



WRANGELL AIRPORT AIRPORT LAYOUT PLAN

WRANGELL ALASKA

2004

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PREVIOUS REVISION DATE: 7-24-2001

APPROVED:

DATE: 8/15/05

VERNE SKAGERBERG, TRANSPORTATION PLANNER, FOR
ANDY HUGHES, CHIEF OF PLANNING

FAA AIRSPACE REVIEW NO: 2004-AAL-87-NRA

FAA APPROVAL DATE: 10/05/2005

BY:

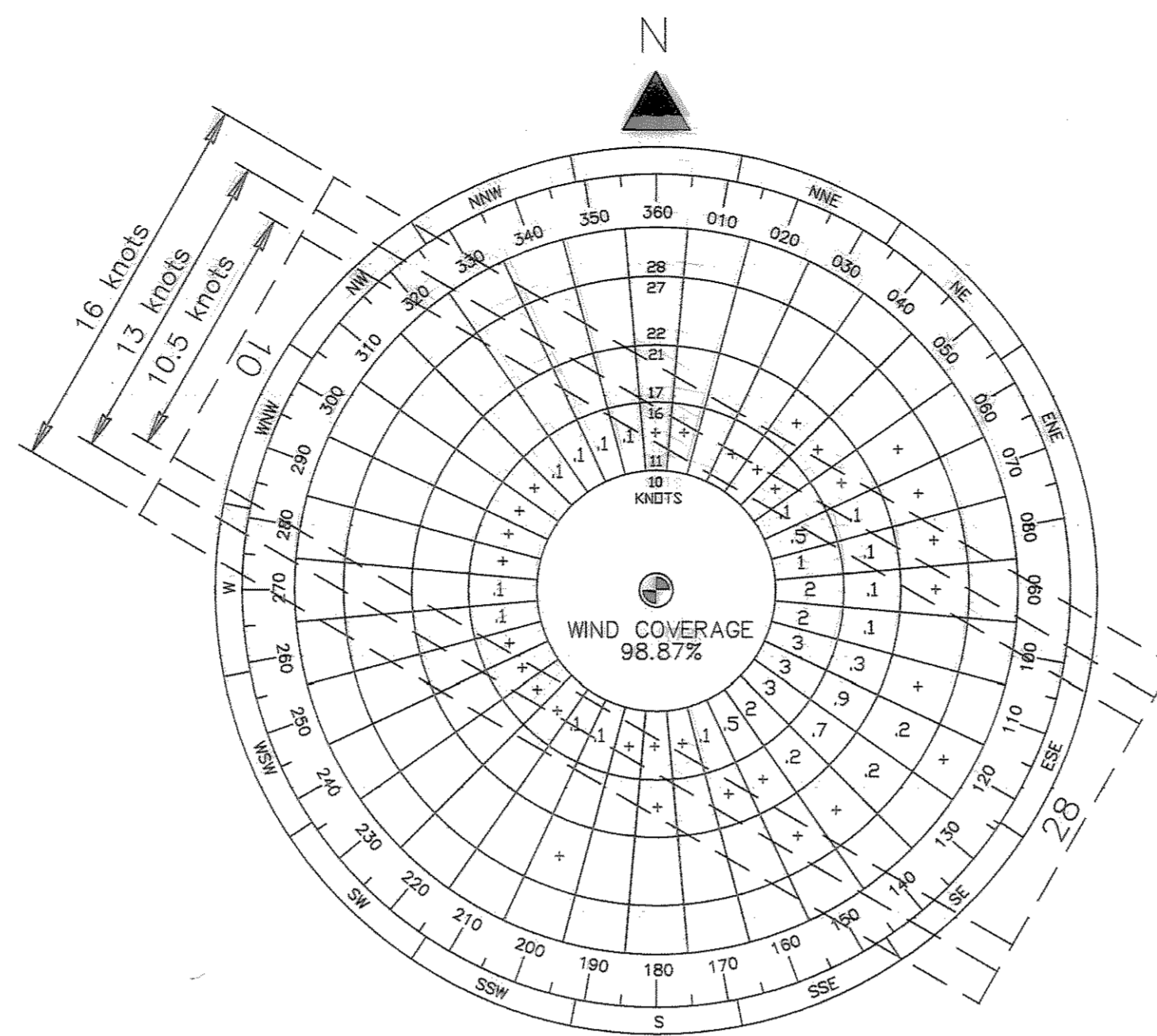
FAA AIRPORT DIVISION, ALASKA REGION, AAL-610

SUBJECT TO CONDITIONS IN LETTER DATED: 11/05/05

PREVIOUS ALP FAA APPROVAL DATE: 7-24-2001

RUNWAY DATA	RUNWAY 10-28	
	EXISTING	ULTIMATE
APPROACH SPEED CATEGORY /AIRCRAFT DESIGN GROUP	C-III	SAME
RUNWAY DIMENSIONS	150' x 6000'	SAME
RUNWAY BEARING	S 59° 42' 01" E	SAME
RUNWAY 10 INSTRUMENTATION	Non-Precision	SAME
RUNWAY 28 INSTRUMENTATION	Visual	SAME
RUNWAY OBJECT FREE AREA	800' x 8000'	SAME
RUNWAY SAFETY AREA	500' x 7,600'	SAME
OBSTACLE FREE ZONE	400' x 6400'	SAME
RUNWAY APPROACH SURFACES: 10/28	34:1/ 20:1	SAME
RUNWAY 10 APPROACH VISIBILITY MINIMUMS	1.25 MILES VIS	SAME
RUNWAY LIGHTING	MIRL	HIRL
RUNWAY MARKING	Precision	Precision
EFFECTIVE RUNWAY GRADIENT (in %)	0.28	SAME
PAVEMENT MATERIAL	Asphalt (Grooved)	SAME
PAVEMENT STRENGTH (in thousand lbs.) ¹	75(S)/175(D)/175(DT)	SAME
RUNWAY PERCENTAGE WIND COVERAGE	98.87%	SAME
RUNWAY 10 END COORDINATES	LATITUDE N 56° 29' 18.95253"	SAME
NAD'83	LONGITUDE W 132° 22' 56.99442"	SAME
RUNWAY 28 END COORDINATES	LATITUDE N 56° 28' 48.16365"	SAME
NAD'83	LONGITUDE W 132° 21' 25.76658"	SAME
RUNWAY TOUCHDOWN ZONE ELEVATION: 10/28	39.94/44.00	39.94/44.00
RUNWAY PROTECTION ZONE DIMENSIONS		
INNER WIDTH	500'	SAME
OUTER WIDTH	1010'	SAME
LENGTH	1700'	SAME
CRITICAL AIRCRAFT (C-III)	Boeing 737-200	Boeing 737-400
NAVIGATIONAL AIDS: RUNWAY 10	VOR/DME NDB LDA/DME VASI-4 REIL	VOR/DME NDB LDA/DME PAPI MALSR
NAVIGATIONAL AIDS: RUNWAY 28	VASI-4 REIL	PAPI REIL

¹ Pavement strengths are expressed in single (S), dual (D), dual tandem (DT), and/or double dual tandem (DDT), wheel loading capacities.



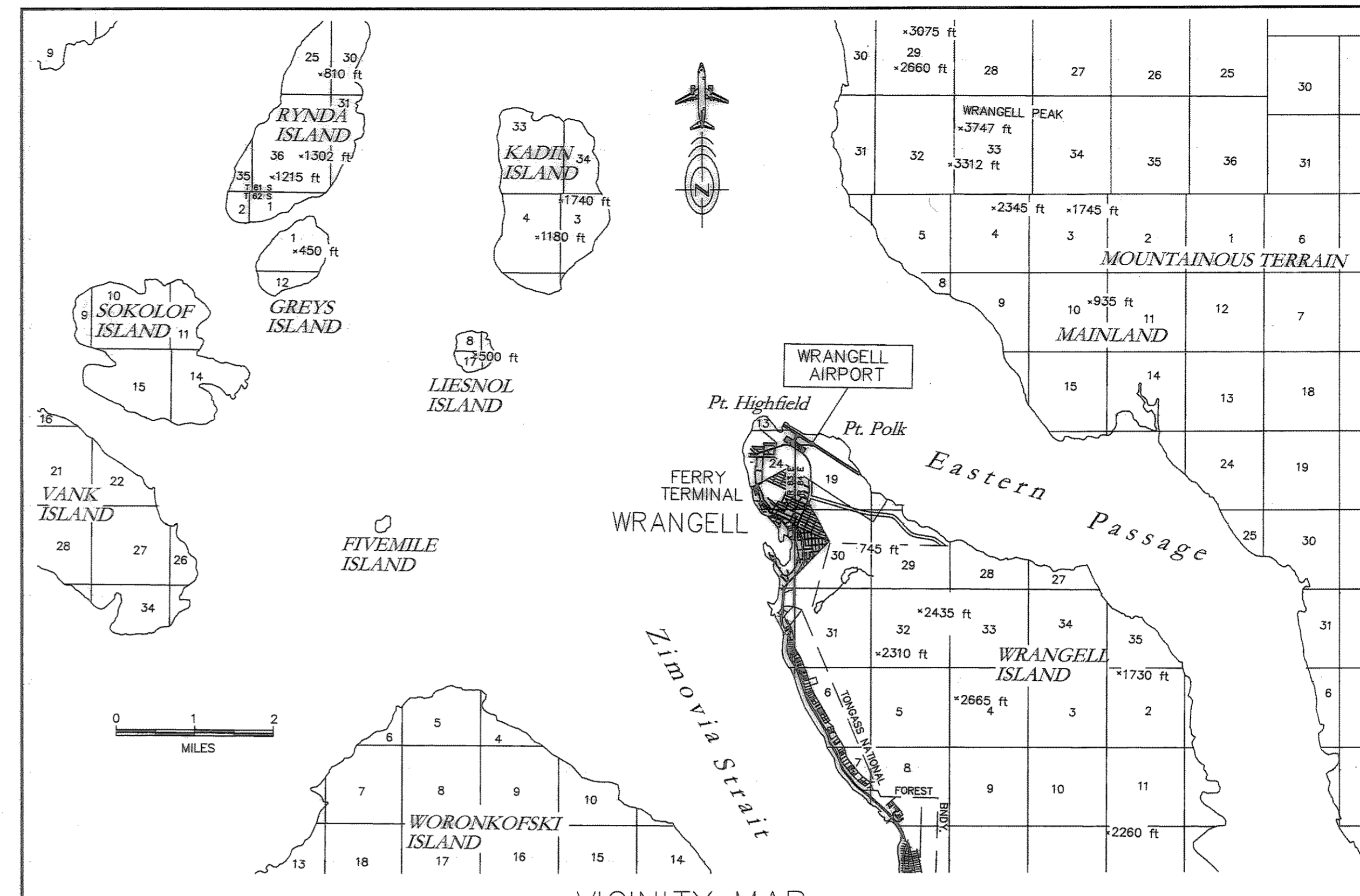
WIND ROSE

SOURCE: FAA AWOS
WRANGELL AIRPORT, PERIOD: 1996-2001

WIND COVERAGES:

- 10.5 KNOTS=98.87%
- 13.0 KNOTS=99.62%
- 16.0 KNOTS=99.92%
- 20.0 KNOTS=99.98%

MAGNETIC DECLINATION
23° 25' E (2002)



VICINITY MAP

T 62 S, R 83 E, SEC 13
T 62 S, R 83 E, SEC 24
T 62 S, R 84 E, SEC 19
COPPER RIVER MERIDIAN
U.S.G.S. PETERSBURG B-1, B-2, C-1, C-2
AIRPORT LOCATED AT NE CORNER PETERSBURG B-2

