

Ted Stevens Anchorage International Airport

2014 MASTER PLAN UPDATE

VOLUME NO. 4 | APPENDIX K - AIRPORT LAYOUT PLAN (ALP)

FINAL
DECEMBER 2014

RS&H
IN ASSOCIATION WITH:
HDR
DOWL HKM
RIM Architects
ATAC



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**TED STEVENS
ANCHORAGE INTERNATIONAL AIRPORT
MASTER PLAN UPDATE**

**APPENDIX K
AIRPORT LAYOUT PLAN**

December 2014

FINAL

Prepared for:
Ted Stevens Anchorage International Airport
State of Alaska Department of Transportation & Public Facilities

Prepared by:



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PREFACE

The Ted Stevens Anchorage International Airport (Airport) Master Plan Update (Master Plan Update) provides Airport management and the Alaska Department of Transportation & Public Facilities (DOT&PF) with a strategy to develop the Ted Stevens Anchorage International Airport. The intent of the Master Plan Update is to provide guidance that will enable Airport management to strategically position the Airport for the future by maximizing operational efficiency and business effectiveness, as well as by maximizing property availability for aeronautical development through efficient planning. While long-term development is considered in master planning efforts, the typical planning horizon for the Master Plan Update is 20 years.

The Federal Aviation Administration provides guidance for Master Plan development in *FAA Advisory Circular 150 / 5070-6B, Airport Master Plans*. Although not required, the Advisory Circular strongly recommends airports prepare a Master Plan. Funding for the Master Plan Update is provided primarily by the Federal Aviation Administration through an Airport Improvement Program grant.

A comprehensive Master Plan Update was last prepared in 2002 and a partial update was undertaken between 2006 and 2008. This Master Plan Update was initiated in June 2012 and concluded in December 2014. The DOT&PF entered into a contract with the firm RS&H to lead this effort. The Master Plan Update included a robust public and stakeholder involvement program.

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INTRODUCTION

An Airport Layout Plan (ALP) narrative is a condensed report explaining the reasoning behind the important features of the ALP. An ALP narrative is submitted as part of the ALP package to the Federal Aviation Administration (FAA) for review and approval. The narrative report includes a brief airport description, forecast summary, and discussion of major changes since the most recent ALP, which for Ted Stevens Anchorage International Airport (Airport), was conditionally approved by the FAA on May 13, 2013. In addition to a change in the cartographic standard of the ALP and updated data, major changes include the addition of a list of non-standard conditions, list of potential future airport projects recommended in the Ted Stevens Anchorage International Airport Master Plan Update (Master Plan Update) process, and revised land use classifications and their definitions.

AIRPORT DESCRIPTION

The Airport covers 4,210 acres, not including the Lake Hood Airport and has three asphalt paved runways (including Runway Design Codes [RDC] / Runway Reference Code [RRC]):

- Runway 7L-25R (10,600 feet x 150 feet)
 - Runway 7L D-V-1200 / D/V/1600
 - Runway 25R D-V-VIS / D/V/VIS
- Runway 7R-25L (12,400 feet x 200 feet)
 - Runway 7R D-VI-1200 / D/VI/1600
 - Runway 25L D-VI-VIS / D/VI/VIS
- Runway 15-33 (10,960 feet x 150 feet)
 - Runway 15 D-V-4000 / D/V/4000
 - Runway 33 D-V-5000 / D/V/5000

The Airport is classified as a medium hub, commercial service airport within the National Plan of Integrated Airport Systems (NPIAS). The Airport is one of the busiest airports nationally and internationally for cargo landed weight. The Airport also plays an important role in the intrastate transport of goods and people as 82% of Alaska communities are inaccessible by road¹.

AVIATION ACTIVITY FORECAST SUMMARY

A forecast of aviation activity was completed for the Airport, Fairbanks International Airport, and Lake Hood Airport as part of the *2013 Alaska International Airport System (AIAS) Planning Study* (AIAS Planning Study) with a baseline year of 2010 and projections made through 2030. The forecast of aviation activity is documented in detail in the *May 2013 AIAS Forecast Technical Report* (AIAS Forecast). The AIAS Forecast was submitted to the FAA for review on June 5, 2012. It was accepted by the FAA on September 13, 2012. The text that follows provides a summary of the passenger, cargo, general aviation, and aircraft operations forecast for the Airport.

Passenger

Total annual passenger enplanements grew from approximately 2.2 to 2.5 million from 2000 to 2011 (approximately 1.2% annual growth). For passenger enplanements, the peak month has historically occurred and still continues to occur in the summer months of June through August. Approximately 64% of total passenger enplanements are from domestic traffic between Anchorage and the Lower 48 States. The remaining

¹ Alaska Department of Transportation and Public Facilities, Alaska International Airport System 101 Presentation, 2012.

share of total enplaned passengers is from international and intra-Alaska traffic. The share of transit passengers (passengers that remain on the aircraft or deplane / enplane the same aircraft as it stops at the Airport) has generally decreased since 2000 due to the introduction of new-generation, long-range aircraft which enables airlines to fly non-stop between Asia and the Lower 48 States. Future passenger enplanements are forecast to grow from 2.4 to 3.1 million enplanements between 2010 and 2030 with an average annual growth rate of 1.3%.

Cargo

The Airport is ranked second in the nation for cargo landed weight behind Memphis International Airport according to Airports Council International (ACI). The Airport is ranked sixth in the world for total cargo weight behind airports in Hong Kong, Memphis, Shanghai, Incheon (Seoul), and Dubai. For this ALP Narrative Report, cargo tonnage is described for intrastate cargo and international / domestic cargo.

Intrastate or intra-Alaska cargo is cargo that is transported between the Airport and other Alaskan airports. The majority of intrastate cargo is shipped as part of the U.S. Postal Service Bypass Mail Program by chartered cargo carriers or passenger airlines as belly cargo. As stated in the AIAS Forecast, historically, intrastate cargo tonnage decreased slightly (127,000 to 110,000 short tons between 2000 and 2010 [approximately -0.4% annual growth]). However, intrastate cargo tonnage is forecast to return to 128,000 short tons by 2030 with an average annual growth rate of 0.8%.

International and domestic (United States or interstate) cargo pertains to cargo that is transported between the Airport and other countries or the Lower 48 States, respectively. It includes cargo handled by various cargo carriers, including integrated cargo carriers such as FedEx and United Parcel Service (UPS) and other all-cargo carriers such as Atlas, Polar, or Korean Air Cargo, and cargo carried in the belly of aircraft, such as on some passenger airlines. As stated in the AIAS Forecast, approximately 42% of all international and United States interstate cargo was transported in 2010 as transit operations. Transit cargo is seldom taken off aircraft while at the Airport. Historically, international and domestic cargo has increased from 3.5 million to 4.7 million short tons between 2000 and 2010 (approximately 3.3% average annual growth). International and domestic cargo is forecast to continue to grow to 8.7 million short tons by 2030 with an average annual growth rate of 3.0%. The peak month of cargo activity occurs in October in the lead-up to the North American holiday shopping season.

General Aviation

While there is no official definition of general aviation by the FAA, it is comprised of all aviation activity outside of those air carriers that operate under Part 121, Part 129, or Part 135 of Chapter 14 of the Code of Federal Regulations. General aviation primarily includes privately owned and operated aircraft and does not include users that hold air carrier certificates or permits. General aviation activity at the Airport includes aircraft parking, hangars, fixed base operators (FBOs), fuel services, and flight schools in the South Airpark and East Airpark.

Nationally, personal and recreational general aviation activity has declined for various reasons including socioeconomics, aircraft utilization, increasing maintenance costs, and pilot trends. Alternatively, corporate and business-related general aviation has increased nationally. The Airport has experienced a similar trend, namely a decline in operations from 2000 - 2008 with a partial recovery since 2008.

Aircraft Operations

Aircraft operations have historically declined from 250,000 to 212,000 operations between 2000 and 2011 due to a loss of international passenger flights, general aviation, air taxi, and military operations, as well as an increase in average aircraft gauge and load factor of passenger and cargo flights. Annual aircraft operations are forecast to grow from 215,564 to 281,942 operations between 2010 and 2030 with an average annual growth rate of 1.4%.

It is forecast that operations would return to 2000 levels (record high to date) around 2022. General aviation operations are forecast to grow at 1.4% annually. Military operations are forecast to remain constant at the 2011 level of activity, after adjustment to net out the impact of the relocation of the Kulis Air National Guard. The aircraft operations forecast summary is shown in Table 1.

Table 1
Anchorage International Airport Aircraft Operations Forecast Summary

	Existing Forecast (2010)	Master Plan Update Baseline (2012)	PAL 1 (2015)	PAL 2 (2020)	PAL 3 (2025)	PAL 4 (2030)
Passenger ¹	93,246	96,669	99,198	101,540	106,376	111,212
Cargo ¹	78,830	74,871	82,680	95,812	107,262	118,714
Air Taxi and Other ²	3,027	3,125	2,700	2,793	2,509	2,036
General Aviation	36,060	37,761	38,152	39,863	43,324	47,713
Military	4,401	2,408	2,267	2,267	2,267	2,267
TOTAL	215,564	214,835	224,997	242,275	261,738	281,942

Source: 2013 Alaska International Airport System (AIAS) Forecast Technical Report (AIAS Forecast; approved by the FAA June 5, 2012).
Notes: Operations during the Master Plan Update baseline year, 2012, were determined by interpolating forecast operations data from the AIAS Forecast.
1 - Aircraft landings forecasts multiplied by two. Includes some operations classified as air taxi and other in Table 10.3 of the AIAS Forecast.
2 - Total operations less all other categories.

CHANGES FROM THE PREVIOUS ALP

Recent revisions to *Advisory Circular (AC) 150/5300-13A, Airport Design* (AC 150 / 5300-13A; effective September 28, 2012) as well as the new ALP Checklist as documented in *Standard Operating Procedure (SOP) 2.00, Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs)* (effective October 1, 2013) resulted in several major changes since May 2013 when the last ALP was conditionally approved by FAA Alaskan Region. The previous ALP was updated primarily to show as-built conditions at the Airport. Since May 2013, the ALP was updated as part of the current Master Plan Update to 1) remove an existing Modification to Standard, 2) address non-standard conditions identified as a result of a design standards assessment, 3) show potential future development to address future capacity needs, and 4) evaluate land use requirements and land use classifications.

MODIFICATION TO STANDARDS

The existing Runway 15-33 centerline to Taxiway Y centerline separation is 508 feet. Currently, a Modification to Standard (MOS) exists for this condition. The parallel taxiway separation minimum requirement for reverse turn high speed exits has been reduced to 484 feet per Change 1 of AC 150 / 5300-13A (February 26, 2014). As such, the required lateral separation between Runway 15-33 and Taxiway Y is 500 feet based on runway design standards; therefore, the MOS for Runway 15-33 and Taxiway Y is obsolete and is no longer required.

NON-STANDARD CONDITIONS

An assessment of current conditions against design standards resulted in the identification of several non-standard conditions. These non-standard conditions are listed in Table 2, which also appear on the ALP drawing. The Alaska Department of Transportation and Public Facilities (DOT&PF) and FAA will need to work together to resolve these non-standard conditions. Some of these non-standard conditions may be resolved through implementation of the recommended Master Plan Update projects.

Table 2
Non-Standard Conditions

Description	Existing	FAA Requirement
Runway 25L Blast Pad Length	200'	ADG-VI 400'
Taxiway S (West of Taxiway R): Taxiway Shoulder Width	23'	ADG-VI, TDG 6 30'
Taxiway U (West of Runway 15-33): Taxiway Shoulder Width	23'	ADG-VI, TDG 6 30'
Taxilane U (East of Taxiway R): Taxilane OFA Width	153' North	ADG-VI, TDG-7 334'
Taxilane Centerline to Fixed / Movable Object		167'
Taxilane Y: Taxiway Object Free Area Width	156.3' East 110.3' West	ADG-V, TDG 7 320'
Taxiway Centerline to Fixed / Movable Object		
Taxiway Z:		ADG-III, TDG 4
Taxiway Safety Area / Object Free Area Width	South End of Twy	118'
Taxiway Centerline to Fixed / Movable Object		162'
East / West Parallel Taxiway: Taxiway Object Free Area Width	65.9' North	ADG-III, TDG 4 186'
Taxiway Centerline to Fixed / Movable Object		
Taxiway W:		ADG-VI, TDG 6
Taxiway Shoulder Width	23'	30'
Taxiway E (south of Taxiway K): Acute Angle Runway Intersection	Acute Angle	Perpendicular Angle
Taxiway R (south of Taxiway K): Acute Angle Runway Intersection	Acute Angle	Perpendicular Angle
Taxiway G (south of Taxiway K): Acute Angle Runway Intersection	Acute Angle	Perpendicular Angle
Taxiway C (south of Runway 7L-25R): Acute Angle Runway Intersection	Acute Angle	Perpendicular Angle
Taxiway D (south of Runway 7L-25R): Acute Angle Runway Intersection	Acute Angle	Perpendicular Angle
Taxiway F: Acute Angle Runway Intersection	Acute Angle	Perpendicular Angle
Taxiway C (south of Runway 7R-25L): Acute Angle Runway Intersection	Acute Angle	Perpendicular Angle

Source: RS&H, 2014.

BEST PRACTICES AND OTHER AIRFIELD LAYOUT CONSIDERATIONS

The FAA previously allowed Taxiway Object Free Areas (OFAs) to be calculated based on the wingspan of specific aircraft but this practice does not appear to be permitted per AC 150 / 5300-13A. OFA dimensional requirements are specified in AC 150 / 5300-13A for the most demanding aircraft in each Airplane Design Group (ADG).

The following Airport taxiways / taxilanes use an OFA calculated specifically for the Boeing 747-8. These taxiways / taxilanes are currently in compliance; however, it is important to note that these taxiway / taxilane

OFAs may need to be addressed to meet full ADG-VI standards when these taxiways are in need of reconstruction.

- Taxilane E – north of Taxiway M
- Taxilane G1 – north of Taxiway L

New standards contained in AC 150 / 5300-13A prohibit acute angle taxiways directly linking two runways. The FAA no longer permits acute angle taxiways directly connecting two runways for two reasons:

1. Acute angle taxiways are designed to enable arriving aircraft to exit the runway at a higher rate of speed. Aircraft taxing at a high rate of speed are less likely to be able to stop prior to crossing a hold-bar and entering the adjacent runway where another aircraft may be landing or taking off and traveling at a high rate of speed.
2. Pilots in an aircraft on an acute angle taxiway will have limited visibility of the runway they are crossing due to the angle of the airplane relative to the runway being crossed. Limited visibility may reduce pilot situational awareness making it difficult to see traffic on the runway the pilot is preparing to cross.

FAA standards contained in AC 150 / 5300-13A now require perpendicular runway-taxiway intersections intended to increase pilot situational awareness near the runway-taxiway intersection unless the acute angle taxiways lead to a parallel taxiway. Reconfiguration of these acute angled taxiways may remove Hot Spot 1 and Hot Spot 2. Removal of Taxilane G (north of Taxiway K) may also remove Hot Spot 1.

Hot Spot 1 is located at the Taxilane G intersection with Taxilane E and Taxiway K. This is a complex intersection where pilots could potentially make an incorrect turn resulting from reduced situational awareness. Aircraft taxiing to Runway 33 via Taxilane E, Taxiway G, and Taxiway K could miss the turn from Taxiway G onto Taxiway K and continue on Taxiway G toward Runway 7L-25R. The potential risk of runway incursion at this location would be higher during conditions of reduced visibility.

Hot Spot 2 is located along Taxiway E between Runway 7L-25R and Runway 7R-25L. It involves pilots confusing hold short instructions for Runway 7L-25R and Runway 7R-25L when taxiing to Taxiway K via Taxiway E and Taxiway F. Taxiway D signage may not be visible from Taxiway E and Taxiway F hold positions.

RECOMMENDED PROJECTS

Several projects were recommended as part of the Master Plan Update to address non-standard conditions, best practices, and facility requirements to accommodate forecast demand. The capital improvement and land acquisition projects are summarized, by potential implementation year, in Table 3. They are also shown on the ALP. The timing of specific development projects for the Airport will be determined by actual, rather than forecast demand. Additional environmental documentation efforts and FAA coordination will need to be completed prior to the implementation of these projects.

Table 3
Recommend Master Plan Update Capital Improvement and Land Acquisition Projects

Potential Acquisition / Construction Implementation Year	Project Element	Description
2015	Aircraft Rescue and Fire Fighting (ARFF) Training Facility	The project includes final site selection, potential NEPA documentation, design, and construction of an ARFF training facility with one burn pit located west of the South Airpark to replace the existing ARFF hydrocarbon fuel burn pit, meet applicable environmental regulations, and ensure conformance with applicable FAA AC's and FAR Part 139.
2016	Hotel Site Development	The project includes development of a hotel near the North Terminal passenger processor. This project would be initiated by a private developer / tenant through an Airport issued Request for Proposal.
2018	Ground Run-up Enclosure (GRE)	The project includes site selection, potential NEPA documentation, design, and construction of a GRE to mitigate noise generated during routine aircraft maintenance, decreasing noise impacts to the surrounding community.
2018	"Papa" Remain Overnight (RON) Apron Expansion and Postmark Bog Development	The project includes potential NEPA documentation, design, and construction for expanding the "Papa" RON apron by adding five additional A380-capable parking positions, extending Taxilane P, and constructing a new taxilane south of Taxilane P. The project also includes expanding the Postmark Bog area. NEPA documentation, design and construction for the Postmark Bog development would be undertaken by the developer / tenant. The cost for expanding and developing the Postmark Bog area is anticipated to be borne by the developer / tenant.
2018 - 2020	Runway 15-33 Widening and Decoupling, Taxiway R Extension, Taxiway Q Realignment, Taxiway Q1 Construction	The project includes potential NEPA documentation, design, and construction for the 1) widening of Runway 15-33, 2) decoupling of Runway 33 to eliminate the intersection with Runway 7L-25R and overlapping RSAs, 3) extension of Taxiway R to the Runway 15 end, 4) realignment of Taxiway Q, and 5) construction of Taxiway Q1.

Note: The potential implementation year presented for each project was determined based on forecast demand. The year each project will be implemented will be based on actual demand.

Table 3
Recommend Master Plan Update Capital Improvement and Land Acquisition Projects (contd.)

Potential Acquisition / Construction Implementation Year	Project Element	Description
2019	East / West Parallel Taxiway and South Airpark Development <i>The potential implementation year presented for each project was determined based on forecast demand. The year each project will be implemented will be based on actual demand.</i>	This project includes potential NEPA documentation, design, and construction for an extension of the East / West Parallel Taxiway (ADG-VI) to the east and west and for South Airpark development. NEPA documentation, design and construction would be undertaken by the developer / tenant. The cost for developing the existing South Airpark area (Kulis Business Park and in vacant areas along the north / south portion of Taxiway Z) is anticipated to be borne by the developer / tenant.
2019 - 2022	South Terminal Expansion Project (STEP) <i>The potential implementation year presented for each project was determined based on forecast demand. The year each project will be implemented will be based on actual demand.</i>	STEP includes construction of a new South Terminal concourse with five new gates at the South Terminal to accommodate domestic and international operations and demolition of the North Terminal concourse. The advanced planning effort (an in-depth requirements and phasing analysis) will assess the impacts to domestic and international passenger flows, space allocations and impacts to airlines, impacts of construction activity on airport operations, impacts on apron areas and finalize phasing prior to design. Coordination between construction activity and airport operations would also be considered during advanced planning. NEPA documentation may also be required. The construction of STEP is anticipated to be completed in three phases. Phase 1 includes 1) relocating R2, R3, and R4 aircraft parking positions, 2) securing any necessary permits / clearances, 3) relocating passenger operations impacted by STEP temporarily to the North Terminal, and 4) constructing a new South Terminal concourse. Phase 2 includes 1) relocating passenger operations to new South Terminal concourse, 2) demolishing the North Terminal concourse, and 3) upgrading the North Terminal processor. Phase 3 includes redeveloping the North Terminal apron for aircraft parking.
2020	Land Acquisition <i>The land to the west of the Airport may be acquired through purchase from or trade with the Municipality of Anchorage or other owners.</i>	The project would provide opportunity for land acquisition for the future development of the West Airpark via a land trade with the MOA or purchase from the MOA or other owners.
2020	Fuel Farm Expansion	The project includes design and construction of a tenant initiated fuel farm expansion. Design and construction would be undertaken by the developer / tenant. The cost for expanding the fuel farm is anticipated to be borne by the developer / tenant.
2020	Fairbanks International Airport Improvements <i>The potential implementation year presented for each project was determined based on forecast demand. The year each project will be implemented will be based on actual demand.</i> <i>The project would accommodate a transfer of at least 50% of the technical cargo stop operations at Anchorage International Airport.</i>	The project includes planning, potential NEPA documentation, design, and construction for necessary improvements at Fairbanks International Airport. This project would be sponsored and funded by Fairbanks International Airport.
2020 - 2034	Crossfield Taxiways Realignment <i>Realignment of the crossfield taxiways would likely occur when Runway 7R-25L is reconstructed or when directed by FAA, whichever is sooner.</i>	The project includes potential NEPA documentation, design and construction to realign the crossfield taxiways perpendicular to the east-west runways in accordance with FAA standards (AC 150/5300-13A, Airport Design) and FAA coordination.
2021	New South Airpark Access Roadway	The project includes potential NEPA documentation, design and construction of a roadway on the west side of the South Airpark to enable corporate and general aviation development at the west end of the existing South Airpark (near the north / south portion of Taxiway Z).

Note: The potential implementation year presented for each project was determined based on forecast demand. The year each project will be implemented will be based on actual demand.

Table 3
Recommend Master Plan Update Capital Improvement and Land Acquisition Projects (contd.)

Potential Acquisition / Construction Implementation Year	Project Element	Description
2024	North Airpark Roadway Realignment, Taxiway T Extension, and Eastward Expansion of the North Airpark	This project includes potential NEPA documentation, design, and construction to include 1) construction of the North Airpark Roadway, 2) extension of Taxiway T, and 3) redevelopment / eastward expansion of the North Airpark for future development by tenants of the North Airpark. NEPA documentation and construction of the redevelopment / eastward expansion of the North Airpark would be undertaken by the developer / tenant. The cost for expanding and developing the North Airpark is anticipated to be borne by the developer / tenant.
2025	North Airpark Northward Expansion	The project includes cargo development to the north of the existing North Airpark boundary and toward Point Woronzof Drive by tenants of the North Airpark. The project would be undertaken by the developer / tenant. The cost for expanding and developing the North Airpark is anticipated to be borne by the developer / tenant.
2027	Potential West Airpark Development <i>The potential implementation year presented for each project was determined based on forecast demand. The year each project will be implemented will be based on actual demand.</i>	The project includes advanced planning, potential NEPA documentation, design, and construction for six A380-capable aircraft parking positions and associated taxiways in the West Airpark for the potential future development of the West Airpark. Advanced planning, NEPA documentation and construction of the West Airpark development would be undertaken by the developer / tenant. The cost for expanding and developing the West Airpark, excluding cargo parking positions, is anticipated to be borne by the developer / tenant.
2027	Tunnel to West Airpark	The project includes design and construction of a tunnel connecting the east and west sides of the Airport. A 4-lane tunnel, providing public and secure access would be constructed from Postmark Drive and run west under Taxiway R, Runway 15-33, and Taxiway Y to the West Airpark. The public access tunnel (2 lanes) would continue under the potential north / south runway and associated taxiways. The secure access tunnel (2 lanes) would surface in the West Airpark between the existing and potential north / south runways. Potential NEPA documentation could be completed as part of the Potential North / South Runway project or Potential West Airpark Development project.
2027	Public Parking Facilities Reconfiguration	This project includes potential NEPA documentation, design, and construction to reconfigure and expand public parking facilities.
2028	Potential North / South Runway <i>The potential implementation year presented for each project was determined based on forecast demand. The year each project will be implemented will be based on actual demand.</i>	The project includes advanced planning, potential NEPA documentation, design, and construction for a potential north / south runway and associated airfield improvements (e.g., taxiways, service roads, earthwork), and realignment of a contiguous Coastal Trail.
TBD	Deicing Chemical Collection Improvement <i>The implementation of the deicing chemical collection improvement project is driven by the FAA and USEPA.</i>	The project includes potential NEPA documentation, design, and construction of an enhanced deicing chemical collection system based on regulatory changes.

Source: RS&H, 2014.
Note: The potential implementation year presented for each project was determined based on forecast demand. The year each project will be implemented will be based on actual demand.
Future tenant development costs are not presented as these costs are anticipated to be borne by the developer / tenant. These include project costs for environmental documentation, design, and construction activities.
AC = Advisory Circular, ADG = Airplane Design Group, ADAPT = Annual Delay and Activity Performance Times, AIAS = Alaska International Airport System, Airport = Ted Stevens Anchorage International Airport, ARFF = Aircraft Rescue and Fire Fighting, ATCT = Airport Traffic Control Tower, Coastal Trail = Tony Knowles Coastal Trail, FAA = Federal Aviation Administration, FAR = Federal Aviation Regulation, GRE = Ground Run-up Enclosure, Master Plan Update = Ted Stevens Anchorage International Airport Master Plan Update, MOA = Municipality of Anchorage, NEPA = National Environmental Policy Act, OAIASS = Optimize AIAS Strategy, RON = Remain Overnight, STEP = South Terminal Expansion Project, USEPA = U.S. Environmental Protection Agency

LAND USE CLASSIFICATIONS

Revised land use classifications for the Airport were prepared to enhance the management of Airport land assets, maximize property availability for aviation development through efficient and compatible planning, and allow appropriate strategic decision-making to accommodate future demand. It is important for the Airport’s land use classifications to comply with FAA’s definitions of Aeronautical and Nonaeronautical since FAA Grant Assurances predicate the appropriate use and enforcement of land uses. Ultimately, the goal is to ensure adequate land is available to support air transportation requirements for the 20-year planning horizon and beyond. On-airport land areas are therefore allocated for a specific use to promote safe and efficient aviation activities. Compatibility with off-Airport land uses and noise impacts to the community are also considered.

Land use classifications represent the highest and best use to promote a safe and efficient Airport. As such, the land use classifications define the primary, or preferred, land use for Airport property. However, in some cases secondary, or non-preferred, land uses may be allowed for an interim duration. Additionally, tenant or subtenant operations may encompass multiple land use classifications which differ from that of the primary land use classification. An application for use of Airport land that differs from the primary land use classification requires the approval of Airport management, in consultation with the FAA.

Airport land use classifications are intended to provide adequate specificity to be applied to future tenants and land use. The land use classifications are presented below with the above-mentioned considerations in mind. Off-Airport lands that are deemed areas of high value that are not currently under the direct control of the Airport are also depicted as ‘Land Acquisition’ on the graphic. Land use classifications for the Lake Hood Airport will be addressed during the Master Plan Update for Lake Hood Airport and were not addressed during this Master Plan Update process.

International Cargo

The International Cargo land use classification includes Airport lands related to the accommodation of facilities for the handling and processing of international air cargo and air mail including apron areas for the loading, unloading, maintaining, and servicing of international cargo aircraft with direct airfield access.

Example facilities and activities include, but are not limited to, international cargo processing, transitional warehousing, hangar facilities, apron space, and remain overnight cargo aircraft parking positions for air carriers operating through Anchorage between the Lower 48 States and international destinations.

Tenants and facilities in this classification are differentiated from Domestic Cargo in that the aircraft and cargo operations associated with this classification originate or terminate outside of the United States. Also, International Cargo operations typically utilize larger aircraft (e.g., wide-body jets) and occupy larger cargo processing and transitional warehouse facilities.

Uses in this classification are deemed compliant with the FAA’s definition of Aeronautical use.

Domestic Cargo

The Domestic Cargo land use classification includes Airport lands related to the accommodation of facilities for the handling and processing of domestic air cargo and air mail including apron areas for the loading, unloading, maintaining, and servicing of domestic cargo aircraft with direct airfield access. Domestic Cargo encompasses activities classified as Regional Cargo and Other Domestic Cargo.

Example facilities and activities include, but are not limited to, domestic cargo processing, transitional warehousing, hangar facilities, and apron space for air carriers operating within Alaska or between Anchorage and the Lower 48 States.

Tenants and facilities in this classification are differentiated from International Cargo in that the aircraft and cargo operations associated with this classification typically originate and terminate within Alaska and the Lower 48 States. Also, Domestic Cargo operations typically utilize smaller aircraft (e.g., turboprops and narrow-body jets) and occupy smaller cargo processing and transitional warehouse facilities.

Uses in this classification are deemed compliant with the FAA’s definition of Aeronautical use.

