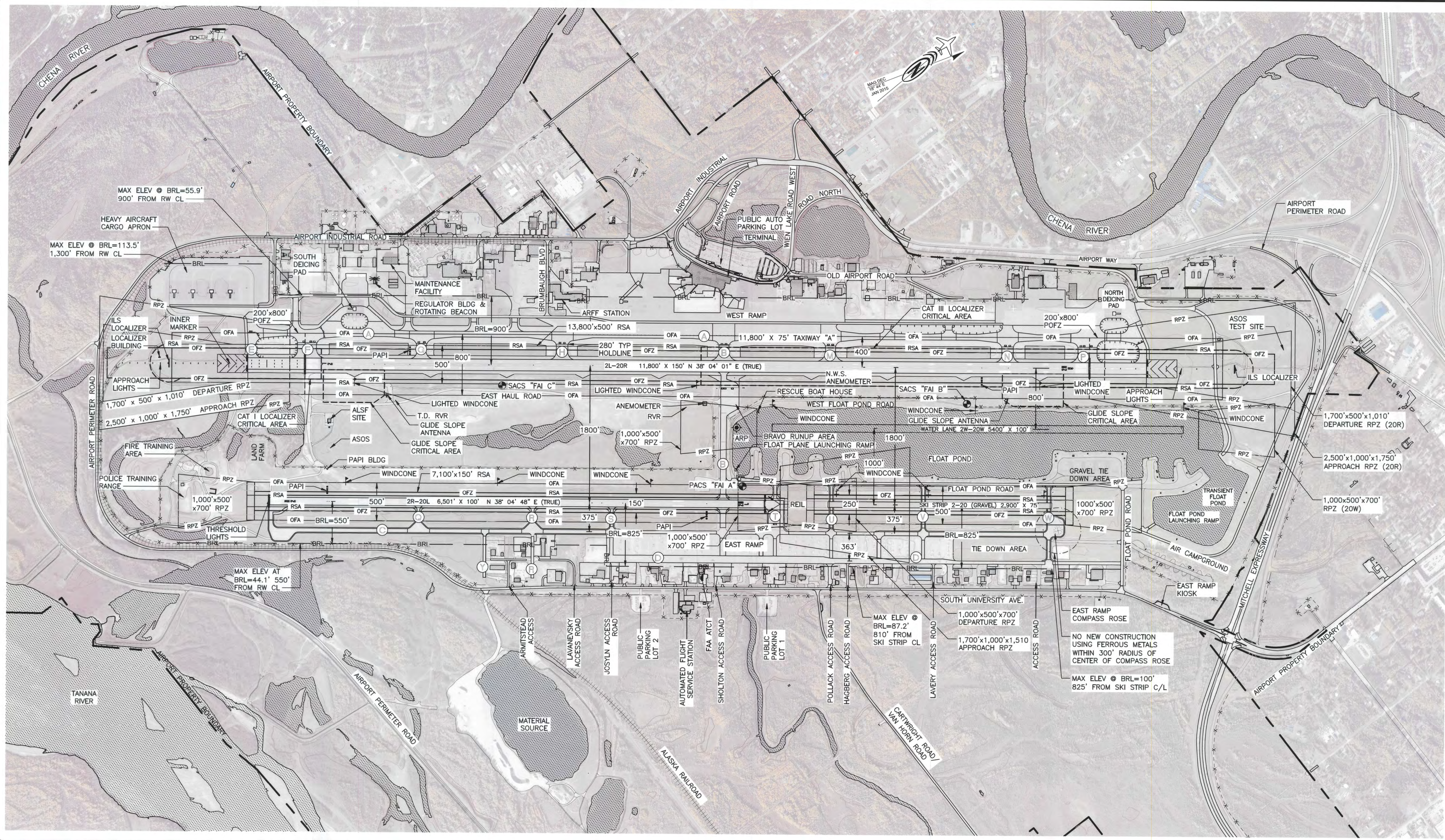
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FAIRBANKS INTERNATIONAL
AIRPORT (FAI)
AIRPORT LAYOUT PLAN
AIRPORT DATA

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STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
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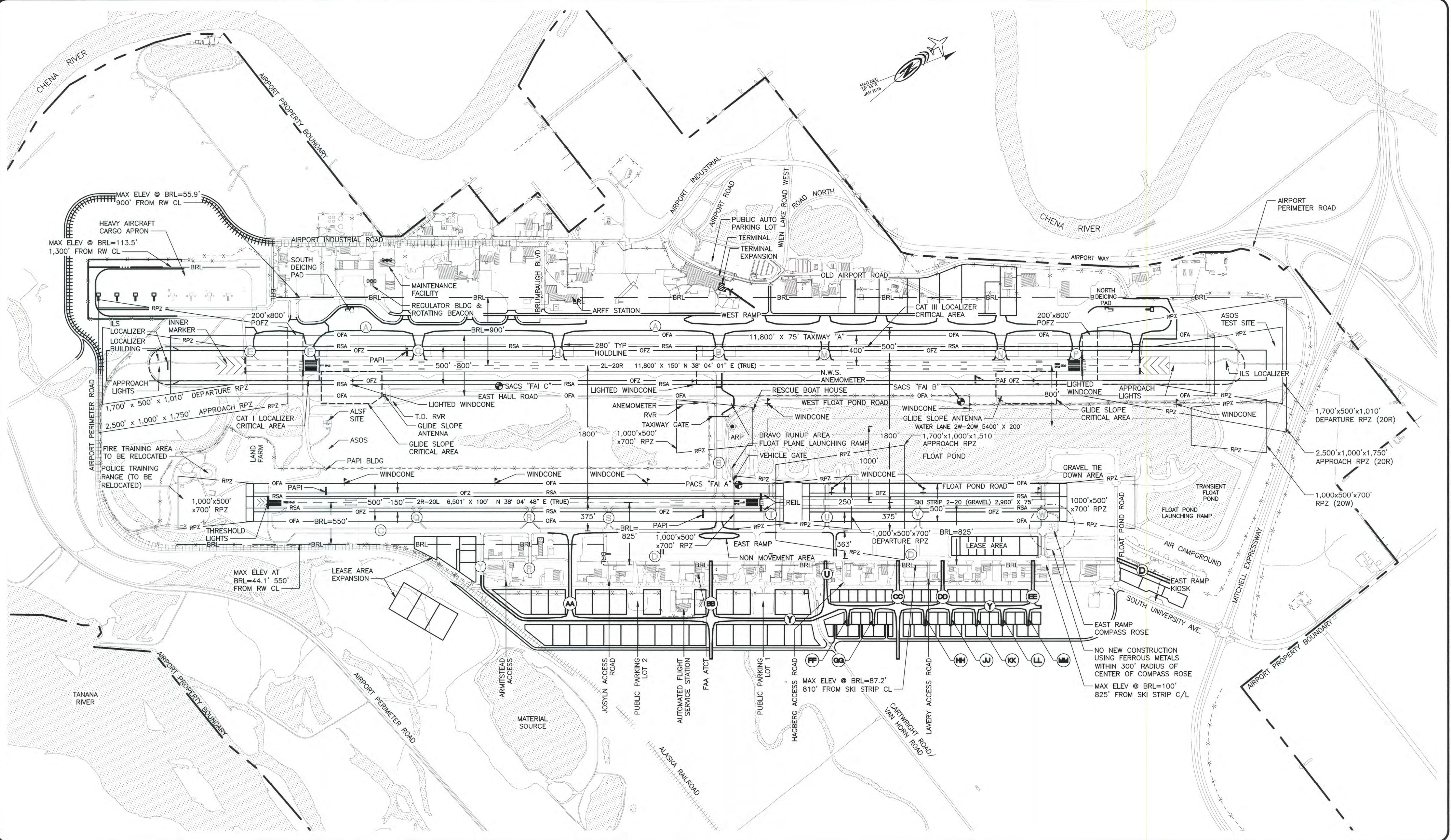
BY	DATE	REVISIONS	FAA

THIS ALP SUPERSEDES ALP DATED 3/6/13.

HORIZONTAL GRAPHIC SCALE

FAIRBANKS INTERNATIONAL
 AIRPORT (FAI)
 AIRPORT LAYOUT PLAN
 AIRPORT LAYOUT (EXISTING)

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

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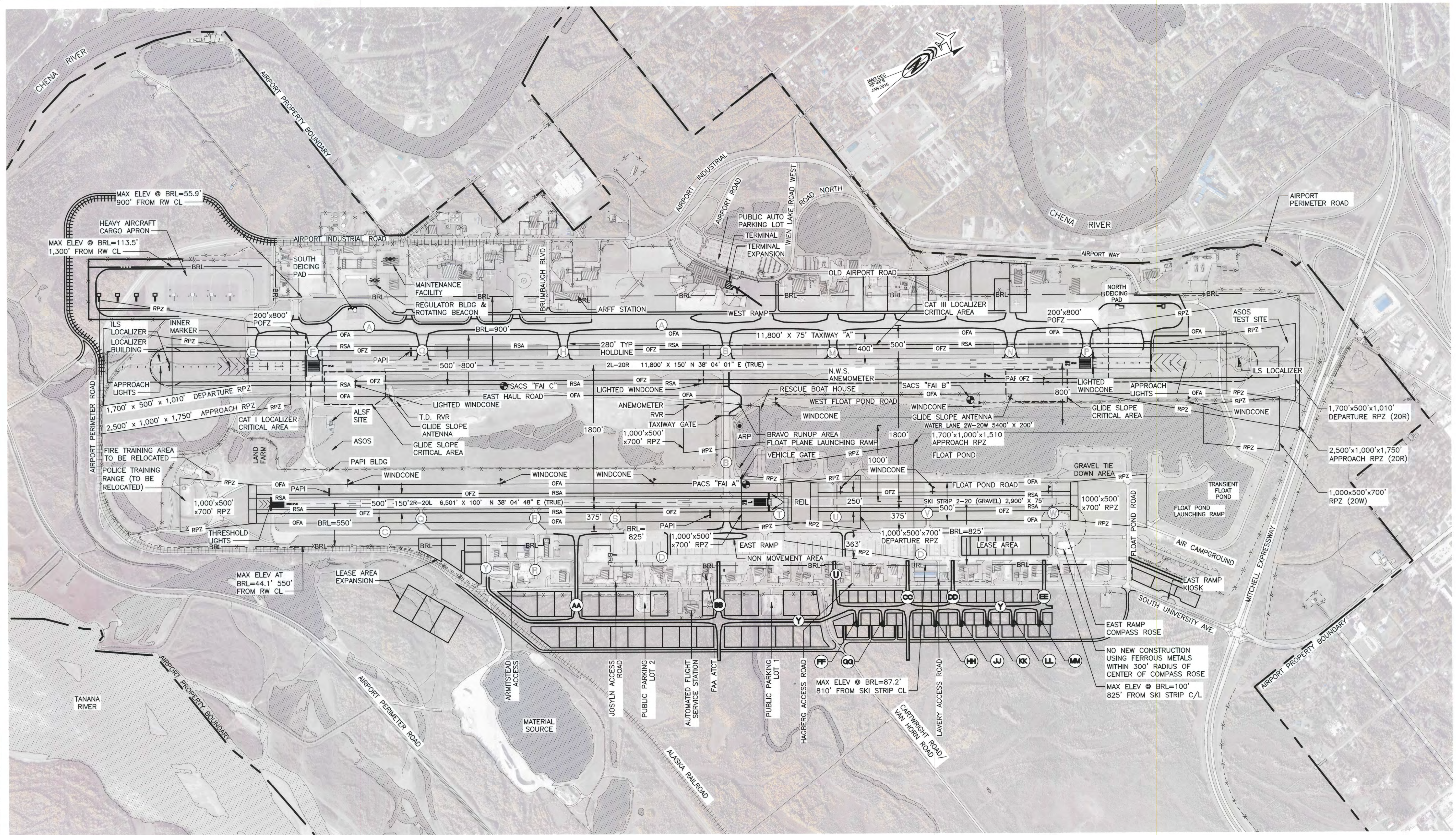
BY	DATE	REVISIONS	FAA

THIS ALP SUPERSEDES ALP DATED 3/6/13.

300 0 300 600 1200
 HORIZONTAL GRAPHIC SCALE

FAIRBANKS INTERNATIONAL
 AIRPORT (FAI)
 AIRPORT LAYOUT PLAN
 AIRPORT LAYOUT (ULTIMATE)

SHEET
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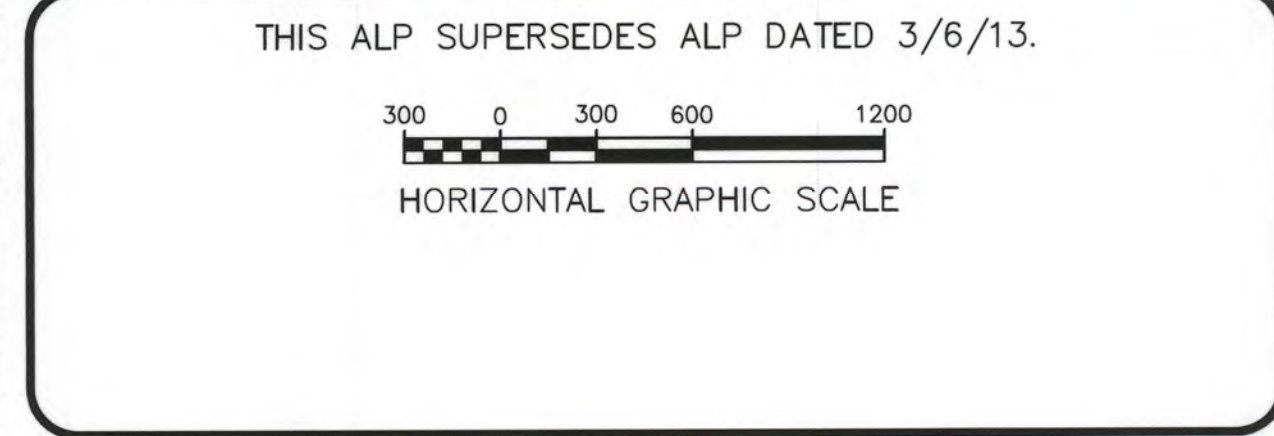


DESIGN	AMS
DRAWN	EJM
CHECKED	KAR

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

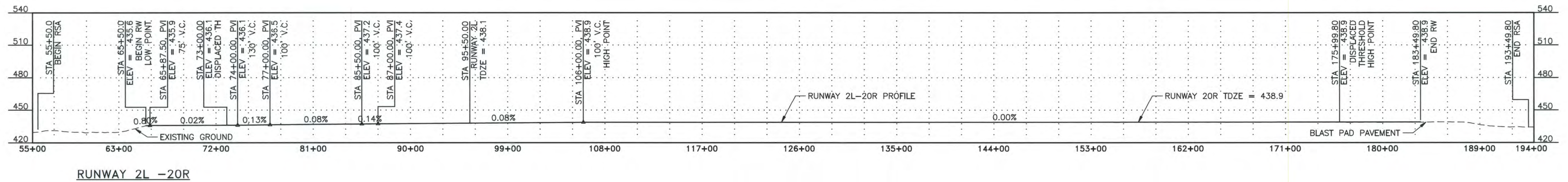
APPROVED: *Jeffery A. Roach* DATE *4/14/17*
 JEFFERY A. ROACH AIRPORT MANAGER

BY	DATE	REVISIONS	FAA

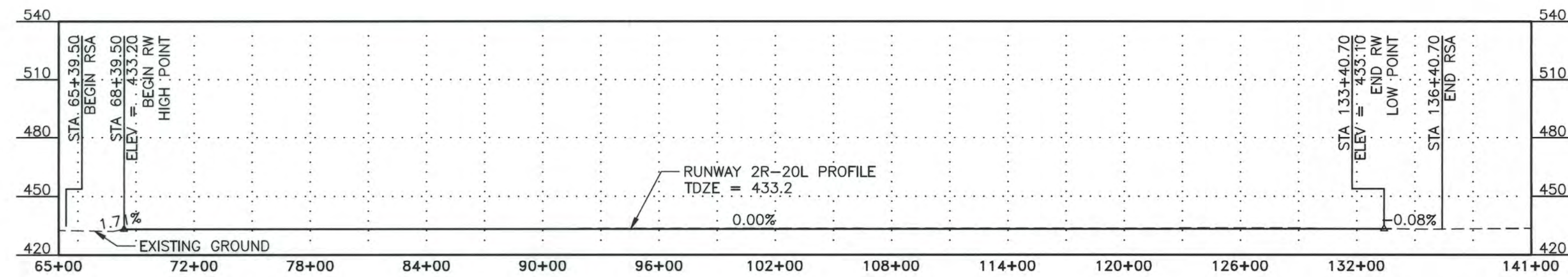


FAIRBANKS INTERNATIONAL
 AIRPORT (FAI)
 AIRPORT LAYOUT PLAN
 AIRPORT LAYOUT (ULTIMATE)

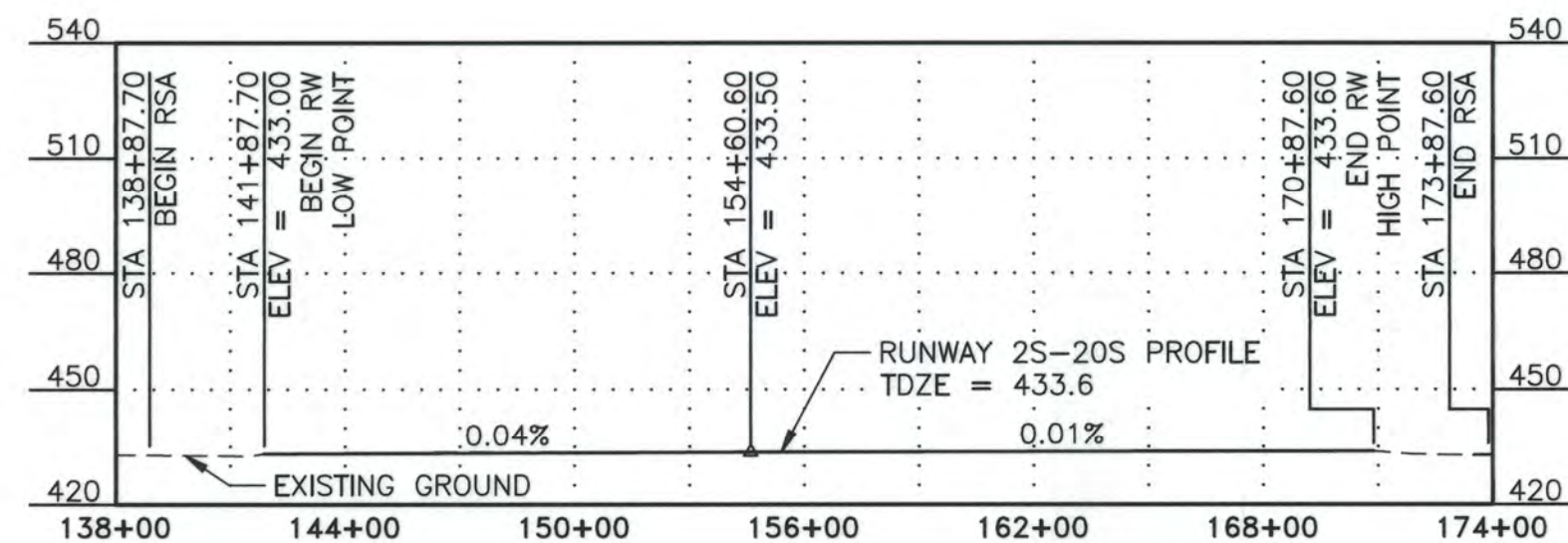
SHEET
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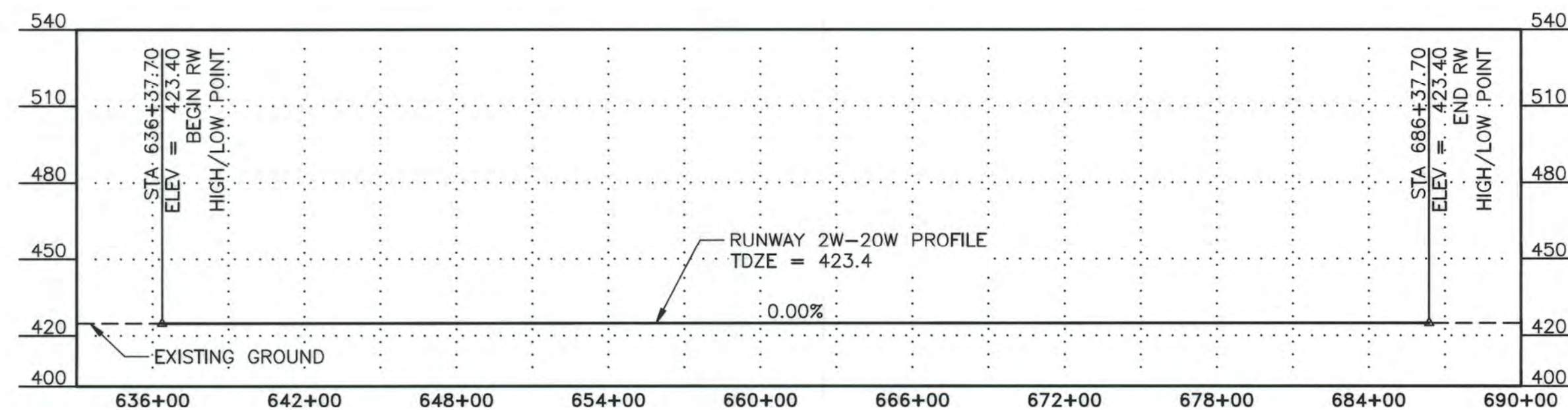
RUNWAY 2L-20R