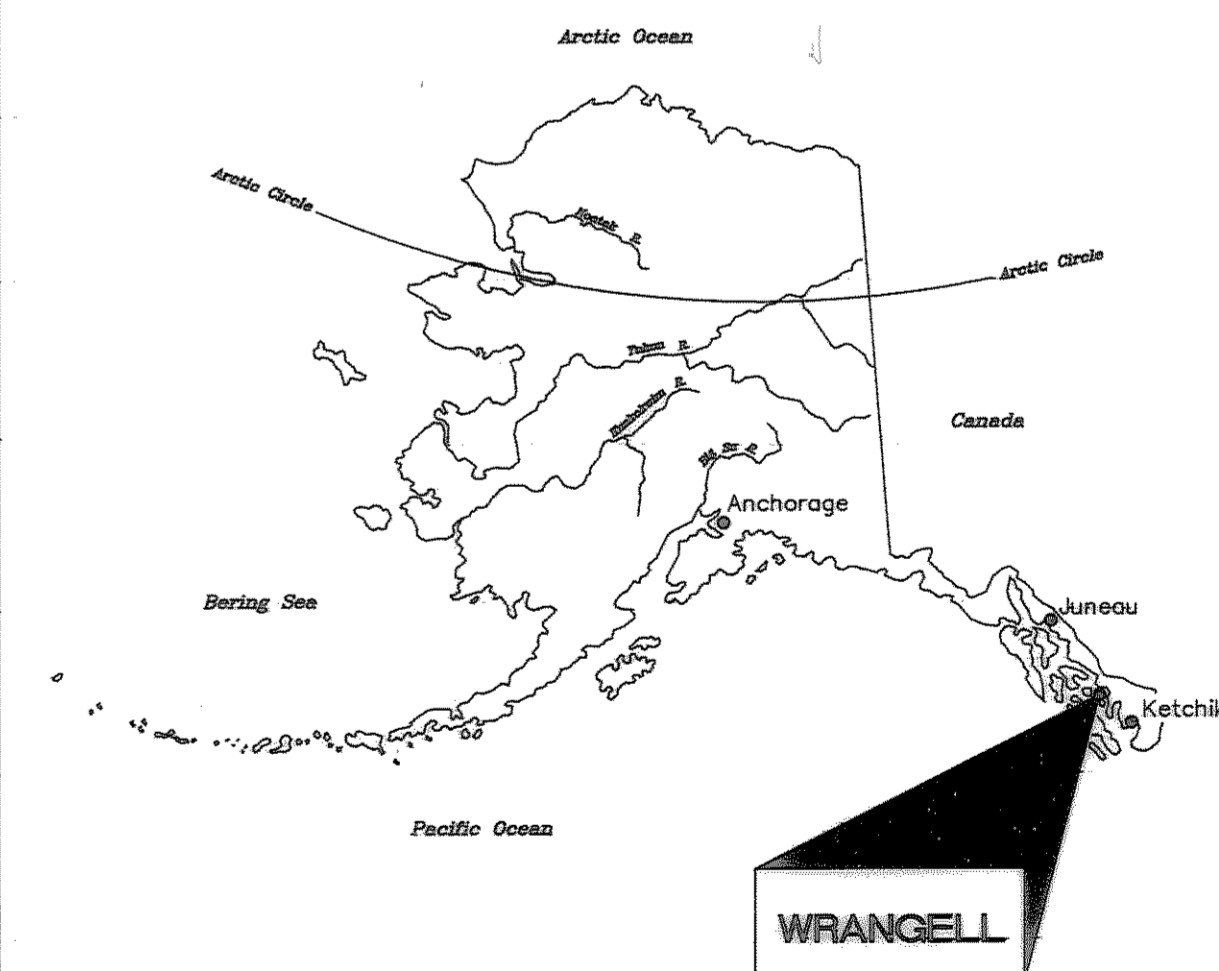
AIRPORT DATA	EXISTING	ULTIMATE
	IACO/National Airport Identifier	PAWG/WRG
APPROACH SPEED CATEGORY /AIRCRAFT DESIGN GROUP	C-III	SAME
AIRPORT ELEVATION (BASIS OF DATA NAVD88)	44 MSL	SAME
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	65.3° F	SAME
AIRPORT REFERENCE POINT (ARP) COORDINATES NAD 1983	Latitude N 56° 29' 03.56011"	SAME
	Longitude W 132° 22' 11.37538"	SAME
TAXIWAY LIGHTING	MITL	SAME
TAXIWAY MARKING	HOLD LINE, CENTERLINE	SAME
TAXIWAY WIDTH (A/B/E)	--	50'
TAXIWAY WIDTH (C/D)*	90'/25'	90'/50'
TAXIWAY SAFETY AREA WIDTH (A/B/E)	--	118'
TAXIWAY SAFETY AREA WIDTH (C/D)*	118'/49'	118'/118'
TAXIWAY OBJECT FREE AREA WIDTH (A/B/E)	--	186'
TAXIWAY OBJECT FREE AREA WIDTH (C/D)*	186'/89'	186'/186'
AIRPORT and TERMINAL NAVIGATIONAL AIDS	VOR/DME NDB LDA/DME Rotating Beacon AWOS	VOR/DME NDB LDA/DME Rotating Beacon AWOS
APRON DIMENSION	230' x 1,170'	230' x 1,560'

* Taxiway names are Ultimate
Existing Taxiway A will be renamed Taxiway C
Existing Taxiway B will be renamed Taxiway D

NON STANDARD CONDITIONS			
ITEM	EXISTING	STANDARD	ULTIMATE
RUNWAY 10 RSA BEYOND END	600'	1000'	600'
RUNWAY 28 RSA BEYOND END	1,000'	1000'	1000'
TREES/TERRAIN	OBSTRUCTION	NO OBSTRUCTION	OBSTRUCTION

There are no OFZ Penetrations for this airport.
There are no Threshold siting surface object penetrations for this airport.

LEGEND		
EXISTING	PROPOSED	DESCRIPTION
-----	-----	AIRPORT PROPERTY LINE
⊙	⊙	AIRPORT REFERENCE POINT (ARP)
⊛	⊛	AIRPORT ROTATING BEACON
▬	▬	BUILDING CONSTRUCTION
---BRL---	---	BUILDING RESTRICTION LINE (BRL)
---	---	DRAINAGE
---	---	FACILITY CONSTRUCTION
---	---	FENCING
⊠ VAS ⊠	⊠ PAPI	NAVIGATIONAL AID INSTALLATION
---	---	ROADS
---	---	SHORELINE
....	RUNWAY END IDENTIFICATION LIGHTS (REIL)
---	---	RUNWAY THRESHOLD LIGHTS
⊙	⊙	SECTION CORNER
⊙	⊙	SEGMENTED CIRCLE/WIND INDICATOR
1080	---	TOPOGRAPHIC CONTOURS
---	---	WIND INDICATOR (Lighted)
⊕	⊕	SURVEY MONUMENT



PLANNED: VS
DRAWN: VS
CHECKED: VS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION PLANNING

PREVIOUS REVISION DATE: October 5, 2005
APPROVED:

DATE: 1/2/10
VERNE SKAGERBERG, TRANSPORTATION PLANNER, FOR
ANDY HUGHES, CHIEF OF PLANNING

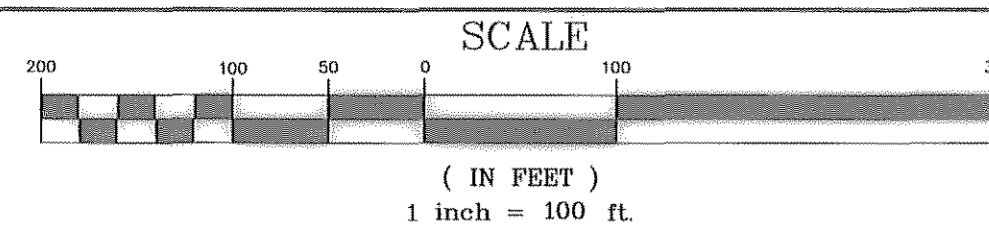
FAA AIRSPACE REVIEW NO: 2004-AAL-B7-NRA

FAA APPROVAL DATE: 2/10/10
BY: [Signature]
FAA AIRPORT DIVISION, ALASKA REGION, AAL-810
SUBJECT TO CONDITIONS IN LETTER DATED: 2/10/10
PREVIOUS ALP FAA APPROVAL DATE: October 5, 2005

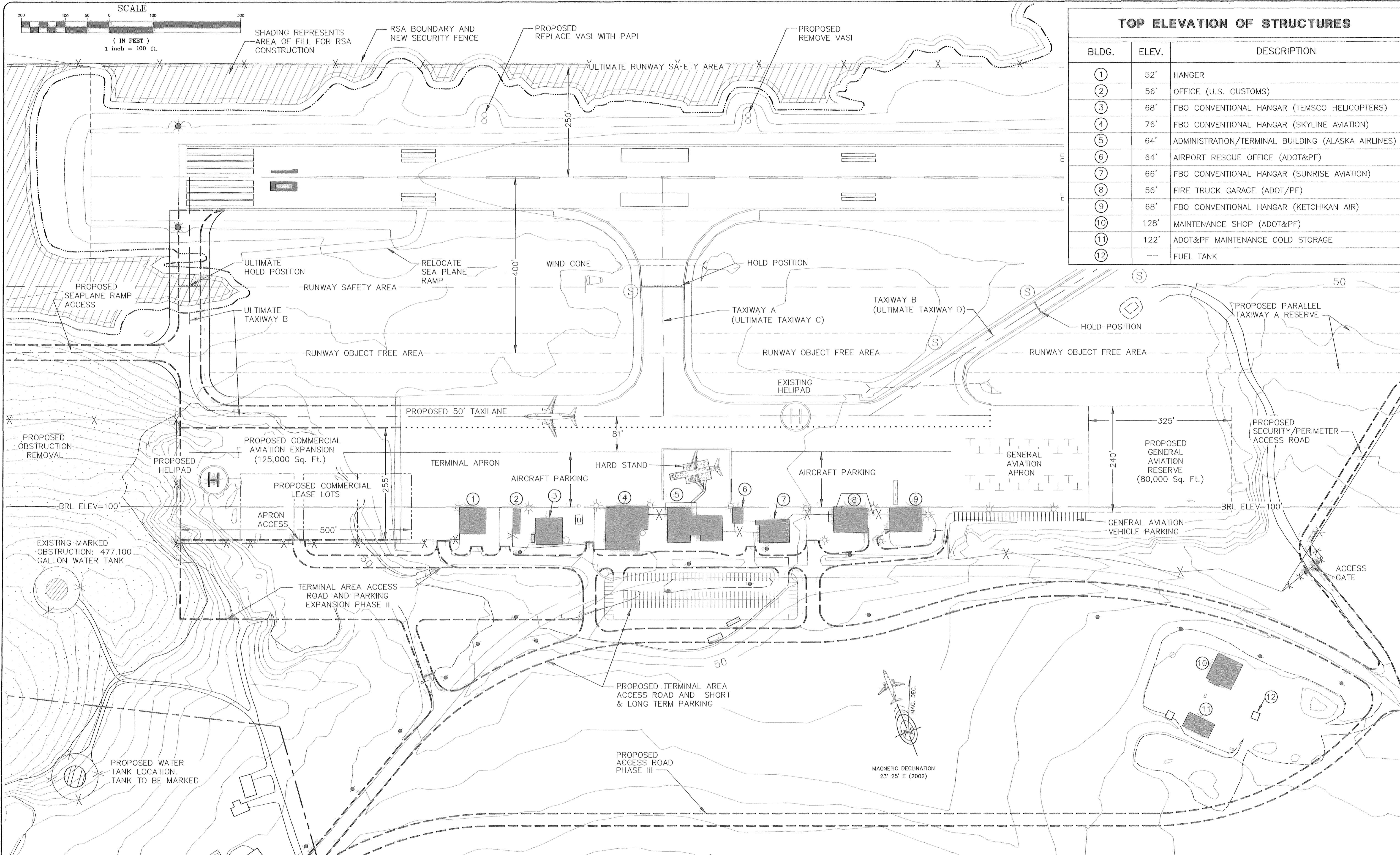
BY DATE REVISIONS

WRANGELL AIRPORT
AIRPORT LAYOUT PLAN
VICINITY MAP AND DATA TABLES

SHEET 2 OF 12



TOP ELEVATION OF STRUCTURES		
BLDG.	ELEV.	DESCRIPTION
①	52'	HANGER
②	56'	OFFICE (U.S. CUSTOMS)
③	68'	FBO CONVENTIONAL HANGAR (TEMSCO HELICOPTERS)
④	76'	FBO CONVENTIONAL HANGAR (SKYLINE AVIATION)
⑤	64'	ADMINISTRATION/TERMINAL BUILDING (ALASKA AIRLINES)
⑥	64'	AIRPORT RESCUE OFFICE (ADOT&PF)
⑦	66'	FBO CONVENTIONAL HANGAR (SUNRISE AVIATION)
⑧	56'	FIRE TRUCK GARAGE (ADOT/PF)
⑨	68'	FBO CONVENTIONAL HANGAR (KETCHIKAN AIR)
⑩	128'	MAINTENANCE SHOP (ADOT&PF)
⑪	122'	ADOT&PF MAINTENANCE COLD STORAGE
⑫	--	FUEL TANK