Aircraft Aeronautical

The Aircraft Aeronautical land use classification includes Aeronautical activities, other than International Cargo and Domestic Cargo, which require direct aircraft access to the airfield. This land use classification includes Airport lands related to the accommodation of facilities for maintenance and storage of aircraft, aircraft parking, and flight operations.

Example facilities and activities include, but are not limited to, full service FBOs, aircraft fuel services, condo-style aircraft hangars, air ambulance operations, and small commercial or private aircraft operations.

Uses in this classification are deemed compliant with the FAA’s definition of Aeronautical use.

Other Aeronautical

The Other Aeronautical land use classification includes Airport lands related to the accommodation of facilities that do not require direct aircraft access to the airfield and are in support of the maintenance and operations of aircraft and the Airport.

Example facilities and activities include, but are not limited to, ground handling services, airfreight forwarding which receives and sends 100% of its freight to and from the Airport via aircraft, aircraft parts sales, bulk fuel storage serving the hydrant fueling system and mobile fueling services fueling operations. Also included in this classification are facilities required to operate the Airport such as Aircraft Rescue and Fire Fighting, air traffic control tower, airfield maintenance, airport facility maintenance, airport maintenance equipment yards, airport material storage, and airport snow storage.

Uses in this classification are deemed compliant with the FAA’s definition of Aeronautical use.

Domestic Cargo / Aircraft Aeronautical

This classification allows Domestic Cargo and Aircraft Aeronautical development as previously defined.

International Cargo / Domestic Cargo

This classification allows International Cargo and Domestic Cargo development as previously defined.

International Cargo / Domestic Cargo /Other Aeronautical

This classification allows International Cargo, Domestic Cargo, and Other Aeronautical development as previously defined.

Airfield

The Airfield land use classification includes the area used for the runway and taxiway system and other pavement areas within the area where aircraft may taxi, takeoff, or land as well as apron areas where aircraft may park. It also includes land areas where airfield lighting and navigational aids (NAVAIDs) may be located.

Nonaeronautical

The Nonaeronautical land use classification includes all uses of the Airport that are not used for Aeronautical purposes as previously defined. The land uses in this classification are nonaeronautical commercial uses that are not required to be located on an airport for the business to operate. The maximum lease term for Nonaeronautical development is 35 years.

Areas designated as Nonaeronautical do not exclude Aeronautical use activities; Aeronautical users may lease within any area designated as Nonaeronautical. An Aeronautical user takes priority over a Nonaeronautical user in consideration of a lease.

Example facilities and activities include but are not limited to; freight forwarding (any forwarder that does not receive or send 100% of its freight via aircraft); car rental facilities, rental of vehicles that will not fit in the rental car facility; in-flight catering kitchens, restaurants; retail establishments; vehicle storage; manufacturing / testing / assembly; warehousing; U.S. Post Office; and administrative and corporate offices. Utility facilities are also Nonaeronautical.

Other Aeronautical / Nonaeronautical

This classification allows Other Aeronautical and Nonaeronautical development as previously defined. Applications for Aeronautical Support developments are prioritized over Nonaeronautical.

Passenger Terminal and Landside

The Passenger Terminal and Landside land use classification includes the area that is necessary for the main passenger terminal and related activities that is located within the passenger terminal envelope generally comprising the passenger terminal building and the airport loop road. It also includes associated passenger terminal landside facilities including public and employee parking, access and circulation roadways, passenger terminal curbside, ground transportation and commercial vehicle, rental car, and other transit / rail facilities. Portions of the passenger terminal and landside area may be considered Aeronautical or Nonaeronautical based on tenant use.

Passenger carriers include air carriers that transport passengers on a commercial basis. These passenger carriers 1) hold an Air Carrier Certificate or Operating Certificate issued by the FAA, or 2) hold the appropriate permits for foreign air carrier operation issued by the U.S. Department of Transportation. These passenger air carriers also may operate on a scheduled, chartered, or on-demand basis. See Part 121, Part 129, and Part 135 of Chapter 14 of the Code of Federal Regulations for more information.

Future Airport Development

The Future Airport Development land use classification includes Airport land areas that are vacant or have not yet been categorized as another land use but are reserved for potential airport development.

Land Acquisition

The Land Acquisition land use includes areas not currently owned by the Airport which may need to be acquired to support the safe and efficient operation of the Airport. Land acquired by the Airport would be classified as a specific use at the time of acquisition.

Department of Military and Veterans Affairs Land Management Agreement

Areas operated by the State of Alaska, Department of Military and Veterans Affairs under an Interagency Land Management Agreement.

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ACRONYMS			
ADG	Airplane Design Group	LOC	Localizer
AQA	Air Operations Area	MLSR	Medium Intensity Approach Lighting
ALSF-2	Approach Lighting System with Sequence Flashers (CAT II/III Config.)		System With Runway Alignment Indicator Lights
ARC	Airport Reference Code	MIRL	Medium Intensity Runway Edge Lights
ARFF	Aircraft Rescue and Fire Fighting	MITL	Medium Intensity Taxiway Edge Lights
ARP	Airport Reference Point	MM	Medium Marker
ARCTCC	Air Route Traffic Control Center	NDB	Non-Directional Beacon
ASDA	Accelerate Stop Distance Available	OMALS	Omni-Directional Approach Light System
ASDE	Airport Surface Detection Equipment	OEI	One-Engine Inoperative
ASOS	Automated Surface Observing System	OFA	Obstacle Free Area
ASR	Airport Surveillance Radar	OFZ	Obstacle Free Zone
ATCT	Airport Traffic Control Tower		Obstruction Light
AWOS	Automated Weather Observing System	OM	Outer Marker
AWS	MLS Asimult Equipment	PAPI	Precision Approach Path Indicator
BRL	Building Restriction Line	PCC	Parking Cement Concrete
CL	Centerline Lighting	P.LL	Parking Limit Line
COMG	Fixed Or Movable Object	POF-Z	Precision Obstacle Free Zone
HIRL	High Intensity Runway Edge Lights	PVD	Private
HITL	High Intensity Taxiway Edge Lights	RDC	Runway Design Code
HMA	Hot Mix Asphalt	RED	Runway End Identifier Lights
GS	Global Positioning System	OFA	Obstacle Free Area
GLS	Glide Slope	RPZ	Runway Protection Zone
ILS	Instrument Landing System	RR	Runway Reference Code
IM	Inner Marker	RSA	Runway Safety Area
LDA	Landing Distance Available	RTR	Remote Transmitter Receiver
LLWAS	Low-Level Wind Shear Alert System	RVR	Runway Visual Range
		RWSL	Runway Status Lights
		STD	Standard
		TBR	To Be Removed/Relocated
		TDG	Taxiway Design Group
		TZL	Touchdown Zone Lighting
		TDZE	Touchdown Zone Elevation
		TERPS	Terminal Instrument Procedures
		TLN	Taxilane
		TOQA	Taxiway Obstacle Clearance
		TORA	Taxiway Run Available
		TRACON	Terminal Radar Approach Control
		TSS	Threshold Surface
		TWY	Taxiway
		VASI	Visual Approach Slope Indicator
		VOR	Very High Frequency Omnidirectional Range
		VORTAC	Very High Frequency Omnidirectional Range Radio with Tactical Air Navigation

AIRPORT DATA	
CATEGORY	VALUE
AIRPORT REFERENCE CODE (ARC)	D-VI
MEAN MAX TEMPERATURE HOTTEST MONTH	65° F / 24° C, August
AIRPORT ELEVATION ¹	151'4"
TERMINAL NAVIGATIONAL AIDS	ASR, NDB, VOR / DME
VISUAL NAVIGATIONAL AIDS	PAPI, VASI CL Lights, TDZ Lights, ALSF-2, MALSR, Rotating Beacon
EXISTING AIRPORT REFERENCE POINT ²	Lat. 61° 10' 27" Long. 149° 59' 53"
FUTURE AIRPORT REFERENCE POINT ²	Lat. 61° 10' 32" Long. 150° 00' 11"
MISCELLANEOUS FACILITIES	TWY Lighting, Lighted Wind Cone, ASOS (118.525)
ARC AND CRITICAL AIRCRAFT ³	D-VI / B747-8
MAGNETIC DECLINATION ⁴	18° 04E East (May, 2013)
NPIAS SERVICE LEVEL	Medium Hub, Primary Commercial Service
STATE EQUIVALENT SERVICE ROLE	International
AIRCRAFT RESCUE AND FIREFIGHTING (ARFF) INDEX	ARFF Index E
COMBINED WIND COVERAGE (ALL WEATHER)	99.53%
DISTANCE AND DIRECTION FROM ANCHORAGE	4 miles SW of Anchorage, AK
TIME ZONE	UTC -8 (UTC-9 during Standard Time)
LAND OWNED IN FEE ⁵	4 212 Acres
OWNER	State of Alaska Department of Transportation and Public Facilities
SECTIONAL CHART	Anchorage
TRACON	A11 - Anchorage TRACON
ARTCC	Anchorage Center
AIRPORT USE	Public Facility
AIRPORT LOCATION	Anchorage, Alaska, U.S.A.

SHEET INDEX		
SHEET NUMBER	TITLE	EDT DATE
1	COVER SHEET	1/2015
2	AIRPORT DATA SHEET	1/2015
3	AIRPORT LAYOUT PLAN DRAWING - EXISTING CONDITIONS	1/2011
4	AIRPORT LAYOUT PLAN DRAWING - FUTURE CONDITIONS	1/2015
5	TERMINAL AREA DRAWING - EXISTING CONDITIONS	1/2015
6	TERMINAL AREA DRAWING - FUTURE CONDITIONS	1/2015
7	NORTH AIRPARK - FUTURE CONDITIONS	1/2015
8	EAST AIRPARK - FUTURE CONDITIONS	1/2015
9	SOUTH AIRPARK - FUTURE CONDITIONS	1/2015
10	WEST AIRPARK - FUTURE CONDITIONS	1/2015
11	RUNWAY 15 - 33 DECLARED DISTANCES - EXISTING	1/2015
12	RUNWAY 15L - 33R DECLARED DISTANCES - FUTURE	1/2015
13	RUNWAY 7R - 29L DECLARED DISTANCES EXISTING AND FUTURE	1/2015
14	RUNWAY 7L APPROACH PLAN AND PROFILE	1/2015
15	RUNWAY 25R APPROACH PLAN AND PROFILE	1/2015
16	RUNWAY 7R APPROACH PLAN AND PROFILE	1/2015
17	RUNWAY 25L APPROACH PLAN AND PROFILE	1/2015
18	RUNWAY 15 (EXISTING) APPROACH PLAN AND PROFILE	1/2015
19	RUNWAY 15L (FUTURE) APPROACH PLAN AND PROFILE	1/2015
20	RUNWAY 33 (EXISTING) APPROACH PLAN AND PROFILE	1/2015
21	RUNWAY 33R (FUTURE) APPROACH PLAN AND PROFILE	1/2015
22	RUNWAY 15R (FUTURE) APPROACH PLAN AND PROFILE	1/2015
23	RUNWAY 33L (FUTURE) APPROACH PLAN AND PROFILE	1/2015
24	RUNWAY 7L (FUTURE) OBSTACLE FREE ZONE	1/2015
25	RUNWAY 7R-25L OBSTACLE FREE ZONE	1/2015
26	RUNWAY 15L-33L OBSTACLE FREE ZONE	1/2015
27	RUNWAY 15L-33R (FUTURE) OBSTACLE FREE ZONE	1/2015
28	RUNWAY 15R-33L (FUTURE) OBSTACLE FREE ZONE	1/2015
29	AIRPORT AIRSPACE DRAWING PART 77 SURFACES - OUTER	1/2015
30	AIRPORT AIRSPACE - PART 77 (INNER)	1/2015
31	AIRPORT AIRSPACE TABLE - PART 77 SURFACES - INNER	1/2015
32	ON-AIRPORT LAND USE PLAN	1/2015
33	OFF-AIRPORT LAND USE PLAN (1997 NOISE CONTOURS)	1/2015
34	AIRPORT PROPERTY MAP	1/2011

REVISIONS		
DATE	BY	DESCRIPTION

APPROVED _____ 30 April 2015

000 _____ DATE

Engineering, Environmental and Planning Director			
COVER SHEET			
DRAWN	CHECKED	DWG NO.	
RA / NRC	EHP	1 of 34	
SCALE	DATE		
N/A	1/2015		

4. Magnetic Decryption source file - RASX Unleashing Data Center
5. This area does not include Lake Hood Airport.

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Prepared by

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RS&H Project # 226-2566-000



Pat O'Leary AAL-6012 DATE: 5-20-14
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014-AAL-148-NRA

The map displays the Anchorage area with the following features:

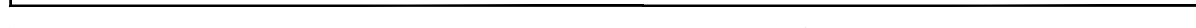
- Geography:** Chena River, Cook Inlet, Mat-Su Borough, Anchorage Bowl.
- Airports:** Anchorage International, Merrill Field, Elmendorf AFB, Sleet's Strip (PVT), Fire Island (PVT), Lake Hood Strip, Lake Hood Seaplane Base, Campbell Airstrip (PVT), Sky Harbor Airstrip (PVT), Flying Crown Airstrip (PVT), Rabbit Creek Airstrip (PVT), Bryn Mawr AFB.
- Other Labels:** J.D.R., 0, 2.5, 3 Miles.

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1. All Latitude and Longitude coordinates are in North American Datum of 1983 (NAD 83).
2. All elevations are in North American vertical Datum of 1988 (NAVD 88).
3. All Runways have HMA surfaces unless otherwise indicated on sheet 2.
4. All three existing Runway ends are surveyed based on FAA AC 150/5300-16A, -17B, and -18B.
5. Meets line of sight requirements.
6. 1,000' standard Runway Safety Area (RSA) is accommodated with the application of declared distances. See Declared Distances Data Table for values.
7. Penetrations shown on Approach Plan and Profile sheets.

CATEGORY	TWY H (North of Rwy 7L-28R)	TWY H (South of Rwy 7L-28R)	TWY J	TWY K (East of Twy C)	TWY K (West of Twy C)	TWY K (West of Twy R)	TWY L	TWY L	TWY M (West of Twy R)	TLN M (South of West of Rwy 7L-28R)	TLN P	TWY Q	TWY Q	TWY Q	TWY R (North of Rwy 7L-28R)	TWY R (South of Rwy 7L-28R)	TWY S (Between Rwy 7L and ACPF)	TWY S (West of Twy R)	TWY S (West of Twy R)	TWY S (Between Rwy 7L and ACPF)	TWY S (East of ACPF)
	E/F	E/F		E/F	E/F	EXISTING	EXISTING	FUTURE	E/F	E/F	E/F		EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	E/F	E/F	
	(TDG) 75	(TDG) 60		(TDG) 75	(TDG) 75	(TDG) 100	(TDG) 100	(TDG) 100	(TDG) 82	(TDG) 100	(TDG) 100		(TDG) 100	(TDG) 371	(TDG) 82	(TDG) 100	(TDG) 170	(TDG) 100	(TDG) 168	(TDG) 168	(TDG) 79
TAXIWAY / TAXILANE SAFETY AREA DIMENSIONS (WIDTH)	(ADG VI) 262	(ADG VI) 262	(ADG VI) 262	(ADG V) 214 ¹	(ADG VI) 214	(ADG VI) 262	(ADG VI) 262	(ADG VI) 262	(ADG VI) 262	(ADG VI) 262	(ADG VI) 262	(ADG VI) 262	(ADG VI) 262	(ADG VI) 262	(ADG VI) 214	(ADG VI) 262	(ADG VI) 214	(ADG VI) 262	(ADG VI) 214	(ADG III) 214	(ADG III) 118
TAXIWAY / TAXILANE SEPARATION (OBJECTS WITHIN TSA)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	
TAXIWAY / TAXILANE OBJECT FREE AREA DIMENSIONS (WIDTH)	(ADG VI) 386 ¹	(ADG VI) 386 ¹	(ADG VI) 386 ¹	(ADG VI) 320 ¹	(ADG VI) 320	(ADG VI) 386 ¹	(ADG VI) 386 ¹	(ADG VI) 386 ¹	(ADG VI) 386 ¹	(ADG VI) 334 ¹	(ADG VI) 334 ¹	(ADG VI) 386 ¹	(ADG VI) 386 ¹	(ADG VI) 320 ¹	(ADG VI) 386 ¹	(ADG VI) 320	(ADG VI) 386 ¹	(ADG VI) 320	(ADG VI) 386 ¹	(ADG III) 320	(ADG III) 186
TAXIWAY / TAXILANE SEPARATION (OBJECTS WITHIN TOFA)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	Meets Standard (None)	
TAXIWAY / TAXILANE LIGHTING	MILT Reflectors	MILT Reflectors	HITL	HITL	HITL	HITL	HITL	MILT, HITL	MILT, HITL	HITL	HITL	HITL	HITL	HITL	HITL Reflectors	HITL Reflectors	HITL Reflectors	MILT	MILT	MILT	MILT

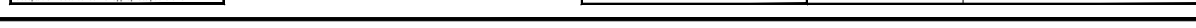
1. Represents all new future taxiways depicted on Airport Layout Plan Drawing - Future Conditions.
2. Currently resolved through modifications to airport design standards. See Approved Modifications to Airport Design Standards table.
3. Represents an existing non-standard condition. See Existing Non-Standard Conditions table.
4. ADG Y+ represents taxiway + taxiway safety area (TSA) and object free area (OFA) dimensions for the B747-8 aircraft.
5. ACP is the Alaska CargoPort.



	Acute angle runway intersection	angle	angle
	Taxiway C (South of Rwy 7R-25L)	Acute	Perpendicular

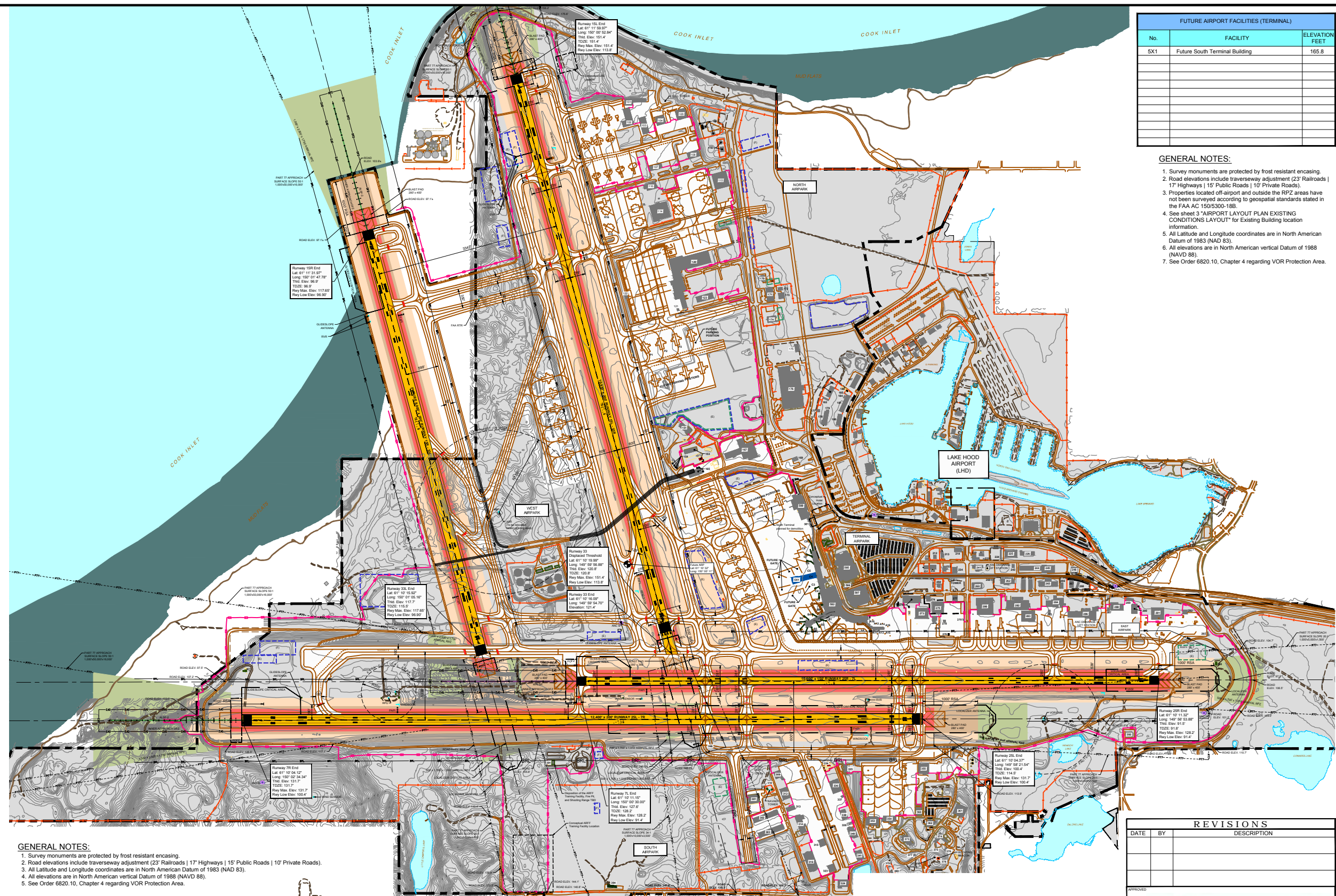


NOTE: Survey monuments are protected by frost resistant encasing.



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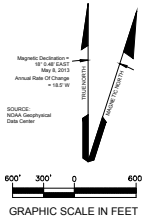
GENERAL NOTES:

- Survey monuments are protected by frost resistant encasings.
- Road elevations include traverseway adjustment (23' Railroads, 17' Highways | 15' Public Roads | 10' Private Roads).
- Properties located off-airport and outside the RPZ areas have been surveyed according to geospatial standards stated in the FDOT 15000-300-18B.
- See sheet 3 "AIRPORT LAYOUT PLAN EXISTING CONDITIONS LAYOUT" for Existing Building location information.
- All Latitude and Longitude coordinates are in North American Datum of 1983 (NAD 83).
- All elevations are in North American vertical Datum of 1988 (NAVD 88).
- See Order 6820.10, Chapter 4 regarding VOR Protection Area.

GENERAL NOTES:

1. Survey monuments are protected by frost resistant encasing.
2. Road elevations include traverseway adjustment (23' Railroads | 17' Highways | 15' Public Roads | 10' Private Roads)
3. All Latitude and Longitude coordinates are in North American Datum of 1983 (NAD 83).
4. All elevations are in North American vertical Datum of 1988 (NAVD 88).
5. See Order 6820.10, Chapter 4 regarding VOR Protection Area.

LEGEND							
SYMBOL	ITEM	SYMBOL	ITEM	SYMBOL	ITEM	SYMBOL	ITEM
[Solid Grey Box]	BUILDINGS ON AIRPORT	[Blue Dashed Line]	FUTURE AIRPORT DEVELOPMENT, BUILDING	[Black U-Shaped Symbol]	PRECISION OBSTACLE FREE ZONE (POFZ)	[Orange Line with Cross-Ticks]	APPROACH LIGHTING WITH SEQUENCED FLASHING LIGHTS II (ALSF-2)
[Dotted Grey Box]	BUILDINGS OFF-AIRPORT	[Cyan Dashed Line]	DRAINAGE CHANNEL	[Purple Square]	SURVEY MONUMENT	[Yellow Bar]	HOLD BAR
[Thin Yellow Line]	ROADWAYS AND AUTO PARKING	[Pink Dashed Line]	AQA SECURITY FENCE	[Green Square]	PRECISION APPROACH PATH INDICATOR (PAPI)	[Brown Box]	HELIPAD
[Thick Yellow Line]	GRAVEL RUNWAY/ROADWAYS/PARKING	[Red Dashed Line]	FENCE	[White Triangle]	VISUAL APPROACH SLOPE INDICATOR (VASI)	[Double Black Line]	RAILROAD
[Thin Green Line]	TAXIWAY AND APRON PAVEMENT	[Green Box]	OBSTACLE FREE ZONE (OFZ)	[Black Arrow]	RUNWAY END IDENTIFIER LIGHT (REIL)	[Black Circle]	AIRPORT REFERENCE POINT (ARP)
[Thin Blue Line]	RUNWAY PAVEMENT	[Dark Green Box]	RUNWAY PROTECTION ZONE (RPZ)	[Vertical Line]	LS LOCALIZER ANTENNA	[Wavy Line]	CONTOUR LINE
[Thin Orange Line]	AIRPORT PROPERTY	[Light Green Box]	RUNWAY SAFETY AREA (RSA)	[Triangle]	GLIDESLOPE	[Blue Box]	WINDSOCK
[Thin Red Line]	AIRPORT PROPERTY LINE	[Orange Box]	OBJECT FREE FEA (OFA)	[Square]	MEDIUM INTENSITY APPROACH LIGHTING SYSTEM (MALSR)	[Green Box]	FIELD MAINTENANCE SNOW DISPOSAL SITE
[Thick Red Line]	AIRPORT AIRPORT PROPERTY LINE	[Dark Orange Box]	BUILDING RESTRICTION LINE (BRL)	[Circle]		[Blue Box]	TENANT SNOW DISPOSAL SITE



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Pat Olin AAL-612 DATE: 5-20-15
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014-AAL-148-NRA



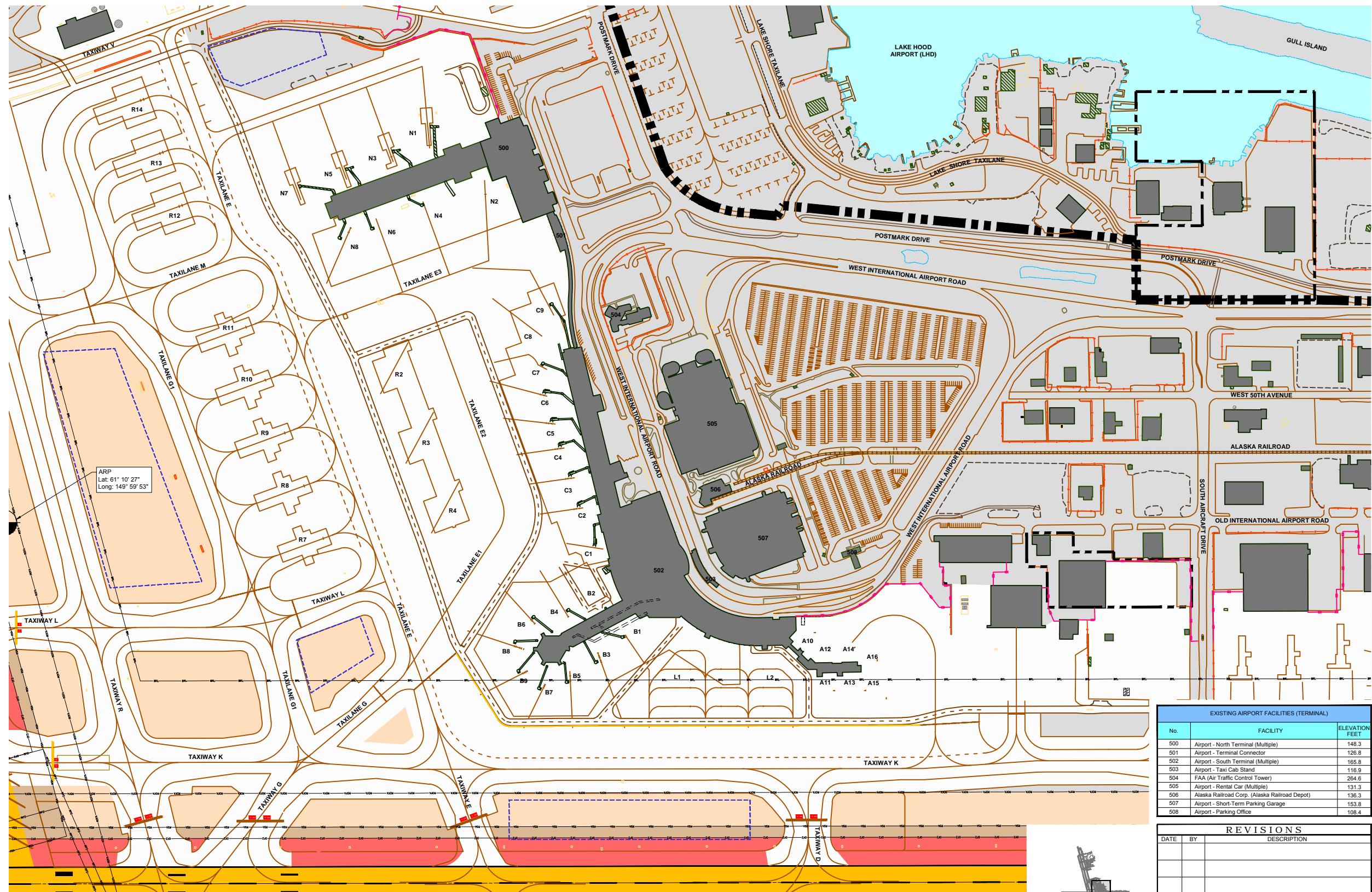
REVISIONS		
DATE	BY	DESCRIPTION

APPROVED			30 April 2015 DATE
John C. Jaraman PG, AISE Engineering, Environmental and Planning Director			