RUNWAY 2R-20L



RUNWAY 2-20



RUNWAY 2W-20W

DESIGN AMS
 DRAWN EJM
 CHECKED KAR

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION-AVIATION
 APPROVED: Jeffery A. Roach DATE 4/14/17
 JEFFERY A. ROACH AIRPORT MANAGER

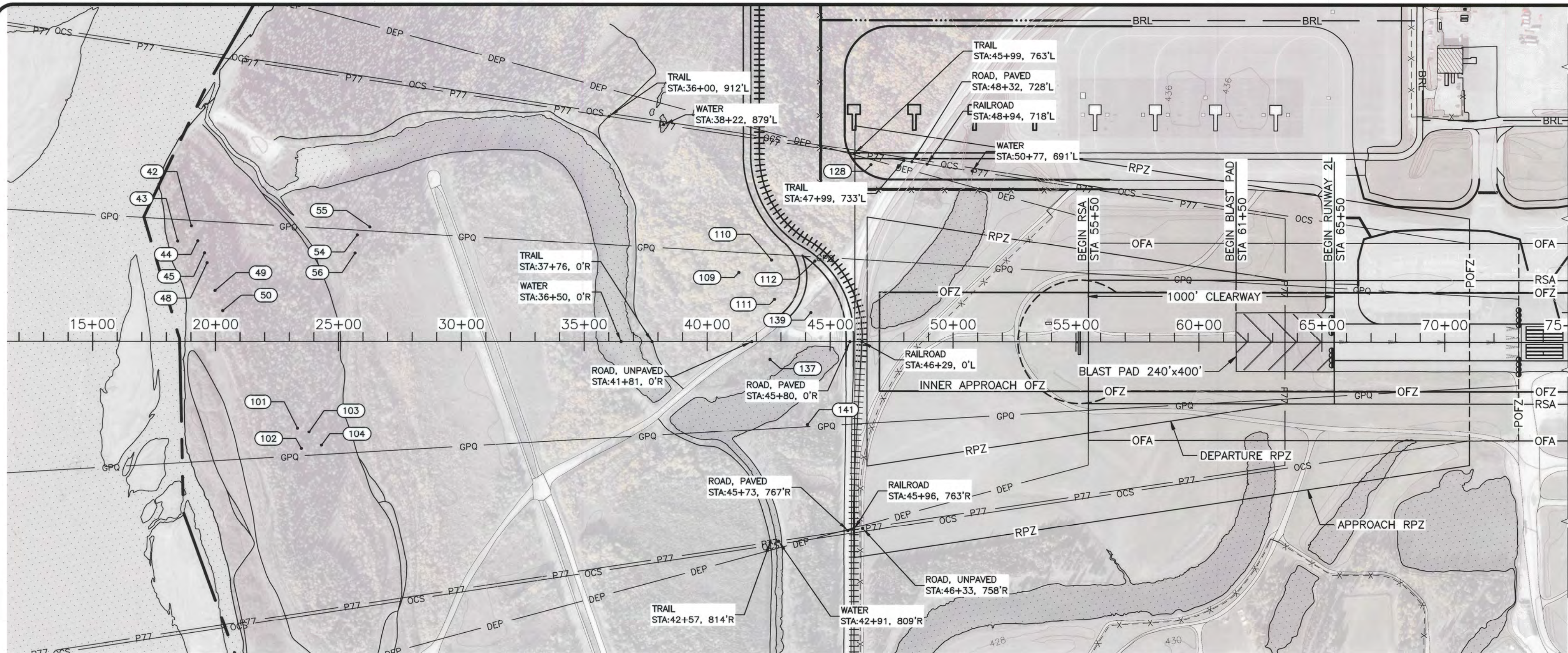
BY	DATE	REVISIONS	FAA

THIS ALP SUPERSEDES ALP DATED 3/6/13.

FAIRBANKS INTERNATIONAL
 AIRPORT (FAI)
 AIRPORT LAYOUT PLAN
 RUNWAY PROFILES (EXISTING & ULTIMATE)

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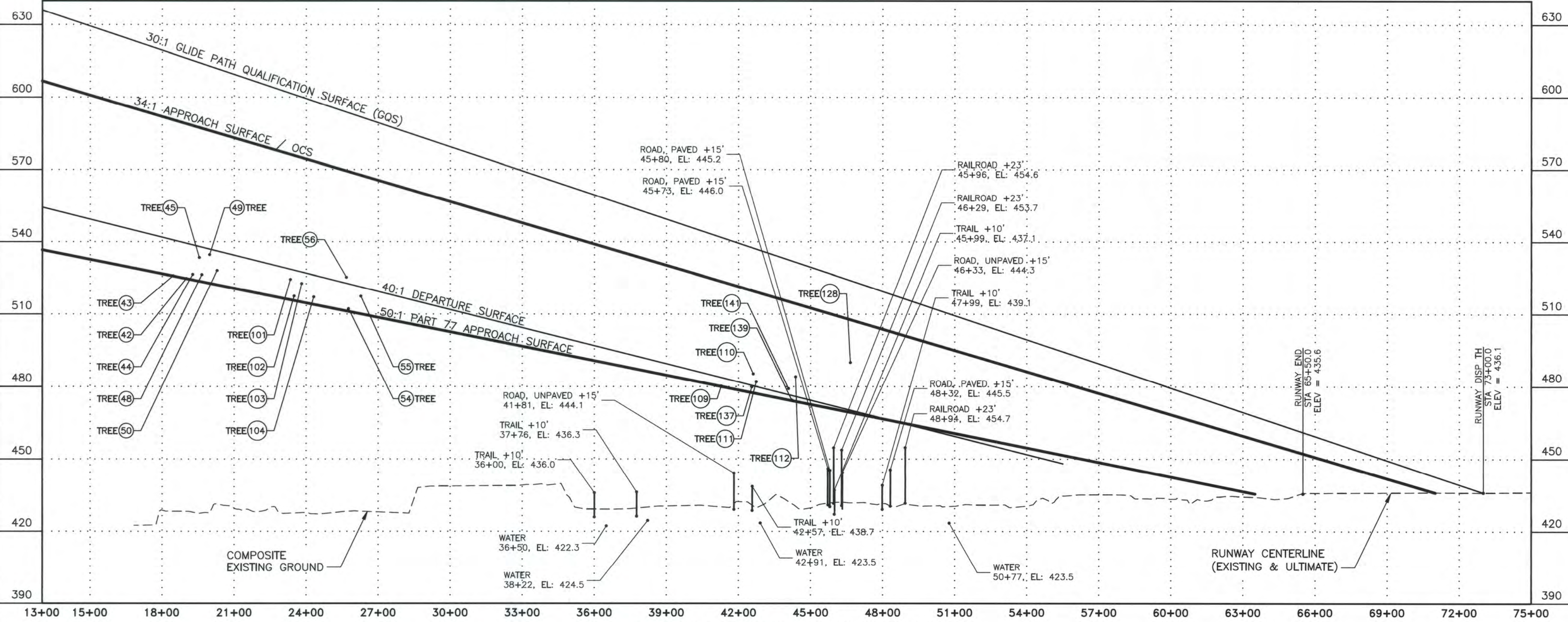
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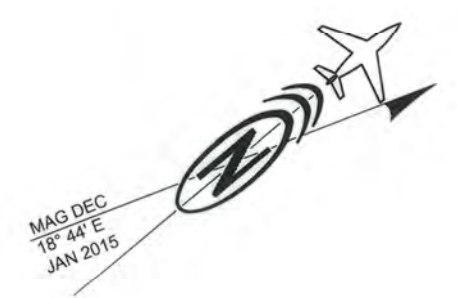
RUNWAY 2L INNER APPROACH PLAN

OBJECT NO.	OBJECT DESCRIPTION	STATION	OFFSET	ABOVE GROUND LEVEL ELEVATION (FT)	OBJECT TOP ELEVATION (FT)	PENETRATION *			PROPOSED DISPOSITION
						PART 77 APPROACH (FT)	34:1 OCS (FT)	40:1 TERPS DS (FT)	
42	TREE	19+01	469 LT	96.5	524.7	0.1	-64.3	-14.7	REMOVE
43	TREE	18+45	407 LT	97.6	525.8	0.1	-64.8	-14.9	REMOVE
44	TREE	19+27	408 LT	98.4	526.4	2.4	-61.8	-12.3	REMOVE
45	TREE	19+55	358 LT	106.2	533.4	9.9	-54.0	-4.6	REMOVE
48	TREE	19+65	318 LT	99.5	526.3	3.0	-60.8	-11.4	REMOVE
49	TREE	19+98	206 LT	107.1	534.6	12.0	-51.5	-2.3	REMOVE
50	TREE	20+29	126 LT	100.6	528.0	5.9	-57.3	-8.2	REMOVE
54	TREE	25+76	432 LT	86.2	512.2	1.2	-56.9	-10.2	REMOVE
55	TREE	26+27	464 LT	91.5	517.4	7.4	-50.2	-3.7	REMOVE
56	TREE	25+68	357 LT	99.4	525.2	13.9	-44.2	2.5	REMOVE
101	TREE	23+34	351 RT	96.9	524.3	8.4	-52.0	-4.2	REMOVE
102	TREE	23+50	435 RT	90.3	517.5	1.9	-58.3	-10.6	REMOVE
103	TREE	23+81	368 RT	95.8	522.6	7.6	-52.3	-4.8	REMOVE
104	TREE	24+31	422 RT	90.6	517.1	3.1	-56.3	-9.0	REMOVE
109	TREE	41+29	280 LT	52.0	480.2	0.2	-43.2	-3.4	REMOVE
110	TREE	42+61	330 LT	57.0	485.2	7.8	-34.4	4.9	REMOVE
111	TREE	42+74	171 LT	54.2	482.0	4.9	-37.2	2.0	REMOVE
112	TREE	44+37	326 LT	55.9	484.0	10.1	-30.4	8.1	REMOVE
128	TREE	46+65	716 LT	62.7	489.9	20.6	-17.8	19.7	REMOVE
137	TREE	42+56	72 RT	51.7	479.9	2.4	-39.9	-0.6	REMOVE
139	TREE	44+22	119 LT	45.1	474.4	0.3	-40.4	-1.9	REMOVE
141	TREE	44+08	336 RT	51.0	479.2	4.8	-36.1	2.5	REMOVE

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RUNWAY 2L INNER APPROACH PROFILE



NOTES:

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2. EXISTING GROUND COMPOSITE PROFILE IS BASED ON THE HIGHEST TERRAIN ACROSS THE WIDTH AND ALONG THE LENGTH OF THE APPROACH SURFACE.
3. OBSTACLE CLEARANCE ADJUSTMENTS FOR MOBILE OBJECTS PER FAA ORDER 8260.3, UNITED STATES STANDARD FOR TERMINAL INSTRUMENT PROCEDURES (TERPS): INTERSTATE ROADWAY +17 FEET; OTHER HIGHWAYS +15 FEET; AND RAILROAD +23 FEET. COMPUTED CLEARANCE OR AMOUNT PENETRATED INCLUDES ADJUSTMENTS.
4. THE HIGHEST THRESHOLD SITING CRITERIA FOR RUNWAY 2L IS FOR PRECISION APPROACH WITH AN OBSTRUCTION CLEARANCE SLOPE (OCS) OF 34:1. REFERENCE AC 150-5300-13A, TABLE 3-2, ROW 7.
5. IN ADDITION RUNWAY 2L HAS A 30:1 GLIDE PATH QUALIFICATION SLOPE (GQS) TO ACCOMMODATE APPROACHES WITH VERTICAL GUIDANCE. REFERENCE AC 150-5300-13A, TABLE 3-2, ROW 7.

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STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION-AVIATION
 APPROVED: Jeffery A. Roach DATE 4/14/17
 JEFFERY A. ROACH AIRPORT MANAGER

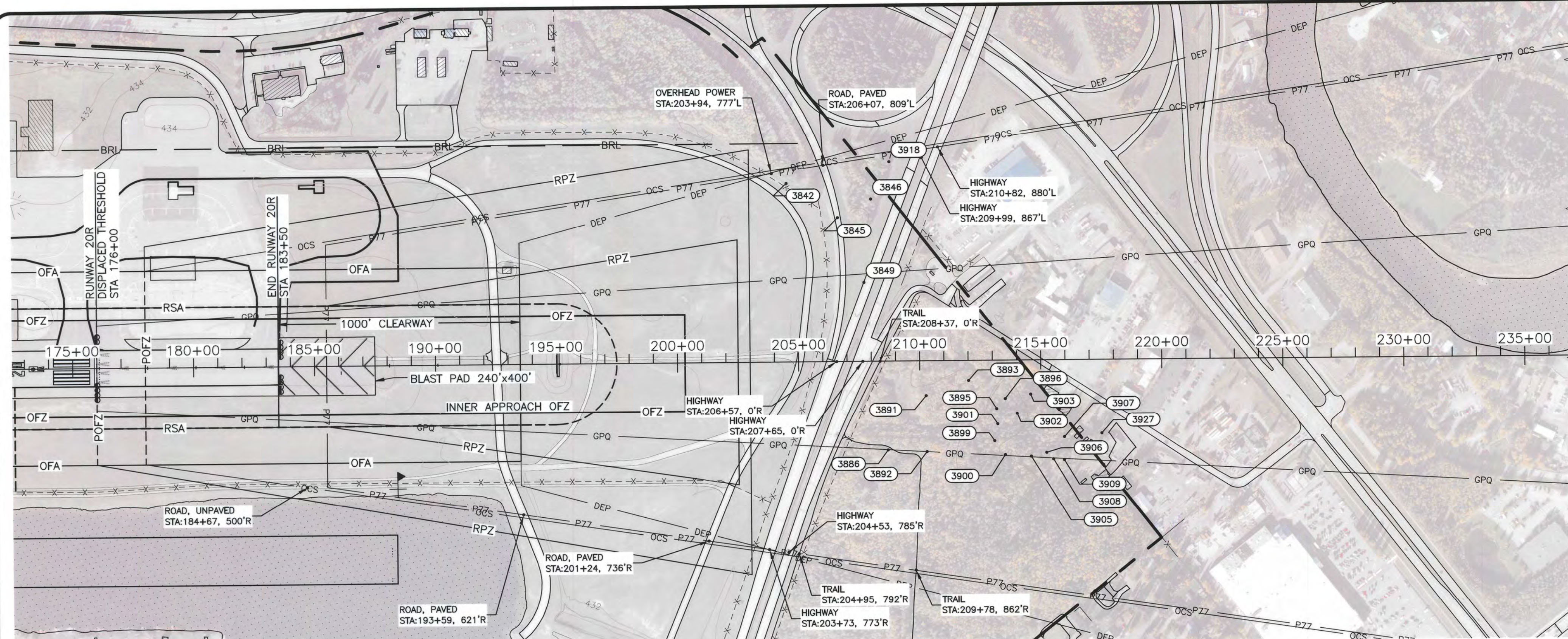
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 HORIZONTAL GRAPHIC SCALE
 VERTICAL GRAPHIC SCALE
 GRAPHIC SCALE AS SHOWN

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 AIRPORT LAYOUT PLAN
 INNER PORTION OF
 APPROACH SURFACE RW 2L

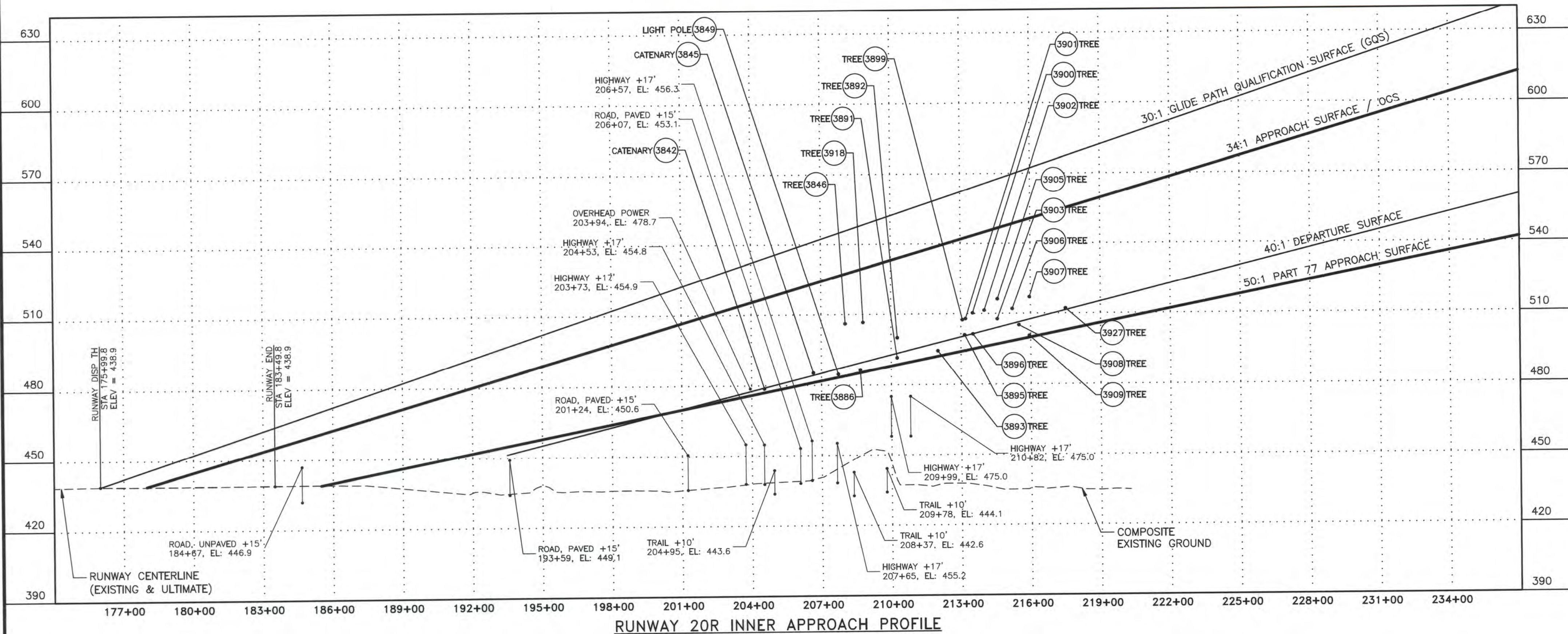
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RUNWAY 20R INNER APPROACH PLAN

OBJECT NO.	OBJECT DESCRIPTION	STATION	OFFSET	ABOVE GROUND LEVEL ELEVATION (FT)	OBJECT TOP ELEVATION (FT)	PENETRATION *			PROPOSED DISPOSITION
						PART 77 APPROACH (FT)	34:1 OCS (FT)	40:1 TERPS DS (FT)	
3842	CATENARY	204+55	735 LT	43.8	478.7	1.7	-38.3	-0.3	TO REMAIN
3845	CATENARY	206+65	592 LT	46.7	485.3	4.0	-37.9	1.0	LOWER
3846	TREE	208+03	668 LT	71.4	506.1	22.2	-21.1	18.4	REMOVE
3849	LIGHT POLE	207+73	325 LT	40.7	484.7	1.3	-41.7	-2.3	TO REMAIN
3886	TREE	208+64	367 RT	52.1	486.4	1.1	-42.7	-2.9	REMOVE
3891	TREE	210+25	143 RT	56.0	491.4	3.0	-42.3	-1.8	REMOVE
3892	TREE	210+27	375 RT	66.4	500.0	11.6	-33.8	6.7	REMOVE
3893	TREE	212+01	82 RT	59.3	494.3	2.4	-44.6	-3.3	REMOVE
3895	TREE	213+16	199 RT	67.7	501.0	6.7	-41.4	0.4	REMOVE
3896	TREE	213+52	158 RT	68.7	501.4	6.4	-42.0	-0.1	REMOVE
3899	TREE	213+07	332 RT	73.8	507.4	13.3	-34.7	7.1	REMOVE
3900	TREE	213+51	389 RT	75.7	510.3	15.3	-33.1	8.8	REMOVE
3901	TREE	213+20	262 RT	74.7	507.9	13.5	-34.6	7.2	REMOVE
3902	TREE	214+01	219 RT	78.6	511.4	15.5	-33.4	8.8	REMOVE
3903	TREE	214+57	141 RT	73.3	507.7	10.6	-38.8	3.6	REMOVE
3905	TREE	214+58	397 RT	81.3	516.2	19.1	-30.3	12.1	REMOVE
3906	TREE	215+22	382 RT	77.4	512.0	13.7	-36.3	6.3	REMOVE
3907	TREE	215+96	318 RT	0.0	517.0	17.1	-33.6	9.4	REMOVE
3908	TREE	215+50	409 RT	70.3	505.1	6.2	-44.1	-1.3	REMOVE
3909	TREE	215+94	413 RT	65.7	500.6	0.8	-49.9	-6.9	REMOVE
3918	TREE	208+80	820 LT	70.7	506.6	21.0	-22.9	16.9	REMOVE
3927	TREE	217+50	304 RT	76.6	512.1	9.2	-43.0	0.7	REMOVE

* A POSITIVE NUMBER INDICATES THE HEIGHT OF PENETRATION, "NA" INDICATES THE OBJECT IS NOT IN THE SURFACE, AND A NEGATIVE NUMBER INDICATES THE CLEARANCE HEIGHT.