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PLANNED: DJG
 DRAWN: TJH/LW
 CHECKED:
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 SOUTHEAST REGION PLANNING

PREVIOUS REVISION DATE: 7-24-2001
 APPROVED: [Signature]
 DATE: 8/15/05
 VERNE SKAGERBERG, TRANSPORTATION PLANNER, FOR
 ANDY HUGHES, CHIEF OF PLANNING

FAA AIRSPACE REVIEW NO: 2004-AAL-87-NRA
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 FAA AIRPORT DIVISION, ALASKA REGION, AAL-610
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 PREVIOUS ALP FAA APPROVAL DATE: 7-24-2001

BY	DATE	REVISIONS

WRANGELL AIRPORT
 AIRPORT LAYOUT PLAN
 TERMINAL AREA PLAN

PHASE I PROJECTS (0 TO 5 YEARS)

- ① AIRPORT ACCESS, PARKING AND CIRCULATION IMPROVEMENTS
- ② RUNWAY AND TAXIWAY C SURFACE OVERLAY
- ③ TAXIWAY B RENAME TAXIWAYS: TAXIWAY A TO C, TAXIWAY B TO D
- ④ SEAPLANE RAMP RELOCATION AND ACCESS TAXIWAY
- ⑤ RUNWAY SAFETY AREA (RSA) EXPANSION/PART 77 SURFACE EXCAVATION/ WATER TANK RELOCATION
- ⑥ AIRPORT PERIMETER FENCE AND GATE IMPROVEMENTS
- ⑦ SEWER LINE REALIGNMENT

PHASE II PROJECTS (5 TO 10 YEARS)

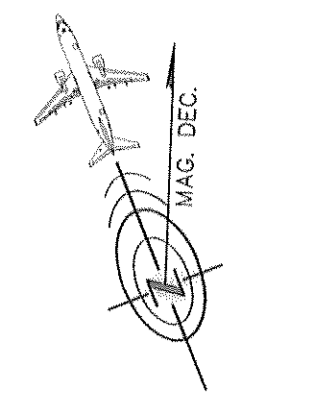
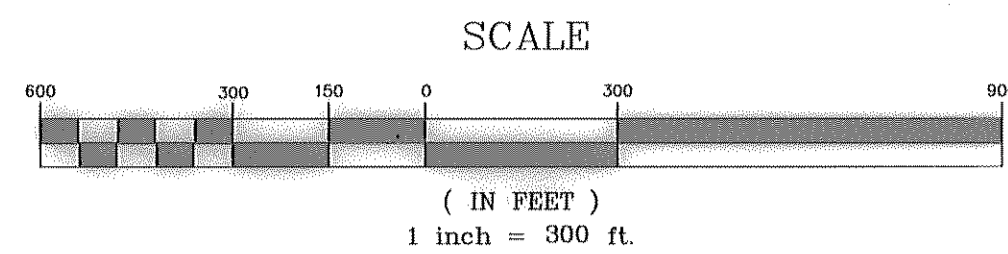
- 1 TAXIWAY D UPGRADE
- 2 WEST APRON/ COMMERCIAL LEASE LOT, ROAD AND PARKING DEVELOPMENT
- 3 HELIPAD DEVELOPMENT
- 4 FIRE TRUCK REPLACEMENT
- 5 NAVIGATIONAL IMPROVEMENTS

PHASE III PROJECTS (10 TO 20 YEARS)

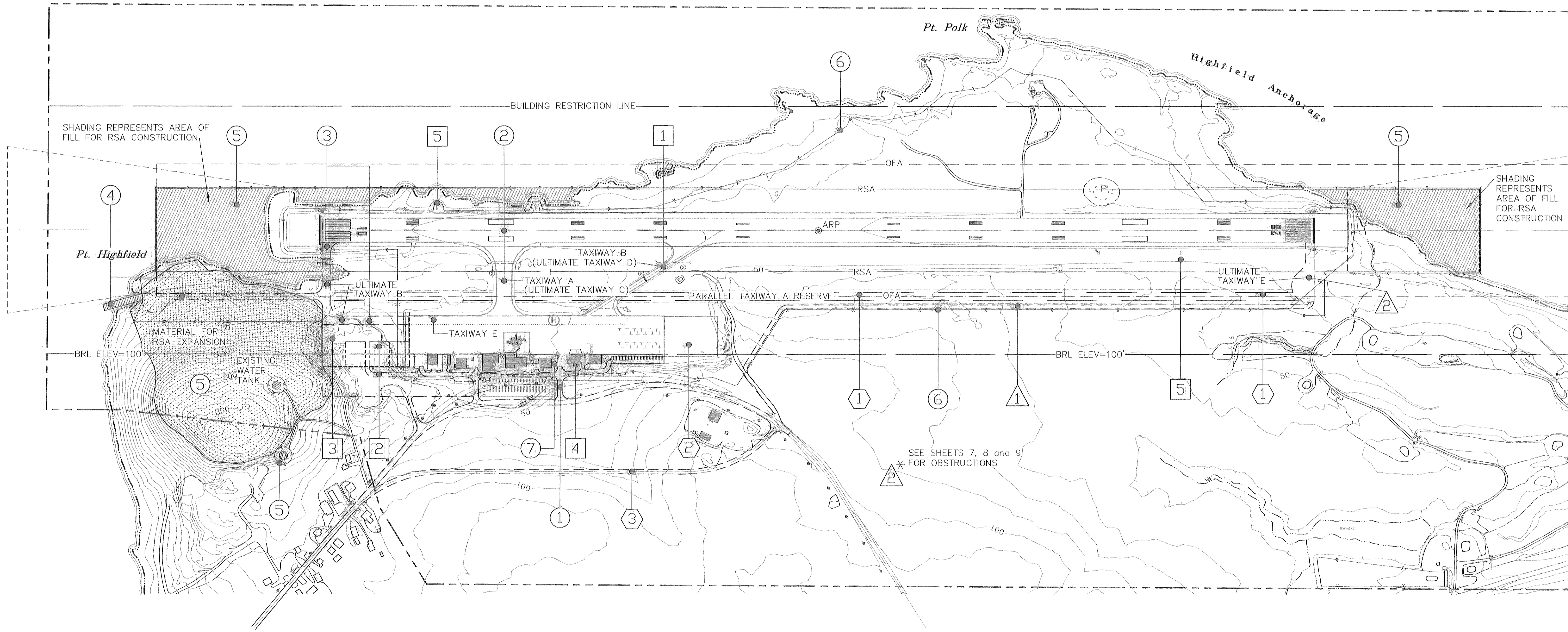
- △ 1 MAINTENANCE/ PERIMETER ROAD DEVELOPMENT
- △ 2 OBSTRUCTION REMOVAL

FUTURE PROJECTS (20+ YEARS)

- ① PARALLEL TAXIWAY A DEVELOPMENT/ CONSTRUCT TAXIWAY E
- ② GENERAL AVIATION TIE DOWN EXPANSION
- ③ ACCESS ROAD RELOCATION



MAGNETIC DECLINATION
23° 25' E (2002)



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PLANNED: DJG
DRAWN: TJH/LW
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION PLANNING