AIRPORT LAYOUT PLAN DRAWING - FUTURE CONDITIONS

RAWN RA / NRC	CHECKED EHP	DWG NO. 4 of 34
SCALE 1" = 600'	DATE 1/2015	

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EXISTING AIRPORT FACILITIES (TERMINAL)		
No.	FACILITY	ELEVATION FEET
500	Airport - North Terminal (Multiple)	148.3
501	Airport - Terminal Connector	126.8
502	Airport - South Terminal (Multiple)	165.8
503	Airport - Taxi Cab Stand	116.9
504	FAA (Air Traffic Control Tower)	264.6
505	Airport - Rental Car (Multiple)	131.3
506	Alaska Railroad Corp (Alaska Railroad Depot)	136.3
507	Airport - Short-Term Parking Garage	153.8
508	Airport - Parking Office	108.4

REVISIONS		
DATE	BY	DESCRIPTION
APPROVED		
 John C. Johnson, P.E.		30 April 2015 DATE

LEGEND							
SYMBOL	ITEM	SYMBOL	ITEM	SYMBOL	ITEM	SYMBOL	ITEM
	BUILDINGS ON-AIRPORT		ACA SECURITY FENCE		PRECISION APPROACH PATH INDICATOR (PAPI)		HOLD BAR
	BUILDINGS OFF-AIRPORT		FENCE		VISUAL APPROACH SLOPE INDICATOR (VASI)		HELIPAD
	ROADWAYS AND AUTO PARKING		OBSTACLE FREE ZONE (OFZ)		RUNWAY END IDENTIFIER LIGHT (REL)		RAILROAD
	GRAVEL RUNWAY/ROADWAYS/PARKING		RUNWAY PROTECTION ZONE (RPZ)		ILS LOCALIZER ANTENNA		CLOSED TAXIWAY
	TAXIWAY AND APRON PAVEMENT		RUNWAY SAFETY AREA (RSA)		GLIDESLOPE		AIRPORT REFERENCE POINT (ARP)
	RUNWAY PAVEMENT		OBJECT FREE AREA (OFA)		MEDIUM-INTENSITY APPROACH LIGHTING SYSTEM (MALS/R)		CONTOUR LINE
	AIRPORT PROPERTY		BUILDING RESTRICTION LINE (BRL)		APPROACH LIGHTING WITH SEQUENCED FLASHING LIGHTS II (ALSF II)		WINDSOCK
	AIRPORT PROPERTY LINE		PRECISION OBSTACLE FREE ZONE (POFZ)		QUINDIRECTIONAL APPROACH LIGHTING SYSTEM (QALS)		FIELD MAINTENANCE SNOW DISPOSAL SITE
	DRAINAGE CHANNEL		SURVEY MONUMENT		TENANT SNOW DISPOSAL SITE		

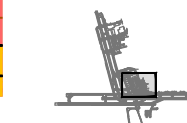


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Pat Olin AAL-6012 DATE: 5-20-14
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014-AAL-148-NEA

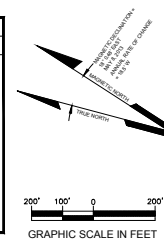
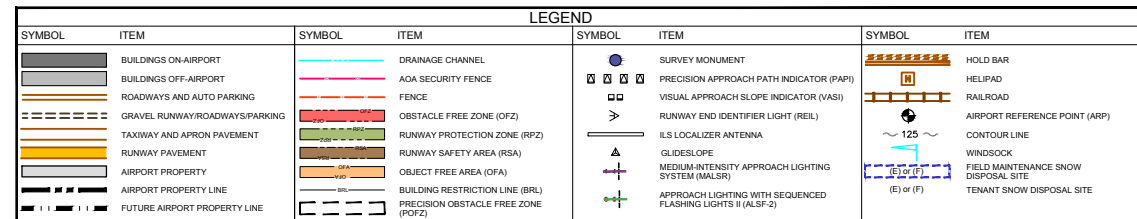


TERMINAL AREA DRAWING -
EXISTING CONDITIONS

DRAWN RA / NRC	CHECKED EHP
SCALE 1" = 150'	DATE 1/2015

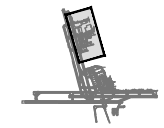
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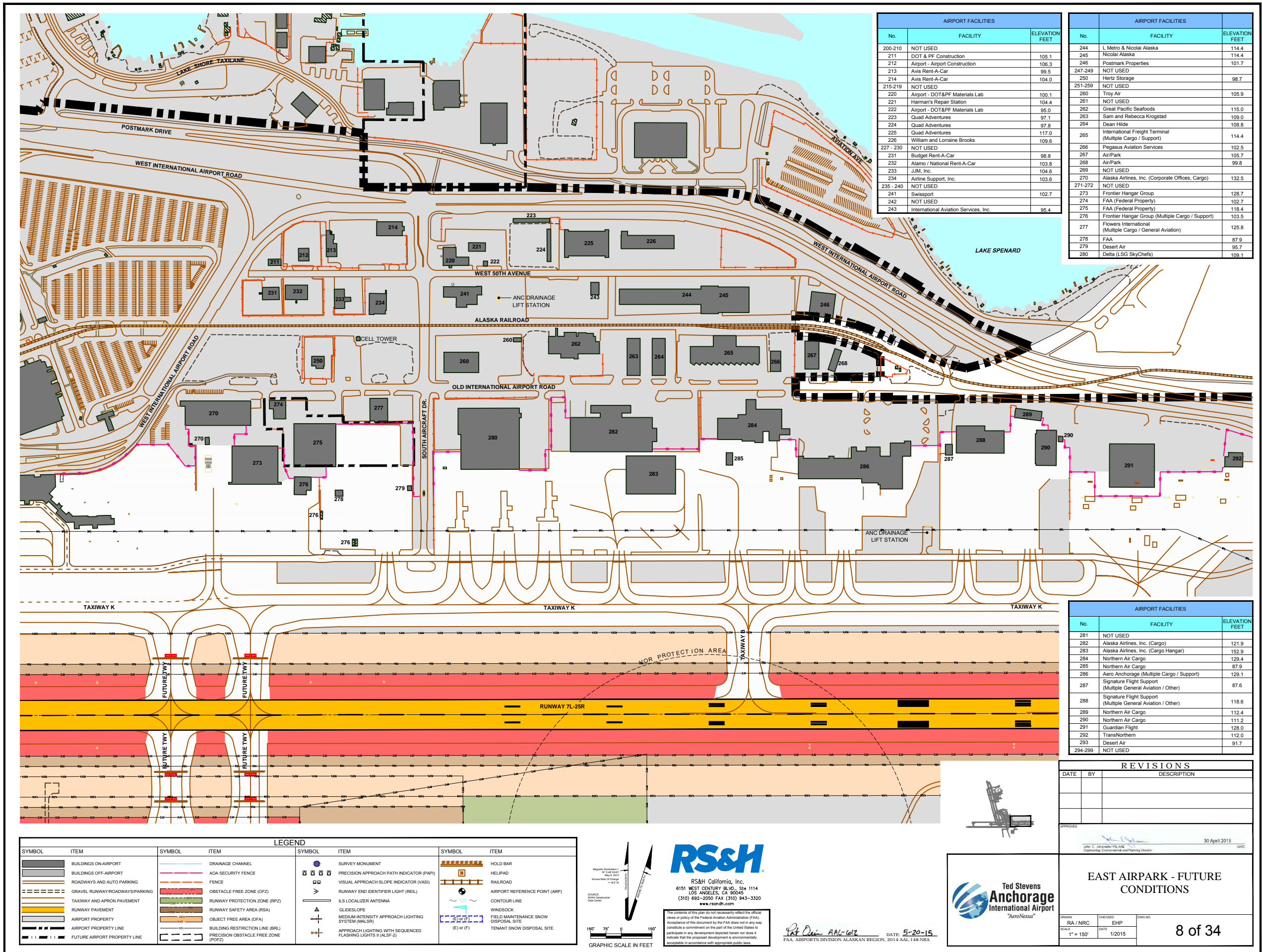


REVISIONS		
DATE	BY	DESCRIPTION
APPROVED		
 John C. Johnson, P.E. ASE		30 April 2015 DATE

NORTH AIRPARK - FUTURE
CONDITIONS

DRAWN RA / NRC	CHECKED EHP	DWG NO.
SCALE 1" = 200'	DATE 1/2015	7 of 34

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AIRPORT FACILITIES		
No.	FACILITY	ELEVATION FEET
200-210	NOT USED	
211	DOT & PF Construction	105.1
212	Airport - Airport Construction	106.3
213	Avis Rent-A-Car	99.5
214	Avis Rent-A-Car	104.0
215-219	NOT USED	
220	Airport - DOT&PF Materials Lab	100.1
221	Harman's Repair Station	104.4
222	Airport - DOT&PF Materials Lab	95.0
223	Quad Adventures	97.1
224	Quad Adventures	97.8
225	Quad Adventures	117.0
226	William and Lorraine Brooks	109.6
227 - 230	NOT USED	
231	Budget Rent-A-Car	98.8
232	Alamo / National Rent-A-Car	103.8
233	JJM, Inc.	104.6
234	Airline Support, Inc.	103.6
235 - 240	NOT USED	
241	Swissport	102.7
242	NOT USED	
243	International Aviation Services, Inc.	95.4

AIRPORT FACILITIES		
No.	FACILITY	ELEVATION FEET
244	L Metro & Nicolai Alaska	114.4
245	Nicolai Alaska	114.4
246	Postmark Properties	101.7
247-249	NOT USED	
250	Hertz Storage	98.7
251-259	NOT USED	
260	Troy Air	105.9
261	NOT USED	
262	Great Pacific Seafoods	115.0
263	Sam and Rebecca Krogstad	109.0
264	Dean Hilde	108.8
265	International Freight Terminal (Multiple Cargo / Support)	114.4
266	Pegasus Aviation Services	102.5
267	AirPark	105.7
268	AirPark	99.8
269	NOT USED	
270	Alaska Airlines, Inc. (Corporate Offices, Cargo)	132.5
271-272	NOT USED	
273	Frontier Hangar Group	128.7
274	FAA (Federal Property)	102.7
275	FAA (Federal Property)	118.4
276	Frontier Hangar Group (Multiple Cargo / Support)	103.5
277	Flowers International (Multiple Cargo / General Aviation)	125.8
278	FAA	87.9
279	Desert Air	95.7
280	Delta (LSG SkyChefs)	109.1

AIRPORT FACILITIES		
No.	FACILITY	ELEVATION FEET
281	NOT USED	
282	Alaska Airlines, Inc. (Cargo)	121.9
283	Alaska Airlines, Inc. (Cargo Hangar)	152.9
284	Northern Air Cargo	129.4
285	Northern Air Cargo	87.9
286	Aero Anchorage (Multiple Cargo / Support)	129.1
287	Signature Flight Support (Multiple General Aviation / Other)	87.6
288	Signature Flight Support (Multiple General Aviation / Other)	118.6
289	Northern Air Cargo	112.4
290	Northern Air Cargo	111.2
291	Guardian Flight	128.0
292	TransNorthern	112.0
293	Desert Air	91.7
294-299	NOT USED	

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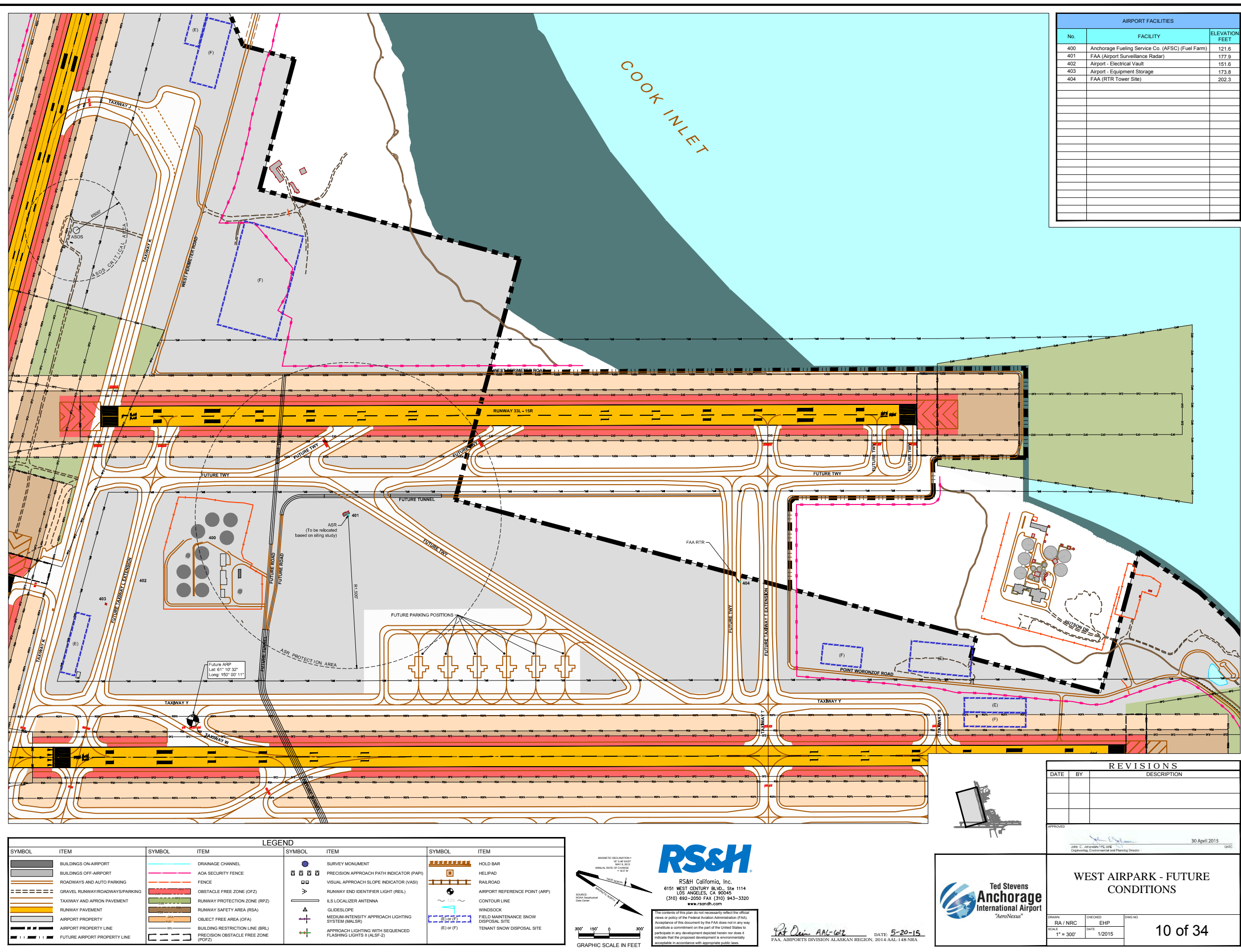
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Pat Owen AAL-1012 DATE: 5-20-15
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014-AAL-148-NRA



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TORA -	Take-Off Run Available
TODA -	Take-Off Distance Available
ASDA -	Accelerate Stop Distance Available
LDA -	Landing Distance Available
RSA -	Runway Safety Area

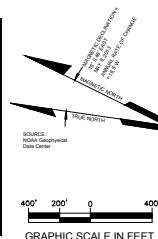
1. Refer to Approach Plan and Profile sheets for Obstruction information.

RUNWAY	TORA	TODA	LDA	ASDA
RWY 15	10,760'	10,760'	10,094'	10,094'
RWY 33	10,960'	11,960'	10,694'	10,960'

— Runway 15 LDA 10,094' —
— Runway 15 ASDA 10,094' —
— Runway 15 TORA / TODA 10,760' —

- Runway 33 LDA 10,694'
- Runway 33 ASDA 10,960'
- Runway 33 TORA 10,960'
- Runway 33 TODA 11,960'

LEGEND					
SYMBOL	ITEM	SYMBOL	ITEM	SYMBOL	ITEM
	BUILDINGS ON-AIRPORT		FENCE		PRECISION APPROACH PATH INDICATOR (PAPI)
	BUILDINGS OFF-AIRPORT		OBSTACLE FREE ZONE (OFZ)		VISUAL APPROACH SLOPE INDICATOR (VASI)
	ROADWAYS AND AUTO PARKING		RUNWAY PROTECTION ZONE (RPZ)		RUNWAY END IDENTIFIER LIGHT (REL)
	GRAVEL RUNWAY/ROADWAYS/PARKING		RUNWAY SAFETY AREA (RSA)		ILS LOCALIZER ANTENNA
	TAXWAY AND APRON PAVEMENT		OBJECT FREE AREA (OFA)		GLIDESLOPE
	RUNWAY PAVEMENT		BUILDING RESTRICTION LINE (BRL)		MEDIUM-INTENSITY APPROACH LIGHTING SYSTEM (MALSR)
	AIRPORT PROPERTY		PRECISION OBSTACLE FREE ZONE (POFZ)		APPROACH LIGHTING WITH SEQUENCED FLASHING LIGHTS II (ALSF II)
	AIRPORT PROPERTY LINE		HOLD BAR		CANDIDATE/IDENTICAL APPROACH LIGHTING SYSTEM (DOALS)
	DRAINAGE CHANNEL		HELIPAD		
	AQA SECURITY FENCE		RAIL ROAD		
					CLOSED TAXIWAY
					AIRPORT REFERENCE POINT (ARP)
					CONTOUR LINE
					WINDSOCK
					THRESHOLD SITTING SURFACE (TSS)
					PART 77 APPROACH SURFACE (P77)
					TERMINAL INSTRUMENT APPROACH PROCEDURES (TERPS) DEPARTURE SURFACE
					ONE-ENGINE INOPERATIVE (OEI) OBSTACLE IDENTIFICATION



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Pat Olin AAL-612 DATE: 5-20-1
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014-AAL-148-NR



RUNWAY 15-33
DECLARED DISTANCES - EXISTING

DRAWN RA / NRC	CHECKED EHP	DWG NO. 11 of 34
SCALE N/A	DATE 1/2015	

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Figure 1-1: Runway 15L Profile View. This diagram illustrates the vertical profile of Runway 15L, showing the extended runway centerline ground profile and various threshold and departure surfaces. The profile is plotted against stationing (84+00 to 106+00) and elevation (98' to 190'). Key features include the 15L ONE ENGINE INOPERATIVE OBSTACLE IDENTIFICATION SURFACE (OIS), 15L DEPARTURE SURFACE, 15L PART 77 APPROACH SURFACE, 34:1 THRESHOLD BITING SURFACE, and Runway 15L End. A note indicates that ALSF-2 lights are shown at an approximate height. A scale bar shows 200 feet and 20 feet.

TORA -	Take-Off Run Available
TODA -	Take-Off Distance Available
ASDA -	Accelerate Stop Distance Available
LDA -	Landing Distance Available
RSA -	Runway Safety Area

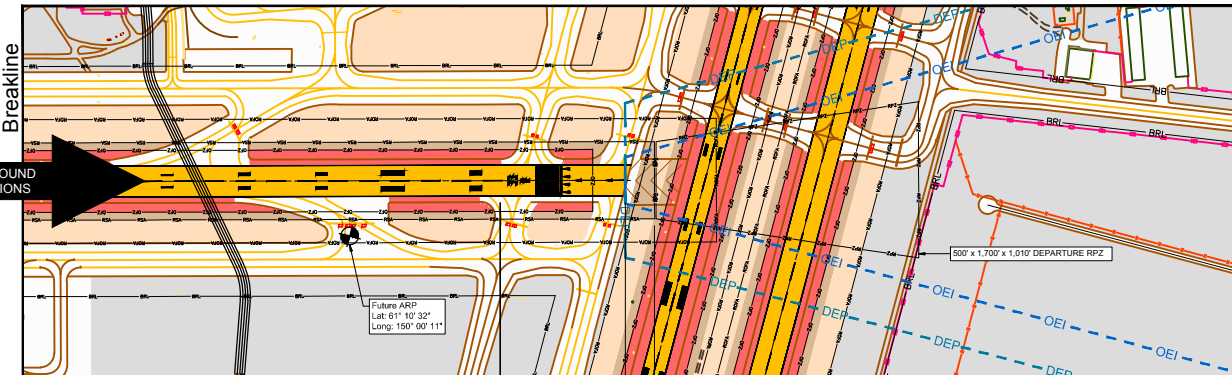
1. Refer to Approach Plan and Profile sheets for Obstruction information.

FUTURE DECLARED DISTANCES				
RUNWAY	TORA	TODA	LDA	ASDA
RWY 15L	10,930'	10,930'	10,120'	10,120'
RWY 33R	10,930'	11,930'	10,520'	10,930'

— Runway 15L LDA 10,120'

— Runway 15L ASDA 10,120'

- Runway 15L TORA / TODA 10,930'



1,000' RSA, 600' Length Beyond Runway End

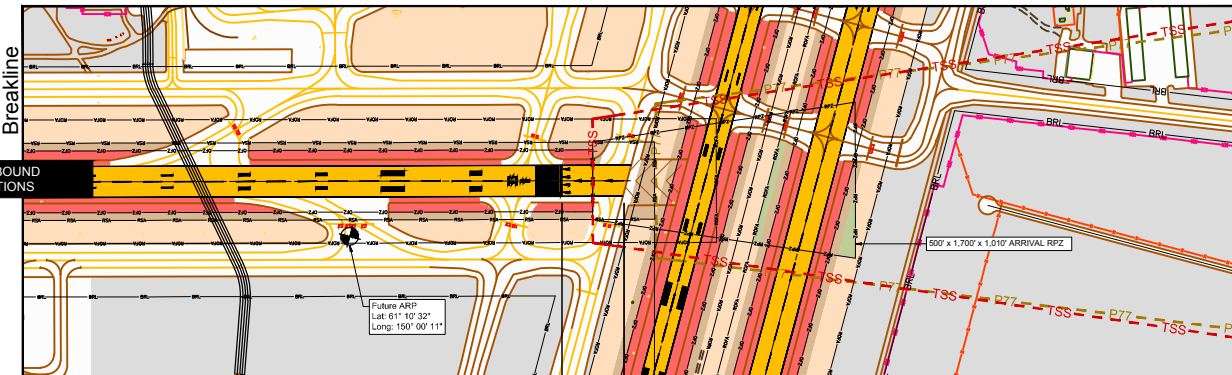
Clearway
1,000' RS
Beyond
Runway

- Runway 33R LDA 10,520'

- Runway 33R ASDA 10,930'

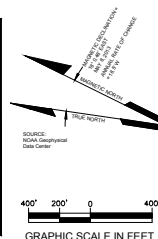
- Runway 33R TORA 10,930'

- Runway 33R TODA 11,930'



— 600' RSA Prior to Landing Threshold

LEGEND					
SYMBOL	ITEM	SYMBOL	ITEM	SYMBOL	ITEM
	BUILDINGS ON-AIRPORT		FENCE		PRECISION APPROACH PATH INDICATOR (PAPI)
	BUILDINGS OFF-AIRPORT		OBSTACLE FREE ZONE (OFZ)		VISUAL APPROACH SLOPE INDICATOR (VASI)
	ROADWAYS AND AUTO PARKING		RUNWAY PROTECTION ZONE (RPZ)		RUNWAY END IDENTIFIER LIGHT (REL)
	GRAVEL RUNWAY/ROADWAYS/PARKING		RUNWAY SAFETY AREA (RSA)		ILS LOCALIZER ANTENNA
	TAXIWAY AND APRON PAVEMENT		OBJECT FREE AREA (OFA)		GLIDESLOPE
	RUNWAY PAVEMENT		BUILDING RESTRICTION LINE (BRL)		MEDIUM-INTENSITY APPROACH LIGHTING SYSTEM (MALM)
	AIRPORT PROPERTY		PRECISION OBSTACLE FREE ZONE (POFZ)		APPROACH LIGHTING WITH SEQUENCED FLASHING LIGHTS II (ALSF II)
	AIRPORT PROPERTY LINE		HOLD BAR		
	FUTURE AIRPORT PROPERTY LINE		HELIPAD		
	DRAINAGE CHANNEL		RAILROAD		
	AFA SECURITY FENCE				
					AIRPORT REFERENCE POINT (ARP)
					CONTOUR LINE
					WINDSOCK
					THRESHOLD SITING SURFACE (TSS)
					PART 77 APPROACH SURFACE (P77)
					TERMINAL INSTRUMENT APPROACH PROCEDURES (TERPS) DEPARTURE SURFACE
					ONE-ENGINE INOPERATIVE (OEI) OBSTACLE IDENTIFICATION SURFACE (OIS)



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Pat O'Neil AAL-6012 DATE: 5-20-14
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014-AAL-148-NRA



REVISIONS		
DATE	BY	DESCRIPTION

APPROVED _____ 30 April 2015 DATE

John C. Anderson PLEASE

RUNWAY 15L-33R
DECLARED DISTANCES - FUTURE

DRAWN	CHECKED	DWG NO.
RA / NRC	EHP	
SCALE	DATE	
N/A	1/2015	

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TORA -	Take-Off Run Available
TODA -	Take-Off Distance Available
ASDA -	Accelerate Stop Distance Available
LDA -	Landing Distance Available
RSA -	Runway Safety Area

1. Refer to Approach Plan and Profile sheets for Obstruction information.

RUNWAY	TORA	TODA	LDA	ASDA
RWY 7R	10,900'	10,900'	12,400'	10,900'
RWY 25L	12,400'	12,400'	12,000'	12,000'

— RUNWAY 7R LDA 12,400' —
— RUNWAY 7R ASDA 10,900' —
— RUNWAY 7R TORA / TODA 10,900' —

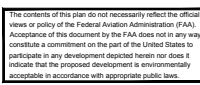
— Runway 25L LDA 12,000' —
— Runway 25L ASDA 12,000' —
Runway 25L TORA / TODA 12,400'

Magnetic Declination =
10° 48' EAST
May 8, 2013
Annual Rate of Change
= 18.2' W

SOURCE:
NOAA Geospatial
Data Center

400' 200' 0 400'

GRAPHIC SCALE IN FEET



Pat O'Neil AAL-6012 DATE: 5-20-14
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014-AAL-148-NRA