RUNWAY 20R INNER APPROACH PROFILE



NOTES:

1. OBSTRUCTIONS LISTED IN THE AERONAUTICAL SURVEY REPORT DATED MAY 26, 2012 WERE ANALYZED AND INCLUDED IN THE OBSTRUCTION TABLE.
2. EXISTING GROUND COMPOSITE PROFILE IS BASED ON THE HIGHEST TERRAIN ACROSS THE WIDTH AND ALONG THE LENGTH OF THE APPROACH SURFACE.
3. OBSTACLE CLEARANCE ADJUSTMENTS FOR MOBILE OBJECTS PER FAA ORDER 8260.3, UNITED STATES STANDARD FOR TERMINAL INSTRUMENT PROCEDURES (TERPS): INTERSTATE ROADWAY +17 FEET; OTHER HIGHWAYS +15 FEET; AND RAILROAD +23 FEET. COMPUTED CLEARANCE OR AMOUNT PENETRATED INCLUDES ADJUSTMENTS.
4. THE HIGHEST THRESHOLD SITING CRITERIA FOR RUNWAY 20R IS FOR PRECISION APPROACH WITH AN OBSTRUCTION CLEARANCE SLOPE (OCS) OF 34:1. REFERENCE AC 150-5300-13A, TABLE 3-2, ROW 7.
5. IN ADDITION RUNWAY 20R HAS A 30:1 GLIDE PATH QUALIFICATION SLOPE (GQS) TO ACCOMMODATE APPROACHES WITH VERTICAL GUIDANCE. REFERENCE AC 150-5300-13A, TABLE 3-2, ROW 7.

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 NORTHERN REGION-AVIATION

APPROVED: Jeffery A. Roach DATE 4/14/17
 JEFFERY A. ROACH AIRPORT MANAGER

BY	DATE	REVISIONS	FAA

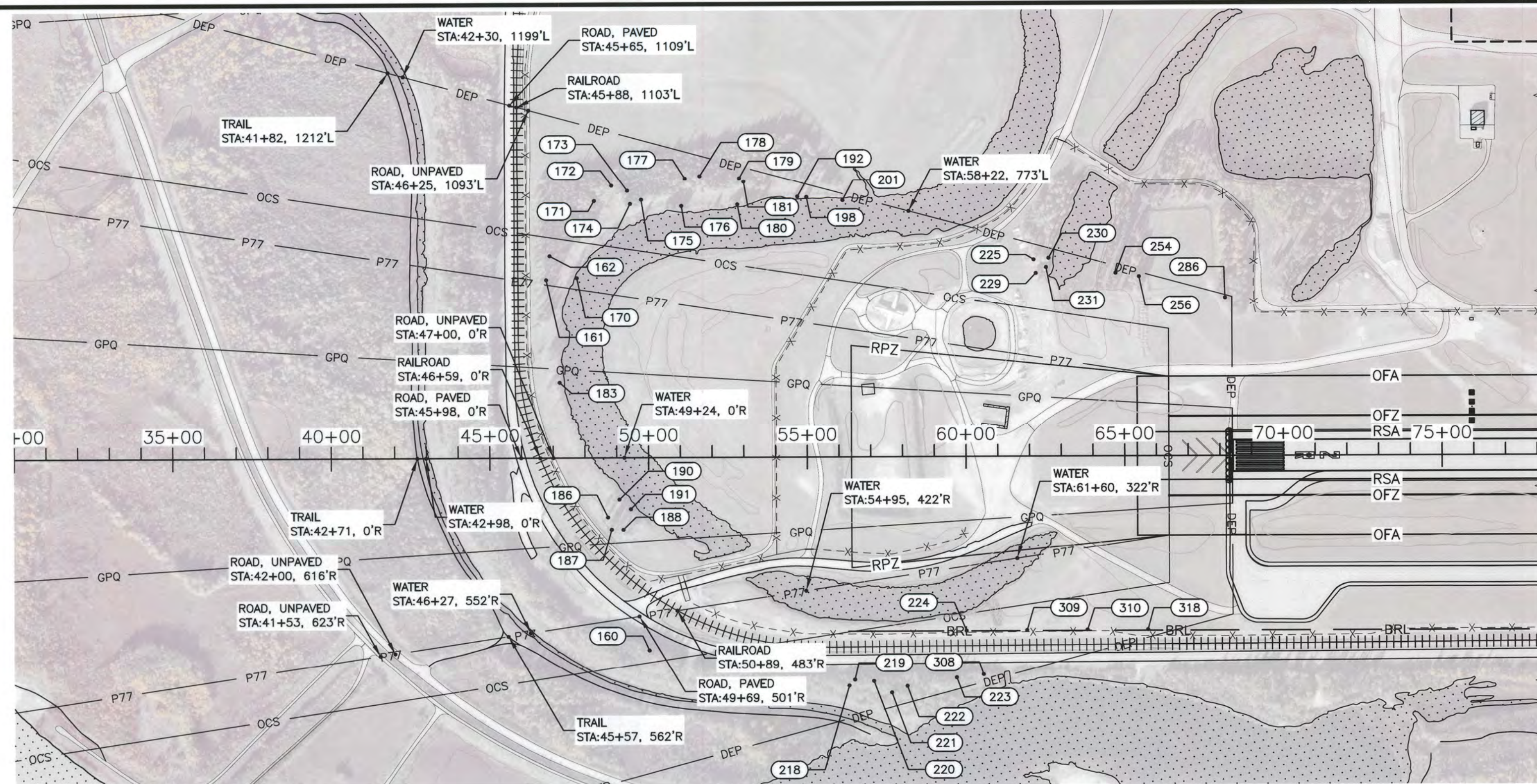
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HORIZONTAL GRAPHIC SCALE
 VERTICAL GRAPHIC SCALE
 GRAPHIC SCALE AS SHOWN

FAIRBANKS INTERNATIONAL
 AIRPORT (FAI)
 AIRPORT LAYOUT PLAN
 INNER PORTION OF
 APPROACH SURFACE RW 20R

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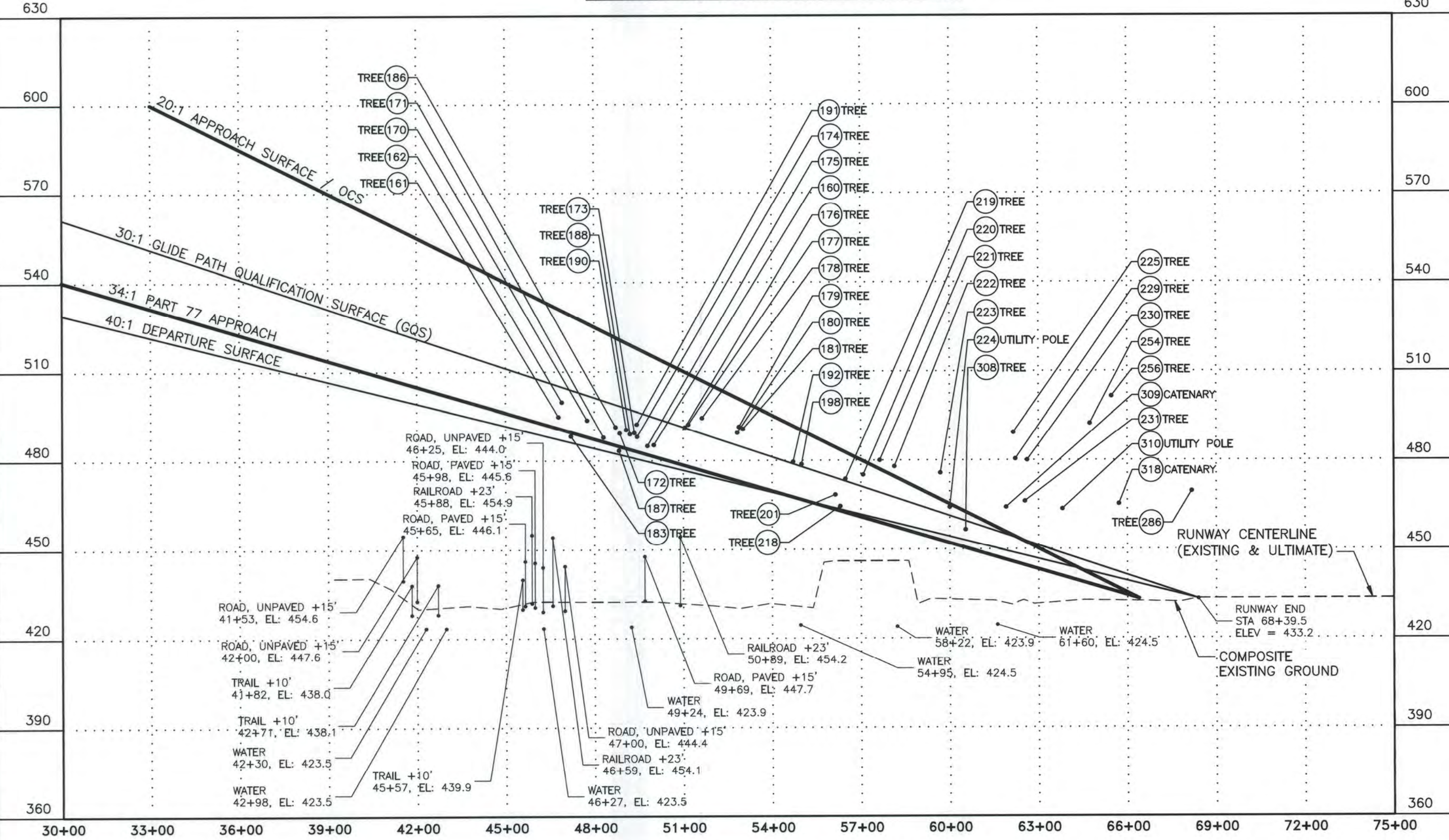
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RUNWAY 2R INNER APPROACH PLAN

OBJECT NO.	OBJECT DESCRIPTION	STATION	OFFSET	ABOVE GROUND LEVEL ELEVATION (FT)	OBJECT TOP ELEVATION (FT)	PENETRATION *			PROPOSED DISPOSITION
						PART 77 APPROACH (FT)	34:1 OCS (FT)	40:1 TERPS DS (FT)	
160	TREE	50+01	607 RT	55.3	485.3	NA	-29.8	6.2	REMOVE
161	TREE	46+79	559 LT	64.7	494.8	4.0	-36.4	7.6	REMOVE
162	TREE	46+90	634 LT	69.9	499.7	NA	-31.0	12.8	REMOVE
170	TREE	47+76	565 LT	69.7	493.6	5.6	-32.8	8.8	REMOVE
171	TREE	48+31	808 LT	58.7	487.9	NA	NA	4.5	REMOVE
172	TREE	48+86	856 LT	60.8	489.3	NA	NA	7.3	REMOVE
173	TREE	49+35	840 LT	60.2	489.4	NA	NA	8.6	REMOVE
174	TREE	49+45	798 LT	58.7	488.1	NA	NA	7.5	REMOVE
175	TREE	49+79	811 LT	55.5	485.0	NA	NA	5.3	REMOVE
176	TREE	51+06	791 LT	61.5	491.1	NA	NA	14.5	REMOVE
177	TREE	51+17	877 LT	63.3	492.1	NA	NA	15.9	REMOVE
178	TREE	51+64	884 LT	65.7	494.3	NA	NA	19.3	REMOVE
179	TREE	52+88	878 LT	62.4	491.3	NA	NA	19.4	REMOVE
180	TREE	52+83	796 LT	59.9	489.4	NA	NA	17.3	REMOVE
181	TREETOP	53+02	867 LT	61.5	490.6	NA	NA	19.0	REMOVE
183	TREE	47+21	237 LT	58.0	488.3	-1.4	-40.9	2.1	REMOVE
186	TREETOP	48+72	188 RT	62.9	491.3	6.1	-30.3	8.9	REMOVE
187	TREE	48+83	226 RT	55.3	483.4	-1.4	-37.6	1.3	REMOVE
188	TREETOP	49+20	227 RT	60.1	489.0	5.2	-30.2	7.8	REMOVE
190	TREE	49+08	131 RT	60.8	490.4	6.3	-29.4	8.9	REMOVE
191	TREE	49+44	162 RT	62.2	492.2	9.1	-25.8	11.6	REMOVE
192	TREE	54+72	820 LT	51.7	479.5	NA	NA	12.1	REMOVE
198	TREE	55+00	818 LT	52.8	478.7	NA	NA	12.0	REMOVE
201	TREE	56+14	807 LT	44.5	468.4	NA	NA	4.5	REMOVE
218	TREE	56+30	720 RT	34.5	464.5	NA	NA	1.1	REMOVE
219	TREE	58+48	702 RT	43.3	473.7	NA	NA	10.8	REMOVE
220	TREETOP	57+08	706 RT	44.6	475.1	NA	NA	13.6	REMOVE
221	TREE	57+64	742 RT	49.1	480.0	NA	NA	20.0	REMOVE
222	TREE	58+13	722 RT	46.4	477.9	NA	NA	19.1	REMOVE
223	TREETOP	59+68	696 RT	44.7	475.7	NA	NA	20.7	REMOVE
224	UTILITY POLE	60+00	549 RT	33.9	464.1	NA	NA	10.0	REMOVE
225	TREE	62+15	619 LT	58.3	489.3	NA	NA	40.5	REMOVE
229	TREE	62+21	576 LT	49.9	480.4	NA	NA	31.7	REMOVE
230	TREE	62+62	624 LT	52.2	480.0	NA	NA	32.3	REMOVE
231	TREE	62+54	595 LT	38.1	466.1	NA	NA	18.3	REMOVE
254	TREE	64+73	576 LT	63.2	492.3	NA	NA	49.9	REMOVE
256	TREETOP	85+47	585 LT	72.3	501.5	NA	NA	61.0	REMOVE
286	TREE	68+18	497 LT	38.5	469.5	NA	NA	35.8	REMOVE
308	TREE	80+53	888 RT	25.4	456.5	NA	NA	3.6	REMOVE
309	CATENARY	61+90	548 RT	34.5	464.1	NA	NA	14.7	REMOVE
310	UTILITY POLE	63+81	547 RT	34.0	463.5	NA	NA	18.8	REMOVE
318	CATENARY	65+72	547 RT	36.6	465.2	NA	NA	25.3	REMOVE

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RUNWAY 2R INNER APPROACH PROFILE

NOTES:

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2. EXISTING GROUND COMPOSITE PROFILE IS BASED ON THE HIGHEST TERRAIN ACROSS THE WIDTH AND ALONG THE LENGTH OF THE APPROACH SURFACE.
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4. THE HIGHEST THRESHOLD SITING CRITERIA FOR RUNWAYS 2R AND 20L IS FOR AN APPROACH WITH VERTICAL GUIDANCE WITH A 30:1 GLIDE PATH QUALIFICATION SLOPE (GQS). REFERENCE AC 150-5300-13A, TABLE 3-2, ROW 8.

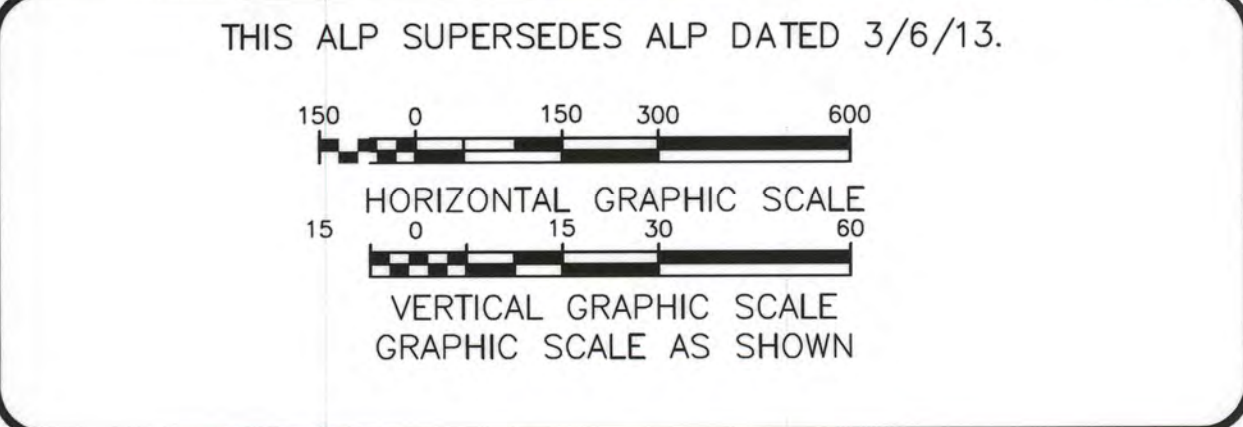
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DESIGN AMS
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 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
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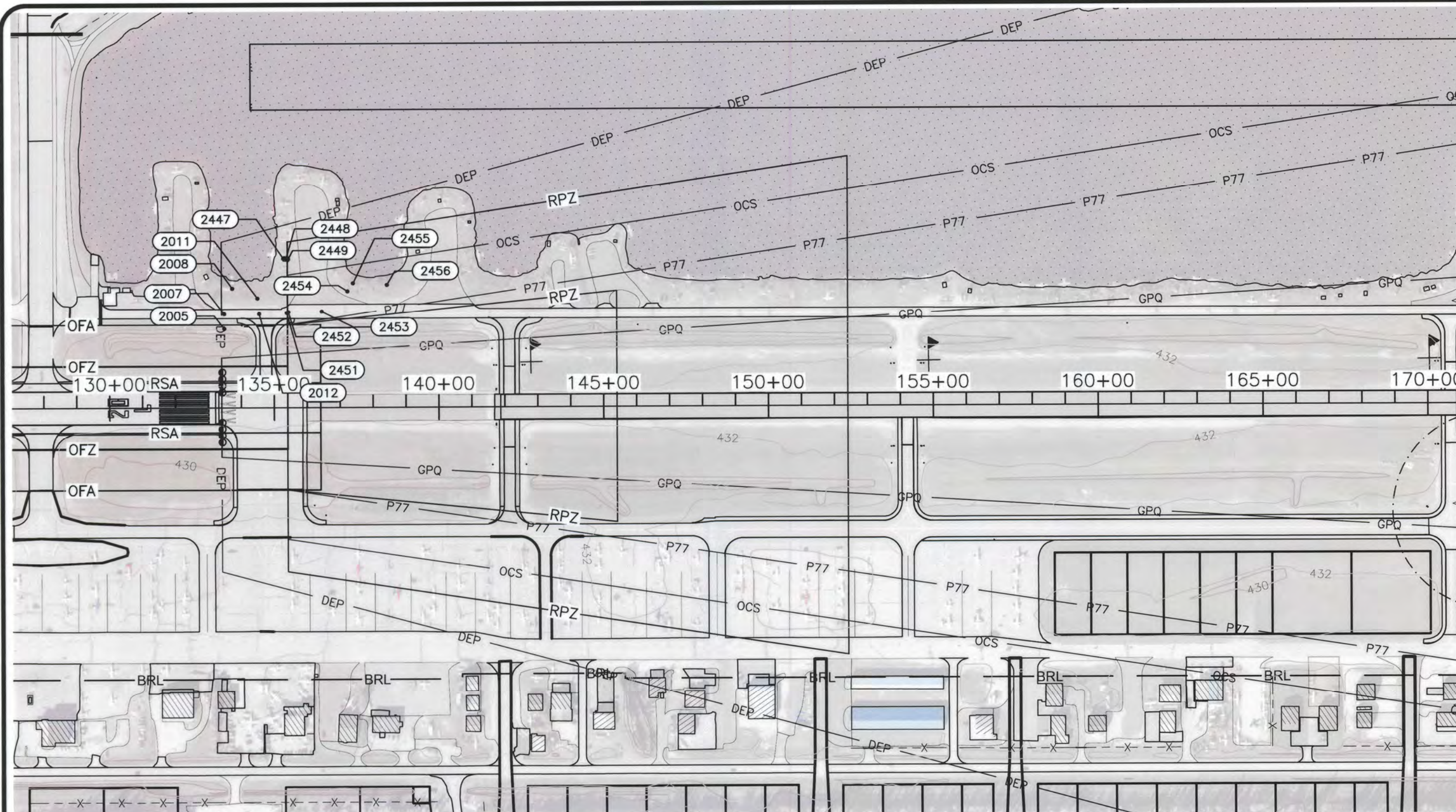
APPROVED: Jeffery A. Roach DATE 4/14/17
 JEFFERY A. ROACH AIRPORT MANAGER