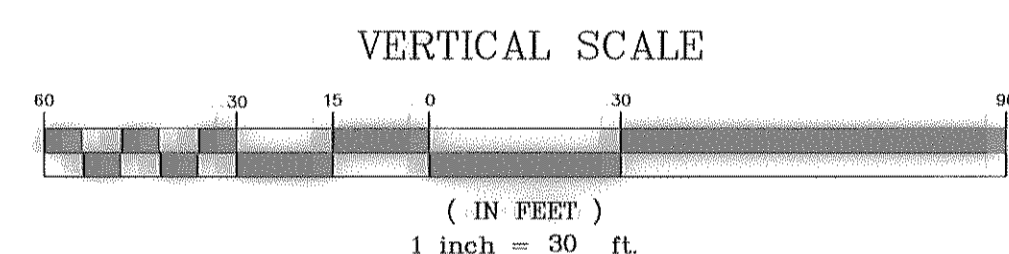
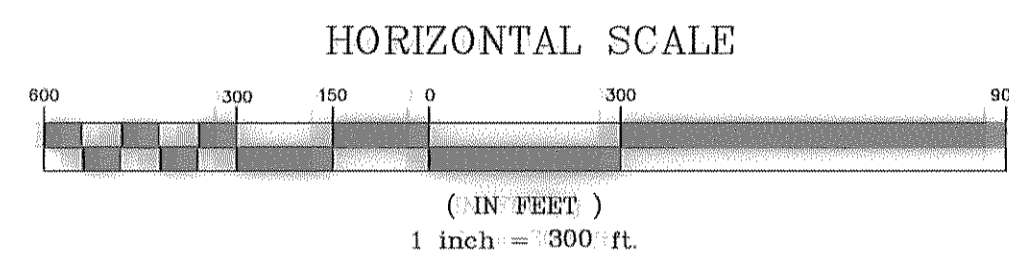
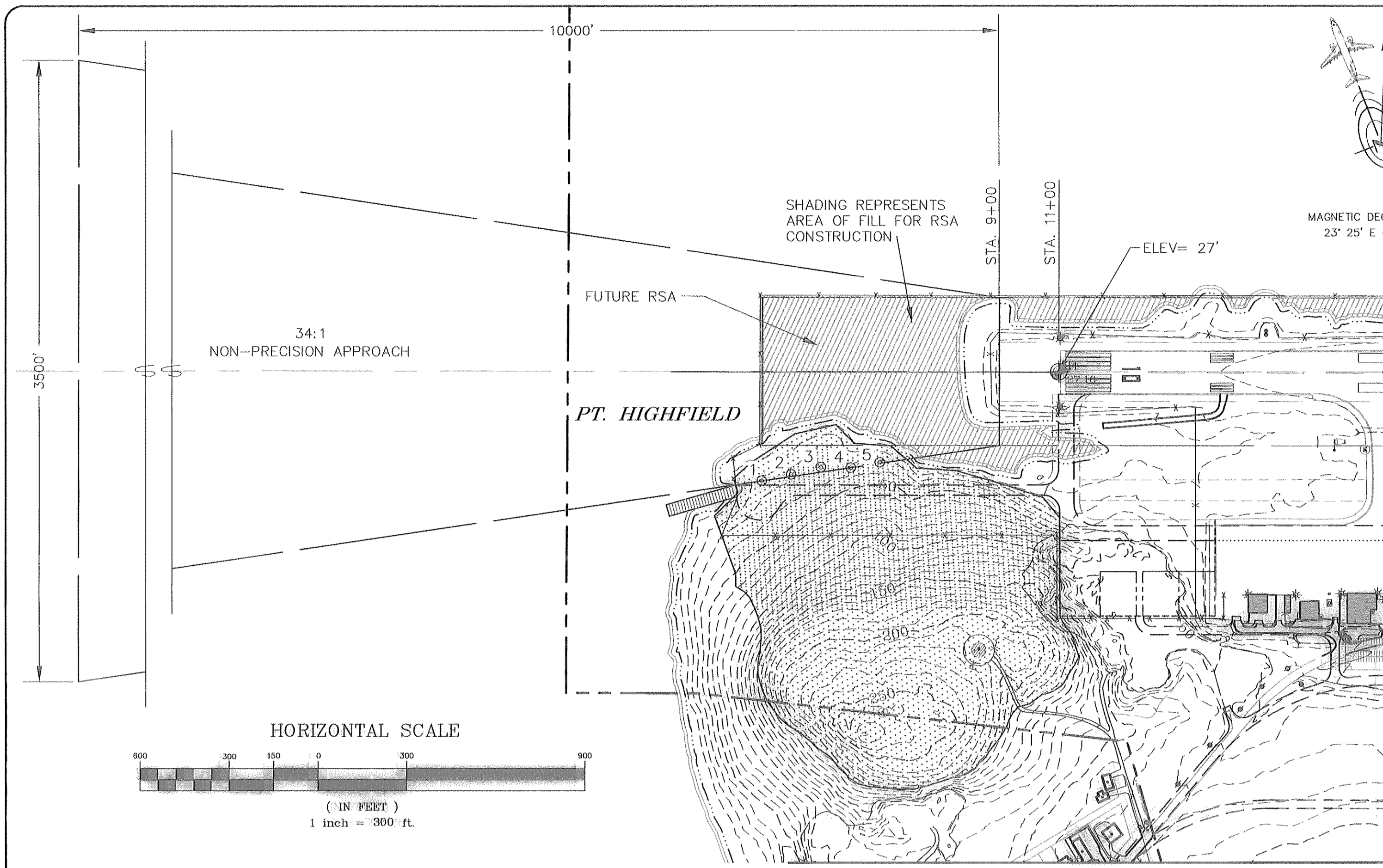
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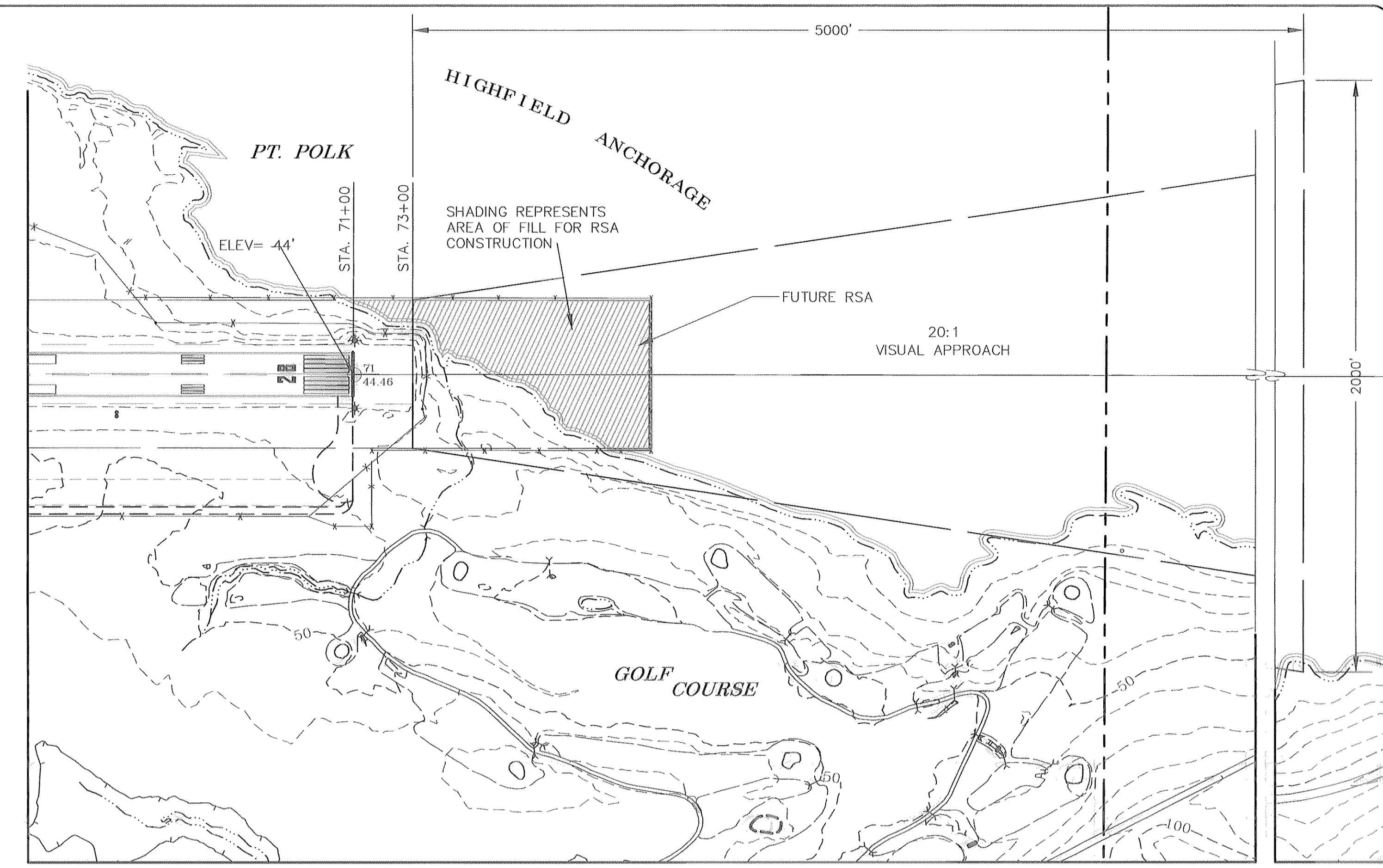
BY	DATE	REVISIONS

WRANGELL AIRPORT
AIRPORT LAYOUT PLAN
PROPOSED PROJECTS

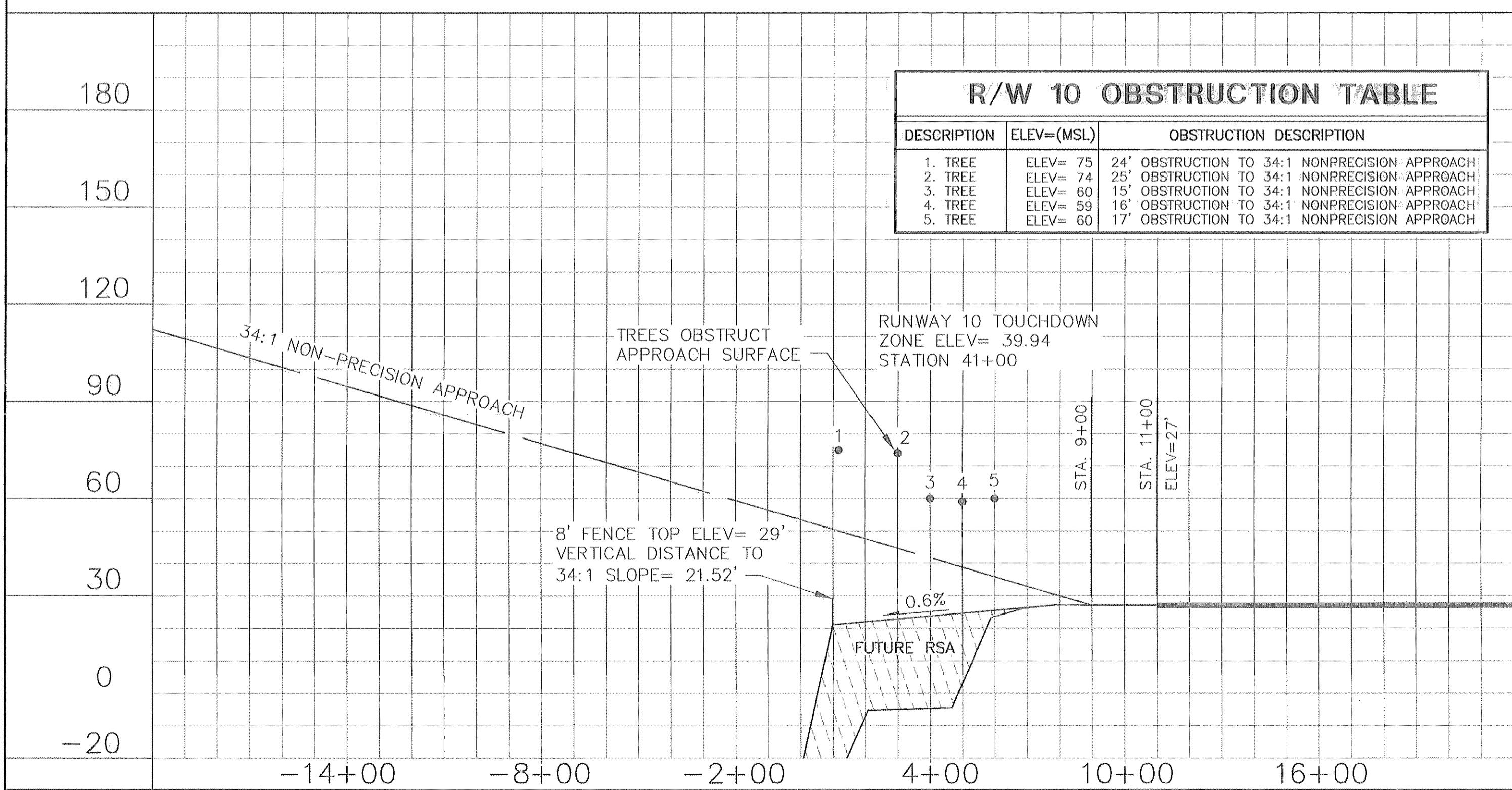
SHEET 5 OF 12



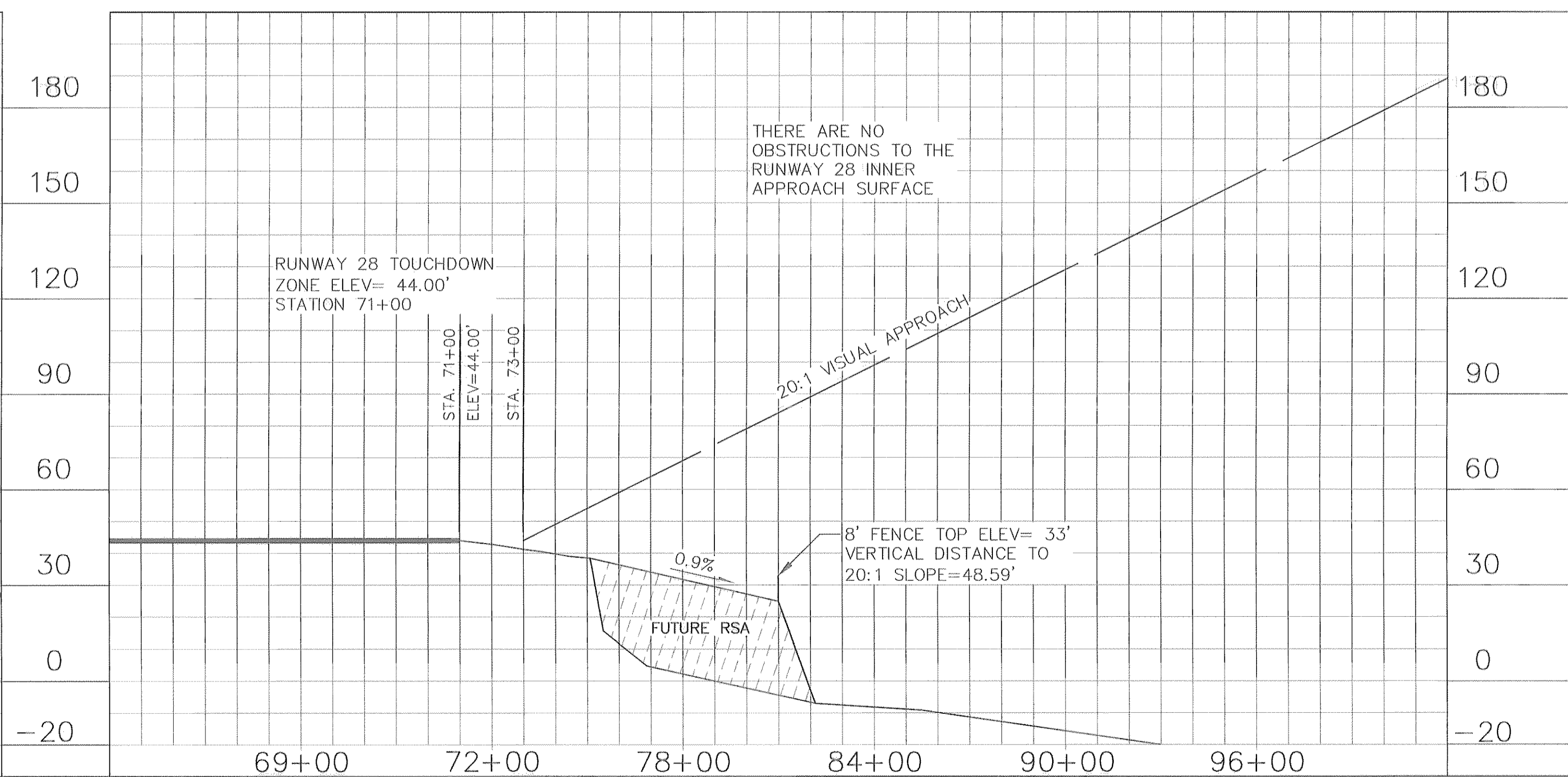
RUNWAY 10 APPROACH PLAN



RUNWAY 28 APPROACH PLAN



R/W 10 OBSTRUCTION TABLE		
DESCRIPTION	ELEV=(MSL)	OBSTRUCTION DESCRIPTION
1. TREE	ELEV= 75	24' OBSTRUCTION TO 34:1 NONPRECISION APPROACH
2. TREE	ELEV= 74	25' OBSTRUCTION TO 34:1 NONPRECISION APPROACH
3. TREE	ELEV= 60	15' OBSTRUCTION TO 34:1 NONPRECISION APPROACH
4. TREE	ELEV= 59	16' OBSTRUCTION TO 34:1 NONPRECISION APPROACH
5. TREE	ELEV= 60	17' OBSTRUCTION TO 34:1 NONPRECISION APPROACH