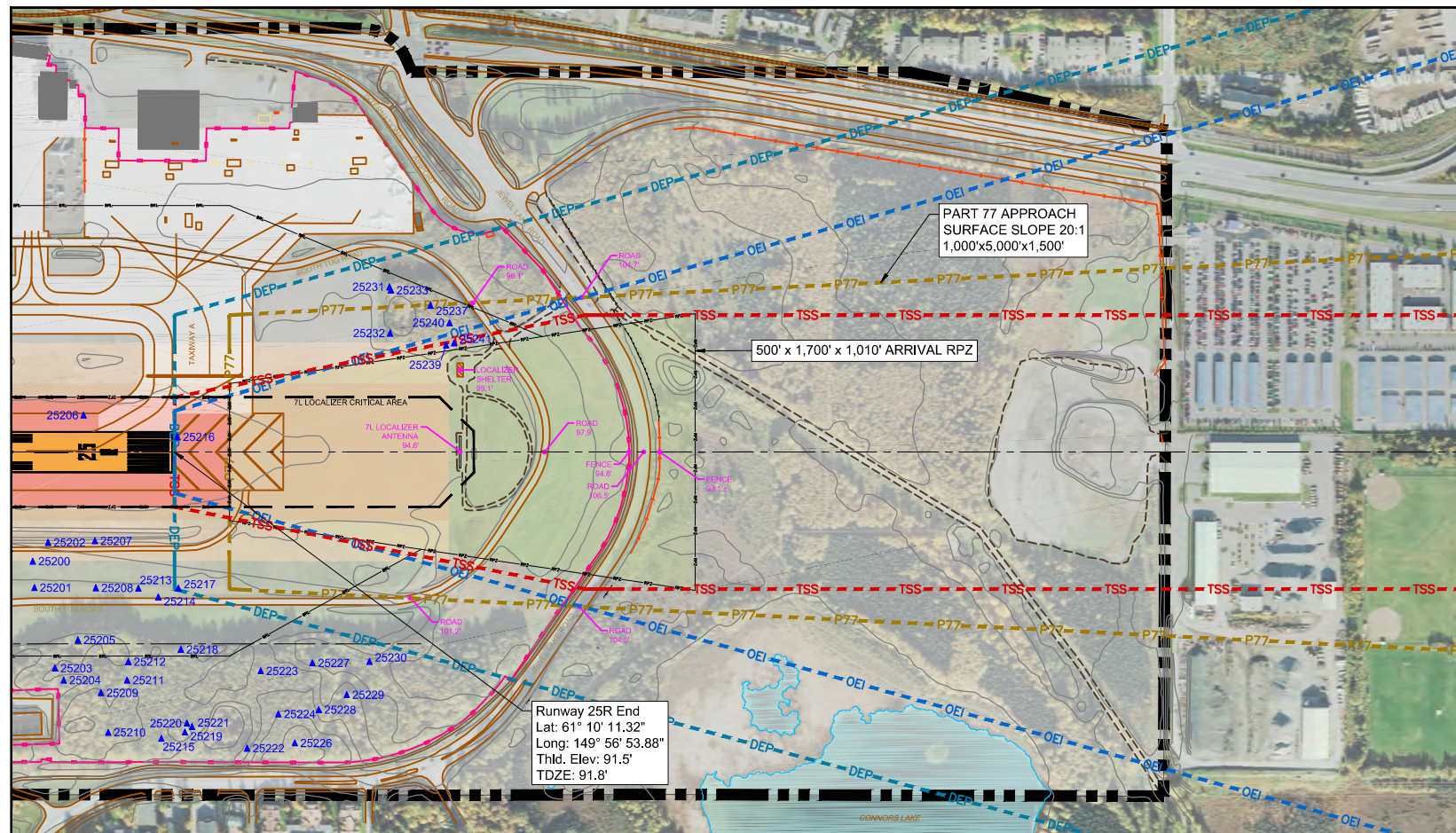
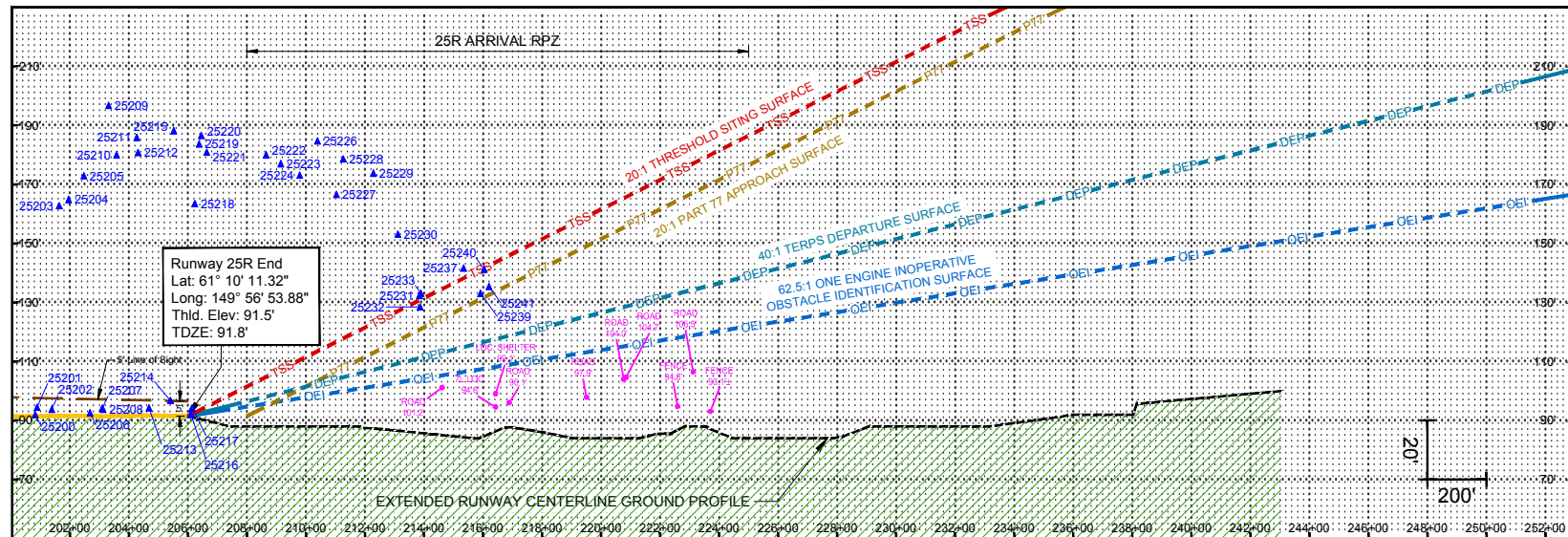


Ted Stevens
Anchorage
International Airport
"AeroNexus"

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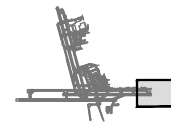


RUNWAY 25R OBSTRUCTION TABLE									
OBJECT NO.	OBJECT DESCRIPTION	SURVEY	ABOVE GROUND LEVEL ELEVATION (FT.)	OBJECT TOP ELEVATION (FT.)	PENETRATION				PROPOSED DISPOSITION
					PART 77 CLEARANCE (FT.) (1)	20:1 TSS (FT.) (1)	40:1 TERPS DS (FT.) (1)	62.5:1 OEI OIS (FT.) (1)	
25200	GROUND	(4)	0	92	1	N/A	N/A	N/A	REGRADE
25201	GROUND	(4)	0	95	3	N/A	N/A	N/A	REGRADE
25202	BUSH	(4)	7	94	2	N/A	N/A	N/A	TRIM
25203	TREE	(4)	71	163	30	N/A	N/A	N/A	TRIM
25204	TREE	(4)	74	165	26	N/A	N/A	N/A	TRIM
25205	TREE	(4)	83	173	55	N/A	N/A	N/A	TRIM
25206	SIGN	(4)	3	93	1	N/A	N/A	N/A	TRIM
25207	BUSH	(4)	8	94	3	N/A	N/A	N/A	TRIM
25208	GROUND	(4)	0	94	2	N/A	N/A	N/A	REGRADE
25209	TREE	(4)	150	197	51	N/A	N/A	N/A	TRIM
25210	TREE	(4)	80	180	14	N/A	N/A	N/A	TRIM
25211	TREE	(4)	92	186	47	N/A	N/A	N/A	TRIM
25212	TREE	(4)	88	181	51	N/A	N/A	N/A	TRIM
25213	GROUND	(4)	0	94	3	N/A	N/A	N/A	REGRADE
25214	BUSH	(4)	1	97	1	N/A	N/A	N/A	TRIM
25215	TREE	(4)	93	188	19	N/A	N/A	N/A	TRIM
25216	AIRFIELD LIGHT	(4)	0	92	1	0	0	N/A	FIXED NAVIGATIONAL USE
25217	GROUND	(4)	0	94	3	N/A	2	N/A	REGRADE
25218	TREE	(4)	69	164	41	N/A	N/A	N/A	TRIM
25219	TREE	(4)	92	184	18	N/A	N/A	N/A	TRIM
25220	TREE	(4)	94	187	25	N/A	N/A	N/A	TRIM
25221	TREE	(4)	88	181	18	N/A	N/A	N/A	TRIM
25222	TREE	(4)	85	180	3	N/A	N/A	N/A	TRIM
25223	TREE	(4)	83	177	38	N/A	N/A	N/A	TRIM
25224	TREE	(4)	73	173	9	N/A	N/A	N/A	TRIM
25226	TREE	(4)	78	185	3	N/A	N/A	N/A	TRIM
25227	TREE	(4)	79	167	24	N/A	N/A	N/A	TRIM
25228	TREE	(4)	83	179	10	N/A	N/A	N/A	TRIM
25229	TREE	(4)	78	174	9	N/A	N/A	N/A	TRIM
25230	TREE	(4)	67	153	2	N/A	N/A	N/A	TRIM
25231	TREE	(4)	50	132	1	N/A	21	N/A	TRIM
25232	TREE	(4)	44	129	8	N/A	17	N/A	TRIM
25233	TREE	(4)	50	133	3	N/A	22	N/A	TRIM
25237	TREE	(4)	59	142	13	N/A	27	N/A	TRIM
25239	TREE	(4)	50	133	2	-8	17	26	TRIM
25240	TREE	(4)	58	141	10	N/A	25	N/A	TRIM
25241	TREE	(4)	52	135	3	-7	18	28	TRIM

GENERAL NOTES:

1. A positive number indicates the height of penetration. "N/A" indicates the object is not in the surface, and a negative number indicates the clearance height.
2. Objects that only penetrate the 62.5: One-Engine Inoperative (OEI) Obstacle Identification Surface (OIS) are provided for information only.
3. **All activities occurring in the Airport Operations Area (AOA), under the direction of the Air Traffic Control (ATC) ground controller shall be coordinated with flashing lights or flags as outlined in the most current version of FAA AC 150/5210-5D. PAINTING, MARKING, AND LIGHTING OF VEHICLES USED ON AN AIRPORT.**
4. An Aeronautical survey was conducted by RMT Consultants and accurate as of September 25, 2011.
5. Vertical Datum: North American Datum of 1983 (NAD83).
6. Horizontal Datum: North American Vertical Datum of 1988 (NAV88).
7. The elevations listed here are subject to change pending FAA airspace review of the ALP.
8. Road classifications include interstate highway (2/3 Railroads | 17 Highways | 15 Public Roads | 10 Private Roads).

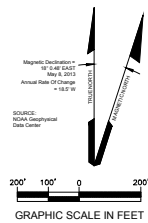
REVISIONS		
DATE	BY	DESCRIPTION
APPROVED		
 JOHN C. WILLIAMSON, P.E., AIA Environmental and Experience Director		30 April 2015 DATE



RUNWAY 25R APPROACH PLAN AND PROFILE

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SYMBOL		ITEM		SYMBOL		ITEM	
	BUILDINGS ON-AIRPORT		FENCE		PRECISION APPROACH PATH INDICATOR (PAPI)		THRESHOLD SITING SURFACE (TSS)
	BUILDINGS OFF-AIRPORT		OBSTACLE FREE ZONE (OFZ)		VISUAL APPROACH SLOPE INDICATOR (VASI)		PART 77 APPROACH SURFACE (PTT)
	ROADWAYS AND AUTO PARKING		RUNWAY PROTECTION ZONE (RPZ)		RUNWAY END IDENTIFIER LIGHT (REL)		TERMINAL INSTRUMENT APPROACH PROCEDURES (TERPS) DEPARTURE SURFACE
	GRAVEL RUNWAY/ROADWAYS/PARKING		RUNWAY SAFETY AREA (RSA)		I.L.S LOCALIZER ANTENNA		ONE-ENGINE INOPERATIVE (OEI)
	TAXIWAY AND APRON PAVEMENT		OBJECT FREE AREA (OFA)		GLIDESLOPE		OBSTACLE IDENTIFICATION SURFACE (DIS)
	RUNWAY PAVEMENT		BUILDING RESTRICTION LINE (BRL)		MEDIUM-INTENSITY APPROACH LIGHTING SYSTEM (MALS)		LOCALIZER / GLIDESLOPE CRITICAL AREAS
	AIRPORT PROPERTY		PRECISION OBSTACLE FREE ZONE (POFZ)		APPROACH LIGHTING WITH SEQUENCED FLASHING LIGHTS II (ALSF-2)		CONTOUR LINE
	AIRPORT PROPERTY LINE		HOLD BAR		WINDSOCK		WINDSOCK
	FUTURE AIRPORT PROPERTY LINE		HELIPAD				
	DRAINAGE CHANNEL		RAILROAD				
	AOA SECURITY FENCE						

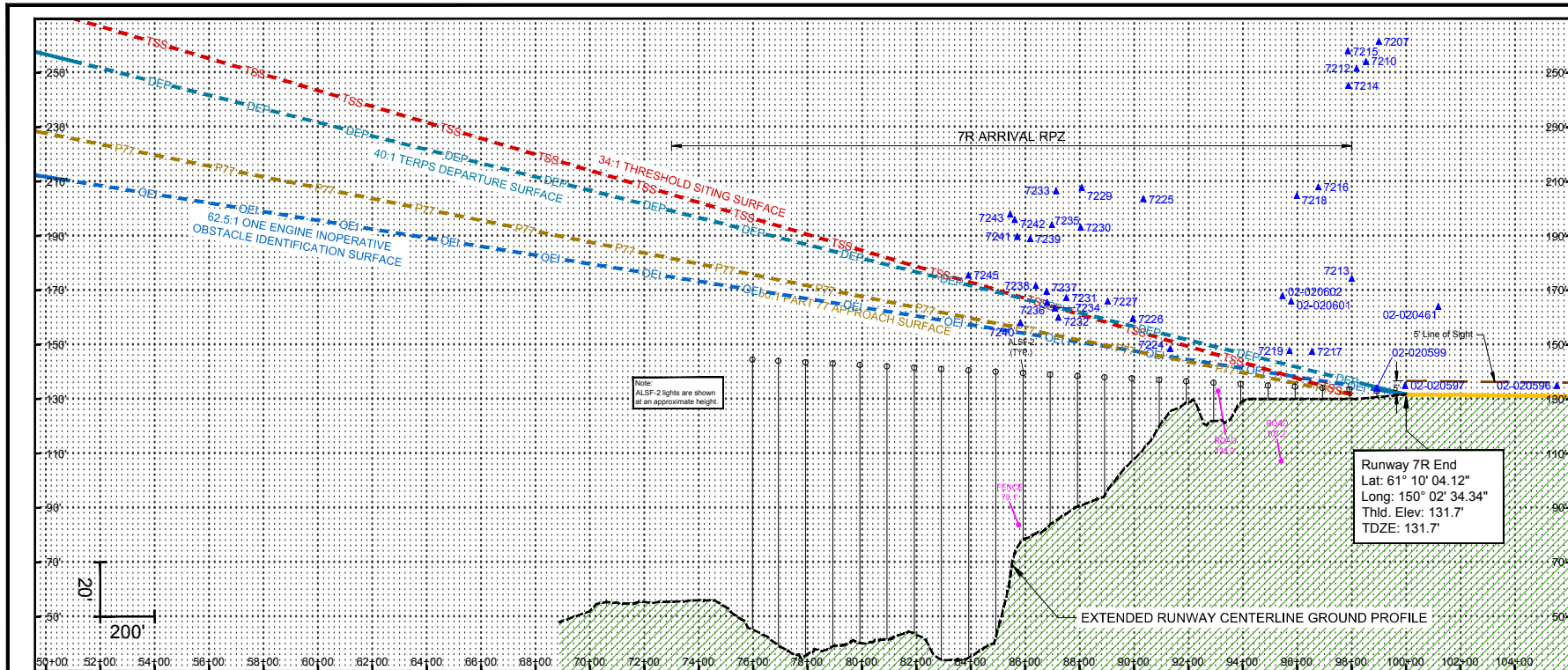


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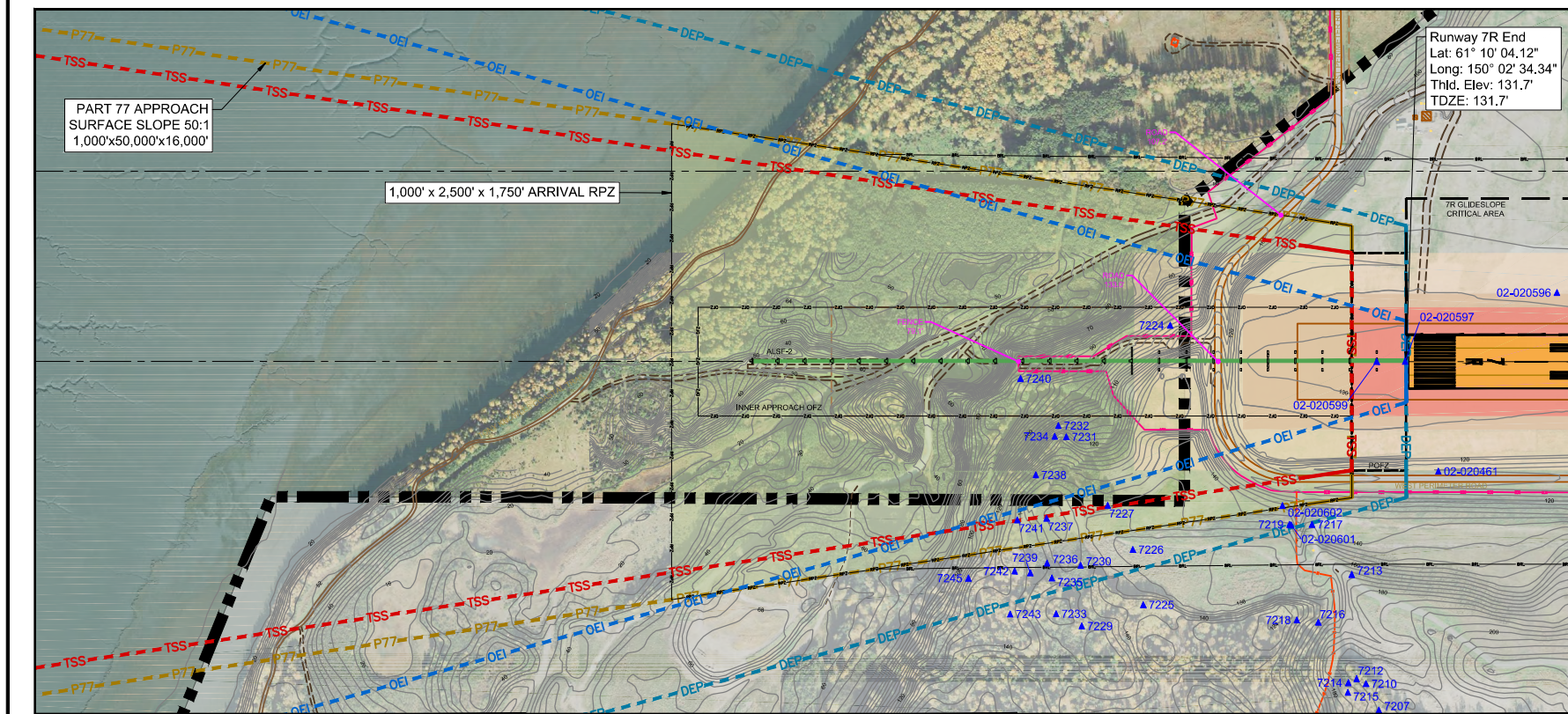
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Pat Ocin AAL-6012 DATE: 5-20-14
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014-AAL-148-NRA

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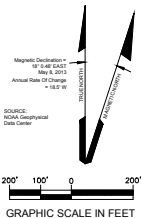


Runway 7R Profile View



Runway 7R Plan View

SYMBOL		ITEM		SYMBOL		ITEM	
		BUILDINGS ON-AIRPORT				FENCE	
		BUILDINGS OFF-AIRPORT				OBSTACLE FREE ZONE (OFZ)	
		ROADWAYS AND AUTO PARKING				RUNWAY PROTECTION ZONE (RPZ)	
		GRAVEL RUNWAY/ROADWAYS/PARKING				RUNWAY SAFETY AREA (RSA)	
		TAXIWAY AND APRON PAVEMENT				OBJECT FREE AREA (OFA)	
		RUNWAY PAVEMENT				BUILDING RESTRICTION LINE (BRL)	
		AIRPORT PROPERTY LINE				PRECISION OBSTACLE FREE ZONE (POFZ)	
		FUTURE AIRPORT PROPERTY LINE				HOLD BAR	
		DRAINAGE CHANNEL				RAILROAD	
		AOA SECURITY FENCE				PRECISION APPROACH PATH INDICATOR (PAPI)	
		VISUAL APPROACH SLOPE INDICATOR (VASI)				RUNWAY END IDENTIFIER LIGHT (REIL)	
		ILS LOCALIZER ANTENNA				GLIDE SLOPE	
		MEDIUM INTENSITY APPROACH LIGHTING SYSTEM (MALSR)				APPROACH LIGHTING WITH SEQUENCED FLASHING LIGHTS II (ALSF-2)	
		CONTOUR LINE				EXISTING GROUND AT CENTERLINE (PROFILE VIEW)	
		WINDSOCK				THRESHOLD SITING SURFACE (TSS)	
		PART 77 APPROACH SURFACE (P77)				TERMINAL INSTRUMENT APPROACH PROCEDURES (TERPS) DEPARTURE SURFACE	
		ONE-ENGINE INOPERATIVE (OEI) OBSTACLE IDENTIFICATION SURFACE (OIS)				LOCALIZER / GLIDE SLOPE CRITICAL AREAS	
		OBSTRUCTION POINT				NON-OBSTRUCTION POINT OF INTEREST	



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DATE: 5-20-15
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014-AAL-148-NRA

RUNWAY 7R OBSTRUCTION TABLE									
OBJECT NO.	OBJECT DESCRIPTION	SURVEY	ABOVE GROUND LEVEL ELEVATION (FT.)	OBJECT TOP ELEVATION (FT.)	PENETRATION				PROPOSED DISPOSITION
					PART 77 CLEARANCE (FT.) (1)	34:1 TSS (FT.) (1)	40:1 TERPS DS (FT.) (1)	62.5:1 OEI OIS (FT.) (1)	
7207	TREE	(4)	68	262	18	N/A	N/A	N/A	TRIM
7210	TREE	(4)	60	254	24	N/A	N/A	N/A	TRIM
7212	TREE	(4)	58	252	24	N/A	N/A	N/A	TRIM
7213	POST	(4)	5	174	2	N/A	N/A	N/A	LOWER
7214	TREE	(4)	56	245	16	N/A	N/A	N/A	TRIM
7215	TREE	(4)	71	258	24	N/A	N/A	N/A	TRIM
7216	TREE	(4)	54	208	11	N/A	N/A	N/A	TRIM
7217	BUSH	(4)	1	148	2	N/A	N/A	N/A	TRIM
7218	TREE	(4)	70	205	9	N/A	N/A	N/A	TRIM
7219	BUSH	(4)	1	148	2	N/A	5	N/A	TRIM
7224	TREE	(4)	46	149	3	-3	-5	3	TRIM
7225	TREE	(4)	65	204	16	N/A	N/A	N/A	TRIM
7226	BUSH	(4)	5	160	2	N/A	3	N/A	TRIM
7227	TREE	(4)	22	166	16	8	7	N/A	TRIM
7229	TREE	(4)	56	208	10	N/A	N/A	N/A	TRIM
7230	TREE	(4)	45	193	27	N/A	32	N/A	TRIM
7231	TREE	(4)	46	167	14	5	4	16	TRIM
7232	TREE	(4)	48	160	7	-3	-4	8	TRIM
7233	TREE	(4)	52	207	15	N/A	N/A	N/A	TRIM
7234	TREE	(4)	45	164	10	0	-1	11	TRIM
7235	TREE	(4)	48	194	22	N/A	30	N/A	TRIM
7236	TREE	(4)	21	166	1	N/A	1	N/A	TRIM
7237	TREE	(4)	17	170	15	N/A	5	N/A	TRIM
7238	TREE	(4)	38	172	17	6	6	18	TRIM
7239	TREE	(4)	48	189	19	N/A	23	N/A	TRIM
7240	TREE	(4)	75	158	2	-9	-9	4	TRIM
7241	TREE	(4)	51	190	33	22	22	N/A	TRIM
7242	TREE	(4)	58	196	27	N/A	28	N/A	TRIM
7243	TREE	(4)	59	198	7	N/A	N/A	N/A	TRIM
7245	TREE	(4)	54	176	3	N/A	4	N/A	TRIM
02-020461	POLE	(5)	16	164	32	N/A	N/A	N/A	LOWER
02-020596	NAVAID	(5)	15	135	4	N/A	N/A	N/A	FIXED NAVIGATIONAL USE
02-020597	NAVAID	(5)	11	135	3	N/A	3	3	FIXED NAVIGATIONAL USE
02-020599	NAVAID	(5)	10	134	2	N/A	0	1	FIXED NAVIGATIONAL USE
02-020601	FENCE	(5)	13	166	20	N/A	24	N/A	REMOVE / RELOCATE
02-020602	FENCE	(5)	14	168	31	N/A	25	N/A	REMOVE / RELOCATE

- GENERAL NOTES:
- A positive number indicates the height of penetration, "N/A" indicates the object is not in the surface, and a negative number indicates the clearance height.
 - Objects that only penetrate the 62.5:1 One-Engine Inoperative (OEI) Obstacle Identification Surface (OIS) are provided for information only.
 - All vehicles operating in the Airport Operations Area (AOA), under direction of the Air Traffic Control (ATC) ground controller shall be outfitted with flashing lights or flags as outlined in the most current version of FAA AC 150/5210-5D, PAINTING, MARKING, AND LIGHTING OF VEHICLES USED ON AN AIRPORT.
 - An Aeronautical survey was conducted by R&M Consultants and accurate as of September 25, 2011.
 - FAA Digital Obstacle File (DOF) accurate as of November 12, 2013.
 - Horizontal Datum: North American Datum of 1983 (NAD83).
 - Vertical Datum: North American Vertical Datum of 1988 (NAVD88).
 - The disposition listed here is subject to change pending FAA Airspace review of the ALP.
 - Road elevations include travelway adjustment (23' Railroads | 17' Highways | 15' Public Roads | 10' Private Roads).