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FAIRBANKS INTERNATIONAL
 AIRPORT (FAI)
 AIRPORT LAYOUT PLAN
 INNER PORTION OF
 APPROACH SURFACE RW 2R

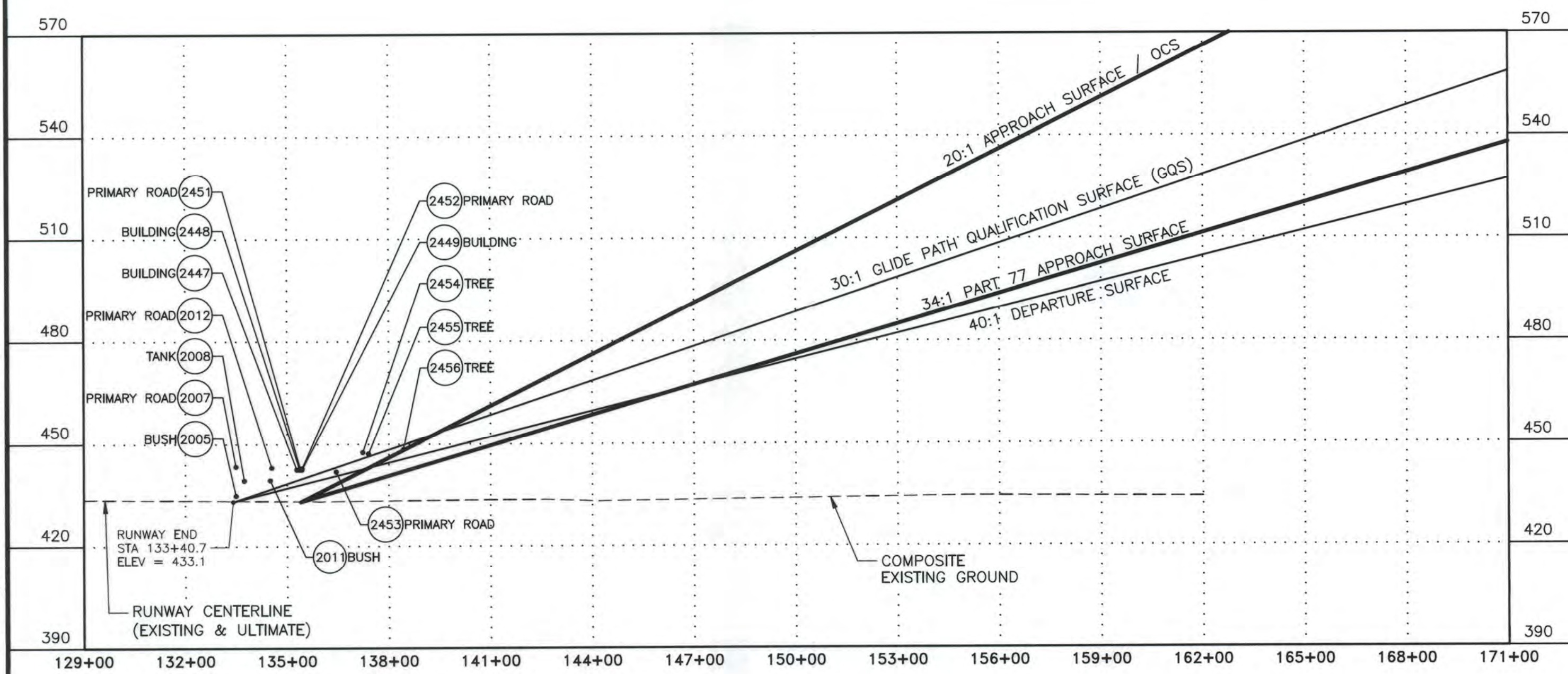
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RUNWAY 20L INNER APPROACH PLAN

OBJECT NO.	OBJECT DESCRIPTION	STATION	OFFSET	ABOVE GROUND LEVEL ELEVATION (FT)	OBJECT TOP ELEVATION (FT)	PENETRATION *			PROPOSED DISPOSITION
						PART 77 APPROACH (FT)	34:1 OCS (FT)	40:1 TERPS DS (FT)	
2005	BUSH	133+49	238 LT	2.1	434.9	NA	NA	1.6	TO REMAIN
2007	PRIMARY ROAD	133+49	283 LT	15.0	443.4	NA	NA	10.1	TO REMAIN
2008	TANK	133+74	360 LT	11.1	439.3	NA	NA	5.4	TO REMAIN
2011	BUSH	134+50	330 LT	7.0	439.4	NA	NA	3.6	REMOVE
2012	PRIMARY ROAD	134+55	283 LT	15.0	443.1	NA	NA	7.1	TO REMAIN
2447	BUILDING	135+29	450 LT	0.0	442.5	NA	NA	4.7	TO REMAIN
2448	BUILDING	135+37	449 LT	13.1	442.5	NA	NA	4.5	TO REMAIN
2449	BUILDING	135+44	448 LT	13.0	442.5	NA	NA	4.3	TO REMAIN
2451	PRIMARY ROAD	135+39	285 LT	15.0	442.9	NA	NA	4.9	TO REMAIN
2452	PRIMARY ROAD	135+44	288 LT	15.0	442.9	NA	9.6	4.7	TO REMAIN
2453	PRIMARY ROAD	136+45	289 LT	15.0	441.9	NA	3.6	1.2	TO REMAIN
2454	TREE	137+23	350 LT	15.4	447.6	NA	5.4	5.0	REMOVE
2455	TREETOP	137+40	375 LT	16.1	447.2	NA	4.2	4.1	REMOVE
2456	TREETOP	138+43	370 LT	17.7	448.4	NA	0.2	2.8	REMOVE

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RUNWAY 20L INNER APPROACH PROFILE

NOTES:

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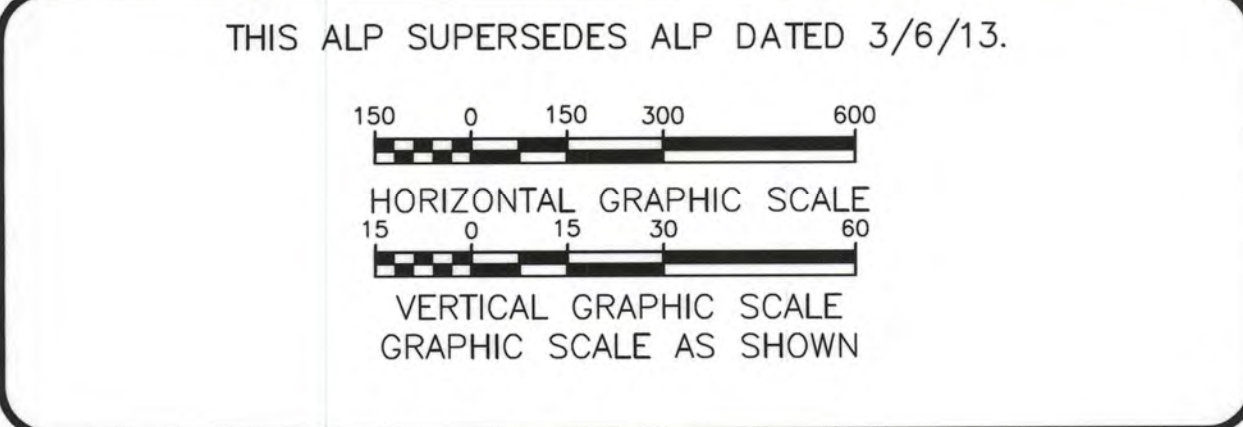
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DESIGN AMS
 DRAWN EJM
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STATE OF ALASKA
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 NORTHERN REGION-AVIATION

APPROVED: Jeffery A. Roach DATE 4/14/17
 JEFFERY A. ROACH AIRPORT MANAGER

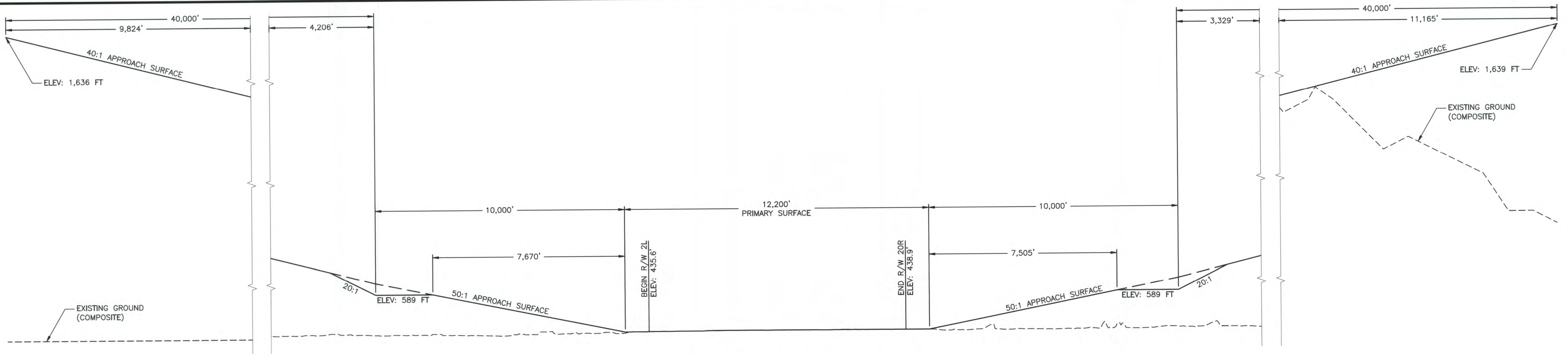
BY	DATE	REVISIONS	FAA



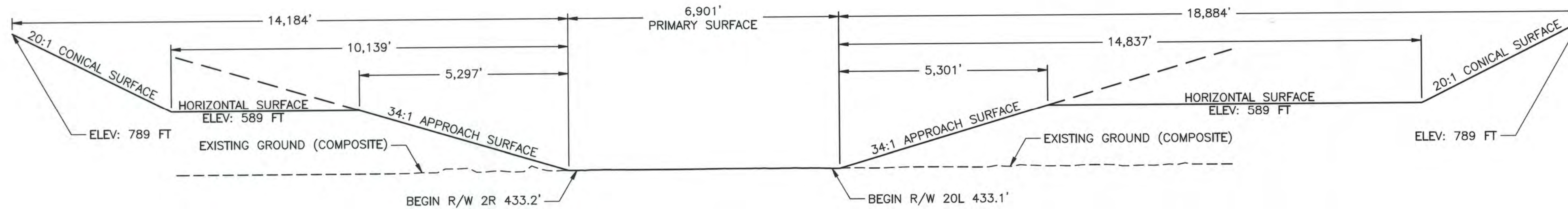
FAIRBANKS INTERNATIONAL
 AIRPORT (FAI)
 AIRPORT LAYOUT PLAN
 INNER PORTION OF
 APPROACH SURFACE RW 20L

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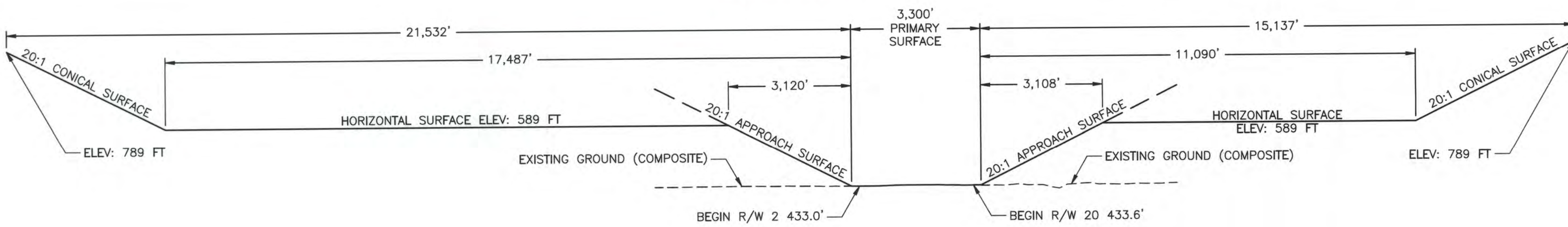
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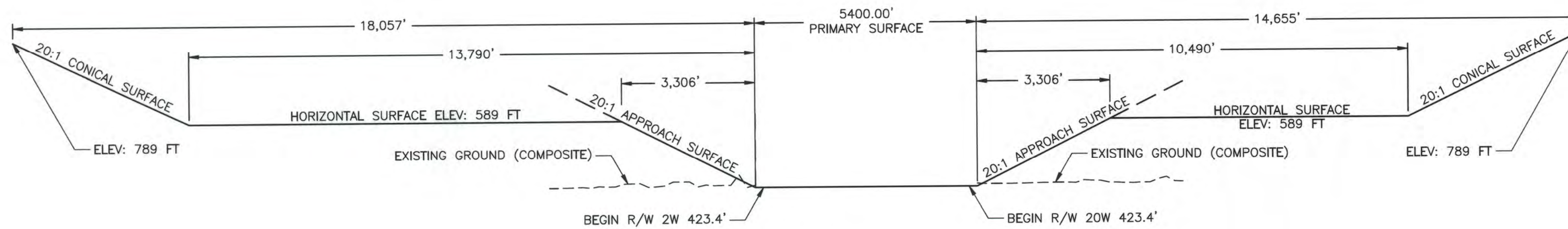
RUNWAY 2L -20R



RUNWAY 2R-20L



RUNWAY 2-20



RUNWAY 2W-20W

NOTES:

- 1. THE AIRPORT ELEVATION IS THE HIGHEST ELEVATION ON RW 2L-20R, 439 FT (NAVD 88).

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APPROVED: Jeffery A. Roach DATE 4/11/17
 JEFFERY A. ROACH AIRPORT MANAGER

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FAIRBANKS INTERNATIONAL
 AIRPORT (FAI)
 AIRPORT LAYOUT PLAN
 AIRPORT AIRSPACE PROFILES

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F.A.R. PART 77 SURFACE OBSTRUCTIONS									
OBJECT NO.	OBJECT DESCRIPTION	SURFACE PENETRATED	STATION	OFFSET	ABOVE GROUND ELEVATION (FT)	OBJECT TOP ELEVATION (FT)	SURFACE ELEVATION	AMOUNT PENETRATED	PROPOSED DISPOSITION
20	TREE	CONICAL	-51+61	7478 LT	70.54	785.59	775.44	10.2	TO REMAIN
21	TREE	CONICAL	-48+31	7627 LT	82.22	828.38	765.80	62.6	TO REMAIN
22	TREE	CONICAL	-48+58	7474 LT	64.15	806.05	762.63	43.4	TO REMAIN
23	TREE	CONICAL	-43+79	7392 LT	84.72	809.24	740.52	68.7	TO REMAIN
24	TREE	CONICAL	-41+97	6975 LT	68.60	745.55	721.28	24.3	TO REMAIN
25	TREE	CONICAL	-41+15	7637 LT	101.79	752.54	736.83	15.7	TO REMAIN
26	TREE	CONICAL	-39+98	7623 LT	98.21	741.24	731.69	9.6	TO REMAIN
27	TREE	CONICAL	-40+04	7506 LT	74.85	737.47	728.49	9.0	TO REMAIN
28	TREE	CONICAL	-35+75	7277 LT	81.42	713.28	704.39	8.9	TO REMAIN
162	TREE	TRANSITIONAL	46+97	1164 RT	69.90	499.70	496.72	3.0	REMOVE
178	TREE	TRANSITIONAL	51+71	914 RT	65.75	494.35	493.19	1.2	REMOVE
182	TREE	TRANSITIONAL	53+81	884 RT	61.59	490.65	489.13	1.5	REMOVE
193	TREE	TRANSITIONAL	53+88	789 RT	53.66	482.43	475.63	6.8	REMOVE
194	TREE	TRANSITIONAL	54+22	790 RT	53.82	482.69	475.71	7.0	REMOVE
196	TREE	TRANSITIONAL	54+80	834 RT	56.56	485.80	482.17	3.6	REMOVE
225	TREE	TRANSITIONAL	62+22	1180 RT	58.27	489.32	487.75	1.6	REMOVE
247	TREE	TRANSITIONAL	66+49	867 RT	60.69	489.60	488.18	1.4	REMOVE
251	TREE	TRANSITIONAL	67+40	874 RT	65.61	495.49	489.21	6.3	REMOVE
253	TREE	TRANSITIONAL	67+34	842 RT	61.99	491.31	484.70	6.6	REMOVE
254	TREE	TRANSITIONAL	64+80	1223 RT	63.23	492.29	480.51	11.8	REMOVE
255	TREE	TRANSITIONAL	65+15	1162 RT	74.53	503.40	489.05	14.4	REMOVE
256	TREE	TRANSITIONAL	65+54	1234 RT	72.32	501.48	478.57	22.9	REMOVE
285	TREE	TRANSITIONAL	68+29	1279 RT	44.95	475.63	471.80	3.8	REMOVE
286	TREE	TRANSITIONAL	68+25	1302 RT	38.48	469.53	468.49	1.0	REMOVE
287	TREE	TRANSITIONAL	68+75	1314 RT	47.35	476.63	466.76	9.9	REMOVE
290	TREE	TRANSITIONAL	68+91	1212 RT	52.32	483.06	481.28	1.8	REMOVE
294	TREE	TRANSITIONAL	70+62	1136 RT	64.09	494.26	492.25	2.0	REMOVE
296	TREE	TRANSITIONAL	70+11	1254 RT	57.81	486.70	475.33	11.4	REMOVE
297	TREE	TRANSITIONAL	70+38	1260 RT	58.36	484.22	474.46	9.8	REMOVE
482	TREE	CONICAL	12+81	12975 LT	92.20	806.89	785.53	21.4	TO REMAIN
484	TREE	CONICAL	15+31	12985 LT	86.34	794.26	781.56	12.7	TO REMAIN
606 *	TERRAIN, TREES (CHENA RIDGE)	CONICAL	55+47	13963 LT	63.91	1113.54	788.33	325.2	TO REMAIN
648 *	TERRAIN, TREES (CHENA RIDGE)	CONICAL	33+98	10999 LT	66.14	703.22	658.42	44.8	TO REMAIN
742 *	TERRAIN, TREES (CHENA RIDGE)	CONICAL	110+80	13874 LT	64.84	995.46	782.71	212.8	TO REMAIN
885 *	TERRAIN, TREES (CHENA RIDGE)	HORIZONTAL	135+47	9962 LT	47.80	873.62	589.00	284.6	TO REMAIN
934 *	TERRAIN, TREES (CHENA RIDGE)	CONICAL	135+91	10199 LT	50.77	911.26	598.99	312.3	TO REMAIN

F.A.R. PART 77 SURFACE OBSTRUCTIONS									
OBJECT NO.	OBJECT DESCRIPTION	SURFACE PENETRATED	STATION	OFFSET	ABOVE GROUND ELEVATION (FT)	OBJECT TOP ELEVATION (FT)	SURFACE ELEVATION	AMOUNT PENETRATED	PROPOSED DISPOSITION
1135	TREE	TRANSITIONAL	70+65	1003 RT	72.38	503.58	500.53	3.1	REMOVE
1423	BUSH	PRIMARY	93+77	1627 RT	0.00	437.72	433.16	4.6	REMOVE
1432	BUSH	PRIMARY	102+50	127 LT	0.00	438.35	436.63	1.7	REMOVE
1435	BUSH	PRIMARY	104+78	121 RT	2.37	439.27	436.70	2.6	REMOVE
1509	BUSH	PRIMARY	110+47	131 LT	0.00	438.66	436.86	1.8	REMOVE
1511	BUSH	PRIMARY	114+36	128 RT	0.00	438.77	436.97	1.8	REMOVE
1852	TREE	PRIMARY	125+56	477 RT	8.79	441.99	437.28	4.7	REMOVE
1939	BUSH	PRIMARY	125+00	1641 RT	3.53	437.26	433.11	4.1	REMOVE
1991	BUSH	PRIMARY	130+34	1560 RT	2.21	434.94	433.10	1.8	REMOVE
2002	BUSH	PRIMARY	132+31	1559 RT	1.71	434.87	433.10	1.8	REMOVE
2005	BUSH	PRIMARY	133+56	1562 RT	2.13	434.89	433.10	1.8	REMOVE
2006	TREE	TRANSITIONAL	133+25	1476 RT	21.56	454.27	443.57	10.7	REMOVE
2328	BUSH	PRIMARY	130+45	139 LT	0.00	438.88	437.42	1.5	REMOVE
2461	BUSH	PRIMARY	152+77	128 LT	0.00	439.40	438.04	1.4	REMOVE
3017	SATELLITE DISH	CONICAL	254+13	9179 LT	74.23	698.62	662.10	36.5	TO REMAIN
3020 *	TREES	CONICAL	257+37	8763 LT	65.78	689.51	655.71	33.8	TO REMAIN
3024	ANTENNA	CONICAL	261+76	8469 LT	90.31	706.68	658.89	47.8	TO REMAIN
3026	SATELLITE DISH	CONICAL	262+30	8514 LT	85.98	702.95	662.32	40.6	TO REMAIN
3030	SATELLITE DISH	CONICAL	263+98	8387 LT	161.00	776.34	663.35	113.0	TO REMAIN
3844	TREE	TRANSITIONAL	206+60	880 LT	64.04	499.99	490.19	9.8	REMOVE
4099 *	TERRAIN, BUILDINGS, AND TREES	CONICAL	273+60	6558 LT	82.33	699.57	638.18	61.4	TO REMAIN
4111 *	TERRAIN, BUILDINGS, AND TREES	CONICAL	275+61	6302 LT	85.16	699.92	638.83	61.1	TO REMAIN
4142	ANTENNA	CONICAL	279+48	5792 LT	137.71	732.97	641.03	91.9	TO REMAIN
4157	SATELLITE DISH	CONICAL	282+76	4334 LT	104.01	624.95	621.44	3.5	TO REMAIN

* REPRESENTATIVE POINT WITHIN POINT CLUSTER.