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PLANNED: DJG 7-21-05
 DRAWN: TJH
 CHECKED:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 SOUTHEAST REGION PLANNING

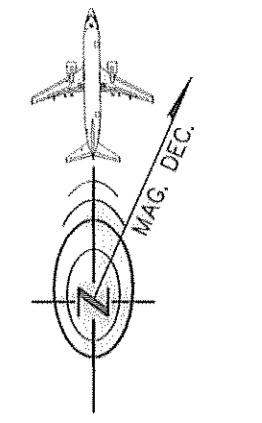
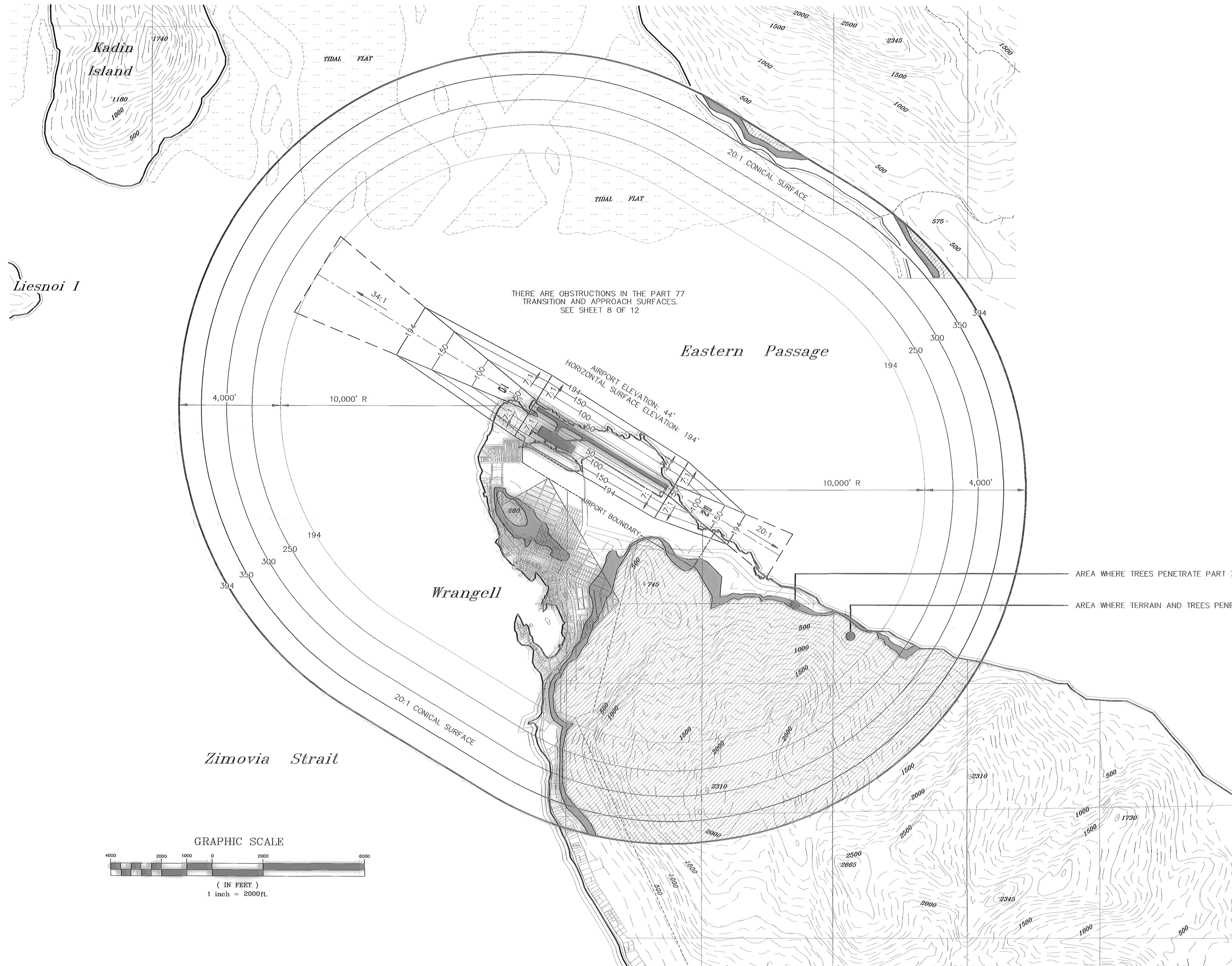
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BY	DATE	REVISIONS

WRANGELL AIRPORT
 AIRPORT LAYOUT PLAN
 RUNWAY INNER APPROACH SURFACES
 PLAN & PROFILE

SHEET 6 OF 12



MAGNETIC DECLINATION
23° 25' E (2002)

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STATE OF ALASKA
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 SOUTHEAST REGION PLANNING

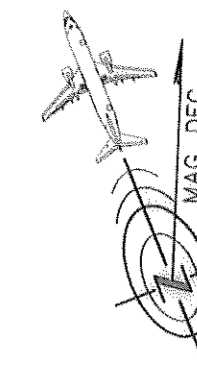
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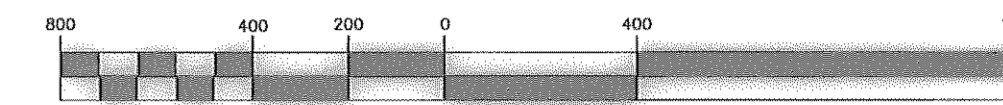
WRANGELL AIRPORT
 AIRPORT LAYOUT PLAN
 F.A.R. PART 77 SURFACES

SHEET
7
 OF
12



MAGNETIC DECLINATION
23° 25' E (2002)

SCALE

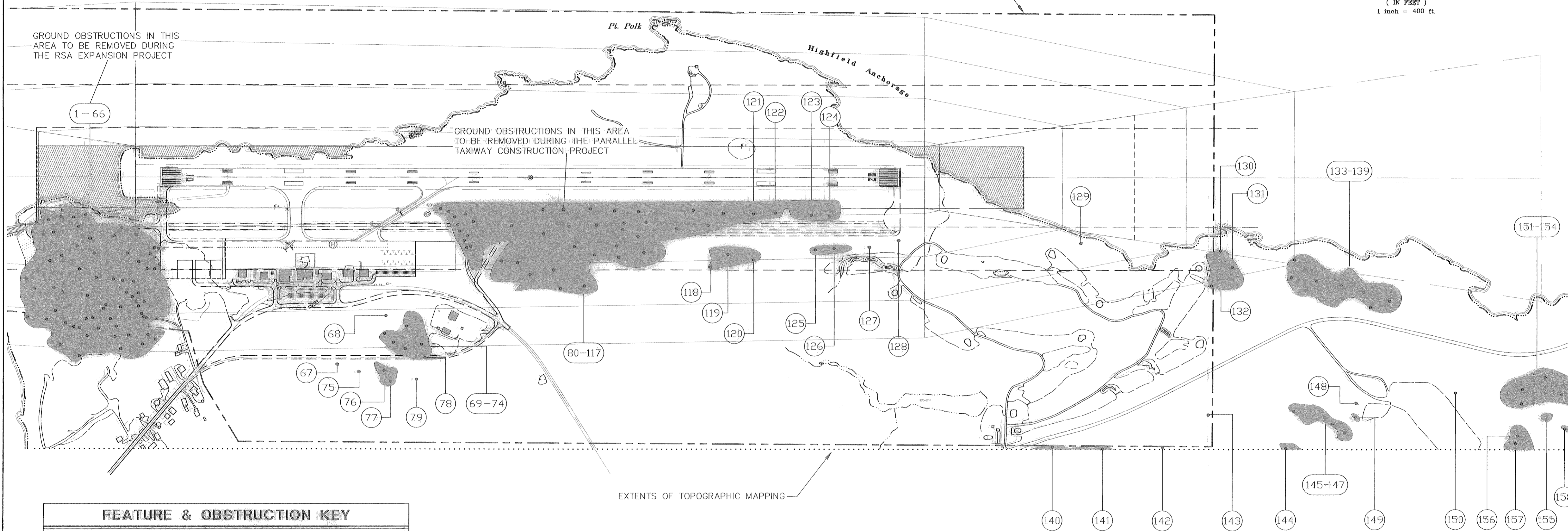


(IN FEET)
1 inch = 400 ft.

AIRPORT BOUNDARY

GROUND OBSTRUCTIONS IN THIS AREA TO BE REMOVED DURING THE RSA EXPANSION PROJECT

GROUND OBSTRUCTIONS IN THIS AREA TO BE REMOVED DURING THE PARALLEL TAXIWAY CONSTRUCTION PROJECT



EXTENTS OF TOPOGRAPHIC MAPPING

FEATURE & OBSTRUCTION KEY

SEE SHEET 9 FOR FEATURE & OBSTRUCTION TABLE

25

NUMERICAL TABLE NUMBER FOR FEATURE OR OBSTRUCTION

FEATURE OR OBSTRUCTION LOCATION

FOREST CANOPY PENETRATING SPECIFIC SURFACE

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PLANNED: DJG 7-24-01
DRAWN: TJH/LW
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BY	DATE	REVISIONS