REVISIONS

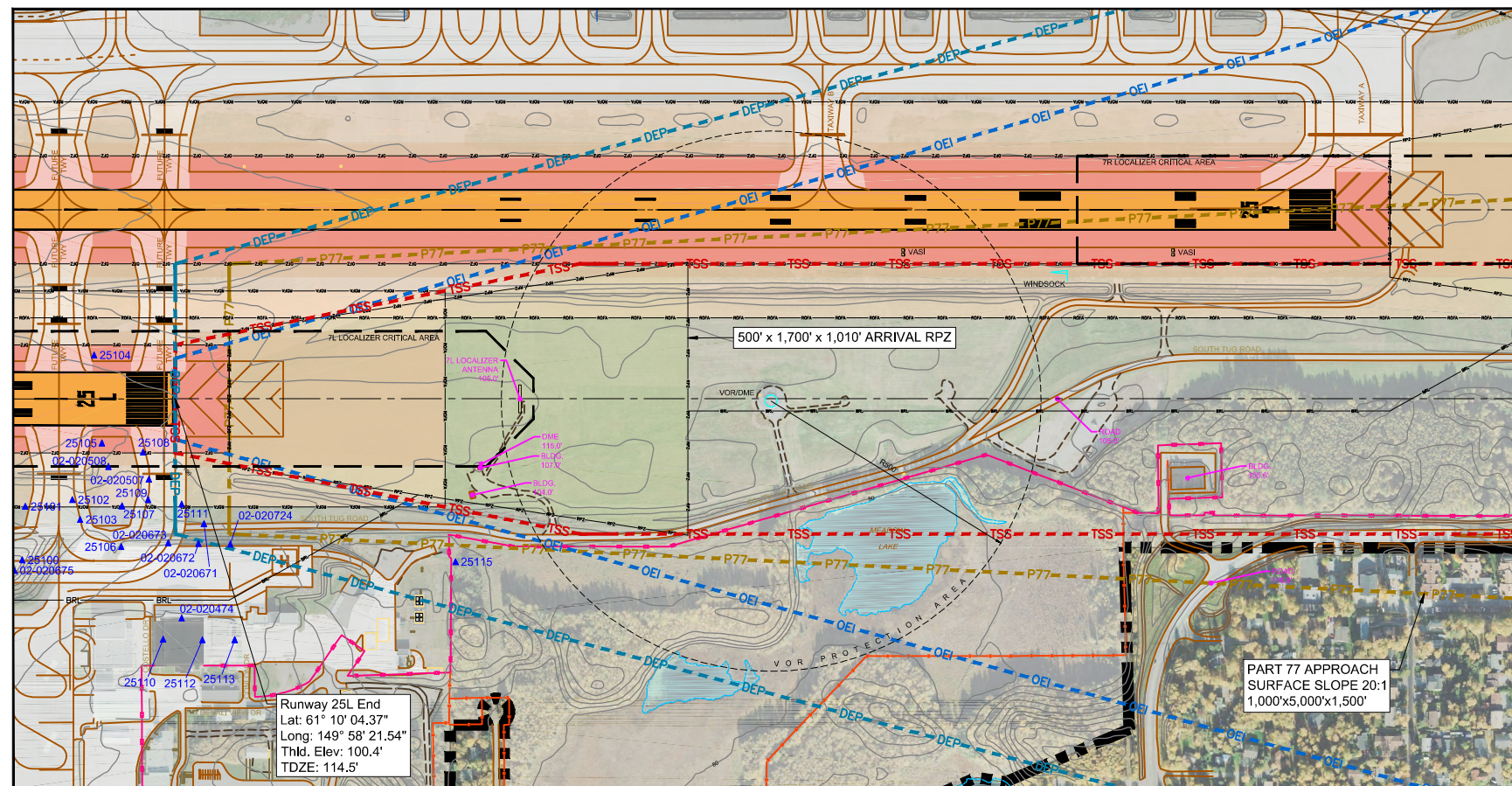
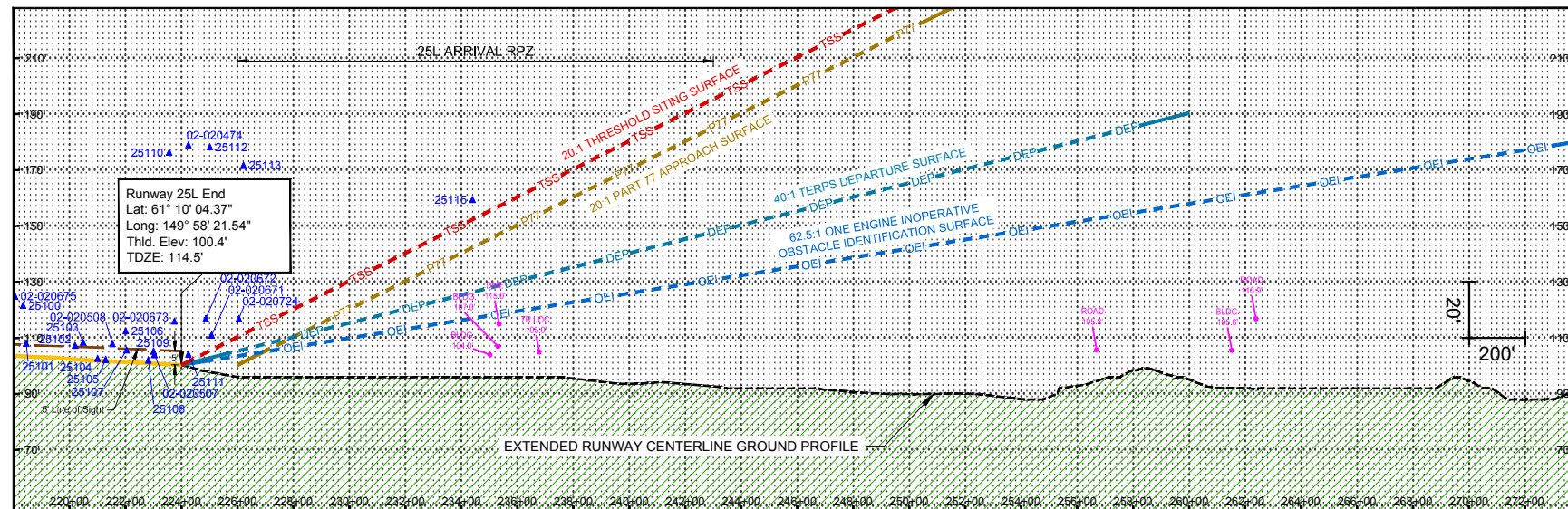
DATE	BY	DESCRIPTION

APPROVED: 30 April 2015
John C. Johnson, P.E., AIA, TIA
Engineering, Environmental and Planning Director

RUNWAY 7R APPROACH PLAN AND PROFILE

DRAWN: RA / NRC
SCALE: 1" = 200'
CHECKED: EHP
DATE: 1/2015
DWG NO: 16 of 34

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RUNWAY 25L OBSTRUCTION TABLE									
OBJECT NO.	OBJECT DESCRIPTION	SURVEY	ABOVE GROUND LEVEL ELEVATION (FT.)	OBJECT TOP ELEVATION (FT.)	PENETRATION				PROPOSED DISPOSITION
					PART 77 CLEARANCE (FT.)	20:1 TSS (FT.)	40:1 TERPS OS (FT.)	62.5:1 GEI OS (FT.)	
25100	BUSH	(4)	7	122	5	N/A	N/A	N/A	TRIM
25101	BUSH	(4)	1	108	5	N/A	N/A	N/A	TRIM
25102	BUSH	(4)	2	107	5	N/A	N/A	N/A	TRIM
25103	BUSH	(4)	1	109	7	N/A	N/A	N/A	TRIM
25104	SIGN	(4)	3	103	1	N/A	N/A	N/A	FIXED NAVIGATIONAL USE
25105	SIGN	(4)	3	102	1	N/A	N/A	N/A	FIXED NAVIGATIONAL USE
25106	TREE	(4)	3	113	4	N/A	N/A	N/A	TRIM
25107	PAVEMENT	(4)	0	106	4	N/A	N/A	N/A	NONE
25108	GROUND	(4)	0	102	1	N/A	N/A	N/A	REGRADE
25109	BUSH	(4)	1	105	5	N/A	N/A	N/A	TRIM
25110	BUILDING	(4)	61	176	20	N/A	N/A	N/A	OBSTRUCTION LIGHT
25111	BUSH	(4)	1	104	4	N/A	3	N/A	TRIM
25112	BUILDING	(4)	63	178	22	N/A	N/A	N/A	OBSTRUCTION LIGHT
25113	BUILDING	(4)	56	172	15	N/A	N/A	N/A	OBSTRUCTION LIGHT
25115	TREE	(4)	65	159	8	N/A	33	N/A	TRIM
02-020474	BUILDING	(5)	70	179	34	N/A	N/A	N/A	OBSTRUCTION LIGHT
02-020507	POLE	(5)	5	104	3	N/A	N/A	N/A	FIXED NAVIGATIONAL USE
02-020508	SIGN	(5)	11	108	7	N/A	N/A	N/A	FIXED NAVIGATIONAL USE
02-020671	SIGN	(5)	9	111	11	N/A	7	N/A	FIXED NAVIGATIONAL USE
02-020672	POLE	(5)	12	117	12	N/A	N/A	N/A	LOWER
02-020673	POLE	(5)	13	116	11	N/A	N/A	N/A	LOWER
02-020675	FENCE	(5)	12	125	3	N/A	N/A	N/A	REMOVE
02-020724	POLE	(5)	12	117	11	N/A	11	N/A	LOWER

GENERAL NOTES:

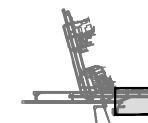
1. A positive number indicates the height of penetration, "N/A" indicates the object is not in the surface, and a negative number indicates the clearance height.
2. Objects that only penetrate the 62.5 One-Engine Inoperative (OEI) Obstacle Identification Surface (OIS) are provided for information only.
3. All vehicles operating in the Airport Operations Area (AOA), under the direction of the Air Traffic Control (ATC) ground controller shall be outfitted with flashing lights or flags as outlined in the most current version of FAA AC 150/5210-5D, ***PAINTING, MARKING, AND LIGHTING OF VEHICLES USED ON AN AIRPORT***.
4. An Aeronautical survey was conducted by R&M Consultants and accurate as of September 25, 2011.
5. FAA Digital Obstacle File (DOF), accurate as of November 12, 2013.
6. Horizontal Datum: North American Datum of 1983 (NAD83).
7. Vertical Datum: North American Vertical Datum of 1988 (NAVD88).
8. The disposition listed here is subject to change pending FAA airspace review of the ALP.
9. Road elevations include traversion adjustment (22 Railroads | 17 Highways | 15 Public Roads | 10 Private Roads).

REVISIONS		
DATE	BY	DESCRIPTION

APPROVED _____

30 April 2015

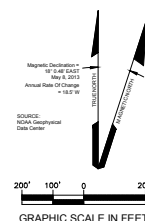
DATE



RUNWAY 25L APPROACH PLAN AND PROFILE

17 of 34

SYMBOL		ITEM		SYMBOL		ITEM		SYMBOL		ITEM	
	BUILDINGS ON/AIRPORT		FENCE		PRECISION APPROACH PATH INDICATOR (PAPI)		THRESHOLD SITING SURFACE (TSS)		VISUAL APPROACH SLOPE INDICATOR (VASI)		PART 77 APPROACH SURFACE (P77)
	BUILDINGS OFF-AIRPORT		OBSTACLE FREE ZONE (OFZ)		RUNWAY END IDENTIFIER LIGHT (REL)		TERMINAL INSTRUMENT APPROACH PROCEDURES (TERPS)		LOCALIZER ANTENNA		ONE ENGINE INOPERATIVE (OEI)
	ROADWAYS AND AUTO PARKING		RUNWAY PROTECTION ZONE (RPZ)		GLIDESLOPE		LOCALIZER IDENTIFICATION SURFACE (DIS)		MEDIUM-INTENSITY APPROACH LIGHTING SYSTEM (MALSR)		LOCALIZER / GLIDESLOPE CRITICAL AREAS
	GRAVEL, RUNWAY/ROADWAYS/PARKING		RUNWAY SAFETY AREA (RSA)		APPROACH LIGHTING WITH SEQUENCED FLASHING LIGHTS II (ALSF-II)		OBSTRUCTION POINT		CONTOUR LINE		NO OBSTRUCTION POINT OF INTEREST
	TAXIWAY AND APRON PAVEMENT		OBJECT FREE AREA (OFA)		125		EXISTING GROUND AT CENTERLINE (PROFILE VIEW)		WINDROCK		
	RUNWAY PAVEMENT		BUILDING RESTRICTION LINE (BRL)								
	AIRPORT PROPERTY		PRECISION OBSTACLE FREE ZONE (POFZ)								
	AIRPORT PROPERTY LINE		HOLD BAR								
	FUTURE AIRPORT PROPERTY LINE		HELIPAD								
	DRAINAGE CHANNEL		RAILROAD								



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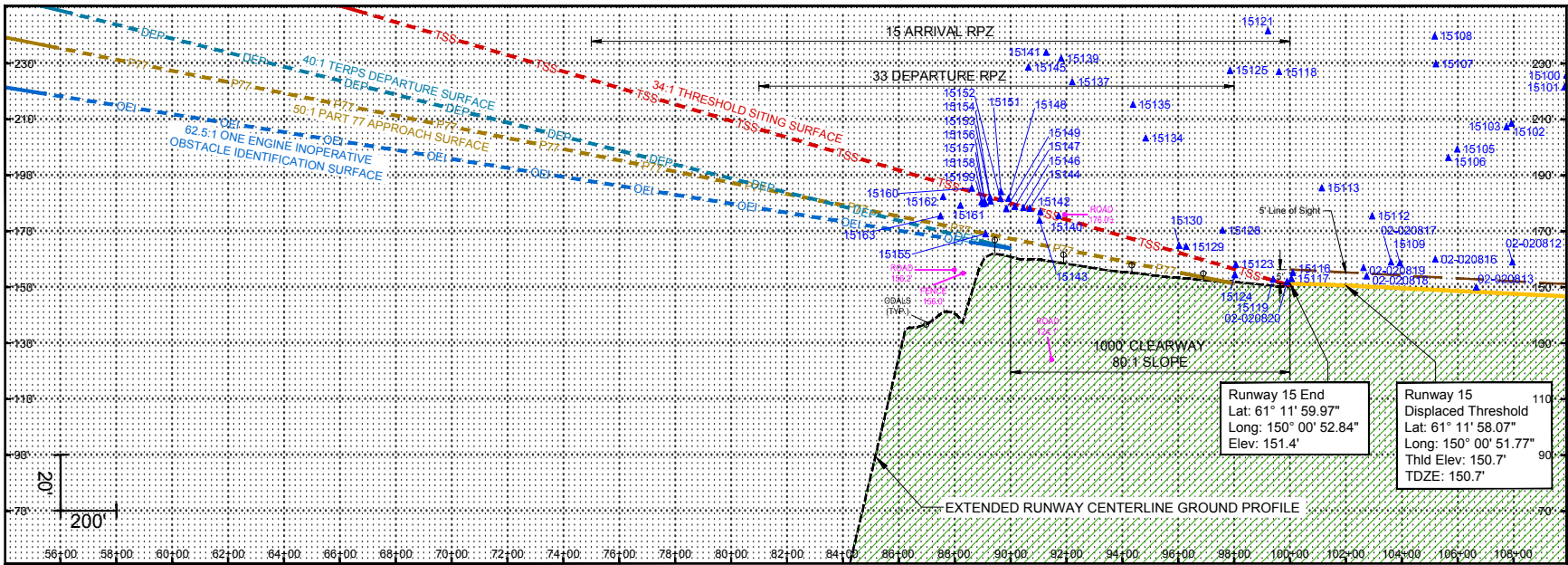
The contents of this plan do not necessarily reflect the official views or policy of the Federal Aviation Administration (FAA). Acceptance of this document by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

Pat Ocin AAL-602 DATE: 5-20-1
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014-AAL-148-NR

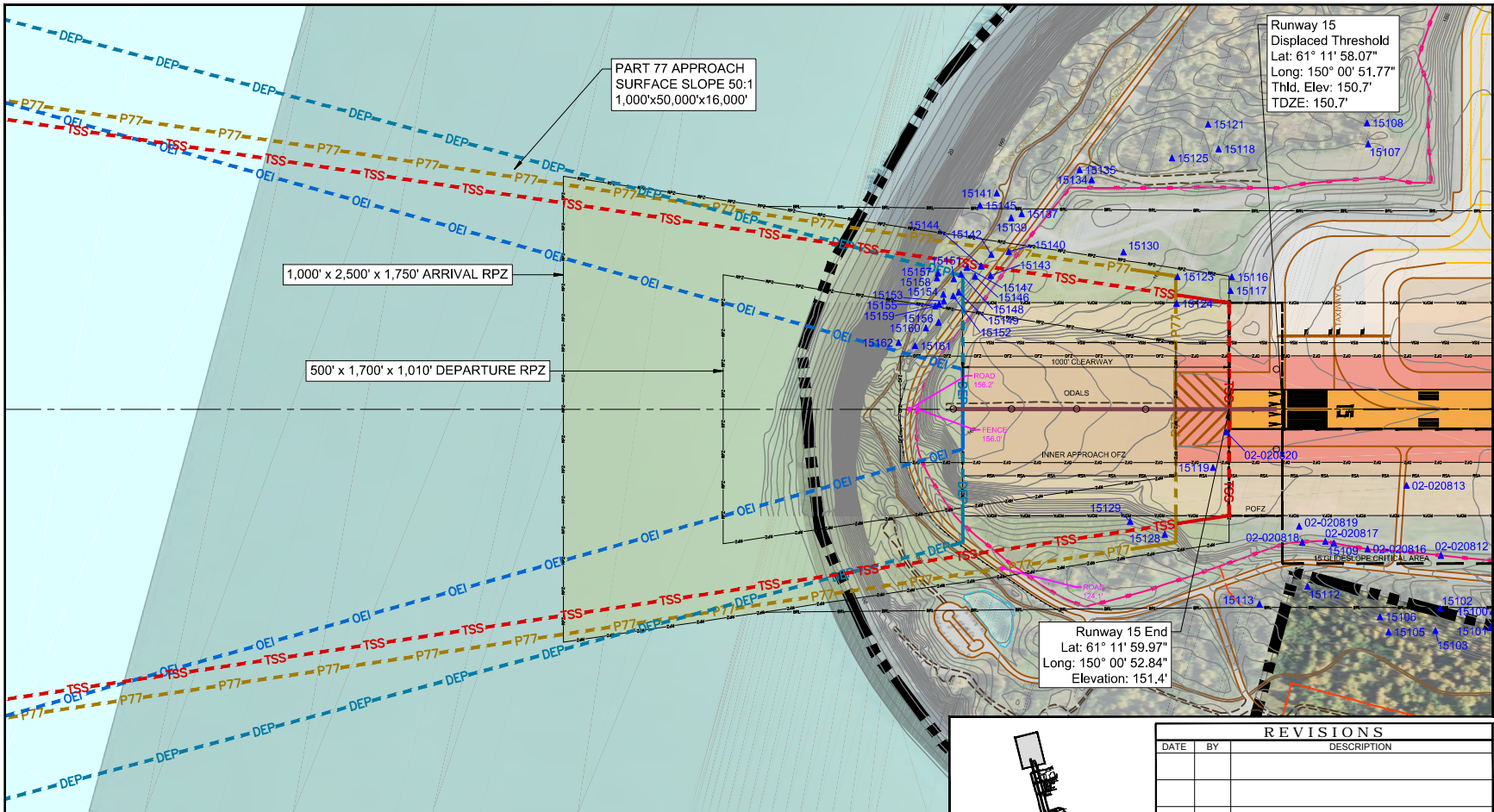
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RUNWAY 15 OBSTRUCTION TABLE									
OBJECT NO.	OBJECT DESCRIPTION	SURVEY	ABOVE GROUND LEVEL ELEVATION (FT.)	OBJECT TOP ELEVATION (FT.)	PENETRATION			62.5:1 OE/OIS (FT.)	PROPOSED DISPOSITION
					PART 77 CLEARANCE (FT.)	34:1 TSS (FT.)	40:1 TERPS DS (FT.)		
15100	TREE	(4)	60	226	42	N/A	N/A	N/A	TRIM
15101	TREE	(4)	64	222	29	N/A	N/A	N/A	TRIM
15102	TREE	(4)	54	209	25	N/A	N/A	N/A	TRIM
15103	TREE	(4)	67	207	12	N/A	N/A	N/A	TRIM
15105	TREE	(4)	79	199	3	N/A	N/A	N/A	TRIM
15106	TREE	(4)	63	196	8	N/A	N/A	N/A	TRIM
15107	TREE	(4)	58	230	10	N/A	N/A	N/A	TRIM
15108	TREE	(4)	66	240	9	N/A	N/A	N/A	TRIM
15109	FENCE	(4)	10	159	9	N/A	N/A	N/A	REMOVE / RELOCATE
15112	TREE	(4)	48	176	2	N/A	N/A	N/A	TRIM
15113	TREE	(4)	76	186	2	N/A	N/A	N/A	TRIM
15116	BUSH	(4)	2	155	4	N/A	N/A	N/A	TRIM
15117	BUSH	(4)	1	153	2	N/A	N/A	N/A	TRIM
15118	TREE	(4)	68	227	7	N/A	N/A	N/A	TRIM
15119	BUSH	(4)	2	153	2	N/A	N/A	N/A	TRIM
15121	TREE	(4)	82	242	9	N/A	N/A	N/A	TRIM
15123	BUSH	(4)	1	158	7	N/A	N/A	N/A	TRIM
15124	GROUND	(4)	0	155	3	N/A	N/A	N/A	REGRADE
15125	TREE	(4)	77	227	13	N/A	N/A	N/A	TRIM
15126	TREE	(4)	46	170	18	N/A	N/A	N/A	TRIM
15129	TREE	(4)	40	165	10	3	N/A	N/A	TRIM
15130	BUSH	(4)	2	165	1	N/A	N/A	N/A	TRIM
15134	TREE	(4)	50	203	1	N/A	N/A	N/A	TRIM
15135	TREE	(4)	53	215	8	N/A	N/A	N/A	TRIM
15137	TREE	(4)	61	223	40	N/A	N/A	N/A	TRIM
15139	TREE	(4)	70	232	50	N/A	N/A	N/A	TRIM
15140	ROAD	(4)	15	176	12	N/A	N/A	N/A	RELOCATE
15141	TREE	(4)	66	234	39	N/A	N/A	N/A	TRIM
15142	TREE	(4)	17	177	12	N/A	N/A	N/A	TRIM
15143	ROAD	(4)	14	174	9	-3	N/A	N/A	RELOCATE
15144	TREE	(4)	17	178	12	0	N/A	N/A	TRIM
15145	TREE	(4)	65	229	41	N/A	N/A	N/A	TRIM
15146	TREE	(4)	16	179	12	0	N/A	N/A	TRIM
15147	TREE	(4)	17	179	12	-1	N/A	N/A	TRIM
15148	TREE	(4)	17	182	14	2	N/A	N/A	TRIM
15149	TREE	(4)	13	178	10	-3	14	N/A	TRIM
15151	TREE	(4)	19	184	16	3	20	N/A	TRIM
15152	TREE	(4)	16	182	14	1	17	N/A	TRIM
15153	TREE	(4)	17	181	12	-1	15	N/A	TRIM
15154	TREE	(4)	17	182	13	0	17	N/A	TRIM
15155	TREE	(4)	18	180	11	-3	14	N/A	TRIM
15156	TREE	(4)	21	180	11	-3	14	N/A	TRIM
15157	TREE	(4)	19	181	12	-2	15	N/A	TRIM
15158	TREE	(4)	18	180	11	-3	14	N/A	TRIM
15159	TREE	(4)	19	181	11	-3	14	N/A	TRIM
15160	TREE	(4)	26	185	15	1	18	N/A	TRIM
15161	TREE	(4)	21	179	8	-6	11	N/A	TRIM
15162	TREE	(4)	26	182	10	-5	13	N/A	TRIM
15163	TREE	(4)	22	176	3	-12	5	8	TRIM
02-020812	FENCE	(5)	15	159	4	N/A	N/A	N/A	REMOVE / RELOCATE
02-020813	POLE	(5)	9	150	2	N/A	N/A	N/A	LOWER
02-020816	FENCE	(5)	19	160	7	N/A	N/A	N/A	REMOVE / RELOCATE
02-020817	FENCE	(5)	18	159	9	N/A	N/A	N/A	REMOVE / RELOCATE
02-020818	SIGN	(5)	15	154	4	N/A	N/A	N/A	LOWER
02-020819	NAVAID	(5)	15	157	7	N/A	N/A	N/A	FIXED NAVIGATIONAL USE
02-020820	NAVAID	(5)	6	152	1	1	N/A	N/A	FIXED NAVIGATIONAL USE

- GENERAL NOTES:**
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 - Horizontal Datum: North American Vertical Datum of 1983 (NAVD83).
 - Vertical Datum: North American Vertical Datum of 1988 (NAVD88).
 - The disposition listed here is subject to change pending FAA Airspace review of the ALP.
 - Road elevations include traverseway adjustment (2' Railroads | 1' Highways | 1' Private Roads).



Runway 15 Profile View



Runway 15 Plan View

SYMBOL		ITEM		SYMBOL		ITEM		SYMBOL		ITEM	
[Symbol]	[Symbol]	BUILDINGS ON AIRPORT		[Symbol]	[Symbol]	FENCE		[Symbol]	[Symbol]	PRECISION APPROACH PATH INDICATOR (PAPI)	
[Symbol]	[Symbol]	BUILDINGS OFF-AIRPORT		[Symbol]	[Symbol]	OBSTACLE FREE ZONE (OFZ)		[Symbol]	[Symbol]	VISUAL APPROACH SLOPE INDICATOR (VASI)	
[Symbol]	[Symbol]	ROADWAYS AND AUTO PARKING		[Symbol]	[Symbol]	RUNWAY PROTECTION ZONE (RPZ)		[Symbol]	[Symbol]	RUNWAY END IDENTIFIER LIGHT (REL)	
[Symbol]	[Symbol]	GRAVEL RUNWAY/ROADWAYS/PARKING		[Symbol]	[Symbol]	RUNWAY SAFETY AREA (RSA)		[Symbol]	[Symbol]	ILS LOCALIZER ANTENNA	
[Symbol]	[Symbol]	TAXIWAY AND APRON PAVEMENT		[Symbol]	[Symbol]	OBJECT FREE AREA (OFA)		[Symbol]	[Symbol]	GLIDESLOPE	
[Symbol]	[Symbol]	RUNWAY PAVEMENT		[Symbol]	[Symbol]	BUILDING RESTRICTION LINE (BRL)		[Symbol]	[Symbol]	APPROACH LIGHTING WITH SEQUENCED FLASHING LIGHTS II (ALSF-2)	
[Symbol]	[Symbol]	AIRPORT PROPERTY		[Symbol]	[Symbol]	PRECISION OBSTACLE FREE ZONE (POFZ)		[Symbol]	[Symbol]	OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM (ODALS)	
[Symbol]	[Symbol]	AIRPORT PROPERTY LINE		[Symbol]	[Symbol]	HOLD BAR		[Symbol]	[Symbol]	CONTOUR LINE	
[Symbol]	[Symbol]	DRAINAGE CHANNEL		[Symbol]	[Symbol]	HELIPAD		[Symbol]	[Symbol]	WINDSOCK	
[Symbol]	[Symbol]	AOA SECURITY FENCE		[Symbol]	[Symbol]	RAILROAD		[Symbol]	[Symbol]		

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DATE: 5-20-15
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014-AAL-148-NRA

REVISIONS

DATE	BY	DESCRIPTION

APPROVED: [Signature] 30 April 2015 DATE:

DATE: 5-20-15
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014-AAL-148-NRA

Ted Stevens Anchorage International Airport
"AeroNexus"