NOTES:

- SEE SHEET 14 FOR POINT LOCATIONS ON THE FAR PART 77 AIRSPACE PLAN.
- OBSTRUCTIONS LISTED IN THE AERONAUTICAL SURVEY REPORT DATED MAY 26, 2012 WERE ANALYZED AND INCLUDED IN THESE TABLES.
- WHERE CLUSTERS OF SIMILAR OBSTRUCTIONS WERE FOUND IN THE HORIZONTAL AND CONICAL SURFACES, REPRESENTATIVE POINTS ARE LISTED. SEE ALP NARRATIVE FOR COMPLETE POINT LISTING OF HORIZONTAL AND CONICAL SURFACE OBSTRUCTIONS.

DESIGN AMS
 DRAWN EJM
 CHECKED KAR

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION-AVIATION
 APPROVED: Jeffery A. Roach DATE 4/14/17
 JEFFERY A. ROACH AIRPORT MANAGER

BY	DATE	REVISIONS	FAA

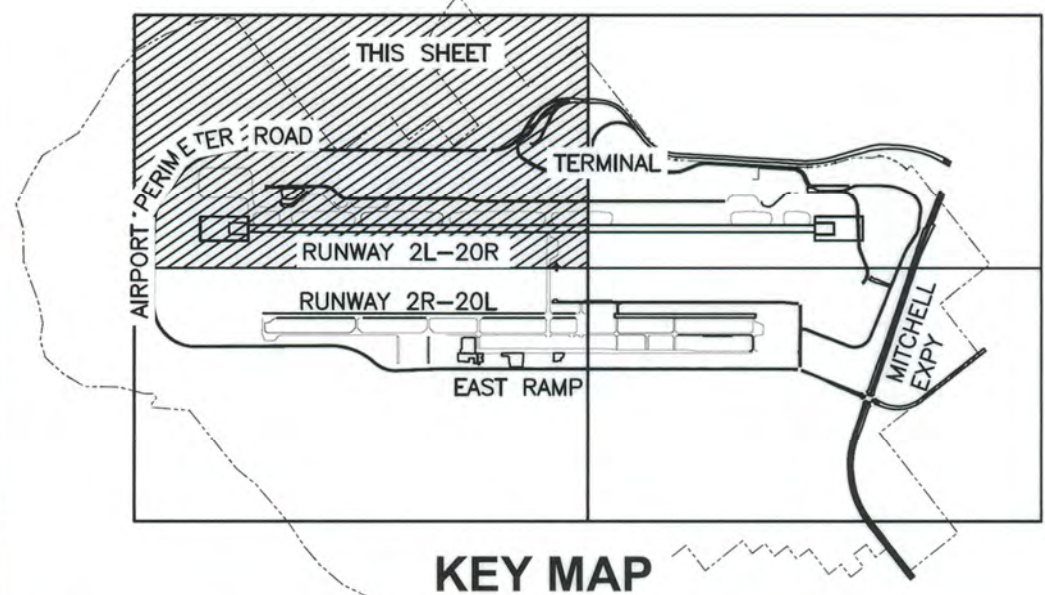
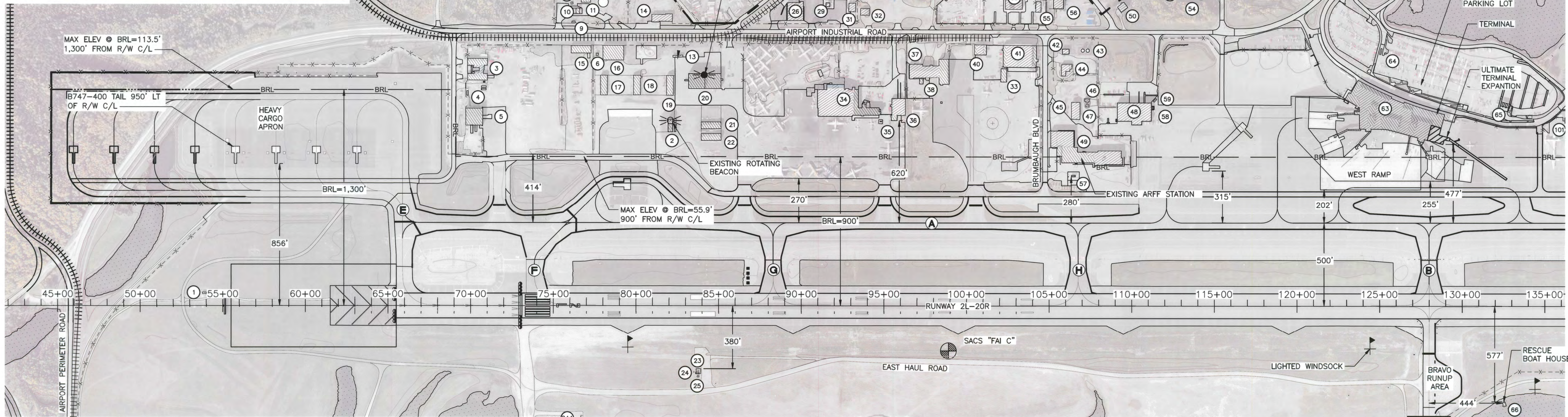
THIS ALP SUPERSEDES ALP DATED 3/6/13.

FAIRBANKS INTERNATIONAL
 AIRPORT (FAI)
 AIRPORT LAYOUT PLAN
 AIRPORT AIRSPACE
 OBSTRUCTION TABLES

ID #	DESCRIPTION	STATION / OFFSET RUNWAY 2L-20R	TOP ELEVATION	OBSTRUCTION MARKING
1	LOCALIZER BUILDING	STA 53+77 / 71'L	446'	
2	BUILDING WITH AIRPORT BEACON (ANTENNA ON ROOF)	STA 81+93 / 1,051'L	461'	
3	ALASKA AEROFUEL, INC. (UTILITY POLE ON ROOF)	STA 69+81 / 1,360'L	456'	
4	ALASKA AEROFUEL, INC. (ABOVE GROUND STORAGE TANKS)	STA 69+76 / 1,268'L	444'	
5	ALASKA AEROFUEL, INC. (GUARDIAN FLIGHT) (VENT THROUGH ROOF)	STA 69+70 / 1,090'L	464'	
6	DOT&PF MAINTENANCE	STA 69+72 / 1,143'L	467'	
7	DOT&PF MAINTENANCE (NOT SURVEYED)	STA 75+40 / 1,946'L	446'	
8	TESORO ALASKA CO.	STA 76+06 / 1,819'L	442'	
9	TESORO ALASKA CO.	STA 76+12 / 1,703'L	442'	
10	TESORO ALASKA CO.	STA 76+36 / 1,761'L	453'	
11	TESORO ALASKA CO.	STA 76+67 / 1,830'L	448'	
12	ABOVE GROUND STORAGE TANKS	STA 77+96 / 1,801'L	476'	
13	DOT&PF MAINTENANCE	STA 82+23 / 1,497'L	444'	
14	TESORO ALASKA CO.	STA 80+95 / 1,711'L	449'	
15	VACANT BUILDING	STA 76+07 / 1,524'L	456'	
16	DOT&PF MAINTENANCE	STA 78+00 / 1,482'L	457'	
17	DOT&PF MAINTENANCE	STA 77+85 / 1,270'L	455'	
18	DOT&PF MAINTENANCE	STA 79+85 / 1,271'L	455'	
19	DOT&PF MAINTENANCE	STA 81+85 / 1,269'L	455'	
20	DOT&PF MAINTENANCE	STA 83+18 / 1,310'L	476'	
21	DOT&PF MAINTENANCE	STA 83+85 / 1,069'L	455'	
22	DOT&PF MAINTENANCE	STA 83+94 / 999'L	455'	
23	DME	STA 83+77 / 393'R	460'	
24	GLIDE SLOPE	STA 83+61 / 400'R	442'	
25	GLIDE SLOPE	STA 83+70 / 422'R	440'	
26	FLINT HILLS RESOURCES, LLC (AIRCRAFT SERVICES INTERNATIONAL, INC.)	STA 89+15 / 1,720'L	453'	
27	FLINT HILLS RESOURCES, LLC (AIRCRAFT SERVICES INTERNATIONAL, INC.)	STA 91+68 / 1,984'L	446'	
28	FLINT HILLS RESOURCES, LLC (AIRCRAFT SERVICES INTERNATIONAL, INC.)	STA 91+68 / 1,872'L	445'	
29	FLINT HILLS RESOURCES, LLC (AIRCRAFT SERVICES INTERNATIONAL, INC.)	STA 91+49 / 1,804'L	451'	
30	FLINT HILLS RESOURCES, LLC (ABOVE GROUND STORAGE TANKS)	STA 92+00 / 1,882'L	471'	
31	FLINT HILLS RESOURCES, LLC (AIRCRAFT SERVICES INTERNATIONAL, INC.)	STA 92+87 / 1,775'L	449'	
32	VACANT BUILDING	STA 93+58 / 1,753'L	452'	
33	ERA AVIATION, INC.	STA 102+06 / 1,351'L	450'	
34	EVERTS AIR ALASKA & EVERTS AIR CARGO EXPRESS (ANTENNA ON ROOF)	STA 91+01 / 1,143'L	486'	
35	EVERTS AIR ALASKA & EVERTS AIR CARGO EXPRESS (VENT THROUGH ROOF)	STA 94+51 / 1,162'L	508'	
36	EVERTS AIR ALASKA & EVERTS AIR CARGO EXPRESS (ANTENNA ON ROOF)	STA 94+68 / 1,156'L	473'	

ID #	DESCRIPTION	STATION / OFFSET RUNWAY 2L-20R	TOP ELEVATION	OBSTRUCTION MARKING
35	EVERTS AIR ALASKA & EVERTS AIR CARGO EXPRESS	STA 94+76 / 1,111'L	444'	
36	EVERTS AIR ALASKA & EVERTS AIR CARGO EXPRESS (ANTENNA ON ROOF)	STA 95+44 / 1,119'L	456'	
37	NORTHERN AIR CARGO (ANTENNA ON ROOF)	STA 95+47 / 1,206'L	481'	
38	NORTHERN AIR CARGO (VENT THROUGH ROOF)	STA 95+60 / 1,239'L	461'	
39	NORTHERN AIR CARGO (ANTENNA ON ROOF)	STA 98+33 / 1,336'L	484'	
40	ALASKA MECHANICAL, INC.	STA 96+95 / 1,413'L	473'	
41	NORTHERN AIR CARGO (ANTENNA ON ROOF)	STA 97+14 / 1,336'L	445'	
42	ALASKA MECHANICAL, INC.	STA 102+34 / 1,790'L	457'	
43	ERA AVIATION, INC.	STA 100+47 / 1,515'L	457'	
44	ERA AVIATION, INC. (ANTENNA ON ROOF)	STA 102+25 / 1,440'L	484'	
45	DOT&PF HYDRANT FUELING STATION	STA 103+21 / 1,464'L	506'	
46	DOT&PF HYDRANT FUELING STATION (ABOVE GROUND STORAGE TANKS)	STA 105+79 / 1,520'L	449'	
47	DOT&PF MAINTENANCE	STA 107+02 / 1,531'L	461'	
48	DOT&PF MAINTENANCE	STA 105+73 / 1,389'L	451'	
49	AIRPORT RESCUE FIRE FIGHTING / FIELD MAINTENANCE FACILITY	STA 106+34 / 1,128'L	456'	
50	DUMP STATION	STA 107+22 / 1,224'L	450'	
51	INCGENERATOR (CHIMNEY / SMOKE STACK)	STA 107+20 / 1,201'L	446'	
52	ALASKA AIRLINES, INC. (VENT THROUGH ROOF)	STA 107+26 / 1,207'L	460'	
53	ALASKA AIRLINES, INC. (VENT THROUGH ROOF)	STA 109+99 / 1,095'L	460'	
54	ALASKA AIRLINES, INC. (VENT THROUGH ROOF)	STA 109+22 / 1,214'L	462'	
55	ALASKA AIRLINES, INC. (VENT THROUGH ROOF)	STA 109+16 / 1,166'L	463'	
56	ALASKA AIRLINES, INC. (VENT THROUGH ROOF)	STA 109+64 / 1,122'L	464'	
57	ALASKA AIRLINES, INC. (VENT THROUGH ROOF)	STA 111+13 / 1,117'L	463'	
58	ALASKA AIRLINES, INC. (VENT THROUGH ROOF)	STA 111+13 / 1,148'L	463'	
59	ALASKA AIRLINES, INC. (VENT THROUGH ROOF)	STA 111+14 / 1,167'L	462'	
60	ARFF	STA 107+74 / 849'L	462'	
61	ALASKA AIRLINES, INC. (ANTENNA ON ROOF)	STA 108+25 / 881'L	493'	
62	ALASKA AIRLINES, INC. (VENT THROUGH ROOF)	STA 105+50 / 911'L	466'	
63	COLLEGE UTILITIES CORP.	STA 109+37 / 1,772'L	468'	
64	NATIONAL WEATHER SERVICE FACILITY	STA 112+85 / 1,854'L	444'	
65	NATIONAL WEATHER SERVICE FACILITY	STA 113+31 / 1,917'L	461'	
66	NATIONAL WEATHER SERVICE FACILITY	STA 113+24 / 1,876'L	448'	
67	NATIONAL WEATHER SERVICE FACILITY	STA 113+19 / 1,854'L	445'	
68	ALASKA MECHANICAL, INC.	STA 104+18 / 1,774'L	450'	
69	SPAN ALASKA	STA 105+25 / 1,794'L	457'	
70	ARFF (ABOVE GROUND STORAGE TANK)	STA 106+31 / 779'L	443'	
71	ALASKA AIRLINES, INC. (ABOVE GROUND STORAGE TANK)	STA 111+24 / 1,187'L	443'	

ID #	DESCRIPTION	STATION / OFFSET RUNWAY 2L-20R	TOP ELEVATION	OBSTRUCTION MARKING
59	ALASKA AIRLINES, INC. (ABOVE GROUND STORAGE TANK)	STA 111+34 / 1,230'L	444'	
60	BUILDING (TENANT UNKNOWN)	STA 116+13 / 2,523'L	450'	
61	BUILDING (TENANT UNKNOWN)	STA 116+08 / 2,513'L	444'	
62	BUILDING (TENANT UNKNOWN)	STA 115+95 / 2,482'L	446'	
63	FIA TERMINAL (ANTENNA ON ROOF)	STA 123+78 / 1,071'L	493'	
64	PARKING BOOTH (VACANT)	STA 124+67 / 1,194'L	502'	
65	PARKING TOLL BOOTH	STA 125+29 / 1,520'L	446'	
66	RESCUE BOAT HOUSE	STA 132+80 / 1,179'R	456'	



DESIGN AMS

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

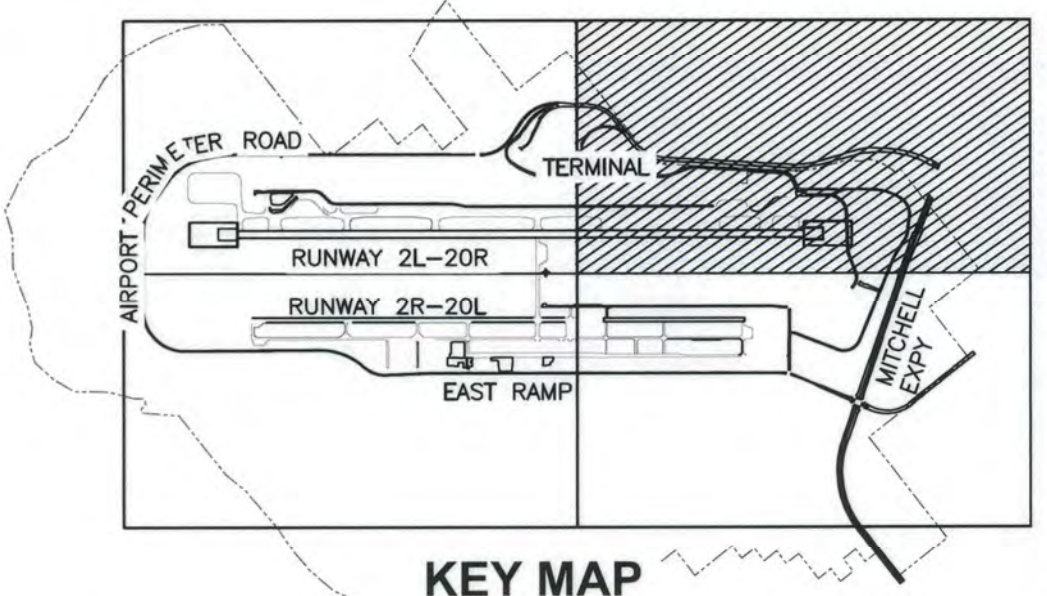
APPROVED: Jeffery A. Roach DATE 4/14/17
JEFFERY A. ROACH AIRPORT MANAGER

BY	DATE	REVISIONS	FAA

THIS ALP SUPERSEDES ALP DATED 3/6/13.