WRANGELL AIRPORT
AIRPORT LAYOUT PLAN
F.A.R. PART 77 SURFACES
NON-TERRAIN OBSTRUCTIONS

SHEET 8 OF 12

FEATURE & OBSTRUCTION TABLE

DESCRIPTION	EL. (MSL)	OBSTRUCTION	OBSTRUCTION DESCRIPTION	DISPOSITION
1. TREE	EL. 75	YES	24' OBSTRUCTION TO 34:1 NONPRECISION APPROACH	REMOVE
2. TREE	EL. 74	YES	25' OBSTRUCTION TO 34:1 NONPRECISION APPROACH	REMOVE
3. TREE	EL. 60	YES	15' OBSTRUCTION TO 34:1 NONPRECISION APPROACH	REMOVE
4. TREE	EL. 59	YES	16' OBSTRUCTION TO 34:1 NONPRECISION APPROACH	REMOVE
5. TREE	EL. 80	YES	17' OBSTRUCTION TO 34:1 NONPRECISION APPROACH	REMOVE
6. TREE	EL. 82	YES	18' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
7. TREE	EL. 90	YES	29' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
8. TREE	EL. 83	YES	30' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
9. TREE	EL. 81	YES	31' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
10. TREE	EL. 95	YES	34' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
11. TREE	EL. 90	YES	59' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
12. TREE	EL. 138	YES	63' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
13. TREE	EL. 142	YES	59' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
14. TREE	EL. 157	YES	69' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
15. TREE	EL. 151	YES	57' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
16. TREE	EL. 198	YES	96' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
17. TREE	EL. 162	YES	97' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
18. TREE	EL. 254	YES	98' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
19. GROUND	EL. 88	YES	15' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
20. GROUND	EL. 88	YES	13' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
21. GROUND	EL. 107	YES	26' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
22. GROUND	EL. 115	YES	30' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
23. GROUND	EL. 115	YES	22' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
24. GROUND	EL. 144	YES	46' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
25. GROUND	EL. 161	YES	63' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
26. GROUND	EL. 204	YES	64' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
27. GROUND	EL. 209	YES	97' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
28. TREE	EL. 239	YES	98' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
29. TREE	EL. 226	YES	99' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
30. TREE	EL. 139	YES	100' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
31. TREE	EL. 183	YES	55' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
32. TREE	EL. 235	YES	56' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
33. TREE	EL. 245	YES	57' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
34. TREE	EL. 251	YES	90' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
35. TREE	EL. 277	YES	125' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
36. TREE	EL. 261	YES	98' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
37. TREE	EL. 270	YES	99' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
38. TREE	EL. 301	YES	100' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
39. TREE	EL. 307	YES	138' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
40. GROUND	EL. 281	YES	139' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
41. UTILITY	EL. 321	YES	162' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	RELOCATE
42. GROUND	EL. 264	YES	163' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
43. GROUND	EL. 254	YES	164' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
44. TREE	EL. 276	YES	165' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
45. GROUND	EL. 237	YES	94' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
46. UNPAVED ROAD	EL. 245	YES	95' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
47. UNPAVED ROAD	EL. 207	YES	96' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
48. TREE	EL. 239	YES	97' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
49. UNPAVED ROAD	EL. 203	YES	98' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
50. TREE	EL. 232	YES	99' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
51. UNPAVED ROAD	EL. 194	YES	100' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
52. UNPAVED ROAD	EL. 179	YES	101' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
53. UNPAVED ROAD	EL. 172	YES	102' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
54. UNPAVED ROAD	EL. 166	YES	11' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
55. GROUND	EL. 258	YES	90' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
56. GROUND	EL. 259	YES	102' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
57. TREE	EL. 283	YES	117' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
58. TREE	EL. 254	YES	118' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
59. TREE	EL. 296	YES	119' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
60. TREE	EL. 243	YES	120' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
61. TREE	EL. 271	YES	93' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
62. TREE	EL. 246	YES	71' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
63. TREE	EL. 233	YES	72' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
64. TREE	EL. 231	YES	56' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
65. TREE	EL. 225	YES	57' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
66. TREE	EL. 206	YES	25' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
67. TREE	EL. 201	YES	26' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
68. TREE	EL. 175	YES	18' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
69. TREE	EL. 203	YES	25' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
70. TREE	EL. 186	YES	26' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
71. TREE	EL. 188	YES	23' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
72. TREE	EL. 223	YES	35' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
73. TREE	EL. 210	YES	16' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
74. TREE	EL. 211	YES	20' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
75. TREE	EL. 203	YES	9' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
76. TREE	EL. 223	YES	10' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
77. TREE	EL. 213	YES	19' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
78. TREE	EL. 204	YES	20' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
79. TREE	EL. 216	YES	21' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
80. UNPAVED ROAD	EL. 39	YES	4' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
81. UNPAVED ROAD	EL. 43	YES	5' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
82. UNPAVED ROAD	EL. 51	YES	7' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
83. GROUND	EL. 62	YES	8' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
84. GROUND	EL. 68	YES	9' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
85. UNPAVED ROAD	EL. 57	YES	3' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
86. UNPAVED ROAD	EL. 61	YES	1' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
87. GROUND	EL. 78	YES	11' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
88. UNPAVED ROAD	EL. 75	YES	3' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
89. UNPAVED ROAD	EL. 83	YES	3' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
90. GROUND	EL. 89	YES	10' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
91. GROUND	EL. 62	YES	6' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
92. TREE	EL. 159	YES	7' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
93. TREE	EL. 144	YES	8' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
94. TREE	EL. 144	YES	31' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
95. GROUND	EL. 70	YES	32' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
96. TREE	EL. 142	YES	34' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
97. GROUND	EL. 63	YES	35' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
98. GROUND	EL. 69	YES	10' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
99. GROUND	EL. 64	YES	11' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
100. GROUND	EL. 71	YES	13' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE

FEATURE & OBSTRUCTION TABLE

DESCRIPTION	EL. (MSL)	OBSTRUCTION	OBSTRUCTION DESCRIPTION	DISPOSITION
101. TREE	EL. 133	YES	14' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
102. GROUND	EL. 73	YES	32' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
103. GROUND	EL. 80	YES	24' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
104. GROUND	EL. 84	YES	21' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
105. GROUND	EL. 77	YES	34' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
106. GROUND	EL. 73	YES	35' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
107. GROUND	EL. 87	YES	36' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
108. TREE	EL. 152	YES	37' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
109. TREE	EL. 137	YES	38' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
110. TREE	EL. 139	YES	12' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
111. TREE	EL. 156	YES	13' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
112. TREE	EL. 127	YES	32' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
113. TREE	EL. 130	YES	33' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
114. GROUND	EL. 69	YES	34' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
115. GROUND	EL. 66	YES	35' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
116. GROUND	EL. 64	YES	36' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
117. GROUND	EL. 61	YES	15' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
118. TREE	EL. 108	YES	1' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
119. TREE	EL. 130	YES	36' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
120. TREE	EL. 106	YES	37' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
121. GROUND	EL. 56	YES	38' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
122. GROUND	EL. 51	YES	39' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
123. GROUND	EL. 53	YES	3' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
124. GROUND	EL. 52	YES	4' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
125. TREE	EL. 113	YES	5' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
126. TREE	EL. 106	YES	17' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
127. TREE	EL. 104	YES	16' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
128. TREE	EL. 108	YES	27' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
129. TREE	EL. 106	YES	28' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
130. TREE	EL. 139	YES	29' OBSTRUCTION TO 34:1 NONPRECISION APPROACH	REMOVE
131. TREE	EL. 154	YES	21' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
132. TREE	EL. 171	YES	22' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
133. TREE	EL. 137	YES	4' OBSTRUCTION TO 34:1 NONPRECISION APPROACH	REMOVE
134. TREE	EL. 165	YES	5' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
135. TREE	EL. 169	YES	15' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
136. TREE	EL. 185	YES	24' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
137. TREE	EL. 194	YES	25' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
138. TREE	EL. 198	YES	26' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
139. TREE	EL. 203	YES	27' OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
140. TREE	EL. 245	YES	51' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
141. TREE	EL. 211	YES	52' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
142. TREE	EL. 213	YES	19' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
143. TREE	EL. 203	YES	9' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
144. TREE	EL. 235	YES	10' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
145. TREE	EL. 203	YES	9' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
146. TREE	EL. 213	YES	10' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
147. TREE	EL. 210	YES	16' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
148. TREE	EL. 198	YES	17' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
149. TREE	EL. 202	YES	18' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
150. TREE	EL. 197	YES	3' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
151. TREE	EL. 227	YES	33' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
152. TREE	EL. 215	YES	21' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
153. TREE	EL. 232	YES	22' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
154. TREE	EL. 220	YES	26' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
155. TREE	EL. 207	YES	13' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
156. TREE	EL. 222	YES	28' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
157. TREE	EL. 255	YES	61' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
158. TREE	EL. 209	YES	15' OBSTRUCTION TO THE HORIZONTAL SURFACE	REMOVE
159. TREE	EL. 194+	YES	TREES OBSTRUCTION TO HORIZONTAL SURFACE	REMAIN
160. GROUND	EL. 194	YES	GROUND OBSTRUCTION TO HORIZONTAL & CONICAL SURFACES	REMAIN

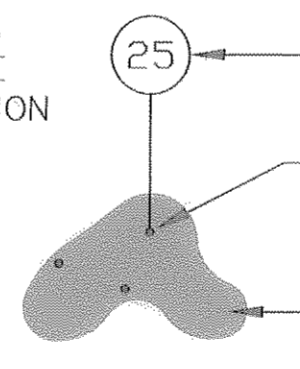
ITEMS 19-27, 40, 41-43, 45-47, 49, 51-56 LISTED AS GROUND OR UNPAVED ROAD ARE LOCATED ON THE KNOLL WEST OF THE APRON.

ITEMS 80-91, 97-100, 102-107, 114-117, 121-124 LISTED AS GROUND OR UNPAVED ROAD ARE LOCATED EAST OF THE APRON AND WITHIN THE PARALLEL TAXIWAY RESERVE OR BETWEEN THAT RESERVE AND THE RUNWAY.

FEATURES 159 & 160 SHOWN ON SHEET 7.

FEATURE & OBSTRUCTION KEY

SEE SHEET 8 FOR FEATURE & OBSTRUCTION LOCATION



NUMERICAL TABLE NUMBER FOR FEATURE OR OBSTRUCTION LOCATION
 FEATURE OR OBSTRUCTION LOCATION
 FOREST CANOPY PENETRATING SPECIFIC SURFACE

NOTE:

SEE SHEETS 7 & 8 FOR OBSTRUCTION LOCATIONS

Z:\07072_DOT\p\Final\181_Wrangell_Airport_Master_Plan\CAD\14\Final_WRNG-ALP\HDR_Alasga

PLANNED: DJG
 DRAWN: TJH/LW
 CHECKED:
 DEVELOPED BY: HERR ALASKA, INC.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 SOUTHEAST REGION PLANNING

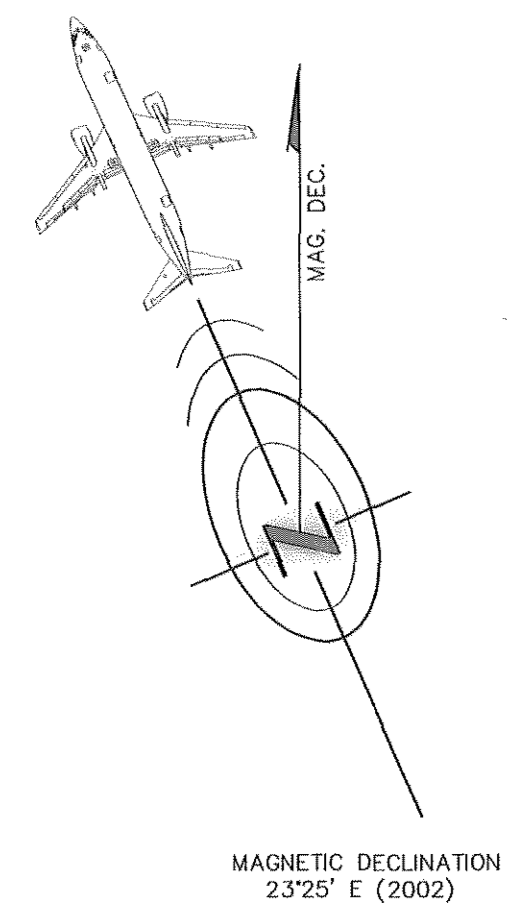
PREVIOUS REVISION DATE: 7-24-2001
 APPROVED: *[Signature]* DATE: 8/15/05
 VERNE SKAGERBERG, TRANSPORTATION PLANNER, FOR
 ANDY HUGHES, CHIEF OF PLANNING

FAA AIRSPACE REVIEW NO: 2004-AAL-87-NRA
 BY: *[Signature]* DATE: 10/05/05
 FAA APPROVAL DATE: 10/05/05
 BY: *[Signature]* DATE: 10/05/05
 FAA AIRPORT DIVISION, ALASKA REGION, AAL-610
 SUBJECT TO CONDITIONS IN LETTER DATED: 10/05/05
 PREVIOUS ALP FAA APPROVAL DATE: 07-24-2001