RUNWAY 15 APPROACH PLAN AND PROFILE - EXISTING

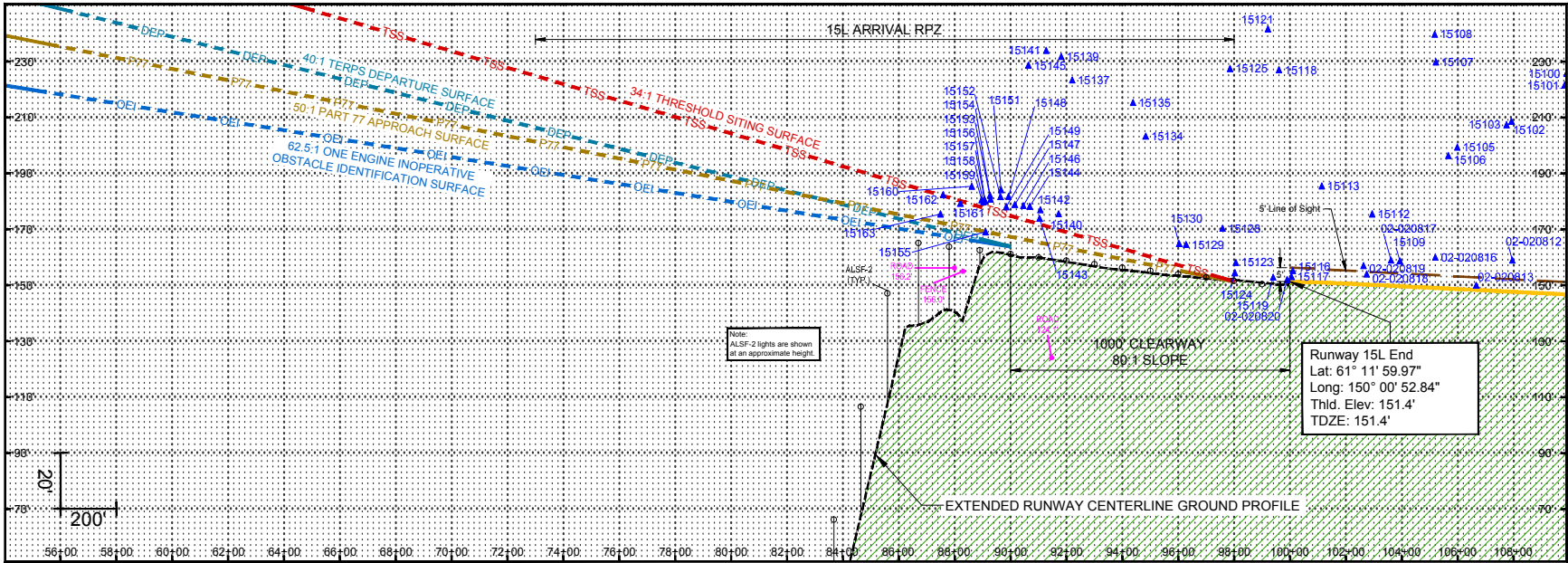
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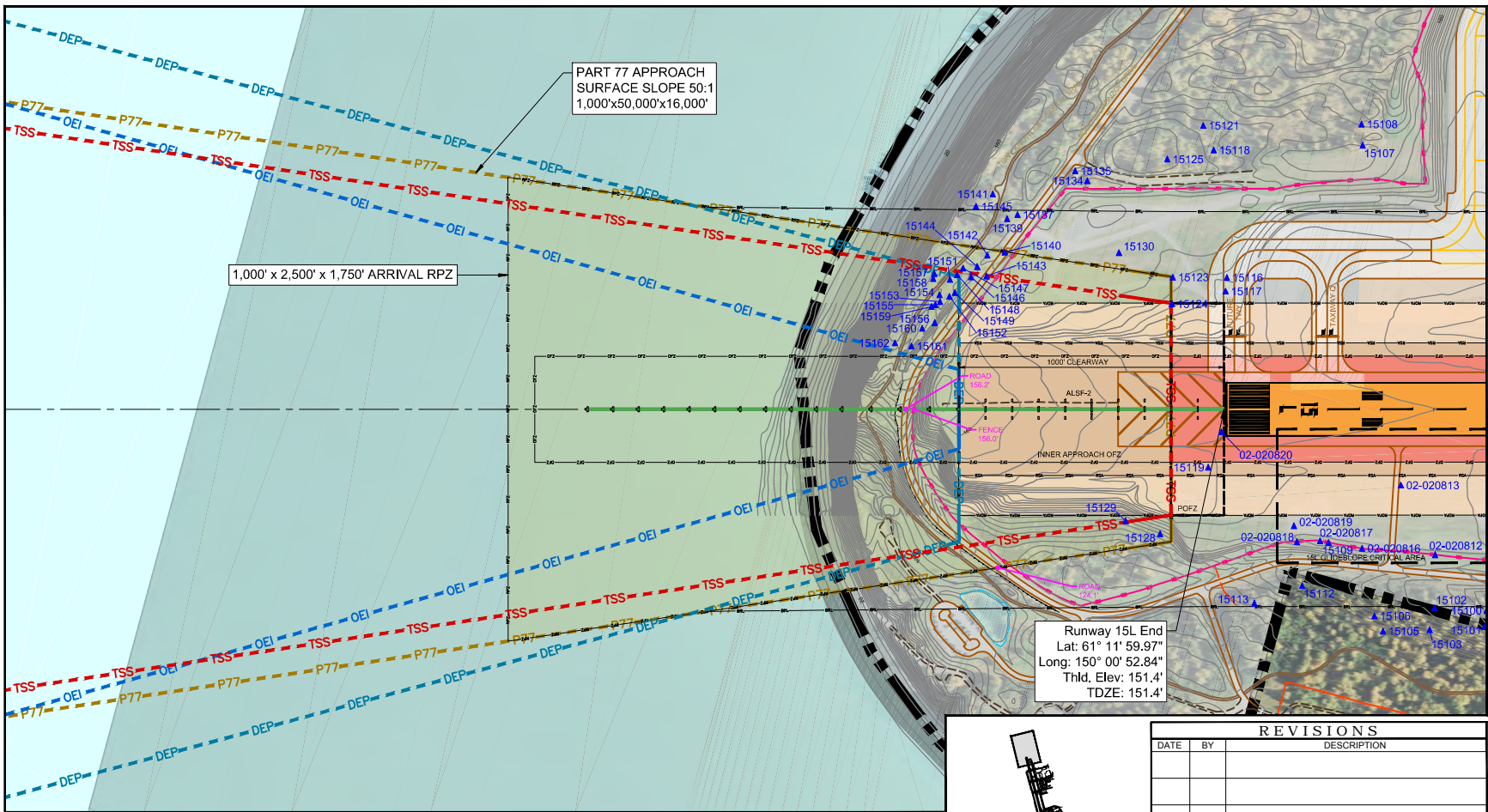
RUNWAY 15L OBSTRUCTION TABLE								
OBJECT NO.	OBJECT DESCRIPTION	SURVEY	ABOVE GROUND ELEVATION (FT.)	OBJECT TOP ELEVATION (FT.)	PENETRATION			PROPOSED DISPOSITION
					PART 77 CLEARANCE (FT.)	34-1 TERPS DS (FT.)	62.5.1 OE/OIS (FT.)	
15100	TREE	(4)	60	226	42	N/A	N/A	TRIM
15101	TREE	(4)	64	222	29	N/A	N/A	TRIM
15102	TREE	(4)	54	209	25	N/A	N/A	TRIM
15103	TREE	(4)	67	207	12	N/A	N/A	TRIM
15105	TREE	(4)	79	199	3	N/A	N/A	TRIM
15106	TREE	(4)	63	196	8	N/A	N/A	TRIM
15107	TREE	(4)	58	230	10	N/A	N/A	TRIM
15108	TREE	(4)	66	240	9	N/A	N/A	TRIM
15109	FENCE	(4)	10	159	9	N/A	N/A	REMOVE / RELOCATE
15112	TREE	(4)	48	176	2	N/A	N/A	TRIM
15113	TREE	(4)	76	186	2	N/A	N/A	TRIM
15116	BUSH	(4)	2	155	4	N/A	N/A	TRIM
15117	BUSH	(4)	1	153	2	N/A	N/A	TRIM
15118	TREE	(4)	68	227	7	N/A	N/A	TRIM
15119	BUSH	(4)	2	153	2	N/A	N/A	TRIM
15121	TREE	(4)	82	242	9	N/A	N/A	TRIM
15123	BUSH	(4)	1	158	7	N/A	N/A	TRIM
15124	GROUND	(4)	0	155	3	N/A	N/A	REGRADE
15125	TREE	(4)	77	227	13	N/A	N/A	TRIM
15126	TREE	(4)	46	170	18	N/A	N/A	TRIM
15129	TREE	(4)	40	165	10	8	N/A	TRIM
15130	BUSH	(4)	2	165	1	N/A	N/A	TRIM
15134	TREE	(4)	50	203	1	N/A	N/A	TRIM
15135	TREE	(4)	53	215	8	N/A	N/A	TRIM
15137	TREE	(4)	61	223	40	N/A	N/A	TRIM
15139	TREE	(4)	70	232	50	N/A	N/A	TRIM
15140	ROAD	(4)	15	176	12	N/A	N/A	RELOCATE
15141	TREE	(4)	66	234	39	N/A	N/A	TRIM
15142	TREE	(4)	17	177	12	N/A	N/A	TRIM
15143	ROAD	(4)	14	174	9	2	N/A	RELOCATE
15144	TREE	(4)	17	178	12	N/A	N/A	TRIM
15145	TREE	(4)	65	229	41	N/A	N/A	TRIM
15146	TREE	(4)	16	179	12	5	N/A	TRIM
15147	TREE	(4)	17	179	12	N/A	N/A	TRIM
15148	TREE	(4)	17	182	14	7	N/A	TRIM
15149	TREE	(4)	13	178	10	3	14	TRIM
15151	TREE	(4)	19	184	16	8	20	TRIM
15152	TREE	(4)	16	182	14	6	17	TRIM
15153	TREE	(4)	17	181	12	4	15	TRIM
15154	TREE	(4)	17	182	13	5	17	TRIM
15155	TREE	(4)	18	180	11	3	14	TRIM
15156	TREE	(4)	21	180	11	3	14	TRIM
15157	TREE	(4)	19	181	12	3	15	TRIM
15158	TREE	(4)	18	180	11	2	14	TRIM
15159	TREE	(4)	19	181	11	3	14	TRIM
15160	TREE	(4)	26	185	15	6	18	TRIM
15161	TREE	(4)	21	179	8	-1	11	TRIM
15162	TREE	(4)	26	182	10	0	13	TRIM
15163	TREE	(4)	22	176	3	-7	5	TRIM
02-020812	FENCE	(5)	15	159	4	N/A	N/A	REMOVE / RELOCATE
02-020813	POLE	(5)	9	150	2	N/A	N/A	LOWER
02-020816	FENCE	(5)	19	160	7	N/A	N/A	REMOVE / RELOCATE
02-020817	FENCE	(5)	18	159	9	N/A	N/A	REMOVE / RELOCATE
02-020818	SIGN	(5)	15	154	4	N/A	N/A	LOWER
02-020819	NAVAID	(5)	15	157	7	N/A	N/A	FIXED NAVIGATIONAL USE
02-020820	NAVAID	(5)	6	152	1	N/A	N/A	FIXED NAVIGATIONAL USE

GENERAL NOTES:

- A positive number indicates the height of penetration, "N/A" indicates the object is not in the surface, and a negative number indicates the clearance height.
- Objects that only penetrate the 62.5.1 One-Engine Inoperative (OEI) Obstacle Identification Surface (OIS) are provided for information only.
- All vehicles operating in the Airport Operations Area (AOA), under direction of the Air Traffic Control (ATC) ground controller shall be outfitted with flashing lights or flags as outlined in the most current version of FAA AC 150/5210-5D, "PAINTING, MARKING, AND LIGHTING OF VEHICLES USED ON AN AIRPORT".
- An Aeronautical survey was conducted by R&M Consultants and accurate as of September 26, 2011.
- FAA Digital Obstacle File (DOF), accurate as of November 12, 2013.
- Horizontal Datum: North American Datum of 1983 (NAD83).
- Vertical Datum: North American Vertical Datum of 1988 (NAVD88).
- The disposition listed here is subject to change pending FAA Airspace review of the ALP.
- Road elevations include traverseway adjustment (2' Railroads | 1' Highways | 1' Private Roads).

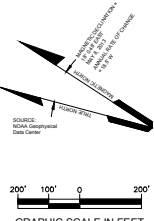


Runway 15L Profile View



Runway 15L Plan View

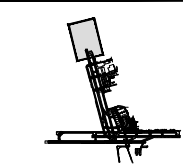
SYMBOL	ITEM	SYMBOL	ITEM	SYMBOL	ITEM	SYMBOL	ITEM
	BUILDINGS ON-AIRPORT		FENCE		PRECISION APPROACH PATH INDICATOR (PAPI)		THRESHOLD SITING SURFACE (TSS)
	BUILDINGS OFF-AIRPORT		OBSTACLE FREE ZONE (OFZ)		VISUAL APPROACH SLOPE INDICATOR (VASI)		PART 77 APPROACH SURFACE (P77)
	ROADWAYS AND AUTO PARKING		RUNWAY PROTECTION ZONE (RPZ)		RUNWAY END IDENTIFIER LIGHT (REL)		TERMINAL INSTRUMENT APPROACH PROCEDURES (TERPS) DEPARTURE SURFACE
	GRAVEL RUNWAY/ROADWAYS/PARKING		RUNWAY SAFETY AREA (RSA)		ILS LOCALIZER ANTENNA		ONE-ENGINE INOPERATIVE (OEI)
	TAXIWAY AND APRON PAVEMENT		OBJECT FREE AREA (OFA)		GLIDESLOPE		OBSTACLE IDENTIFICATION SURFACE (OIS)
	RUNWAY PAVEMENT		BUILDING RESTRICTION LINE (BRL)		PRECISION LIGHTING WITH SEQUENCED FLASHING LIGHTS II (ALSF-2)		LOCALIZER / GLIDESLOPE CRITICAL AREAS
	AIRPORT PROPERTY		PRECISION OBSTACLE FREE ZONE (POFZ)		APPROACH LIGHTING WITH SEQUENCED FLASHING LIGHTS II (ALSF-2)		OBSTRUCTION POINT
	AIRPORT PROPERTY LINE		HOLD BAR		CONTOUR LINE		NON-OBSTRUCTION POINT OF INTEREST
	FUTURE AIRPORT PROPERTY LINE		HELIPAD		WINDSOCK		EXISTING GROUND AT CENTERLINE (PROFILE VIEW)
	DRAINAGE CHANNEL		RAILROAD				
	AOA SECURITY FENCE						



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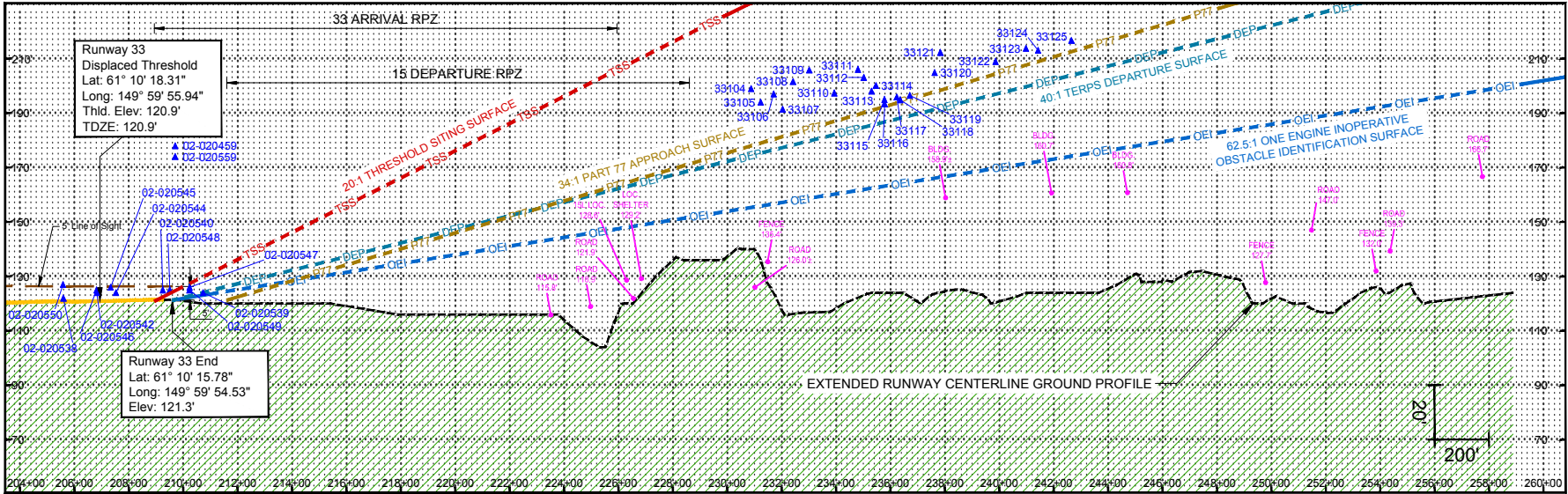
Prepared by: AAL-012 DATE: 5-20-15
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014-AAL-148-NRA



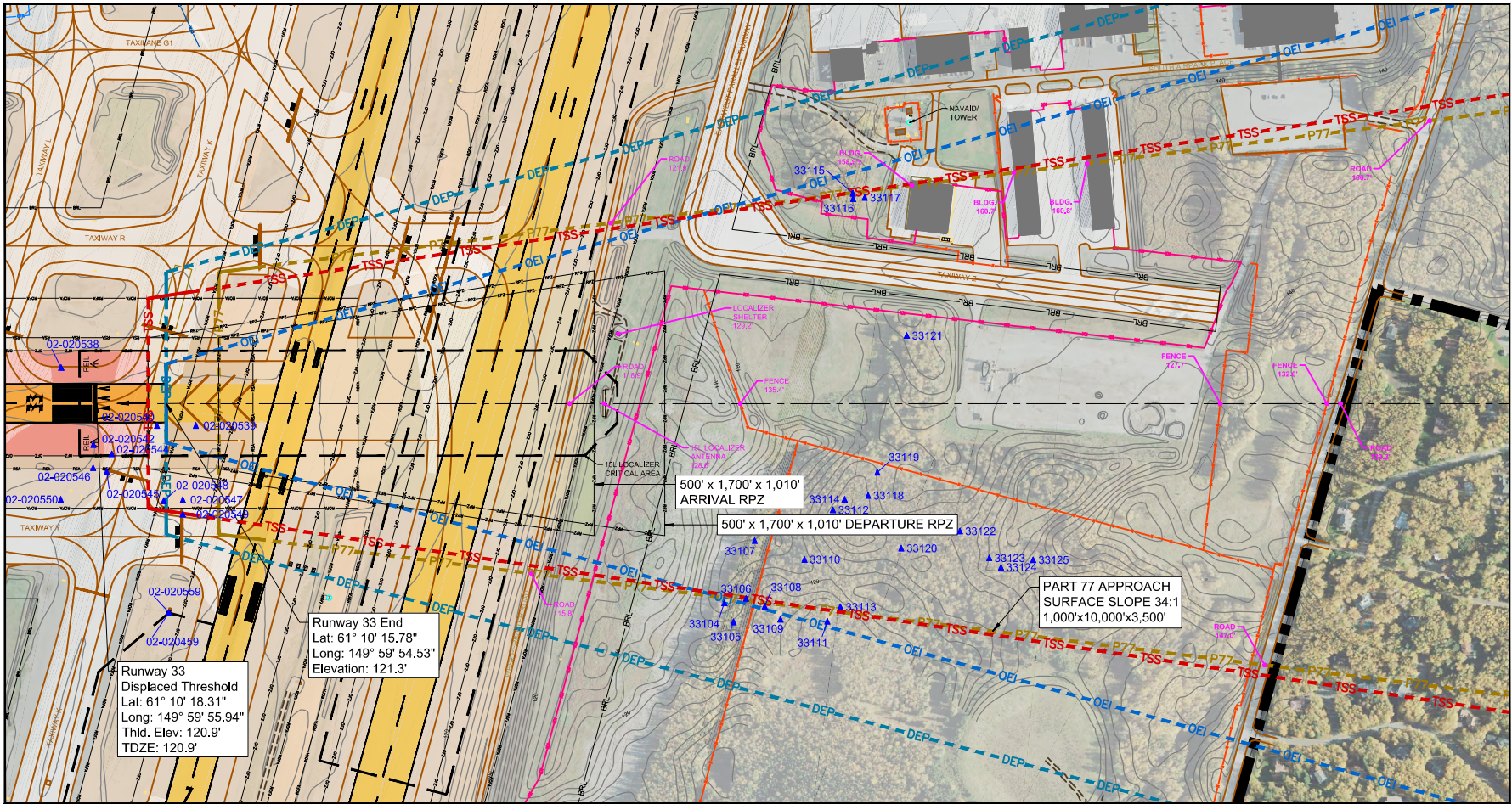
REVISIONS		
DATE	BY	DESCRIPTION

RUNWAY 15L APPROACH PLAN AND PROFILE - FUTURE		
DRAWN RA / NRC	CHECKED EHP	DWG NO.
SCALE 1" = 200'	DATE 1/2015	19 of 34

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Runway 33 Profile View



Runway 33 Plan View

RUNWAY 33 OBSTRUCTION TABLE									
OBJECT NO.	OBJECT DESCRIPTION	SURVEY	ABOVE GROUND LEVEL ELEVATION (FT.)	OBJECT TOP ELEVATION (FT.)	PENETRATION				PROPOSED DISPOSITION
					PART 77 CLEARANCE (FT.) (1)	20:1 TSS (FT.) (1)	40:1 TERPS DS (FT.) (1)	62.5:1 OEI OIS (FT.) (1)	
33104	TREE	(4)	85	199	18	N/A	25	N/A	TRIM
33105	TREE	(4)	72	194	2	N/A	19	N/A	TRIM
33106	TREE	(4)	77	197	17	N/A	21	40	TRIM
33107	TREE	(4)	79	191	10	-45	14	34	TRIM
33108	TREE	(4)	77	202	17	N/A	23	44	TRIM
33109	TREE	(4)	79	206	13	N/A	26	N/A	TRIM
33110	TREE	(4)	82	197	10	-49	15	37	TRIM
33111	TREE	(4)	71	206	11	N/A	22	45	TRIM
33112	TREE	(4)	74	203	13	-48	18	41	TRIM
33113	TREE	(4)	70	198	7	-55	13	36	TRIM
33114	TREE	(4)	70	200	9	-54	14	37	TRIM
33115	TREE	(4)	70	195	3	-60	8	32	TRIM
33116	TREE	(4)	66	193	1	-62	7	30	TRIM
33117	TREE	(4)	68	196	2	-62	8	32	TRIM
33118	TREE	(4)	67	195	1	-63	7	31	TRIM
33119	TREE	(4)	73	197	1	-63	7	32	TRIM
33120	TREE	(4)	78	205	7	-60	13	39	TRIM
33121	TREE	(4)	79	212	14	-53	20	46	TRIM
33122	TREE	(4)	80	209	5	-67	12	39	TRIM
33123	TREE	(4)	77	214	6	-67	14	42	TRIM
33124	TREE	(4)	75	213	4	-70	12	41	TRIM
33125	TREE	(4)	81	217	4	-73	13	43	TRIM
02-020549	TOWER	(5)	58	178	11	N/A	N/A	N/A	FIXED NAVIGATIONAL USE
02-020538	NAVAID	(5)	9	122	1	N/A	N/A	N/A	FIXED NAVIGATIONAL USE
02-020539	NAVAID	(5)	8	124	3	-6	0	1	FIXED NAVIGATIONAL USE
02-020540	NAVAID	(5)	8	125	2	2	N/A	N/A	FIXED NAVIGATIONAL USE
02-020542	POLE	(5)	10	124	3	N/A	N/A	N/A	FIXED NAVIGATIONAL USE
02-020544	NAVAID	(5)	7	124	3	N/A	N/A	N/A	FIXED NAVIGATIONAL USE
02-020545	SIGN	(5)	8	126	5	N/A	N/A	N/A	FIXED NAVIGATIONAL USE
02-020546	SIGN	(5)	10	125	4	N/A	N/A	N/A	FIXED NAVIGATIONAL USE
02-020547	SIGN	(5)	10	126	1	-2	3	N/A	FIXED NAVIGATIONAL USE
02-020548	SIGN	(5)	8	125	1	1	N/A	N/A	FIXED NAVIGATIONAL USE
02-020549	SIGN	(5)	7	125	4	N/A	2	N/A	FIXED NAVIGATIONAL USE
02-020550	SIGN	(5)	9	127	6	N/A	N/A	N/A	FIXED NAVIGATIONAL USE
02-020559	NAVAID	(5)	54	174	7	N/A	N/A	N/A	FIXED NAVIGATIONAL USE

- GENERAL NOTES:
- A positive number indicates the height of penetration, "N/A" indicates the object is not in the surface, and a negative number indicates the clearance height.
 - Objects that only penetrate the 62.5: One-Engine Inoperative (OEI) Obstacle Identification Surface (OIS) are provided for information only.
 - All vehicles operating in the Airport Operations Area (AOA), under direction of the Air Traffic Control (ATC) ground controller shall be outfitted with flashing lights or flags as outlined in the most current version of FAA AC 150/5210-5D, PAINTING, MARKING, AND LIGHTING OF VEHICLES USED ON AN AIRPORT.
 - An Aeronautical survey was conducted by R&M Consultants and accurate as of September 25, 2011.
 - FAA Digital Obstacle File (DOF), accurate as of November 12, 2013.
 - Horizontal Datum: North American Datum of 1983 (NAD83).
 - Vertical Datum: North American Vertical Datum of 1988 (NAVD88).
 - The disposition listed here is subject to change pending FAA Airspace review of the ALP.
 - Road elevations include traverseway adjustment (23' Railroads | 17' Highways | 15' Public Roads | 10' Private Roads).

SYMBOL	ITEM	SYMBOL	ITEM	SYMBOL	ITEM	SYMBOL	ITEM
	BUILDINGS ON AIRPORT		FENCE		PRECISION APPROACH PATH INDICATOR (PAPI)		THRESHOLD SITING SURFACE (TSS)
	BUILDINGS OFF-AIRPORT		OBSTACLE FREE ZONE (OFZ)		VISUAL APPROACH SLOPE INDICATOR (VASI)		PART 77 APPROACH SURFACE (P77)
	ROADWAYS AND AUTO PARKING		RUNWAY PROTECTION ZONE (RPZ)		RUNWAY END IDENTIFIER LIGHT (REIL)		TERMINAL INSTRUMENT APPROACH PROCEDURES (TERPS) DEPARTURE SURFACE
	GRAVEL RUNWAY/ROADWAYS/PARKING		RUNWAY SAFETY AREA (RSA)		ILS LOCALIZER ANTENNA		ONE-ENGINE INOPERATIVE (OEI) OBSTACLE IDENTIFICATION SURFACE (OIS)
	TAXIWAY AND APRON PAVEMENT		OBJECT FREE AREA (OFA)		GLS LOCALIZER		LOCALIZER / GLIDESLOPE CRITICAL AREAS
	RUNWAY PAVEMENT		BUILDING RESTRICTION LINE (BRL)		MEDIUM INTENSITY APPROACH LIGHTING SYSTEM (MALSR)		OBSTRUCTION POINT
	AIRPORT PROPERTY LINE		PRECISION OBSTACLE FREE ZONE (POFZ)		APPROACH LIGHTING WITH SEQUENCED FLASHING LIGHTS II (ALSF-2)		NON-OBSSTRUCTION POINT OF INTEREST
	DRAINAGE CHANNEL		HOLD BAR		EXISTING GROUND AT CENTERLINE (PROFILE VIEW)		
	ADA SECURITY FENCE		HELIPAD		CONTOUR LINE		
			RAILROAD		WINDSOCK		

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DATE: 5-20-15
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014-AAL-148-NRA

REVISIONS

DATE	BY	DESCRIPTION

APPROVED: [Signature] 30 April 2015 DATE:

Ted Stevens Anchorage International Airport "AeroNexus"

RUNWAY 33 APPROACH PLAN AND PROFILE - EXISTING

DRAWN: RA / NRC CHECKED: EHP DATE: 1/2015

20 of 34

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GENERAL NOTES:

1. A positive number indicates the height of penetration, "N/A" indicates the object is not in the surface, and a negative number indicates the clearance height.
2. Objects that only penetrate the 62.5 One-Engine Inoperative (OEI) Obstacle Identification Surface (OIS) are provided for information only.
3. All vehicles operating in the Airport Operations Area (AOA), under direction of the Air Traffic Control (ATC) ground controller shall be subject with flashing lights or flags as outlined in the most current version of FAA AC 150/5310-2D, **PAINING, MARKING, AND LIGHTING OF VEHICLES USED ON AN AIRPORT**.
4. An Aeronautical survey was conducted by ARM Consultants and accurate as of September 25, 2011.
5. FAA Digital Obstacle File (DOF), accurate as of November 12, 2013.
6. Horizontal Datum: North American Datum of 1983 (NAD83).
7. Vertical Datum: North American Vertical Datum of 1988 (NAVD88).
8. The disposition listed here is subject to change pending FAA Airspace review of the ALP.
9. Road elevations include traverseway adjustment (23' Roadways | 17' Highways | 15' Public Roads | 10' Private Roads).

RUNWAY 33R APPROACH PLAN AND PROFILE - FUTURE

Figure 1 is a map of the study area, showing magnetic declination, magnetic declination rate, and magnetic declination rate of change. The map includes a scale bar from 200' to 0 to 200' and a source note: SOURCE: NOAA Geophysical Data Center.