FAIRBANKS INTERNATIONAL
AIRPORT (FAI)
AIRPORT LAYOUT PLAN
TERMINAL PLAN SW QUADRANT

SHEET
16 OF
22

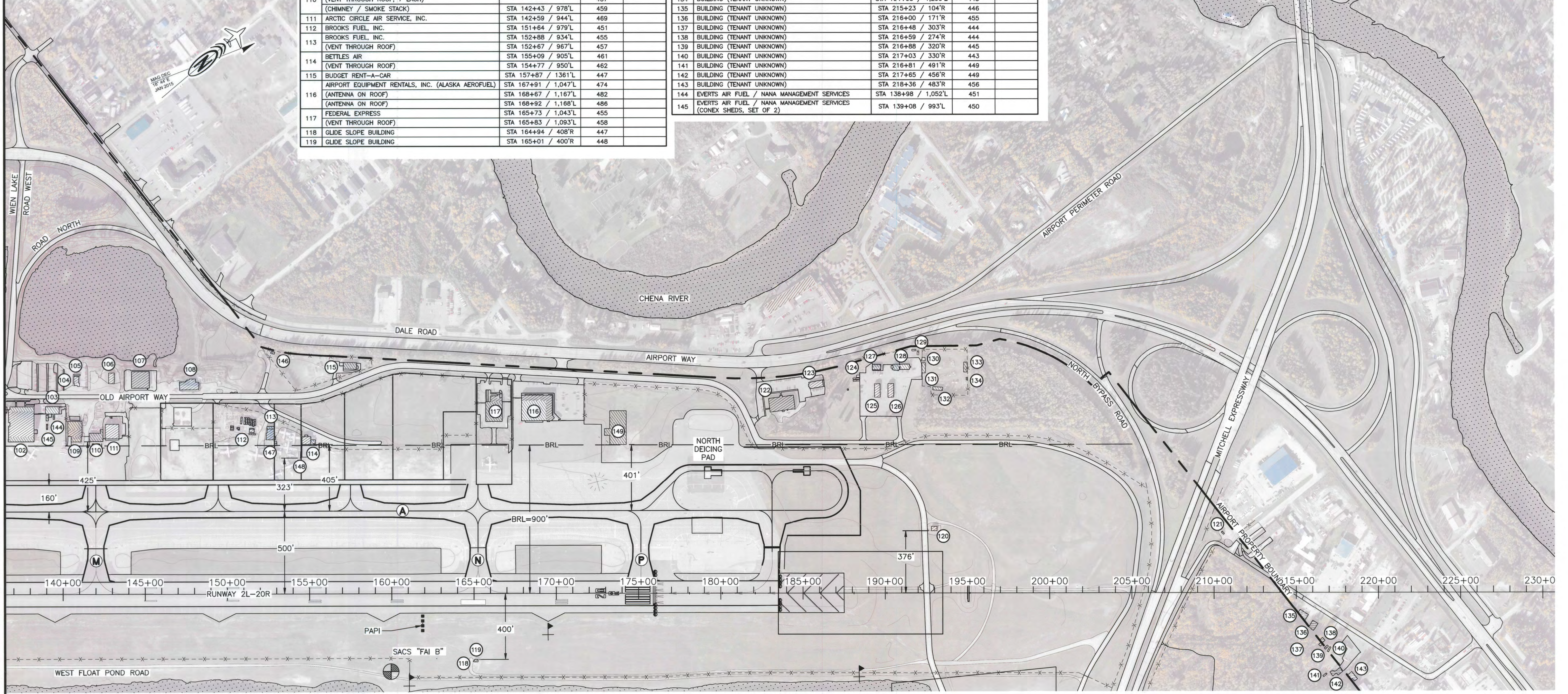


KEY MAP

ID #	DESCRIPTION	STATION / OFFSET RUNWAY 2L-20R	TOP ELEVATION	OBSTRUCTION MARKING
101	EVERTS AIR FUEL / NANA MANAGEMENT SERVICES (VENT THROUGH ROOF)	STA 136+60 / 1,107'L	454	
102	EVERTS AIR FUEL / NANA MANAGEMENT SERVICES	STA 136+43 / 1,123'L	458	
103	EVERTS AIR FUEL / NANA MANAGEMENT SERVICES (VENT THROUGH ROOF)	STA 139+72 / 1,119'L	462	
104	AVIS	STA 141+01 / 1,261'L	446	
105	AVIS	STA 141+06 / 1,327'L	441	
106	PAYLESS	STA 143+14 / 1,278'L	450	
107	GAVORA, INC. (VENT THROUGH ROOF, 8 EACH)	STA 144+18 / 1,250'L	455	
108	OMNI LOGISTICS, INC.	STA 147+11 / 1,239'L	455	
109	OMNI LOGISTICS, INC. (VENT THROUGH ROOF)	STA 140+51 / 924'L	458	
110	OMNI LOGISTICS, INC. (VENT THROUGH ROOF, 7 EACH)	STA 141+63 / 926'L	456	
111	ARCTIC CIRCLE AIR SERVICE, INC. (CHIMNEY / SMOKE STACK)	STA 142+43 / 978'L	459	
112	BROOKS FUEL, INC.	STA 142+59 / 944'L	469	
113	BROOKS FUEL, INC. (VENT THROUGH ROOF)	STA 151+64 / 979'L	451	
114	BETTLES AIR (VENT THROUGH ROOF)	STA 152+88 / 934'L	455	
115	BETTLES AIR (VENT THROUGH ROOF)	STA 152+67 / 967'L	457	
116	BUDGET RENT-A-CAR	STA 155+09 / 905'L	461	
117	AIRPORT EQUIPMENT RENTALS, INC. (ALASKA AEROFUEL) (ANTENNA ON ROOF)	STA 154+77 / 950'L	462	
118	AIRPORT EQUIPMENT RENTALS, INC. (ALASKA AEROFUEL) (ANTENNA ON ROOF)	STA 157+87 / 1361'L	447	
119	FEDERAL EXPRESS (VENT THROUGH ROOF)	STA 168+67 / 1,167'L	474	
120	FEDERAL EXPRESS (VENT THROUGH ROOF)	STA 168+92 / 1,188'L	482	
121	FEDERAL EXPRESS (VENT THROUGH ROOF)	STA 165+73 / 1,043'L	486	
122	GLIDE SLOPE BUILDING	STA 165+83 / 1,093'L	455	
123	GLIDE SLOPE BUILDING	STA 164+94 / 408'R	458	
124	GLIDE SLOPE BUILDING	STA 165+01 / 400'R	447	
125	GLIDE SLOPE BUILDING	STA 165+01 / 400'R	448	

ID #	DESCRIPTION	STATION / OFFSET RUNWAY 2L-20R	TOP ELEVATION	OBSTRUCTION MARKING
120	MALSR / LOCALIZER BUILDING	STA 192+82 / 376'L	453	
121	BUILDING (TENANT UNKNOWN)	STA 210+58 / 351'L	454	
122	BUILDING (TENANT UNKNOWN)	STA 183+02 / 1,099'L	458	
123	BUILDING (TENANT UNKNOWN)	STA 185+44 / 1,239'L	456	
124	BUILDING (TENANT UNKNOWN)	STA 188+28 / 1,308'L	447	
125	BUILDING (TENANT UNKNOWN)	STA 189+37 / 1,188'L	456	
126	BUILDING (TENANT UNKNOWN)	STA 190+19 / 1,187'L	456	
127	BUILDING (TENANT UNKNOWN)	STA 189+57 / 1,349'L	451	
128	BUILDING (TENANT UNKNOWN)	STA 190+77 / 1,347'L	453	
129	BUILDING (TENANT UNKNOWN)	STA 191+97 / 1,442'L	442	
130	BUILDING (TENANT UNKNOWN)	STA 192+45 / 1,406'L	445	
131	BUILDING (TENANT UNKNOWN)	STA 192+26 / 1,333'L	448	
132	BUILDING (TENANT UNKNOWN)	STA 193+50 / 1,228'L	446	
133	BUILDING (TENANT UNKNOWN)	STA 195+01 / 1,338'L	448	
134	BUILDING (TENANT UNKNOWN)	STA 194+95 / 1,290'L	443	
135	BUILDING (TENANT UNKNOWN)	STA 215+23 / 104'R	446	
136	BUILDING (TENANT UNKNOWN)	STA 216+00 / 171'R	455	
137	BUILDING (TENANT UNKNOWN)	STA 216+48 / 303'R	444	
138	BUILDING (TENANT UNKNOWN)	STA 216+59 / 274'R	444	
139	BUILDING (TENANT UNKNOWN)	STA 216+88 / 320'R	445	
140	BUILDING (TENANT UNKNOWN)	STA 217+03 / 330'R	443	
141	BUILDING (TENANT UNKNOWN)	STA 216+81 / 491'R	449	
142	BUILDING (TENANT UNKNOWN)	STA 217+85 / 456'R	449	
143	BUILDING (TENANT UNKNOWN)	STA 218+36 / 483'R	456	
144	EVERTS AIR FUEL / NANA MANAGEMENT SERVICES	STA 138+98 / 1,052'L	451	
145	EVERTS AIR FUEL / NANA MANAGEMENT SERVICES (CONEX SHEDS, SET OF 2)	STA 139+08 / 993'L	450	

ID #	DESCRIPTION	STATION / OFFSET RUNWAY 2L-20R	TOP ELEVATION	OBSTRUCTION MARKING
146	VACANT / CLOSED	STA 152+88 / 1,454'L	449	
147	BROOKS FUEL, INC.	STA 152+89 / 901'L	449	
148	BETTLES AIR	STA 154+53 / 822'L	445	
149	GUARDIAN FLIGHT HANGAR	STA 173+77 / 901'L	474 (EST)	



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

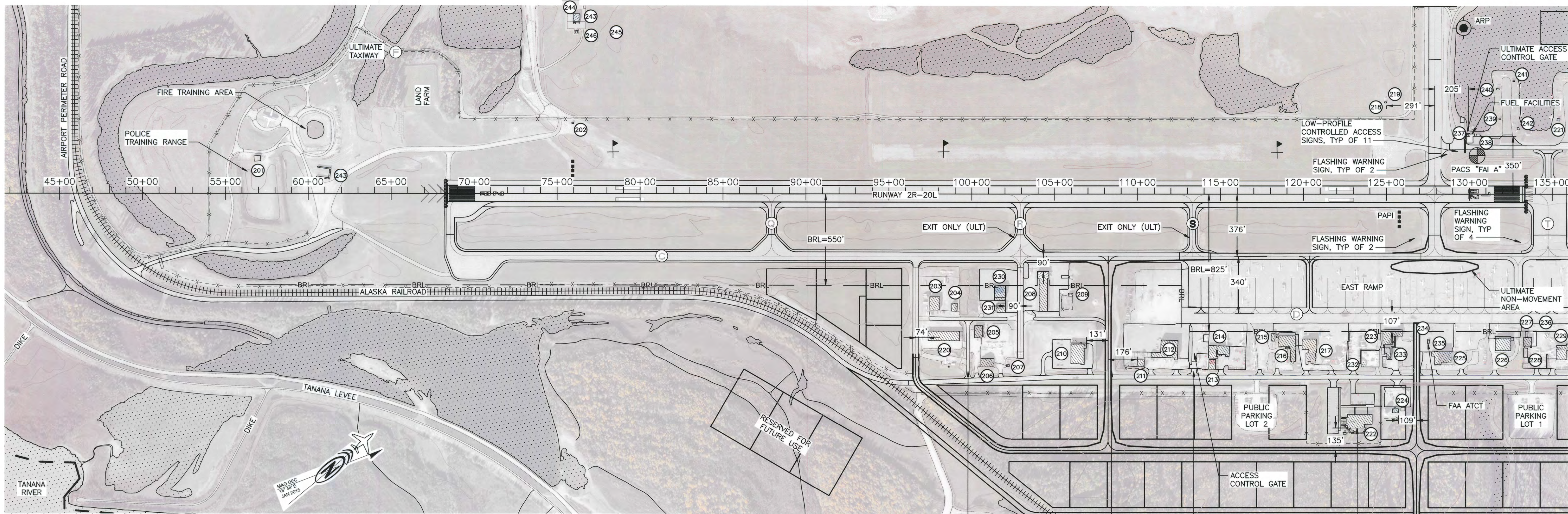
APPROVED: Jeffery A. Roach DATE 4/14/17
 JEFFERY A. ROACH AIRPORT MANAGER

BY	DATE	REVISIONS	FAA

THIS ALP SUPERSEDES ALP DATED 3/6/13.

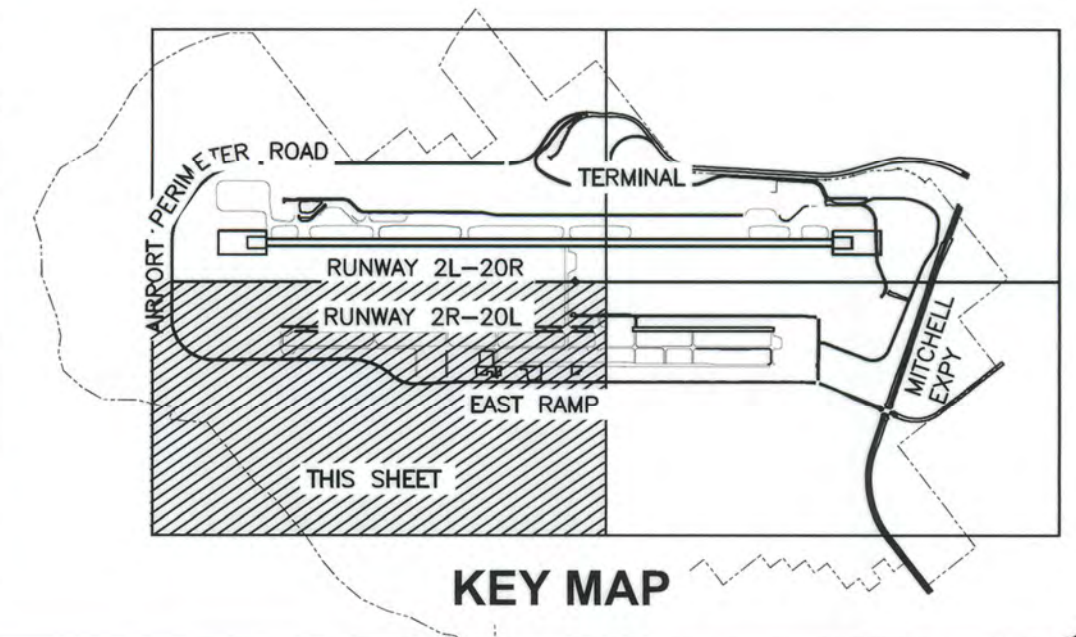
FAIRBANKS INTERNATIONAL
 AIRPORT (FAI)
 AIRPORT LAYOUT PLAN
 TERMINAL PLAN NW QUADRANT

SHEET
 17 OF
 22



BUILDING DATA TERMINAL PLAN - SE QUADRANT				
ID #	DESCRIPTION	STATION / OFFSET	TOP ELEVATION	OBSTRUCTION MARKING
201	TARGET RANGE STRUCTURE	STA 56+75 / 195'L	446	
202	PAPI BUILDING	STA 75+89 / 422'L	439	
203	SOUTH KOYOKUK, LLC	STA 98+07 / 618'R	453	
204	SOUTH KOYOKUK, LLC	STA 98+79 / 657'R	448	
205	TAMARAK AIR	STA 100+21 / 790'R	452	
206	TAMARAK AIR	STA 100+55 / 988'R	459	
207	TAMARAK AIR	STA 102+26 / 1,026'R	443	
208	U.S. FISH AND WILDLIFE SERVICE	STA 104+64 / 466'R	455	
209	U.S. FISH AND WILDLIFE SERVICE	STA 105+82 / 596'R	444	
210	FAA - MAINTENANCE	STA 106+78 / 901'R	466	
211	WRIGHT AIR, LLC	STA 109+98 / 996'R	446	
	WRIGHT AIR, LLC	STA 111+42 / 877'R	463	
	(VENT THROUGH ROOF)	STA 111+57 / 973'R	469	
212	(ANTENNA ON ROOF)	STA 111+71 / 983'R	496	
	(ANTENNA ON ROOF)	STA 111+93 / 984'R	482	
	(ANTENNA ON ROOF)	STA 112+22 / 984'R	474	
213	WRIGHT AIR SERVICE, INC.	STA 114+31 / 992'R	456	
214	WRIGHT AIR SERVICE, INC.	STA 114+28 / 909'R	457	
	(ANTENNA ON ROOF)	STA 115+18 / 964'R	469	
215	LARRY'S FLYING SERVICE	STA 118+28 / 838'R	453	
	LARRY'S FLYING SERVICE	STA 119+51 / 851'R	454	
216	(VENT THROUGH ROOF)	STA 119+44 / 871'R	455	
	(CHIMNEY STACK)	STA 118+87 / 915'R	457	
	NORTHERN ALASKA TOUR CO.	STA 120+77 / 870'R	458	
217	(ANTENNA ON ROOF)	STA 120+50 / 883'R	466	
	(CHIMNEY STACK)	STA 120+40 / 933'R	461	
218	PAPI BUILDING	STA 124+89 / 550'L	438	
219	SHED / CONNEX	STA 124+90 / 575'L	437	
220	AIRCRAFT WEATHER SHELTERS	STA 97+37 / 824'R	451	
	(CHIMNEY STACK)	STA 99+21 / 846'R	455	
221	FLOAT POND SLIP, BUILDING	STA 135+45 / 441'L	442	
222	FAA - AUTOMATED FLIGHT SERVICE STATION	STA 124+15 / 1,325'R	453	
	(VENT THROUGH ROOF)	STA 123+09 / 1,368'R	458	

BUILDING DATA TERMINAL PLAN - SE QUADRANT				
ID #	DESCRIPTION	STATION / OFFSET	TOP ELEVATION	OBSTRUCTION MARKING
223	FAA - TOWER BASES BUILDING	STA 125+99 / 823'R	449	
	(ANTENNA ON ROOF)	STA 124+80 / 875'R	470	
224	FAA - PARKING LOT BOOTH	STA 125+48 / 1,285'R	449	
225	MAC MANAGING, LLC	STA 128+08 / 944'R	465	
226	ALASKA WING CIVIL AIR PATROL	STA 132+51 / 864'R	459	
	(ANTENNA ON ROOF)	STA 131+79 / 941'R	459	
227	TANAKON, INC.	STA 133+38 / 825'R	443	
228	TANAKON, INC.	STA 133+27 / 924'R	447	
229	WARBELOW'S AIR VENTURES	STA 136+00 / 899'R	455	
	(VENT THROUGH ROOF)	STA 135+86 / 944'R	458	
230	AIRPORT EQUIPMENT RENTALS, INC.	STA 101+37 / 552'R	462	
231	TESLOW/TANNER	STA 101+52 / 661'R	458	
232	NORTHERN ALASKA TOUR CO. (SHED / CONNEX, SET OF 3)	STA 123+49 / 1,010'R	442	
233	FAA - AIR TRAFFIC CONTROL TOWER		527	
	(ANTENNA ON ROOF)	STA 125+22 / 922'R	540	
	(OBSTRUCTION LIGHT, 2 EACH)		529	
234	MAC MANAGING, LLC (SHED / CONEX)	STA 127+70 / 833'R	441	
235	MAC MANAGING, LLC (ABOVE GROUND STORAGE TANK)	STA 127+58 / 876'R	442	
236	WARBELOW'S AIR VENTURES (ABOVE GROUND STORAGE TANK)	STA 134+54 / 838'R	446	
237	ACE FUELS (ABOVE GROUND STORAGE TANK)	STA 130+04 / 349'L	444	
238	ACE FUELS - AIRCRAFT FUELING & PHONE	STA 130+41 / 350'L	444	
239	FLOAT POND SLIP, BUILDING	STA 131+78 / 450'L	442	
240	FLOAT POND SLIP, BUILDING	STA 131+63 / 628'L	443	
241	FLOAT POND SLIP, BUILDING	STA 132+73 / 678'L	439	
242	FLOAT POND SLIP, BUILDING	STA 132+93 / 387'L	439	
243	FIRE TRAINING STRUCTURE	STA 61+29 / 86'L	440	
244	ALSF BUILDING	STA 75+95 / 1,037'L	451	
245	ALSF BUILDING (ABOVE GROUND STORAGE TANK)	STA 76+10 / 1,023'L	440	
246	ALSF BUILDING	STA 76+21 / 967'L	441	