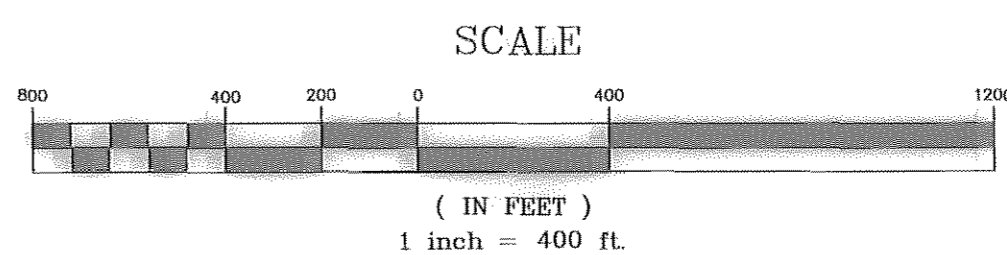
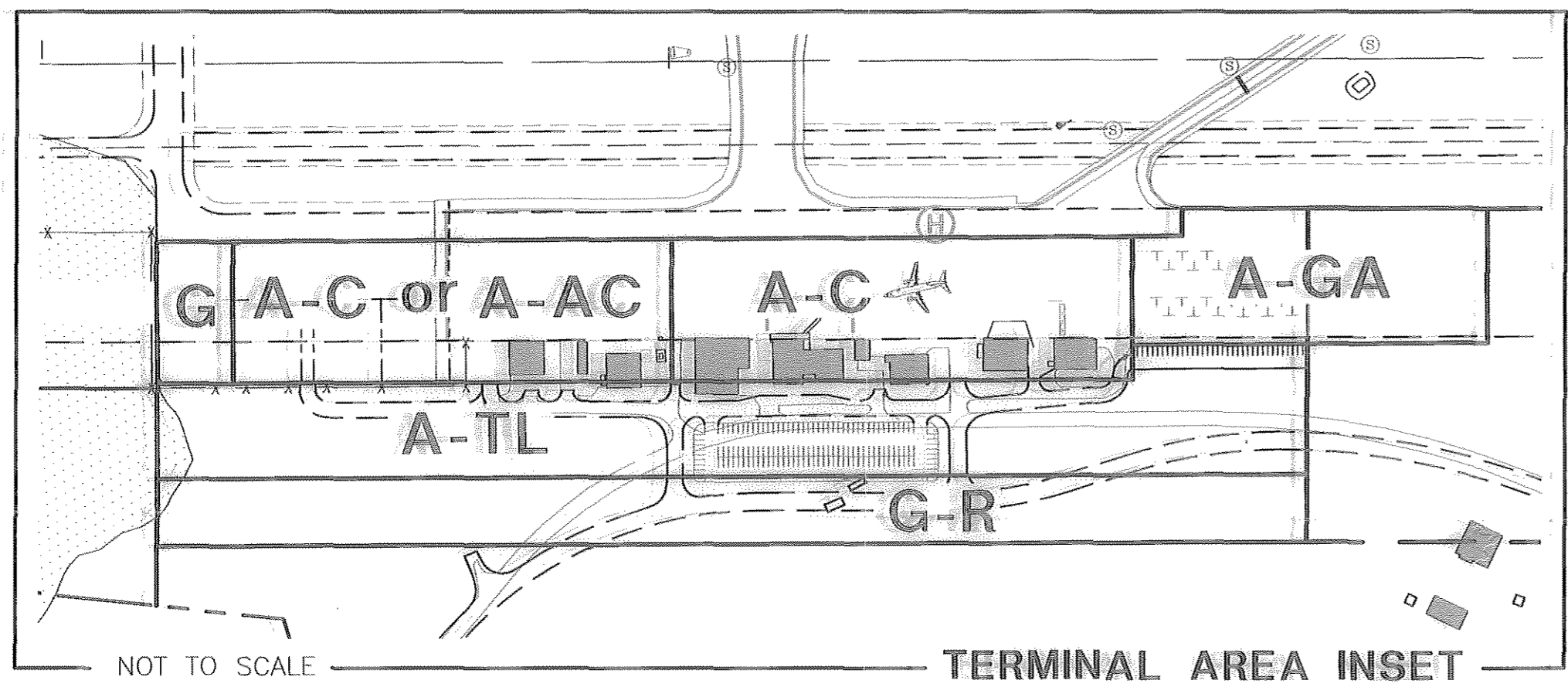
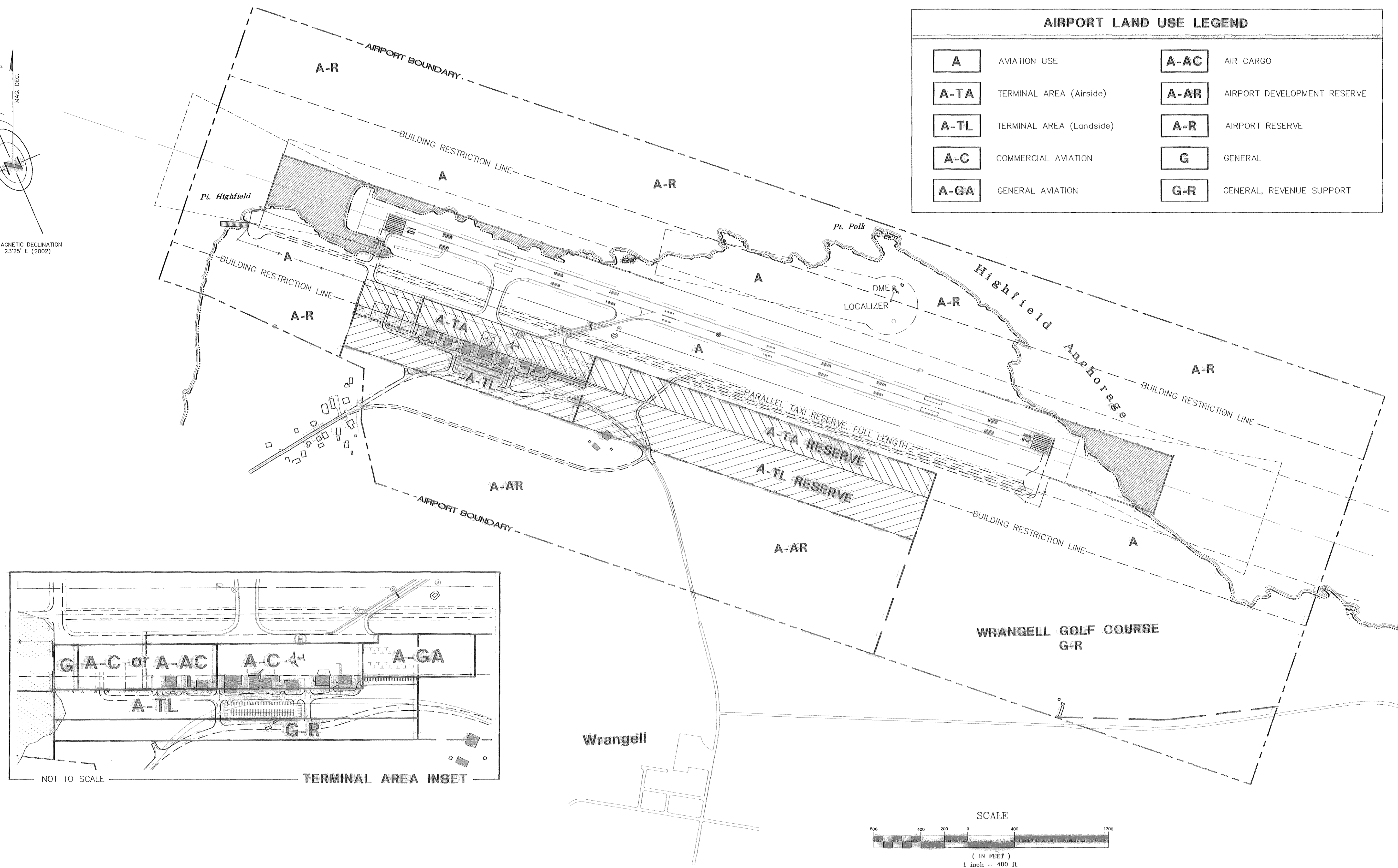
BY	DATE	REVISIONS

WRANGELL AIRPORT
 AIRPORT LAYOUT PLAN
 F.A.R. PART 77 SURFACE OBSTRUCTION TABLES

SHEET 9 OF 12



AIRPORT LAND USE LEGEND			
A	AVIATION USE	A-AC	AIR CARGO
A-TA	TERMINAL AREA (Airside)	A-AR	AIRPORT DEVELOPMENT RESERVE
A-TL	TERMINAL AREA (Landside)	A-R	AIRPORT RESERVE
A-C	COMMERCIAL AVIATION	G	GENERAL
A-GA	GENERAL AVIATION	G-R	GENERAL, REVENUE SUPPORT



Z:\07072 DOT&PF\181 Wrangell Airport Master Plan\ACAD14\Final WRNG-ALP\FDR Alaska\

PLANNED: DJG *BSA 7-24-05*
DRAWN: TJH/LW
CHECKED:
DEVELOPED BY HDR ALASKA, INC.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION PLANNING

PREVIOUS REVISION DATE: 7-24-2001
APPROVED: *[Signature]*
DATE: *8/15/05*
VERNE SKAGERBERG, TRANSPORTATION PLANNER, FOR
ANDY HUGHES, CHIEF OF PLANNING

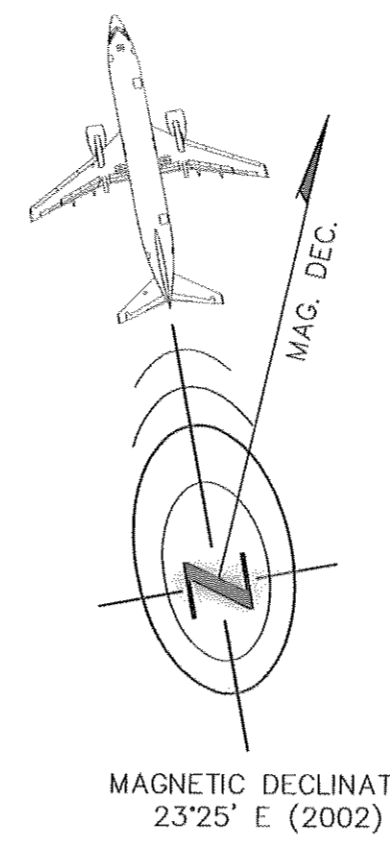
FAA AIRSPACE REVIEW NO: 2004-AAL-87-NRA
FAA APPROVAL DATE: *10/26/05*
BY: *[Signature]*
FAA AIRPORT DIVISION, ALASKA REGION, AAL-610
SUBJECT TO CONDITIONS IN LETTER DATED: *10/26/05*
PREVIOUS ALP FAA APPROVAL DATE: 07-24-2001

BY	DATE	REVISIONS

WRANGELL AIRPORT
AIRPORT LAYOUT PLAN
AIRPORT LAND USE PLAN

SHEET **10** OF **12**

Eastern Passage



MEANDERS											
U.S.S. 2096		AMENDED U.S.S. 9		U.S.S. 3753		U.S.S. 3705					
FROM M.C. 4 TO M.C. 1				FROM U.S.L.M.6 TO M.C.4 U.S.S. 3753		FROM M.C.3 U.S.S. 3705 TO COR. 5, PARCEL A					
1	N 09°21'W	229.02'	1	S 54°15'E	237.6'	1	S 05°18'E	168.96'	12	S 33°31'E	225.06'
2	N 22°21'E	312.84'	2	S 33°30'E	330.0'	2	S 35°38'E	78.87'	13	S 38°31'W	322.74'
3	N 30°30'E	245.52'	3	N 74°30'E	396.0'	3	N 64°42'E	180.18'	14	S 03°26'W	264.0'
4	N 21°44'E	1518.66'	4	N 74°5'E	396.0'	4	S 62°43'E	931.92'	15	S 49°04'E	692.02'
5	N 37°15'E	148.50'	5	N 22°45'E	72.6'	5	S 77°09'E	905.85'	16	S 31°01'E	586.08'
6	N 48°15'E	171.6'	6	N 01°09'E	496.65'	6	N 01°09'E	496.65'	17	S 29°12'E	318.78'
7	N 59°15'E	198.0'	7	S 64°30'E	72.6'	7	S 62°27'E	639.21'	18	S 39°06'E	1047.42'
8	N 86°45'E	231.0'	8	S 62°15'E	191.4'	8	N 68°47'E	329.01'	19	S 09°10'E	275.88'
9	S 39°45'E	514.8'	9	S 36°19'E	247.5'	9	S 86°41'E	354.75'	20	N 88°39'E	191.4'
10	S 36°19'E	247.5'				10	S 47°12'E	673.20'	21	S 83°21'E	321.47'
11						11	S 38°54'E	426.36'			

PROPOSED Tract IV

Tract III Parcel A (tidelands)

Zimovia Strait

Tract I (See Note 1)

Highfield Anchorage

Tract III Parcel B (uplands)

USS 3753

USS 3705

Wrangell

AIRPORT PROPERTY LEGEND			
PARCEL	AREA	ACQUIRED FROM	AIP ACQUISITION NO.
TRACT I	26.84 ACRES±	TOWNSITE TRUSTEE'S DEED	ADA 10459 10/19/1965
TRACT II	43.44 ACRES±	ALASKA PACKERS ASS'N	DEED GRANTED 8/10/1967
TRACT III PARCEL A	306.37 ACRES±	ALASKA DIVISION OF LANDS	ILMT GRANTED TO TIDE AND SUBMERGED LANDS 2/25/1966 CORRECTED ILMT GRANTED 2/15/1968 ADA10457 - ADL32046
TRACT III PARCEL B	396.37 ACRES±	ALASKA DIVISION OF LANDS	ILMT GRANTED TO ADL TO UPLANDS 4/21/1966 CORRECTED ILMT GRANTED 2/15/1968 ADA10458 - ADL32084
TRACT IV	7.98 ACRES±	--	--

NOTE: 1. BEARING AND DISTANCE FOR WEST SIDE OF AMENDED U.S.S. 9 CONFLICTS WITH EAST SIDE OF U.S.S. 2096S.