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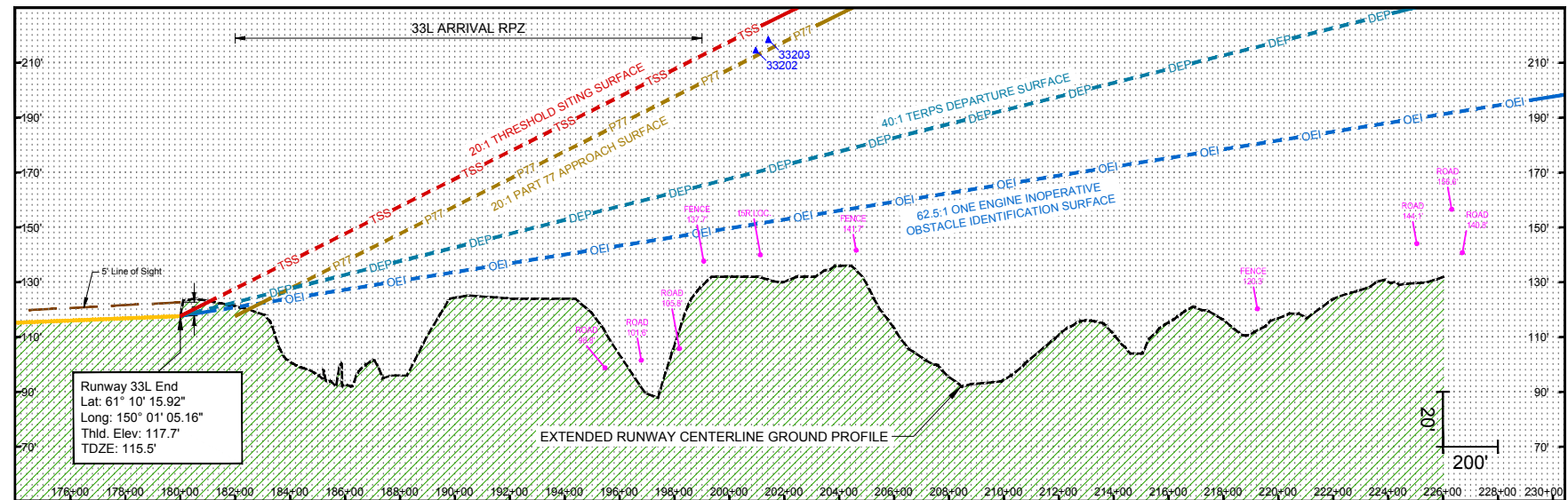
Pat Olin AAL-602 DATE: 5-20-15
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014-AAL-148-NRA



Ted Stevens
Anchorage
International Airport
"AeroNexus"

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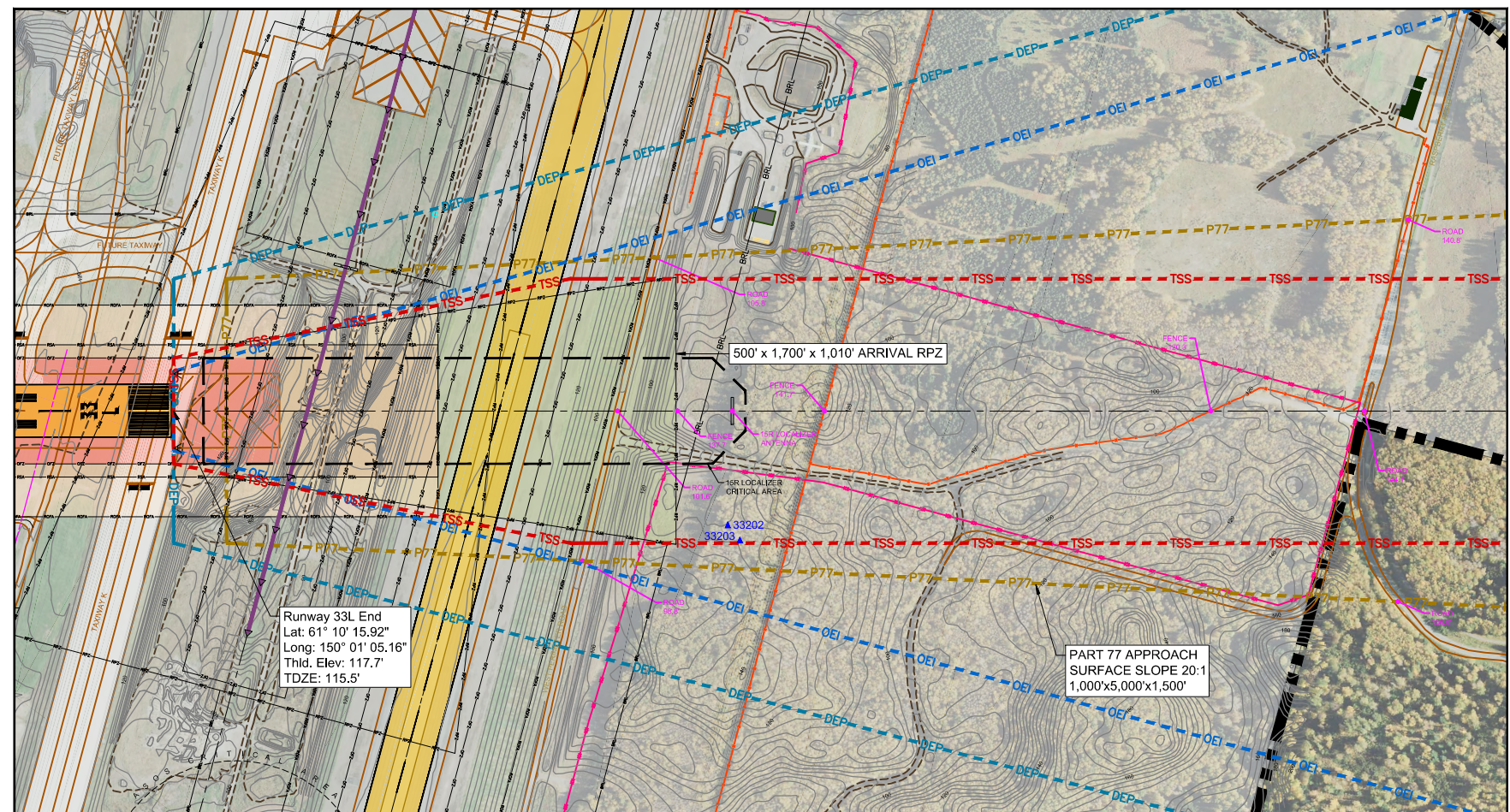
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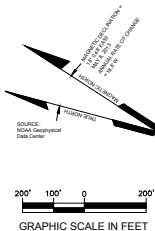
RUNWAY 33L OBSTRUCTION TABLE									
OBJECT NO.	OBJECT DESCRIPTION	SURVEY	ABOVE GROUND LEVEL ELEVATION (FT.)	OBJECT TOP ELEVATION (FT.)	PENETRATION				PROPOSED DISPOSITION
					PART 77 CLEARANCE (FT.)	20:1 TSS (FT.)	40:1 TIERS DB (FT.)	62.5:1 OBI DBS (FT.)	
33202	TREE	(4)	79	215	2	-6	45	63	TRIM
33203	TREE	(4)	85	219	4	-4	47	67	TRIM

GENERAL NOTES:

1. A positive number indicates height of penetration, "N/A" indicates the object is not in the surface, and a negative number indicates the clearance height.
2. Objects that only penetrate the 62.5: One-Engine Inoperative (OEI) Obstacle Identification Surface (OIS) are provided for information only.
3. All vehicles operating in the Airport Operations Area (AOA), under direction of the Air Traffic Control (ATC) ground controller, shall be subject with flashing lights or flags as outlined in the current version of FAA AC 150/5210-6D, (PARKING, MARKING, AND LIGHTING OF VEHICLES USED ON AN AIRPORT . . .)
4. An Aeronautical survey was conducted by RRM Consultants and accurate as of September 25, 2011.
5. Horizontal Datum: North American Datum of 1983 (NAD83).
6. Vertical Datum: North American Vertical Datum of 1988 (NAVD88).
7. The disposition listed here is subject to change pending FAA Airspace review of the ALP.
8. Road elevations include traverseway adjustment (23' Railroads | 17' Highways | 15' Public Roads | 10' Private Roads).



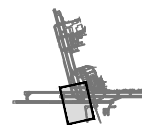
SYMBOL		ITEM		SYMBOL		ITEM	
	BUILDINGS ON-AIRPORT		FENCE		PRECISION APPROACH PATH INDICATOR (PAPI)		THRESHOLD SITING SURFACE (TSS)
	BUILDINGS OFF-AIRPORT		OBSTACLE FREE ZONE (OFZ)		VISUAL APPROACH SLOPE INDICATOR (VASI)		PT 77 APPROACH SURFACE (P7T)
	ROADWAYS AND AUTO PARKING		RUNWAY PROTECTION ZONE (P2P)		RUNWAY END IDENTIFIER LIGHT (REL)		PERMANENT INSTRUMENT APPROACH PROCEDURES (TERPS) DEPARTURE SURFACE
	GRAVEL RUNWAY/ROADWAYS/PARKING		RUNWAY SAFETY AREA (RSA)		I.L.S LOCALIZER ANTENNA		ONE-ENGINE INOPERATIVE (OEI)
	TAXIWAY AND APRON PAVEMENT		OBJECT FREE AREA (OFA)		GLIDESLOPE		OBSTACLE IDENTIFICATION SURFACE (OIS)
	RUNWAY PAVEMENT		BUILDING RESTRICTION LINE (BRL)		MEDIUM-INTENSITY APPROACH LIGHTING SYSTEM (MAL)		LOCALIZER / GLIDESLOPE CRITICAL AREAS
	AIRPORT PROPERTY		PRECISION OBSTACLE FREE ZONE (POFZ)		GLIDESLOPE		LOCALIZER / GLIDESLOPE CRITICAL AREAS
	AIRPORT PROPERTY LINE		HOLD BAR		GLIDESLOPE		LOCALIZER / GLIDESLOPE CRITICAL AREAS
	FUTURE AIRPORT PROPERTY LINE		HELIPAD		GLIDESLOPE		LOCALIZER / GLIDESLOPE CRITICAL AREAS
	DRAINAGE CHANNEL		RAILROAD		GLIDESLOPE		LOCALIZER / GLIDESLOPE CRITICAL AREAS
	40A SECURITY FENCE		WINDSOCK		GLIDESLOPE		LOCALIZER / GLIDESLOPE CRITICAL AREAS




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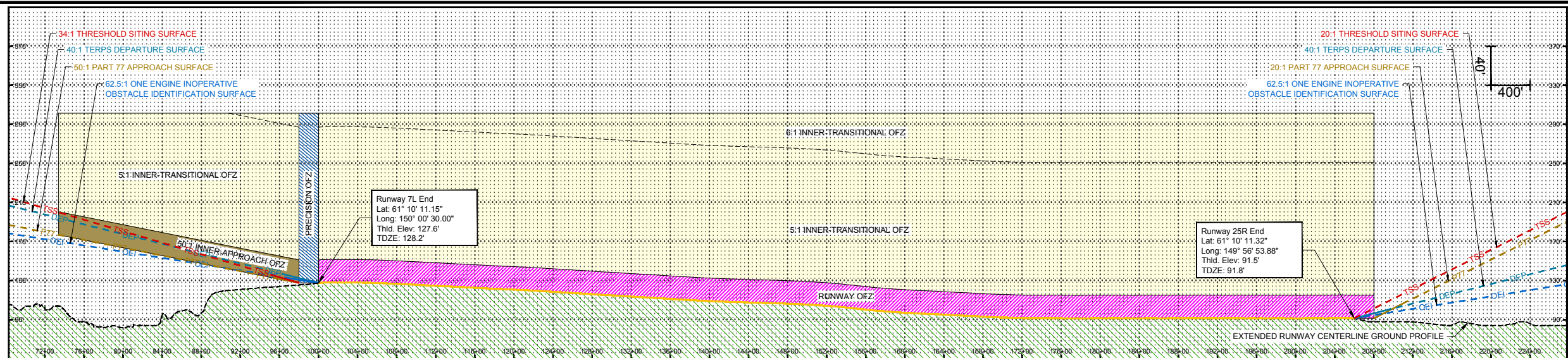
REVISIONS		
DATE	BY	DESCRIPTION
APPROVED		
 John C. Johnson, P.E. Executive, Environmental and Response Reporter		30 April 2015 DATE



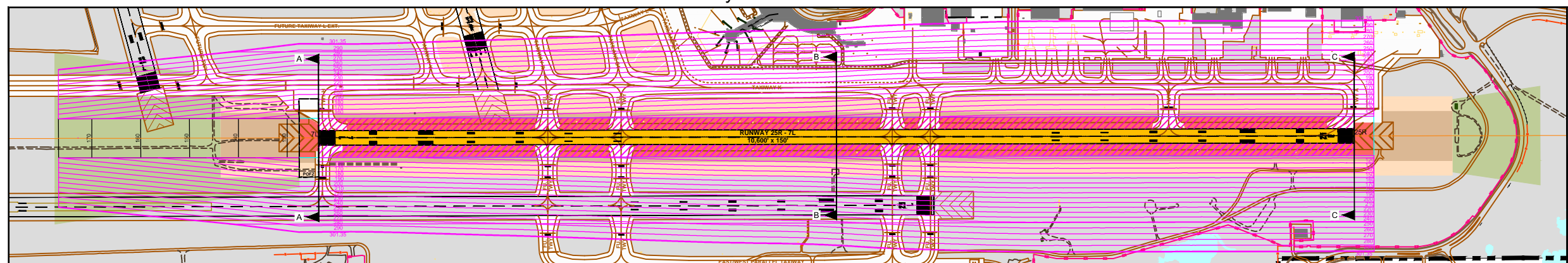
RUNWAY 33L (FUTURE) APPROACH PLAN AND PROFILE

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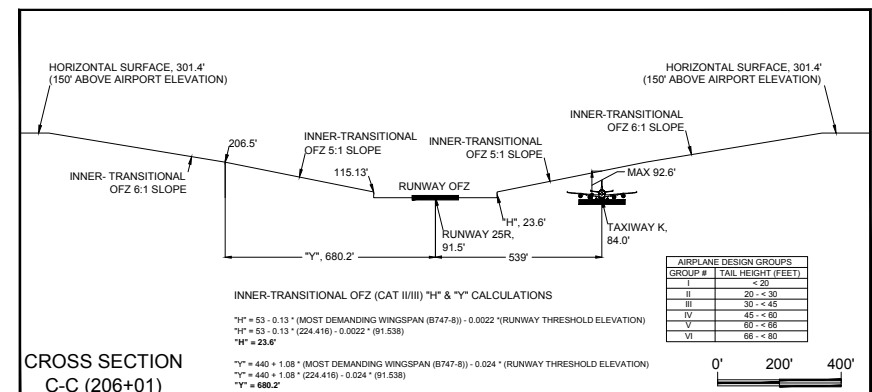
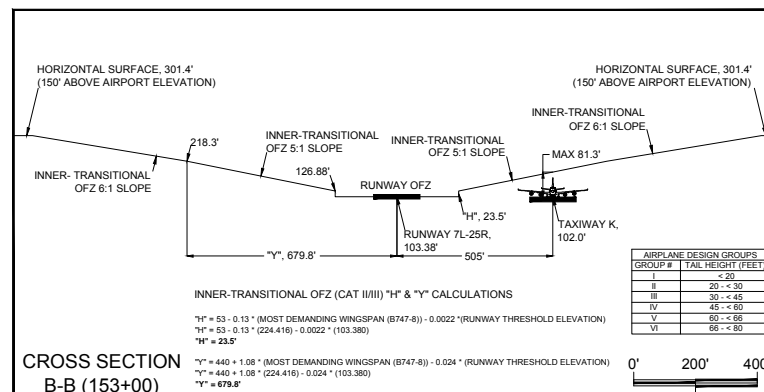
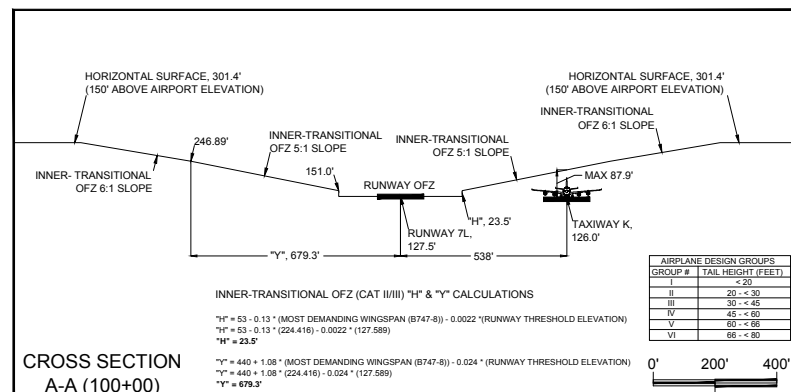
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Runway 7L-25R Profile View



Runway 7L-25R Plan View



LOWEST APPROACH MINIMUMS			
RUNWAY	APPROACH CATEGORY	DECISION HEIGHT (FT)	APPROACH VISIBILITY MINIMUMS (FT)
RUNWAY 7L	CAT II	108	1,200
RUNWAY 25R	Visual	N/A	N/A
RUNWAY 7R	CAT IIb	115	600
RUNWAY 25L	Visual	N/A	N/A
RUNWAY 15	-	401	4,000
RUNWAY 33	Visual	N/A	N/A
RUNWAY 15R (Future)	CAT IIb	115	600
RUNWAY 33L (Future)	Visual	N/A	N/A

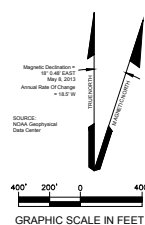
REVISIONS		
DATE	BY	DESCRIPTION

APPROVED _____ 30 April 2015

JOHN C. AFFANCONI, USAF

DATE

LEGEND			
SYMBOL	ITEM	SYMBOL	ITEM
	BUILDINGS ON-AIRPORT		RUNWAY OFZ
	BUILDINGS OFF-AIRPORT		PRECISION OFZ
	ROADWAYS AND AUTO PARKING		INNER-APPROACH OFZ
	TAXIWAY AND APRON PAVEMENT		INNER-TRANSITIONAL OFZ
	RUNWAY PAVEMENT		OFZ CONTOUR (MAJOR)
	AIRPORT PROPERTY		OFZ CONTOUR (MINOR)
	AIRPORT PROPERTY LINE		5:1 TO 6:1 TRANSITION DISTANCE ("T")
	FUTURE AIRPORT PROPERTY LINE		MEDIUM-INTENSITY APPROACH LIGHTING SYSTEM (MALSR)
	OFZ CROSS SECTION		APPROACH LIGHTING WITH SEQUENCED FLASHING LIGHTS (ALSF-2)
			OBSTRUCTION POINT
			NON-OBSTRUCTION POINT OF INTEREST
			EXISTING GROUND AT CENTERLINE PROFILE VIEW



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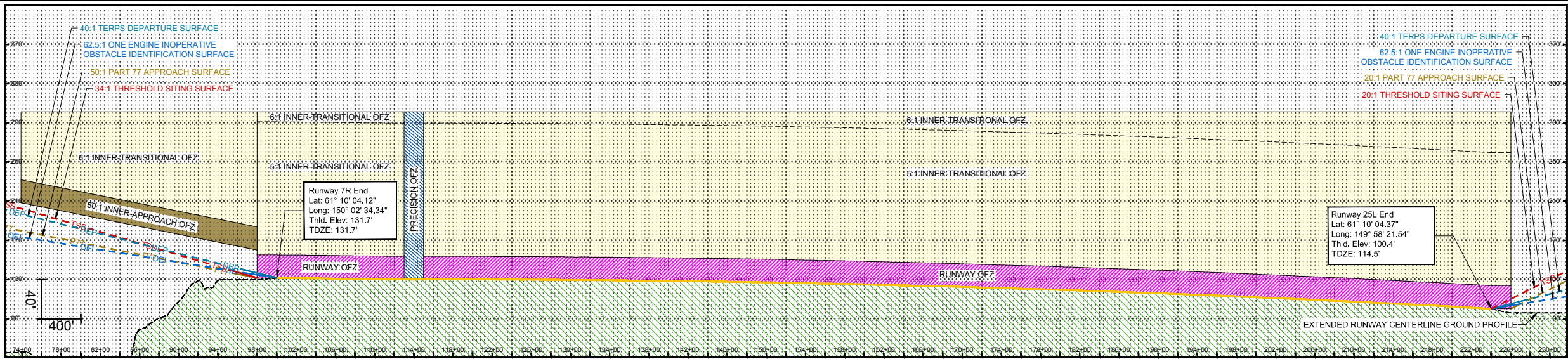
Pat O'Neil AAL-6012 DATE: 5-20-14
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014-AAL-148-NRA



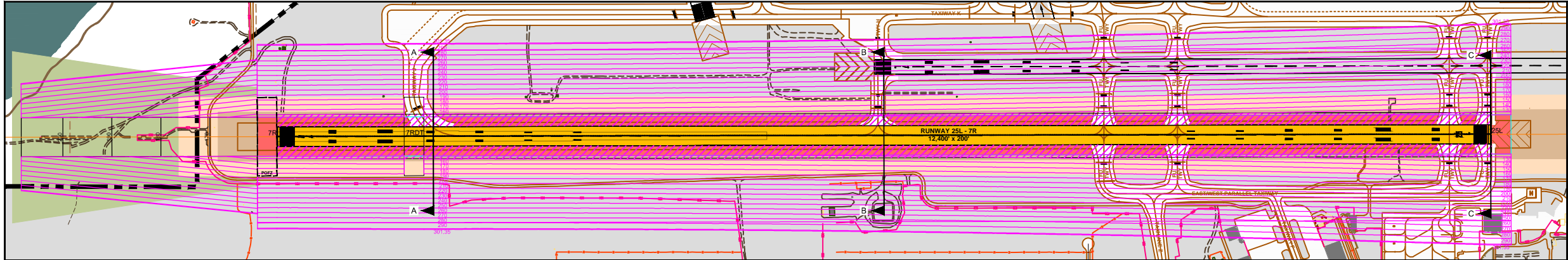
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RAV / NRC	EHP	
SCALE 1"= 400'	DATE 1/2015	

24 of 34

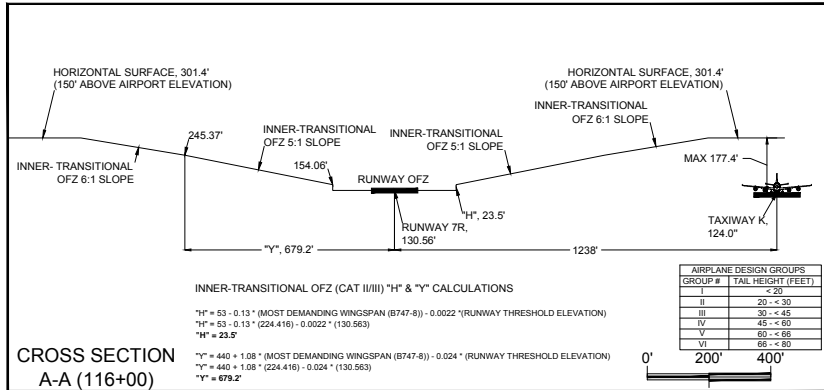
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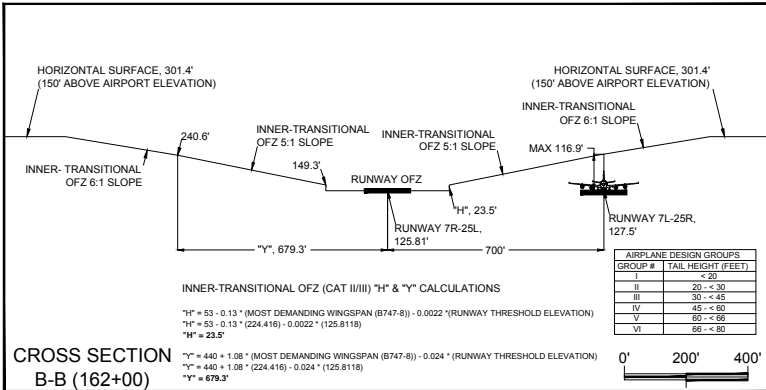
Runway 7R-25L Profile View



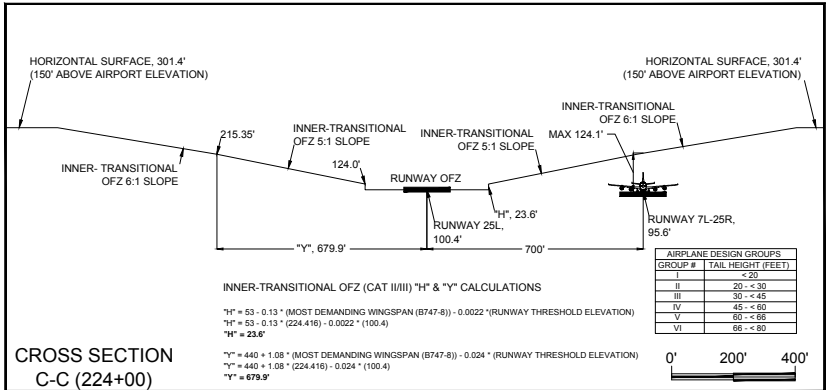
Runway 7R-25L Plan View



CROSS SECTION
A-A (116+00)




CROSS SECTION
B-B (162+00)




















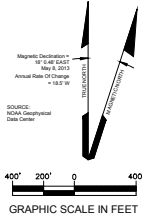
CROSS SECTION
C-C (224+00)

- NOTES:
- Horizontal Datum: North American Datum of 1983 (NAD83).
 - Vertical Datum: North American Vertical Datum of 1988 (NAVD88).

LOWEST APPROACH MINIMUMS			
RUNWAY	APPROACH CATEGORY	DECISION HEIGHT (FT)	APPROACH VISIBILITY MINIMUMS (FT)
RUNWAY 7L	CAT II	108	1,200
RUNWAY 25R	Visual	N/A	N/A
RUNWAY 7R	CAT IIb	115	800
RUNWAY 25L	Visual	N/A	N/A
RUNWAY 15	-	401	4,000
RUNWAY 33	Visual	N/A	N/A
RUNWAY 15R (Future)	CAT IIb	115	800
RUNWAY 33L (Future)	Visual	N/A	N/A

REVISIONS		
DATE	BY	DESCRIPTION
APPROVED:  30 April 2015		
John C. Johnson, P.E., AIA, EIT Engineering, Environmental and Planning Director		

LEGEND			
SYMBOL	ITEM	SYMBOL	ITEM
	BUILDINGS ON-AIRPORT		RUNWAY OFZ
	BUILDINGS OFF-AIRPORT		PRECISION OFZ
	ROADWAYS AND AUTO PARKING		INNER-APPROACH OFZ
	TAXIWAY AND APRON PAVEMENT		INNER-TRANSITIONAL OFZ
	RUNWAY PAVEMENT		OFZ CONTOUR (MAJOR)
	AIRPORT PROPERTY LINE		OFZ CONTOUR (MINOR)
	FUTURE AIRPORT PROPERTY LINE		5:1 TO 6:1 TRANSITION (DISTANCE "Y")
	OFZ CROSS SECTION		MEDIUM-INTENSITY APPROACH LIGHTING SYSTEM (MALSR)
			APPROACH LIGHTING WITH SEQUENCED FLASHING LIGHTS II (ALSF-2)



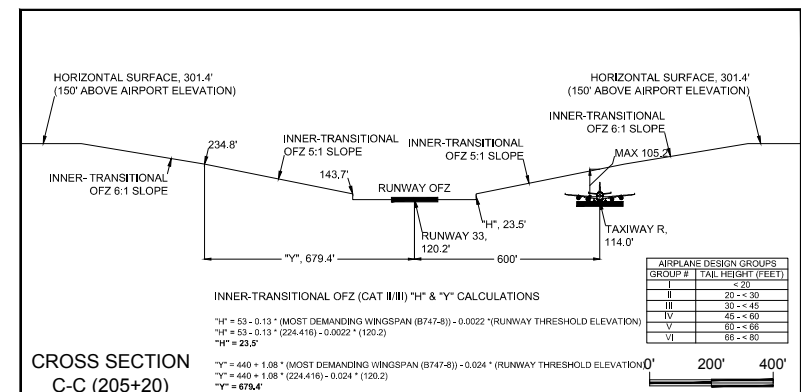
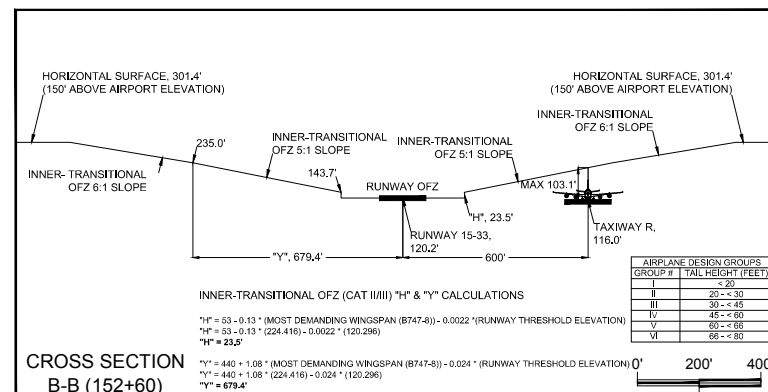
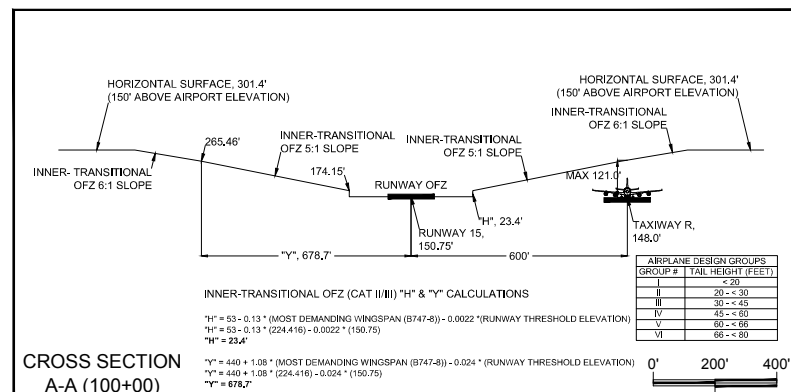
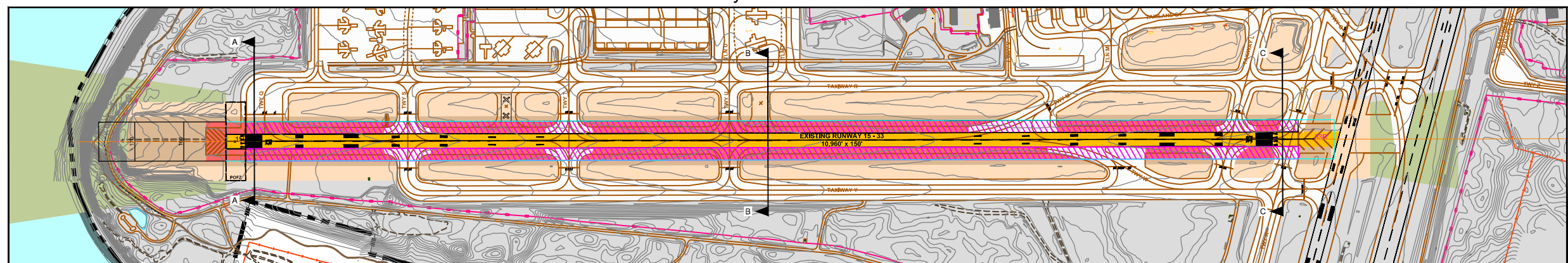
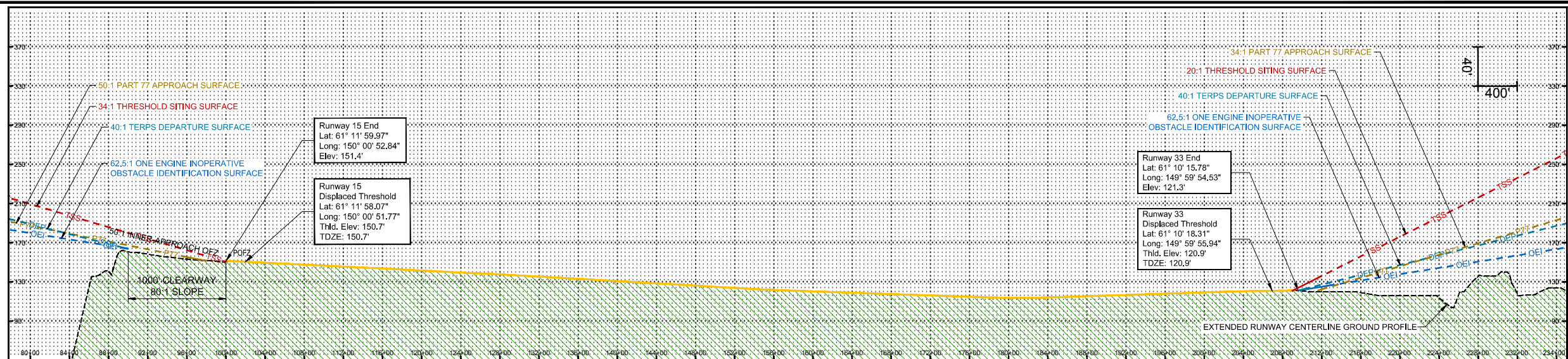
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Pat Deen AAL-1012 DATE: 5-20-15
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014-AAL-148-NRA