DESIGN AMS
 DRAWN EJM
 CHECKED KAR

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

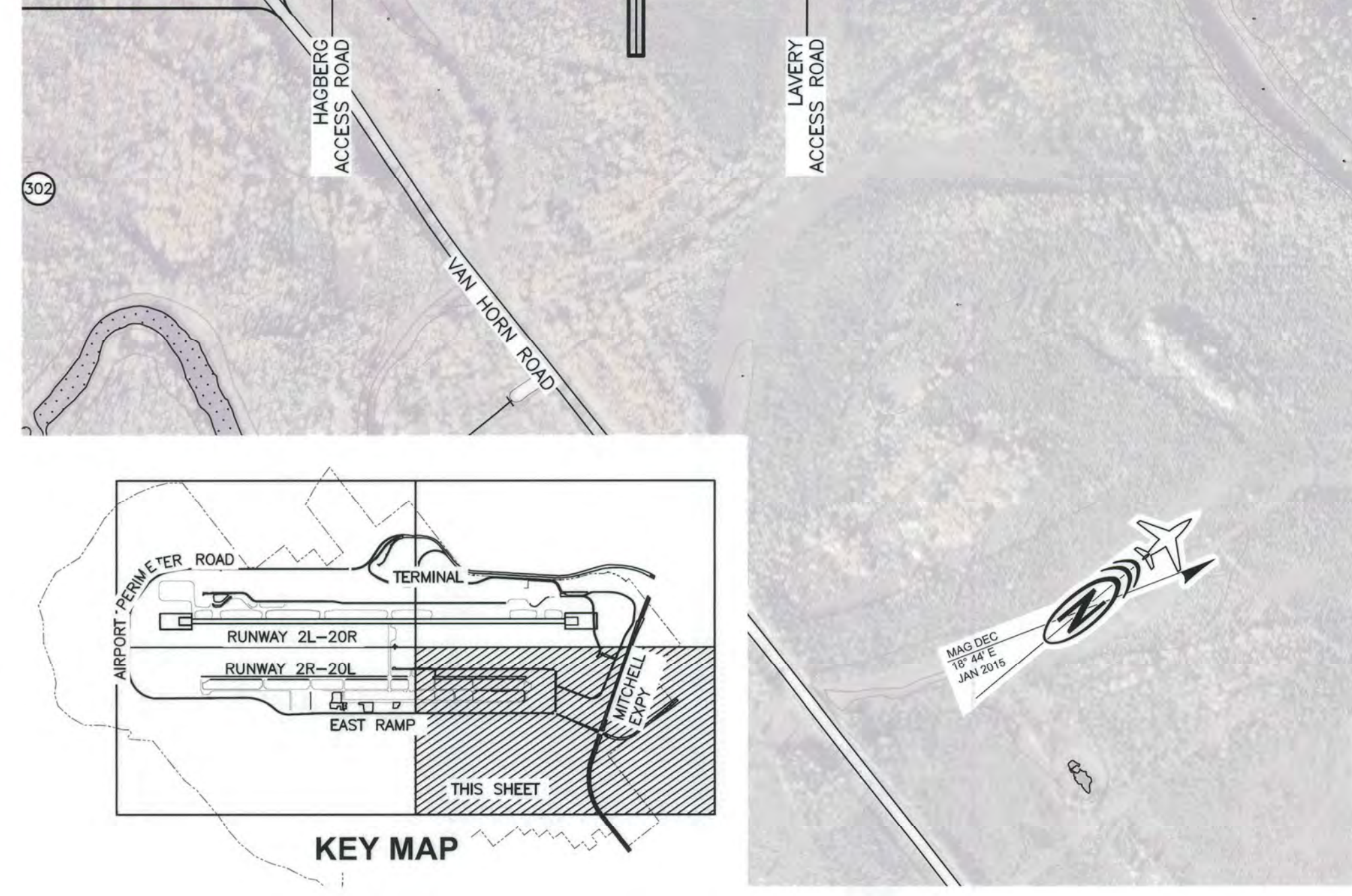
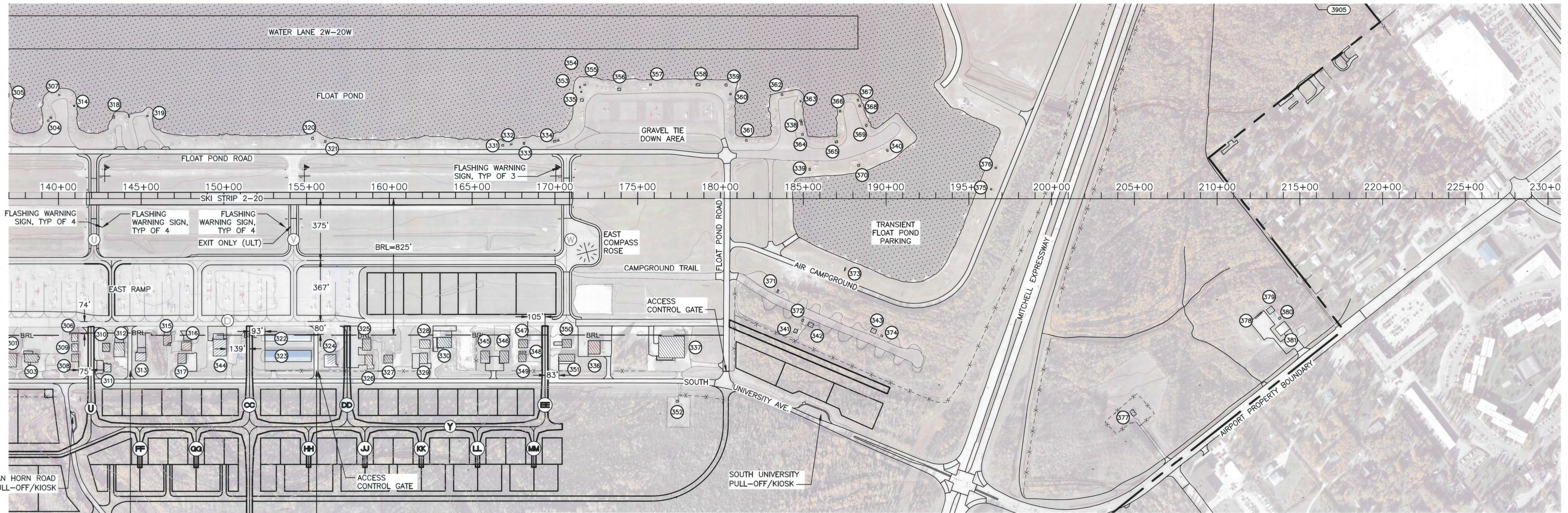
APPROVED: Jeffery A. Roach DATE 4/14/17
 JEFFERY A. ROACH AIRPORT MANAGER

BY	DATE	REVISIONS	FAA

THIS ALP SUPERSEDES ALP DATED 3/6/13.

FAIRBANKS INTERNATIONAL
 AIRPORT (FAI)
 AIRPORT LAYOUT PLAN
 TERMINAL PLAN SE QUADRANT

SHEET
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 OF
 22



ID #	DESCRIPTION	STATION / OFFSET	TOP ELEVATION	OBSTRUCTION MARKING
301	ED MAYNARD (ANTENNA ON ROOF)	STA 136+94 / 932'R	459	
301	(VENT THROUGH ROOF)	STA 137+48 / 966'R	464	
302	BUILDING (TENANT UNKNOWN)	STA 138+78 / 2,355'R	445	
303	ERIC & THERESA STIRLING (VENT THROUGH ROOF)	STA 138+62 / 934'R	454	
304	FLOAT POND SLIP, BUILDING	STA 138+31 / 971'R	481	
304	FLOAT POND SLIP, BUILDING	STA 139+33 / 464'L	438	
305	FLOAT POND SLIP, BUILDING	STA 136+91 / 608'L	441	
306	STEPHEN COOPER	STA 141+15 / 817'R	452	
307	FLOAT POND SLIP, BUILDING	STA 140+00 / 618'L	438	
308	STEPHEN COOPER	STA 140+79 / 939'R	454	
309	STEPHEN COOPER	STA 141+18 / 876'R	452	
309	GLEN M. WILCOX (VENT THROUGH ROOF)	STA 143+11 / 873'R	454	
310	(ANTENNA ON ROOF)	STA 142+73 / 899'R	465	
310	(ANTENNA ON ROOF)	STA 143+08 / 882'R	461	
311	KARL BRAUN	STA 142+77 / 993'R	454	
312	NORTHLAND AVIATION (VENT THROUGH ROOF)	STA 143+37 / 869'R	460	
312	(VENT THROUGH ROOF)	STA 143+73 / 915'R	460	
313	RICHARD A. WIEN	STA 145+29 / 929'R	460	
314	FLOAT POND SLIP, BUILDING	STA 140+90 / 555'L	438	
315	DAVID STOOT	STA 146+79 / 825'R	455	
316	PHYLLIS & RICHARD TATE	STA 148+03 / 864'R	457	
317	SAM BRICE	STA 147+22 / 935'R	452	
318	FLOAT POND SLIP, BUILDING	STA 143+39 / 483'L	436	
319	FLOAT POND SLIP, BUILDING	STA 145+42 / 494'L	436	
320	FLOAT POND SLIP, BUILDING	STA 155+31 / 354'L	437	
321	FLOAT POND SLIP, BUILDING	STA 156+17 / 337'L	438	
322	FAIRBANKS T-HANGARS, LLC	STA 152+48 / 822'R	455	
323	FAIRBANKS T-HANGARS, LLC	STA 152+48 / 916'R	456	
324	AIRCOM AVIONICS, INC.	STA 156+78 / 942'R	459	
325	HANGAR #1	STA 158+88 / 847'R	460	
326	USIBELLI TRUSTEE	STA 158+52 / 945'R	452	
327	JAMES E. ARPINO	STA 160+20 / 945'R	459	

ID #	DESCRIPTION	STATION / OFFSET	TOP ELEVATION	OBSTRUCTION MARKING
328	DR. ROBERT W. TAYLOR	STA 161+82 / 853'R	456	
329	RICHARD SCHOK	STA 162+30 / 933'R	457	
330	ARCTIC AVIATION (FAIRBANKS FLIGHT TRAIN)	STA 162+90 / 839'R	459	
331	FLOAT POND SLIP, BUILDING	STA 166+91 / 314'L	441	
332	FLOAT POND SLIP, BUILDING	STA 167+31 / 321'L	439	
333	FLOAT POND SLIP, BUILDING	STA 168+08 / 325'L	443	
334	FLOAT POND SLIP, BUILDING	STA 169+91 / 337'L	443	
335	FLOAT POND SLIP, BUILDING	STA 171+52 / 583'L	442	
336	ARCTIC AIR ALASKA, INC.	STA 172+72 / 859'R	461	
337	SNOBOW, INC.	STA 176+26 / 831'R	466	
338	FLOAT POND SLIP, BUILDING	STA 184+85 / 443'L	441	
339	FLOAT POND SLIP, BUILDING	STA 185+34 / 169'L	440	
340	FLOAT POND SLIP, BUILDING	STA 190+07 / 281'L	440	
341	OUTHOUSE TOILET	STA 184+48 / 785'R	447	
342	PICNIC PAVILLION	STA 185+36 / 744'R	447	
343	PICNIC PAVILLION	STA 189+14 / 781'R	448	
344	WILLIAM BREWER	STA 150+16 / 850'R	459	
345	DAVID GREER	STA 165+52 / 921'R	458	
346	DAVID GREER	STA 166+66 / 920'R	460	
347	MERLE D. JANTZ TRUST	STA 167+81 / 854'R	460	
348	RANDY & MARY WOOD	STA 168+25 / 922'R	447	
349	RANDY & MARY WOOD	STA 168+26 / 939'R	460	
350	O.F.U., LLC	STA 170+99 / 851'R	459	
351	CATHOLIC BISHOP OF NORTHERN ALASKA	STA 170+23 / 940'R	452	
352	SNOBOW, INC.	STA 177+47 / 1,219'R	445	
353	FLOAT POND SLIP, BUILDING	STA 171+55 / 636'L	441	
354	FLOAT POND SLIP, BUILDING	STA 171+53 / 663'L	439	
355	FLOAT POND SLIP, BUILDING	STA 171+85 / 678'L	439	
356	FLOAT POND SLIP, BUILDING	STA 173+78 / 648'L	446	
357	FLOAT POND SLIP, BUILDING	STA 175+72 / 678'L	443	
358	FLOAT POND SLIP, BUILDING	STA 178+76 / 676'L	449	
359	FLOAT POND SLIP, BUILDING	STA 180+40 / 674'L	443	
360	FLOAT POND SLIP, BUILDING	STA 180+55 / 622'L	441	

ID #	DESCRIPTION	STATION / OFFSET	TOP ELEVATION	OBSTRUCTION MARKING
361	FLOAT POND SLIP, BUILDING	STA 181+51 / 345'L	442	
362	FLOAT POND SLIP, BUILDING	STA 183+66 / 618'L	437	
363	FLOAT POND SLIP, BUILDING	STA 184+79 / 581'L	436	
364	FLOAT POND SLIP, BUILDING	STA 184+90 / 380'L	440	
365	FLOAT POND SLIP, BUILDING	STA 186+93 / 335'L	442	
366	FLOAT POND SLIP, BUILDING	STA 187+17 / 521'L	439	
367	FLOAT POND SLIP, BUILDING	STA 188+29 / 584'L	438	
368	FLOAT POND SLIP, BUILDING	STA 188+38 / 550'L	439	
369	FLOAT POND SLIP, BUILDING	STA 188+79 / 434'L	442	
370	TRANSIENT FLOAT POND, BUILDING	STA 188+30 / 192'L	442	
371	OUTHOUSE TOILET	STA 183+46 / 550'R	447	
372	CAMPGROUND, MISC. STRUCTURE	STA 184+83 / 727'R	444	
373	TRANSIENT FLOAT POND, BUILDING	STA 187+52 / 417'R	442	
374	CAMPGROUND, MISC. STRUCTURE	STA 189+70 / 822'R	443	
375	TRANSIENT FLOAT POND, BUILDING	STA 196+38 / 52'L	443	
376	TRANSIENT FLOAT POND, BUILDING	STA 196+67 / 179'L	444	
377	UNIVERSITY AVE., BUILDING (ANTENNA ADJACENT TO BUILDING)	STA 204+89 / 1,271'R	454	
377	(ANTENNA ADJACENT TO BUILDING)	STA 204+95 / 1,262'R	506	
378	UNIVERSITY AVE., BUILDING	STA 212+67 / 684'R	453	
379	UNIVERSITY AVE., BUILDING	STA 213+27 / 648'R	452	
380	UNIVERSITY AVE., BUILDING	STA 213+814 / 714'R	455	
381	UNIVERSITY AVE., BUILDING	STA 214+07 / 741'R	465	

DESIGN AMS
 DRAWN EJM
 CHECKED KAR

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

APPROVED: Jeffery A. Roach DATE 4/14/17
 JEFFERY A. ROACH AIRPORT MANAGER

BY	DATE	REVISIONS	FAA

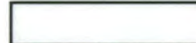
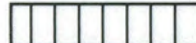








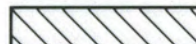
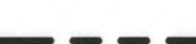
THIS ALP SUPERSEDES ALP DATED 3/6/13.

FAIRBANKS INTERNATIONAL
 AIRPORT (FAI)
 AIRPORT LAYOUT PLAN
 TERMINAL PLAN NE QUADRANT

SHEET
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 22



ON-AIRPORT LAND USE

-  AIRFIELD OPERATIONS AREA
-  FUTURE NON-AERONAUTICAL USE
-  INTERNATIONAL CARGO/DOMESTIC CARGO/OTHER AERONAUTICAL
-  NON-AERONAUTICAL
-  AIRCRAFT AERONAUTICAL
-  OTHER AERONAUTICAL
-  OTHER AERONAUTICAL (STATE)
-  PASSENGER TERMINAL AND LANDSIDE
-  LAND ACQUISITION
-  DOMESTIC CARGO/AIRCRAFT AERONAUTICAL
-  INTERNATIONAL CARGO
-  ULTIMATE PROPERTY BOUNDARY

NOTE:

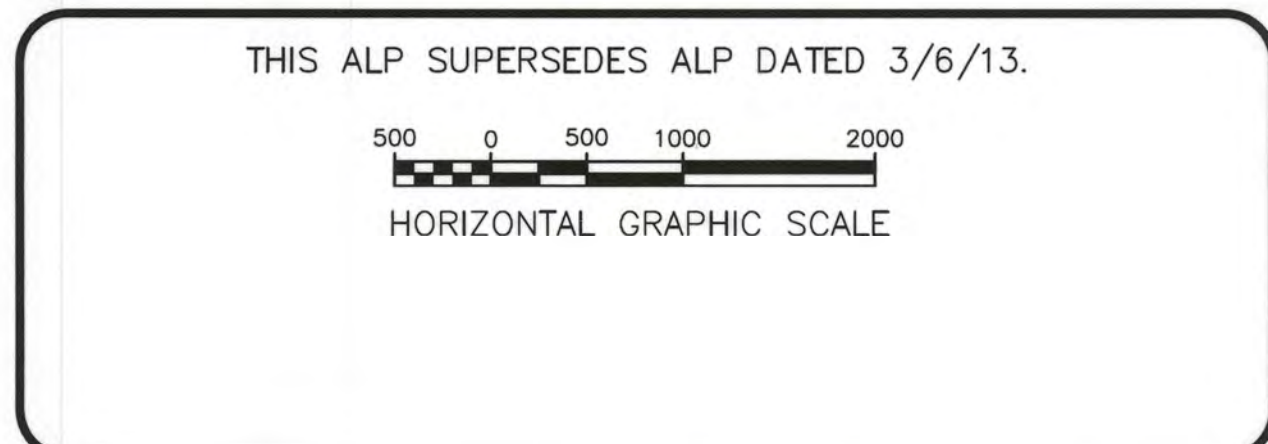
1. THE LAND USES AND AIRFIELD LAYOUT DEPICTED ARE FOR DEVELOPMENT BEYOND THE 20-YEAR ULTIMATE CONDITION SHOWN ON THE OTHER ALP DRAWING SHEETS.

DESIGN AMS
 DRAWN EJM
 CHECKED KAR

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

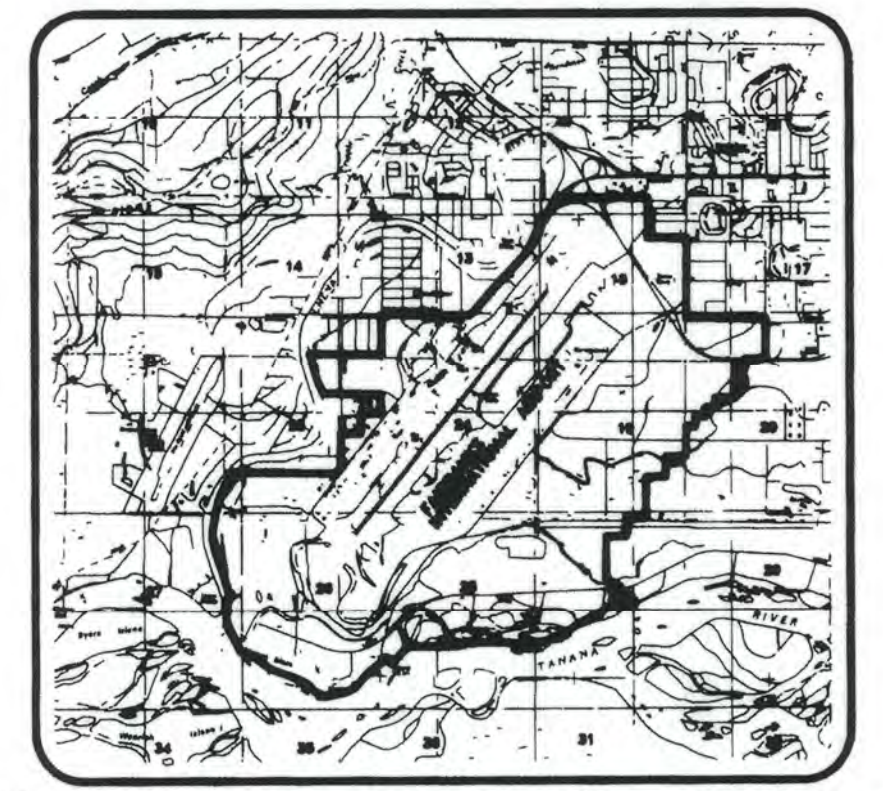
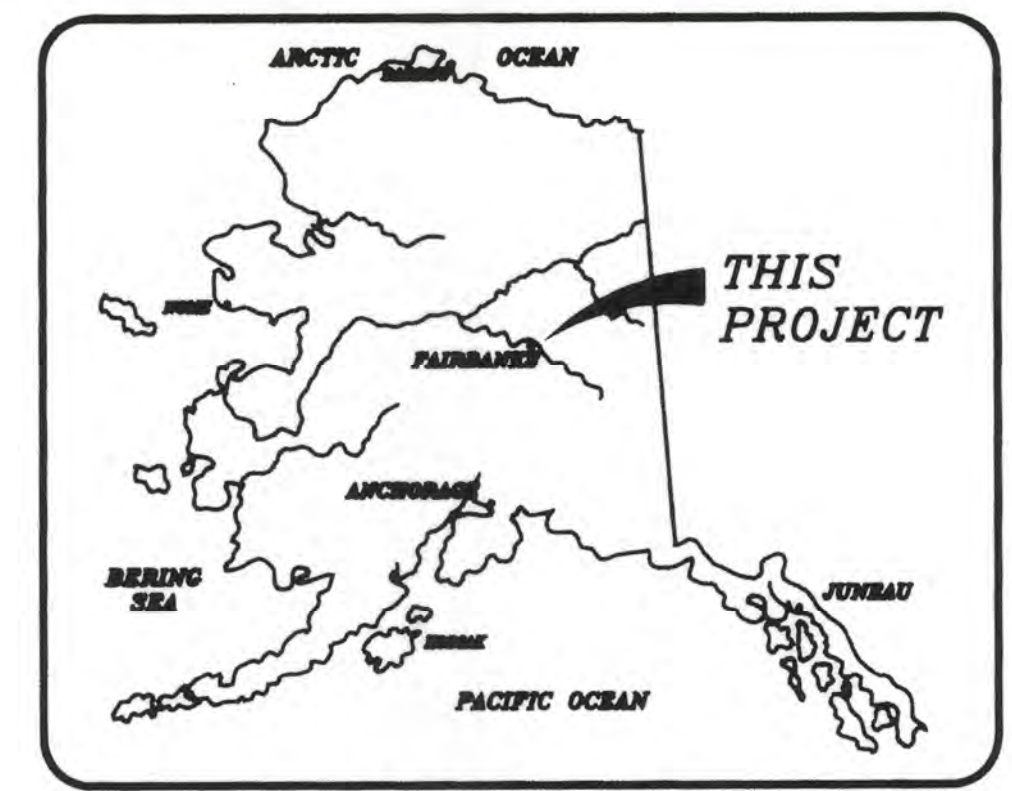
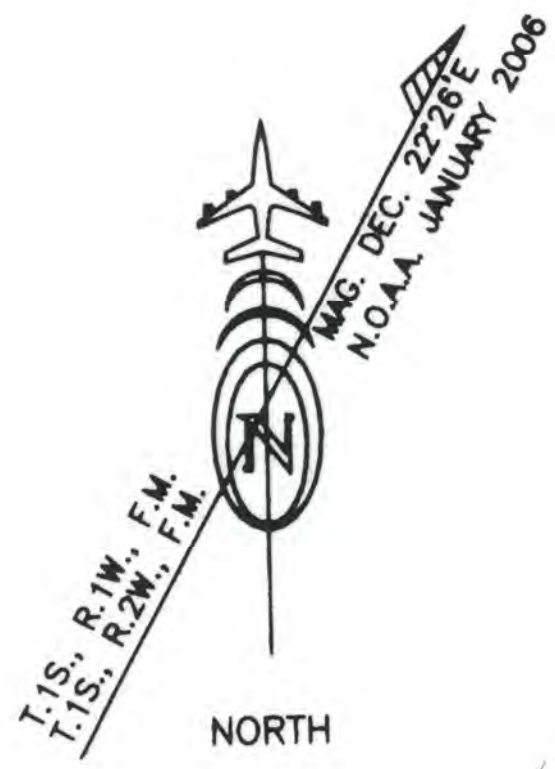
APPROVED: Jeffery A. Roach DATE 4/14/17
 JEFFERY A. ROACH AIRPORT MANAGER