THE PROPERTY PLAN WAS NOT UPDATED AS PART OF THE 2004 ALP REVISION. AN ELECTRONIC VERSION OF THE ORIGINAL PROPERTY PLAN WAS OBTAINED FROM DOT&PF AND INSERTED INTO THE UPDATED ALP TITLEBLOCK. FOR SURVEYOR CERTIFICATION AND OTHER DETAILS CONSULT THE LAST REVISED PROPERTY PLAN DATED 07-24-2001

Z:\07072 DOT&PF\181 Wrangell Airport Master Plan\ACAD14\Final WRNG-ALP\HDR Alaska

PLANNED: DRAWN: CHECKED: DEVELOPED BY: DOT&PF	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION PLANNING	PREVIOUS REVISION DATE: 7-24-2001 APPROVED: DATE: 8/16/05 VERNE SKAGERBERG, TRANSPORTATION PLANNER, FOR ANDY HUGHES, CHIEF OF PLANNING	FAA AIRSPACE REVIEW NO: 2004-AAL-87-NRA FAA APPROVAL DATE: 10/10/05 BY: FAA AIRPORT DIVISION, ALASKA REGION, AAL-610 SUBJECT TO CONDITIONS IN LETTER DATED: 10/10/05 PREVIOUS ALP FAA APPROVAL DATE: 07-24-2001	BY: _____ DATE: _____ REVISIONS: _____	WRANGELL AIRPORT AIRPORT LAYOUT PLAN PROPERTY PLAN	SHEET 11 OF 12
		DEVELOPED BY: DOT&PF				

PHASE I PRIORITIES (0 to 5 Years)

1. AIRPORT ACCESS, PARKING, AND CIRCULATION IMPROVEMENTS
\$2,400,000

Realign Airport Spur Highway; construct long-and short-term parking, lease lot access, sidewalks, passenger drop-off areas, and vehicle circulation lanes.

Rationale: Currently no passenger loading/unloading area exists and passengers who park vehicles must cross a busy two way road to reach the terminal. Additional short and long-term parking spaces are presently needed to handle the demand.

2. RUNWAY AND TAXIWAY A SURFACE OVERLAY
\$3,460,000

Resurface and groove Runway, resurface Taxiway A, pave runway shoulders, repave pavement near hardstand.

Rationale: Present runway surface and grooving is worn; regrooving is needed to ensure safe operations in southeast Alaska's wet environment. Taxiway A presently has areas of longitudinal and transverse cracking and shallow depressions. The gravel shoulders have higher maintenance costs and present a FOD hazard to aircraft. Ponding occurs on the apron adjacent the hardstand in wet weather.

3. TAXIWAY B CONSTRUCTION
\$531,000

Construct and stripe new parallel taxiway (50'x525') and new perpendicular taxiway (50' x 500') at the west end of the terminal area.

Rename Taxiways: Taxiway A to C, Taxiway B to D

Rationale: Taxiway access to the threshold reduces back-taxiing and improves safety by eliminating the 180-degree pivot turn at Runway end. The new taxiway configuration will reduce facility maintenance costs by allowing jet aircraft to taxi parallel to the terminal area, removing jet blast effects on buildings and equipment. The present jet parking area requires jet aircraft to turn more than 120 degrees to return to the runway. This sweeping turn hits the terminal buildings and aviation support equipment with jet blast.

4. SEAPLANE RAMP RELOCATION AND ACCESS TAXIWAY
\$1,200,000

Relocate ramp outside RSA; construct seaplane ramp access taxiway (35'x1,830'); stripe taxi lanes.

Rationale: The present seaplane ramp requires access via taxiway A and Runway 10; thereby requiring airport personnel to escort pilots to and from the seaplane ramp. The new seaplane ramp location is usable without interfering with operations on runways 10/28. The existing ramp can only be used during high tides. The existing ramp will be filled over to create the RSA.

5. RUNWAY SAFETY AREA (RSA) EXPANSION/ PART 77 SURFACE EXCAVATION/ WATER TANK RELOCATION
\$48,800,000

Construct new RSA: Extend RSA length to 1,000 feet on each runway end and overall width to 500 feet. Remove obstruction (250-foot knoll) adjacent to Runway 10 and use for RSA fill, relocate water tank.

Rationale: Wrangell runway RSA is deficient in length and width and there is a turbulence inducing knoll adjacent the approach end of Runway 10. This project would reduce the size of the knoll to generate the material needed to expand the RSA to improve the safety of aircraft operations. It will also remove the knoll's penetration into the Part 77 airspace. A community water tank located on the knob will require relocation.

6. AIRPORT PERIMETER FENCE AND GATE IMPROVEMENTS
\$1,600,000

Relocate existing fence to accommodate Phase I airport improvements. Improve fence (raise to 10', install barbed outriggers and skirts), improve access gates.

Rationale: These fence and gate improvements must occur to accommodate apron and RSA expansion and reduce unauthorized human and wildlife incursions to the runway and terminal areas.

7. SEWER LINE REALIGNMENT
\$68,000

Realign sewer line to improve grade in terminal area. Complete waterline to DOT&PF Maintenance building.

Rationale: Frequent backups in the existing sewer line pose a health concern and are a regular maintenance item.

8. OBSTRUCTION REMOVAL
\$16,000

Remove trees and relocate utilities listed in tables on sheet 9

Rationale: Remove as many of the Part 77 obstructions that is economic to do so. Obstructions will still remain in the form of a large mountain and the trees on its slopes.

PHASE II PRIORITIES (5 to 10 Years)

1. TAXIWAY D UPGRADE
\$227,000

Replace culvert with one of sufficient strength, increase clearance to C-III standards (50'x800' plus 20' shoulders).

Rationale: The use of Taxiway Bravo (renamed to taxiway D) by jet aircraft in combination with and the construction of the connecting taxiway at the approach end of runway 10 will improve overall jet aircraft circulation to and from the terminal apron and prevent unintended use of taxiway Bravo by jet aircraft without proper pavement strength and separation.

2. WEST APRON/ COMMERCIAL LEASE LOT, ROAD AND PARKING DEVELOPMENT
\$803,000

Expand terminal apron west (87,500 sq. ft.), develop three lease lots (15,000 sq. ft. ea.). Extend terminal access road and parking westward for new lease lot access.

Rationale: This project is needed to satisfy the forecast demand, and meeting this demand would provide economic opportunities to the community.

3. HELIPAD DEVELOPMENT
\$50,000

Develop helipad in new west apron. Install signage to prohibit helicopters on GA apron.

Rationale: Under the existing condition, helicopter operations occur on either the general aviation or terminal apron. Operations in these areas cause further congestion in these areas and pose a safety and health risk due to rotor wash. This project relocates the helipad to reduce conflicts and improve safety.

4. FIRE TRUCK REPLACEMENT
\$600,000

Replace fire truck.

Rationale: Need to replace the 1982, 1,500 gallon vehicle to ensure and improve ARFF response capability and safety. Wrangell airport has an ARFF index A.

5. NAVIGATIONAL IMPROVEMENTS
\$1,200,000

Upgrade GPS approach
Install approach lighting for Runway 10
Install backup generator
Install precision approach path indicators (PAPI)
Install compass calibration pad.

Rationale: Use GPS capability to provide improved horizontal and vertical approach information for possible lower minimums. Upgrade approach lighting for better runway environment visibility in lower minimums. Precision approach path indicators (PAPI) will provide better glide slope definition than the VASI lights in use.

PHASE III PRIORITIES (10 to 20 Years)

1. MAINTENANCE/ PERIMETER ROAD DEVELOPMENT
\$2,600,000

Construct 12'x4,400' road on the airport side of the perimeter fence for maintenance access to approach end of Runway 28.

Rationale: This road will allow easy and frequent inspection of the integrity of the security fence. It will also allow maintenance vehicles access to the east end of the runway without driving down the runway.

FUTURE PROJECTS (20 + Years)

1. PARALLEL TAXIWAY A DEVELOPMENT/ CONSTRUCT TAXIWAY E

2. GENERAL AVIATION TIE DOWN EXPANSION

3. ACCESS ROAD RELOCATION

FORECASTS

YEAR	2000	2005	2010	2020
ENPLANEMENTS	17,809	17,854	17,898	17,988
AIR CARRIER*	10,151	10,177	10,202	10,253
COMMUTER / AIR TAXI	7,658	7,677	7,696	7,735
OPERATIONS				
TOTAL INSTURMENT OPERATIONS	1,908	1,913	1,917	1,927
AIR CARRIER (B 737)	1,459	1,463	1,467	1,474
COMMUTER / AIR TAXI	5,604	5,620	5,636	5,666
GENERAL AVIATION				
ITINERANT	1,883	1,886	1,890	1,896
LOCAL	1,092	1,094	1,096	1,098
TOTAL ANNUAL OPERATIONS	10,038	10,063	10,087	10,135
AIRPORT REFERENCE CODE	C-III	C-III	C-III	C-III
NUMBER OF BASED AIRCRAFT	28	29	30	31
CRITICAL AIRCRAFT	BOEING 737-200	BOEING 737-200	BOEING 737-400	BOEING 737-400
APPROACH SPEED (kts)	137	137	137	137
WING SPAN	93	93	95	94
WEIGHT: MAX TAKEOFF WEIGHT (lbs)	115,500	115,500	140,000	140,000

* ALL AIR CARRIER OPERATIONS ARE CONDUCTED WITH THE CRITICAL AIRCRAFT

Z:\07072 DOT&PF\181 Wrangell Airport Master Plan\ACAD\14\Final WRNG-ALP\HDR Alaska

PLANNED: DJG *DJA 7-29-05*
DRAWN: TJH/LW
CHECKED:
DEVELOPED BY HDR ALASKA, INC

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION PLANNING

PREVIOUS REVISION DATE: 7-24-2001
APPROVED:
[Signature] DATE: 8/15/05
VERNE SKAGERBERG, TRANSPORTATION PLANNER, FOR
ANDY HUGHES, CHIEF OF PLANNING

FAA AIRSPACE REVIEW NO: 2004-AAL-87-NRA
FAA APPROVAL DATE: *10/05/05*
BY: *[Signature]*
FAA AIRPORT DIVISION, ALASKA REGION, AAL-610
SUBJECT TO CONDITIONS IN LETTER DATED: *10/05/05*
PREVIOUS ALP FAA APPROVAL DATE: 07-24-2001

BY	DATE	REVISIONS

WRANGELL AIRPORT
AIRPORT LAYOUT PLAN
NARRATIVE REPORT

SHEET
12
OF
12