BY	DATE	REVISIONS	FAA



FAIRBANKS INTERNATIONAL
AIRPORT (FAI)
 AIRPORT LAYOUT PLAN
 LAND USE DRAWING

SHEET
 20 OF
 22



LOCATION MAP

VICINITY MAP SCALE 1" = 2 MILES

SECTIONS 17,18,19,20,30 T1S R1W
SECTIONS 13,23,24,25,26 T1S R2W
FAIRBANKS MERIDIAN
USGS QUAD: FAIRBANKS (D-2)

NOTES

- THIS PLAN SUPERSEDES FAIRBANKS INTERNATIONAL AIRPORT PROPERTY PLAN DATED 4-23-2008 ON FILE AT AKDOT&PF NORTHERN REGION, FAIRBANKS, ALASKA.
- THE DIMENSIONS FOR THESE PLANS WERE COMPILED FROM MANY SOURCES OF AVAILABLE INFORMATION INCLUDING SUBDIVISION PLATS, BLM SURVEYS, DEEDS, DOT&PF RIGHT OF WAY PLANS, AERIAL PHOTOGRAPHY AND FIELD SURVEYS.
- THE BASIS OF BEARING IS THE ALASKA COORDINATE SYSTEM OF 1983 (ACS83), ZONE 3 GRID BEARING BETWEEN N.G.S. PACS MONUMENT "FAI A" AND N.G.S. SACS MONUMENT "FAI B". ALL DISTANCES SHOWN ARE GRID DISTANCES. FOR CONVERSION OF GRID DISTANCES TO GROUND DISTANCES MULTIPLY THE GRID DISTANCE BY THE COMBINED FACTOR OF 1.00025838067.
- THE BASIS OF STATIONING FOR RUNWAY 1L-19R IS 114+00.00 AT THE DIVISION OF AVIATION MONUMENT LOCATED AT STATION 114+00.00, OFFSET 559.99 LEFT OF THE RUNWAY CENTERLINE.
- THE PUBLISHED N.G.S. NAD83 (1992) VALUES OF PACS "FAI A" ARE:

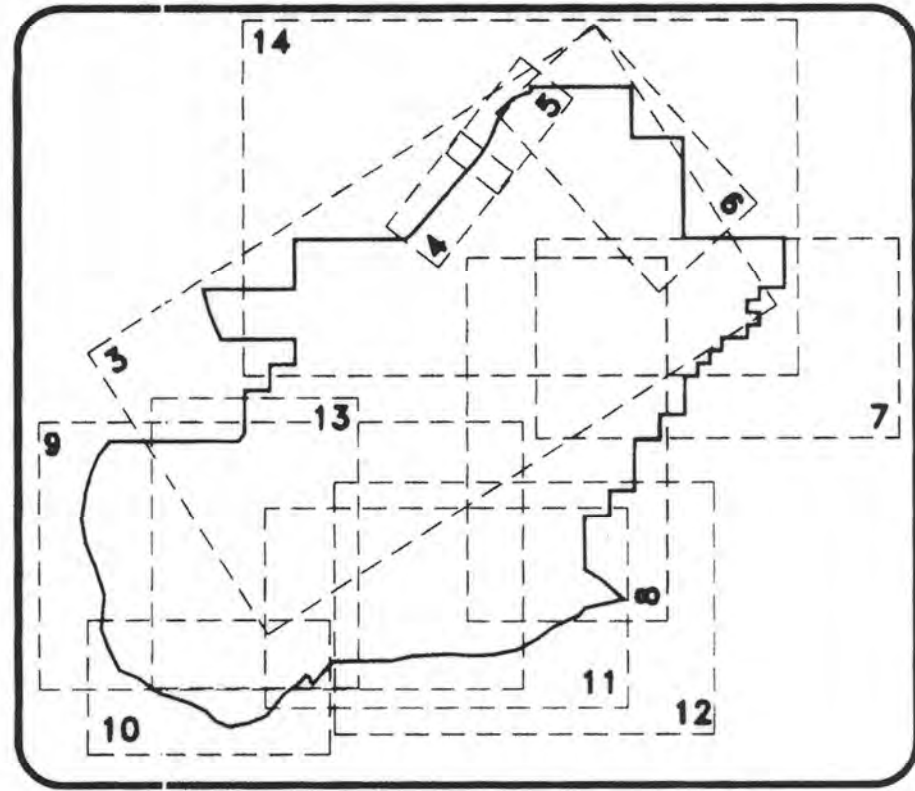
"FAI A"	LATITUDE 64° 48' 50.38332" (N)	LONGITUDE 147° 51' 08.11096" (W)
	NAD83, ZONE 3 (METERS)	412030.41078 (E)
	NAD83, ZONE 3 (FEET)	1351803.10603 (E)

THE NAD83 (1992) VALUES FOR THE FOLLOWING MONUMENTS ARE BASED ON STATIC GPS OBSERVATIONS FROM "FAI A".

"FAI B"	LATITUDE 64° 49' 19.78847" (N)	LONGITUDE 147° 50' 46.08826" (W)
	NAD83, ZONE 3 (METERS)	412347.43435 (E)
	NAD83, ZONE 3 (FEET)	1352843.20754 (E)
"FAI C"	LATITUDE 64° 48' 33.73045" (N)	LONGITUDE 147° 52' 16.71656" (W)
	NAD83, ZONE 3 (METERS)	411110.28906 (E)
	NAD83, ZONE 3 (FEET)	1348784.34003 (E)

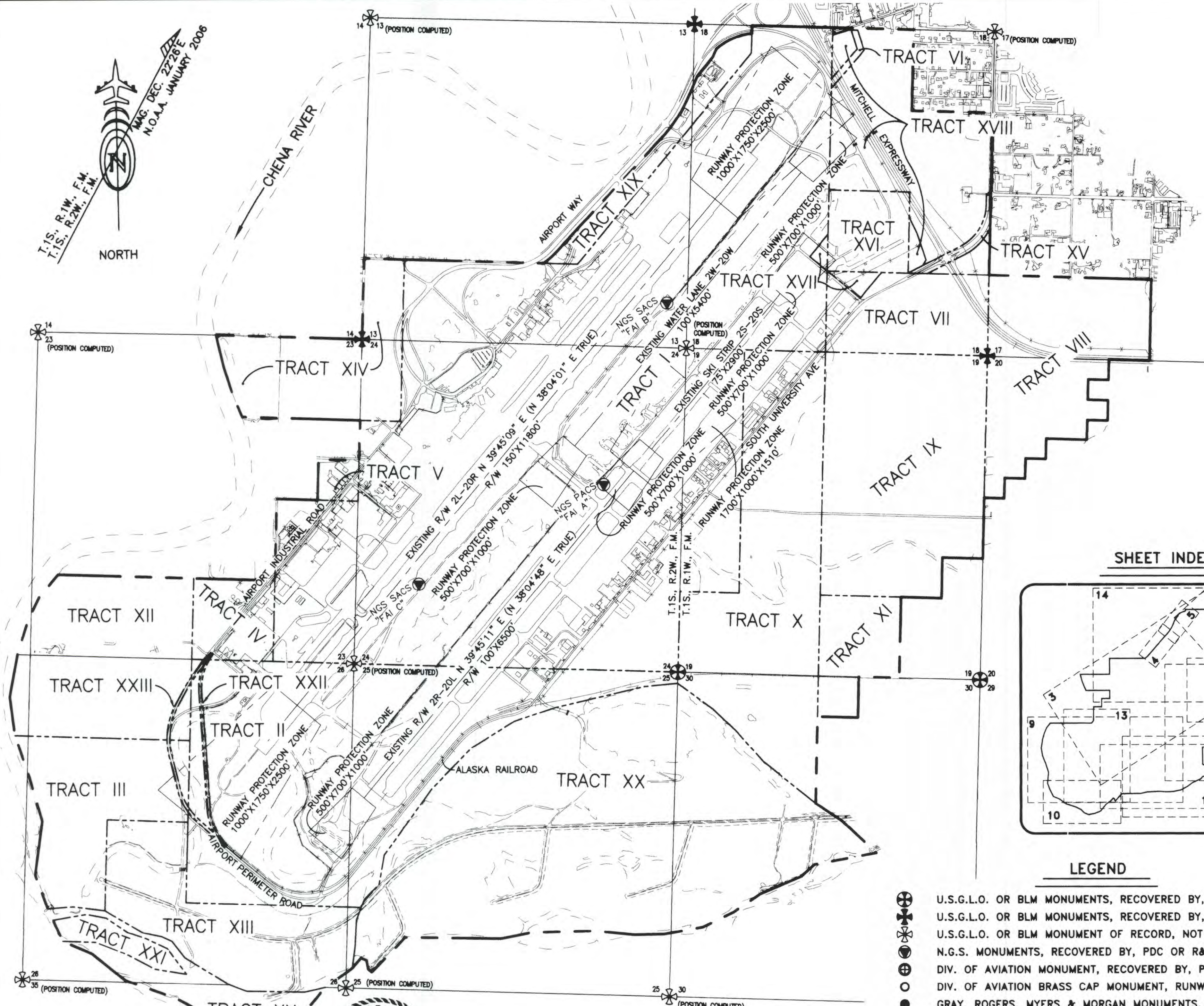
DOA 114+00, 560L	LATITUDE 64° 48' 50.46473" (N)	LONGITUDE 147° 52' 10.33847" (W)
	NAD83, ZONE 3 (METERS)	41205878.29799 (E)
	NAD83, ZONE 3 (FEET)	1349110.58504 (E)
DOA 140+00, 560L	LATITUDE 64° 49' 10.61093" (N)	LONGITUDE 147° 51' 33.30627" (W)
	NAD83, ZONE 3 (METERS)	411716.48810 (E)
	NAD83, ZONE 3 (FEET)	1350773.17805 (E)
- PDC INC. (PDC) PERFORMED A PHOTOGRAMMETRIC CONTROL SURVEY IN DECEMBER 2004 AND R&M CONSULTANTS, INC. (R&M) PERFORMED A CONTROL AND BOUNDARY SURVEY OF U.S. SURVEY NO. 9071 IN AUGUST 2005. BOTH SURVEYS WERE PERFORMED UTILIZING GPS STATIC TECHNIQUES AND WERE BASED ON THE PUBLISHED VALUES OF N.G.S. PACS "FAI A".
- THE COMPUTED BEARINGS AND DISTANCES WERE ROTATED AND ADJUSTED TO FIT THE AIRPORT BOUNDARY AS ESTABLISHED BY "BOUNDARY SURVEY PHASE 1, FAIRBANKS INTERNATIONAL AIRPORT" SURVEYED BY GRAY, ROGERS, MYERS AND MORGAN (GRMM) IN OCTOBER 1971. THIS SURVEY WAS BASED ON NAD 27, ZONE 3 STATE PLANE COORDINATES. THIS INFORMATION WAS THEN TRANSLATED TO NAD83, ZONE 3 STATE PLANE COORDINATES BY USING A BEST FIT SOLUTION OF THE COMMON MONUMENTS FROM THE GRMM SURVEY AND THE PDC AND R&M SURVEYS.
- BOUNDARIES OTHER THAN THOSE NOTED (GRMM) AND THE RETRACEMENT OF U.S. SURVEY NO. 9071, ARE BASED ON COMPILED INFORMATION AND THEREFORE ARE TO BE CONSIDERED APPROXIMATE. THE BOUNDARIES SHOWN ARE GENERALLY INTENDED AS ALIQUOT PART LINES AND ARE COMPUTED FROM AVAILABLE INFORMATION ACCORDING TO THE PROCEDURES OUTLINED IN THE BUREAU OF LAND MANAGEMENT MANUAL OF SURVEY INSTRUCTIONS, 1973. THE TRUE BOUNDARIES WOULD BE THOSE DETERMINED BY ACTUAL FIELD SURVEY.
- MEANDERS OF THE TANANA AND CHENA RIVERS WHERE NOTED, WERE COMPILED FROM 1990 AERIAL PHOTOGRAPHY. THE NATURAL MEANDERS OF THE LINE OF ORDINARY HIGH WATER FORMS THE TRUE BOUNDS OF THE PROPERTY. THE APPROXIMATE LINE OF ORDINARY HIGH WATER AS SHOWN, IS FOR AREA COMPUTATIONS ONLY.
- THE ALASKA RAILROAD RIGHT OF WAY WAS SURVEYED BY THE BUREAU OF LAND MANAGEMENT AND IS SHOWN ON U.S. SURVEY NO. 9071.
- THE PLANIMETRIC FEATURES FOR THESE PLANS ARE FROM AERIAL MAPPING PREPARED BY AEROMAP U.S. AND ARE BASED ON PHOTOGRAPHY DATED SEPTEMBER 18, 2004.

SHEET INDEX



LEGEND

- U.S.G.L.O. OR BLM MONUMENTS, RECOVERED BY, R&M 2005.
- U.S.G.L.O. OR BLM MONUMENTS, RECOVERED BY, GRMM 1971.
- U.S.G.L.O. OR BLM MONUMENT OF RECORD, NOT RECOVERED.
- N.G.S. MONUMENTS, RECOVERED BY, PDC OR R&M.
- DIV. OF AVIATION MONUMENT, RECOVERED BY, PDC OR R&M.
- DIV. OF AVIATION BRASS CAP MONUMENT, RUNWAY CENTERLINE.
- GRAY, ROGERS, MYERS & MORGAN MONUMENTS, SET 1971 AND 1972.
- PRIMARY MONUMENT, RECOVERED BY, PDC OR R&M.
- PRIMARY MONUMENT SET BY STUTZMANN IN 1987
- BEARING AND DISTANCE DERIVED FROM GRMM PLATS:
"BOUNDARY SURVEY PHASE 1, FAIRBANKS INTERNATIONAL AIRPORT".
"SURVEY OF TRACT XIII, PARCELS A AND D;
"FAIRBANKS INTERNATIONAL AIRPORT", 1972.
- TYPICAL GRMM CORNER DESIGNATION NUMBER.



I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF ALASKA, AND THAT THIS PLAT WAS MADE BY ME OR UNDER MY SUPERVISION. I DECLARE THAT THIS PLAT IS BASED ON INFORMATION COMPILED FROM RECORD DATA AND CONTROLLED BY RECOVERED MONUMENTATION AND THAT ALL DIMENSIONS AND OTHER DETAILS ARE ACCURATE.

Martin D. Shurr
 MARTIN D. SHURR LS-9105 DATE 11-10-2015

DESIGN	AMS
DRAWN	EJM
CHECKED	KAR

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

APPROVED: *Jeffery A. Roach* DATE 4/14/17
 JEFFERY A. ROACH AIRPORT MANAGER

BY	DATE	REVISIONS	FAA

THIS ALP SUPERSEDES ALP DATED 3/6/13.

FAIRBANKS INTERNATIONAL
 AIRPORT (FAI)
 AIRPORT LAYOUT PLAN
 PROPERTY MAP (1 OF 2)

SHEET
 21 OF 22

PROPERTY STATUS

Table with columns: TR, PCL, AREA, REMAIN, LARGER PARCEL, GRANTOR, INTEREST, DATE ACQD, FAA PROJ #. Contains property status data for various parcels.

PROPERTY STATUS

Table with columns: TR, PCL, AREA, REMAIN, LARGER PARCEL, GRANTOR, INTEREST, DATE ACQD, FAA PROJ #. Contains property status data for various parcels.

NOTE

TRACT XXII AND XXIII REPRESENT THE RELOCATION OF THE EXISTING RIGHT OF WAY FOR THE ALASKA RAILROAD SPUR TRACT. THE ARRC ROW WAS NOT IDENTIFIED AS A SEPARATE TITLE INTEREST UNTIL THE APPROVAL OF US SURVEY NO. 9071 ON MARCH 17, 1994 AND SUBSEQUENT PATENTS RECORDED AS DOCUMENT 1999-025556-0 ON 10/14/99 AND 2006-007327-0 ON 4/7/06, FAIRBANKS RECORDING DISTRICT. THE ARRC INTEREST IS DEFINED AS AN "EXCLUSIVE USE EASEMENT" WITH NO REVERSIONARY RIGHTS. THE ACREAGE CITED FOR THESE TRACTS OVERLAY PREVIOUSLY ACQUIRED LANDS AND WERE NOT SEGREGATED FROM THE ORIGINAL PARCEL AREAS. IN THIS SAME MANNER, THE ACREAGE FOR THE REMAINDER OF THE ARRC ROW WITHIN FIA HAS NOT BEEN SEGREGATED FROM THE ORIGINALLY ACQUIRED LANDS.

NOTE UPDATE:

PARCEL XXIII HAS BEEN SEGREGATED PER AKDOT&PF NORTHERN REGION SURVEY COMPLETED JULY 19, 2008, RECORD OF SURVEY RECORDED AS PLAT 2009-18, FAIRBANKS RECORDING DISTRICT.

Tract VII, Parcels H, I & J were originally purchased under a Noise Grant. DOT has repaid this under AIP 3-02-0096-045-2014. These parcels are no longer eligible to receive AIP funds, but remain part of the airport property.

DESIGN AMS
DRAWN EJM
CHECKED KAR

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION-AVIATION
APPROVED: Jeffery A. Roach
DATE 4/14/17
JEFFERY A. ROACH AIRPORT MANAGER

Table with columns: BY, DATE, REVISIONS, FAA. For recording revisions.

THIS ALP SUPERSEDES ALP DATED 3/6/13.

FAIRBANKS INTERNATIONAL
AIRPORT (FAI)
AIRPORT LAYOUT PLAN
PROPERTY MAP (2 OF 2)

SHEET 22 OF 22