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LOWEST APPROACH MINIMUMS			
RUNWAY	APPROACH CATEGORY	DECISION HEIGHT (FT)	APPROACH VISIBILITY MINIMUMS (F)
RUNWAY 7L	CAT II	108	1,200
RUNWAY 25R	Visual	N/A	N/A
RUNWAY 7R	CAT IIb	115	800
RUNWAY 25L	Visual	N/A	N/A
RUNWAY 15	-	401	4,000
RUNWAY 33	Visual	N/A	N/A
RUNWAY 15R (Future)	CAT IIb	115	800
RUNWAY 33L (Future)	Visual	N/A	N/A

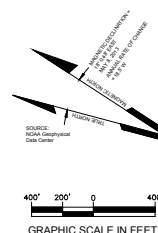
REVISIONS		
DATE	BY	DESCRIPTION

APPROVED _____

30 April 2015

DATE

LEGEND					
SYMBOL	ITEM	SYMBOL	ITEM	SYMBOL	ITEM
	BUILDINGS ON-AIRPORT		RUNWAY OFZ		OBSTRUCTION POINT
	BUILDINGS OFF-AIRPORT		PRECISION OFZ		NON-OBSTRUCTION POINT OF INTEREST
	ROADWAYS AND AUTO PARKING		INNER-APPROACH OFZ		EXISTING GROUND AT CENTERLINE PROFILE VIEW
	TAXIWAY AND APRON PAVEMENT		INNER-TRANSITIONAL OFZ		
	RUNWAY PAVEMENT		OFZ CONTOUR (MAJOR)		
	AIRPORT PROPERTY		OFZ CONTOUR (MINOR)		
	AIRPORT PROPERTY LINE		5:1 TO 6:1 TRANSITION (DISTANCE "Y")		
	OFZ CROSS SECTION		MEDIUM-INTENSITY APPROACH LIGHTING SYSTEM (MALSR)		
			APPROACH LIGHTING WITH SEQUENCED FLASHING LIGHTS II (ALSF-2)		

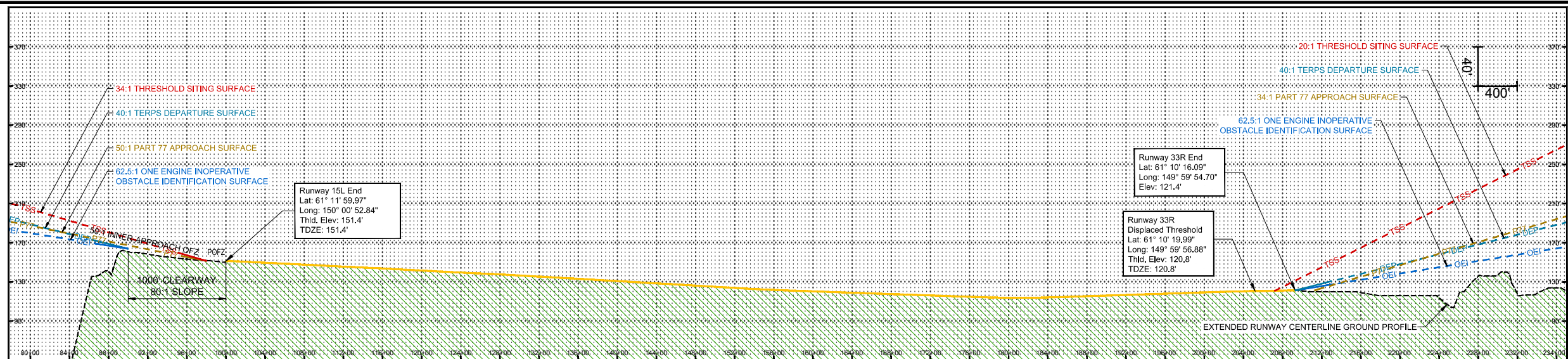


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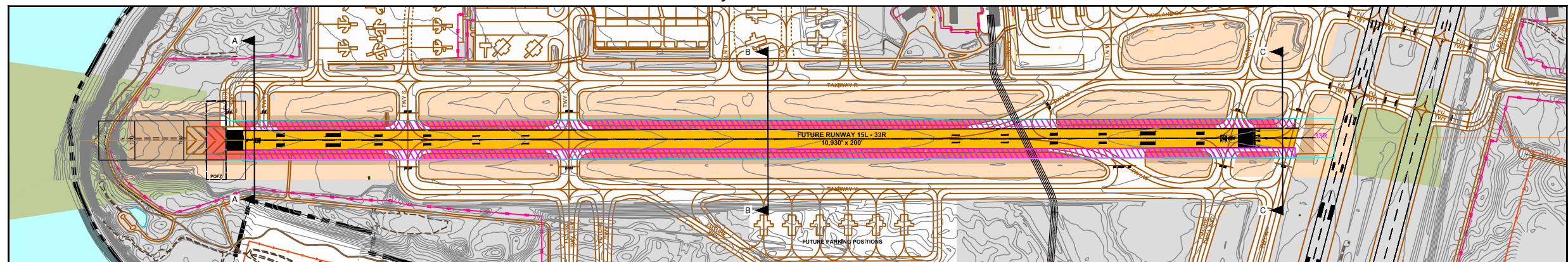
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Pat Olin AAL-6012 DATE: 5-20-14
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014-AAL-148-NRA

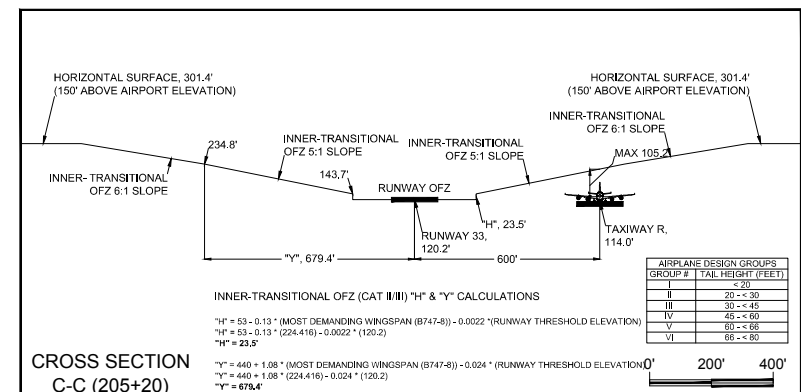
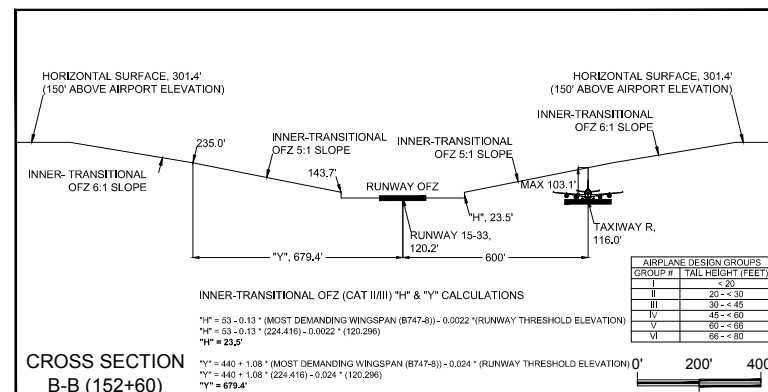
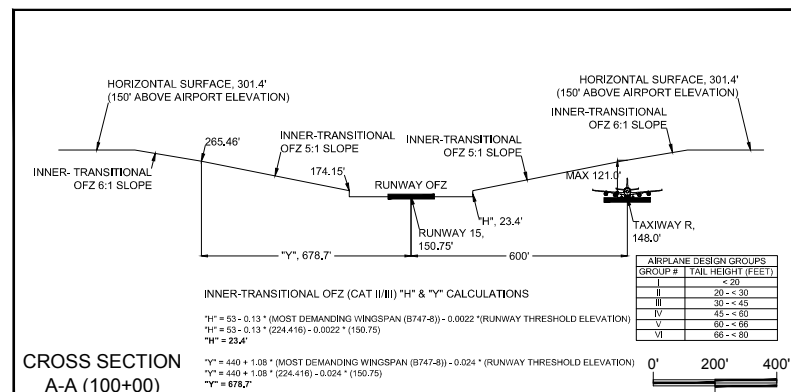
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Runway 15L-33R Profile View



Runway 15L-33R Plan View



LOWEST APPROACH MINIMUMS			
RUNWAY	APPROACH CATEGORY	DECISION HEIGHT (FT)	APPROACH VISIBILITY MINIMUMS (FT)
RUNWAY 7L	CAT II	108	1,200
RUNWAY 25R	Visual	N/A	N/A
RUNWAY 7R	CAT IIb	115	800
RUNWAY 25L	Visual	N/A	N/A
RUNWAY 15	-	401	4,000
RUNWAY 33	Visual	N/A	N/A
RUNWAY 15R (Future)	CAT IIb	115	800
RUNWAY 33L (Future)	Visual	N/A	N/A

REVISIONS		
DATE	BY	DESCRIPTION

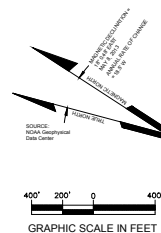
APPROVED _____

JOHN C. APARIMON (PLEASE SIGN)

30 April 2015

DATE

LEGEND			
SYMBOL	ITEM	SYMBOL	ITEM
	BUILDINGS ON-AIRPORT		RUNWAY OFZ
	BUILDINGS OFF-AIRPORT		PRECISION OFZ
	ROADWAYS AND AUTO PARKING		INNER-APPROACH OFZ
	TAXIWAY AND APRON PAVEMENT		INNER-TRANSITIONAL OFZ
	RUNWAY PAVEMENT		150'
	AIRPORT PROPERTY		OFZ CONTOUR (MAJOR)
	AIRPORT PROPERTY LINE		OFZ CONTOUR (MINOR)
	FUTURE AIRPORT PROPERTY LINE		5:1 TO 6:1 TRANSITION DISTANCE (75')
	OFZ CROSS SECTION		MEDIUM-INTENSITY APPROACH LIGHTING SYSTEM (MALSR)
			APPROACH LIGHTING WITH SEQUENCED FLASHING LIGHTS II (ALSF-2)
			OBSTRUCTION POINT
			NON-OBSTRUCTION POINT OF INTEREST
			EXISTING GROUND AT CENTERLINE PROFILE VIEW



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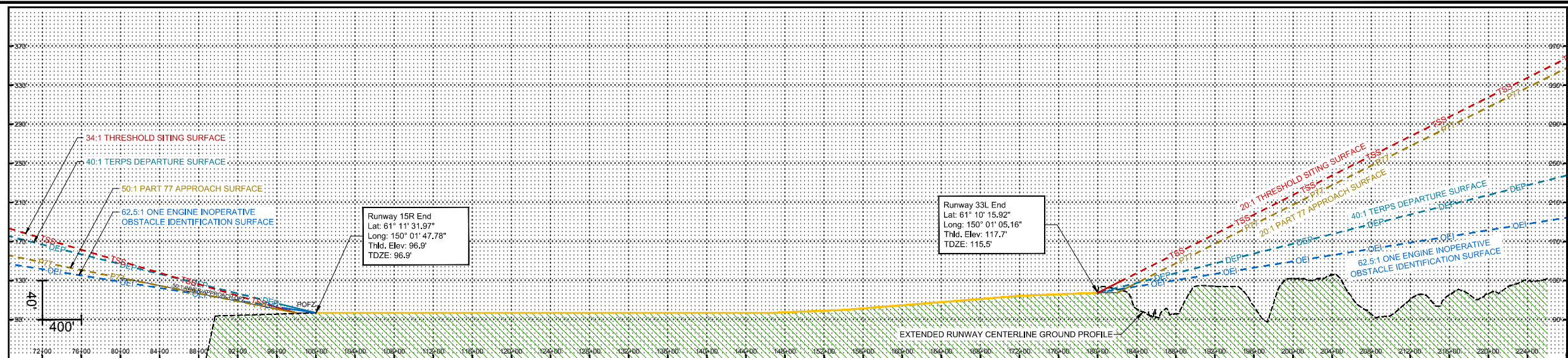
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Pat O'Neil AAL-6012 DATE: 5-20-15
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014-AAL-148-NRA

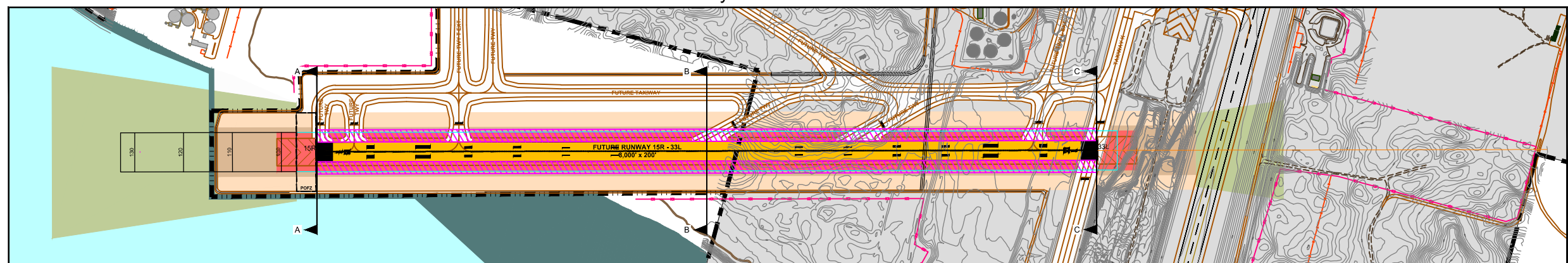


RUNWAY 15L-33R
OBSTACLE FREE ZONE - FUTURE

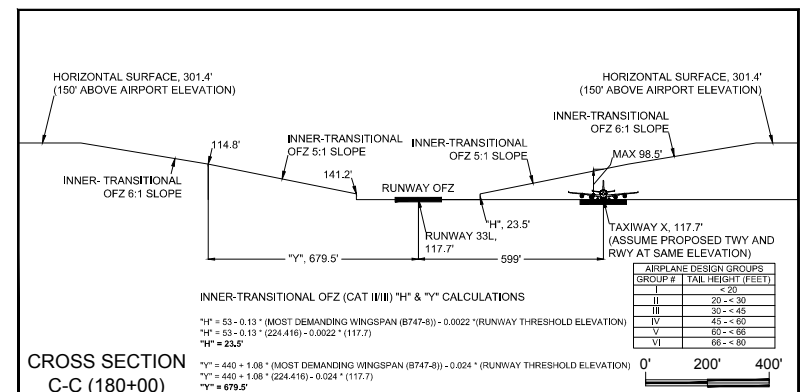
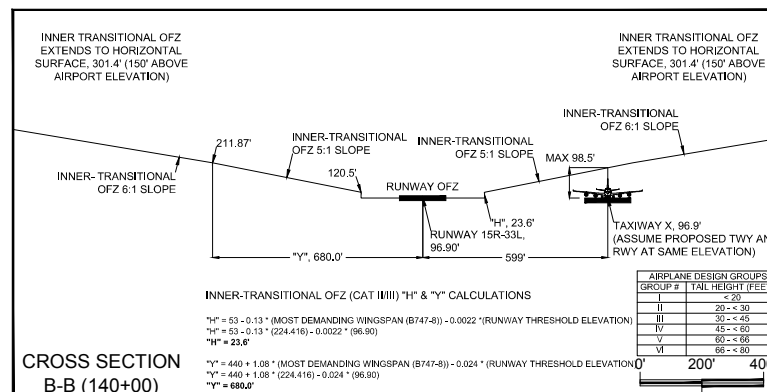
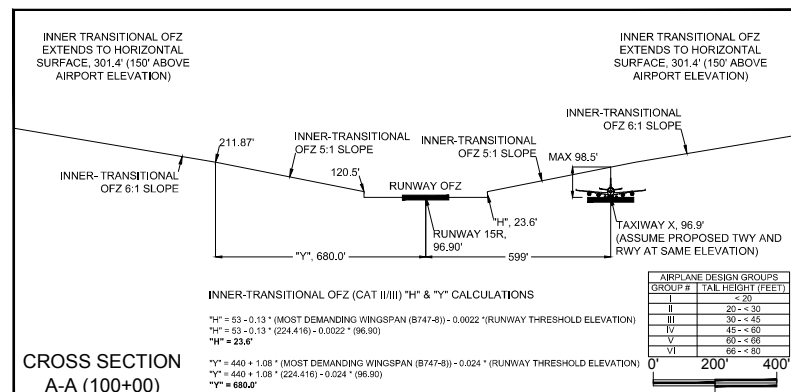
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Runway 15R-33L Profile View



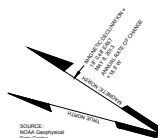
Runway 15R-33L Plan View



LOWEST APPROACH MINIMUMS			
RUNWAY	APPROACH CATEGORY	DECISION HEIGHT (FT)	APPROACH VISIBILITY MINIMUMS (FT)
RUNWAY 7L	CAT II	108	1,200
RUNWAY 25R	Visual	N/A	N/A
RUNWAY 7R	CAT IIb	115	600
RUNWAY 25L	Visual	N/A	N/A
RUNWAY 15	-	401	4,000
RUNWAY 33	Visual	N/A	N/A
RUNWAY 15R (Future)	CAT IIb	115	600
RUNWAY 33L (Future)	Visual	N/A	N/A

REVISIONS		
DATE	BY	DESCRIPTION
APPROVED		
 John C. Aramian, FLS-AE		30 April 2015 DATE

LEGEND			
SYMBOL	ITEM	SYMBOL	ITEM
	BUILDINGS ON-AIRPORT		RUNWAY OFZ
	BUILDINGS OFF-AIRPORT		PRECISION OFZ
	ROADWAYS AND AUTO PARKING		INNER-APPROACH OFZ
	TAXIWAY AND APRON PAVEMENT		INNER-TRANSITIONAL OFZ
	RUNWAY PAVEMENT		150'
	AIRPORT PROPERTY		OFZ CONTOUR (MAJOR)
	AIRPORT PROPERTY LINE		OFZ CONTOUR (MINOR)
	FUTURE AIRPORT PROPERTY LINE		5:1 TO 6:1 TRANSITION DISTANCE ("T")
	OFZ CROSS SECTION		MEDIUM-INTENSITY APPROACH LIGHTING SYSTEM (MALSR)
			APPROACH LIGHTING WITH SEQUENCED FLASHING LIGHTS (ALSF-2)
			15100 OBSTRUCTION POINT
			12" NON-OBSTRUCTION POINT OF INTEREST
			EXISTING GROUND AT CENTERLINE PROFILE VIEW



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Pat Olin AAL-612 DATE: 5-20-10
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014-AAL-148-NRA



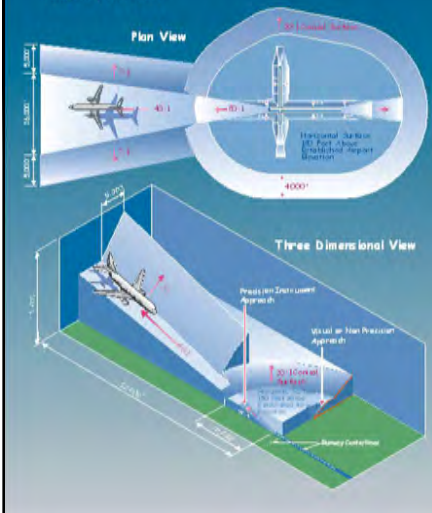
RUNWAY 15R-33L (FUTURE)
OBSTACLE FREE ZONE

DRAWN RA / NRC	CHECKED EHP
SCALE 1"= 400'	DATE 1/2015

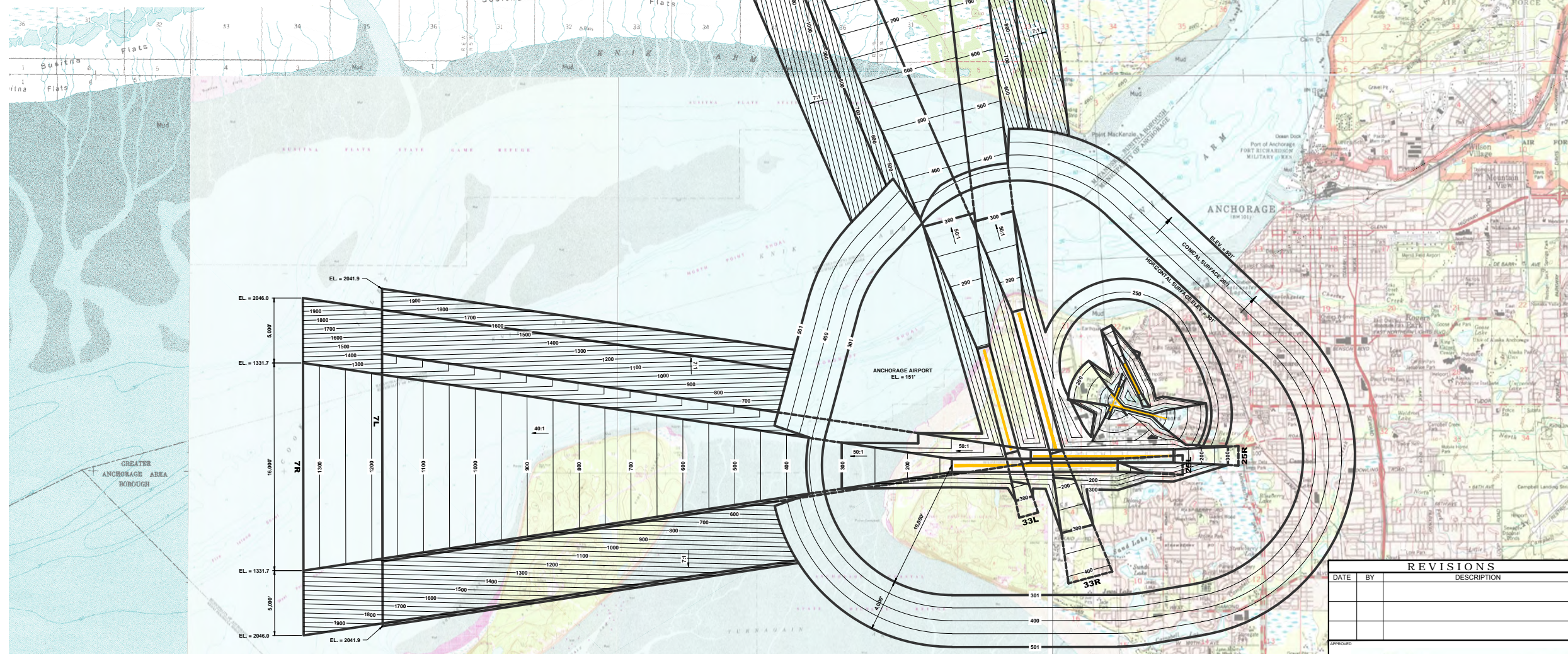
DWG NO.



28 of 34

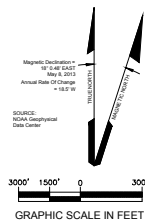
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77.19 Civil Airport
Imaginary Surfaces

OBSTRUCTION TABLE							
OBJECT NO.	OBJECT DESCRIPTION	GROUND SURFACE ELEVATION (FT.)	OBJECT TOP ELEVATION (FT.)	PART 77 SURFACE ELEVATION (FT.)	PART 77 CLEARANCE (+ PENETRATE) (- CLEAR)	PART 77 SURFACE PENETRATION	PROPOSED DISPOSITION
SEE SHEET 28 FOR PART 77 OBSTRUCTION TABLE							



LEGEND	
SYMBOL	ITEM
	RUNWAY PAVEMENT
	50' PART 77 CONTOURS



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Pat Olin AAL-6012 DATE: 5-20-14
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014-AAL-148-NRA



REVISIONS		
DATE	BY	DESCRIPTION

APPROVED _____ 30 April 2015

John C. Arnesen/PLAASE _____ DATE _____

AIRPORT AIRSPACE DRAWING PART 77 SURFACES - OUTER

DRAWN TJM	CHECKED EHP
SCALE 1" = 3000'	DATE 1/2015

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OBSTRUCTION TABLE

OBJECT NO.	OBJECT DESCRIPTION	GROUND SURFACE ELEVATION (FT.)	OBJECT TOP ELEVATION (FT.)	PART 77 SURFACE ELEVATION (FT.)	PART 77 CLEARANCE (+ PENETRATE) (- CLEAR)	PART 77 SURFACE PENETRATION	PROPOSED DISPOSITION
02-00020	TOWER	101	495	369	126	CONICAL	NONE
02-00019	TOWER	73	249	223	26	HORIZONTAL	OBSTRUCTION LIGHT
02-00028	POLE	275	356	301	55	HORIZONTAL	LOWER
02-00029	TOWER	169	291	264	27	TRANSITIONAL	NONE
02-000248	CTRL TWR	79	277	223	54	HORIZONTAL	NONE
02-000628	BLDG-TWR	82	197	178	19	TRANSITIONAL	OBSTRUCTION LIGHT
02-000629	BLDG-TWR	84	197	179	18	TRANSITIONAL	OBSTRUCTION LIGHT
02-020304	TOWER	250	302	301	1	HORIZONTAL	OBSTRUCTION LIGHT
02-020469	TOWER	120	178	124	54	PRIMARY	FIXED NAVIGATIONAL USE
02-020460	TOWER	121	175	125	50	PRIMARY	FIXED NAVIGATIONAL USE
02-020461	POLE	148	164	131	33	PRIMARY	LOWER
02-020466	POLE	102	126	104	22	PRIMARY	LOWER
02-020467	SIGN	109	125	108	17	PRIMARY	LOWER
02-020468	NAVAID	115	129	111	18	PRIMARY	FIXED NAVIGATIONAL USE
02-020470	POLE	133	161	147	14	PRIMARY	FIXED NAVIGATIONAL USE
02-020471	TOWER	143	194	147	47	PRIMARY	FIXED NAVIGATIONAL USE
02-020473	TOWER	173	230	179	51	TRANSITIONAL	FIXED NAVIGATIONAL USE
02-020474	BUILDING	109	179	145	34	TRANSITIONAL	OBSTRUCTION LIGHT
02-020476	TOWER	305	397	301	96	HORIZONTAL	OBSTRUCTION LIGHT
02-020481	POLE	88	107	95	12	PRIMARY	FIXED NAVIGATIONAL USE
02-020496	POLE	79	158	145	11	TRANSITIONAL	LOWER
02-020502	POLE	80	154	146	8	TRANSITIONAL	LOWER
02-020507	POLE	99	104	101	3	PRIMARY	FIXED NAVIGATIONAL USE
02-020508	SIGN	97	108	101	7	PRIMARY	FIXED NAVIGATIONAL USE
02-020520	POLE	102	114	106	8	PRIMARY	FIXED NAVIGATIONAL USE
02-020522	NAVAID	105	111	106	5	PRIMARY	FIXED NAVIGATIONAL USE
02-020523	SIGN	101	110	106	4	PRIMARY	FIXED NAVIGATIONAL USE
02-020525	POLE	105	120	107	13	PRIMARY	FIXED NAVIGATIONAL USE
02-020527	NAVAID	103	118	108	10	PRIMARY	FIXED NAVIGATIONAL USE
02-020534	SIGN	111	121	120	1	PRIMARY	FIXED NAVIGATIONAL USE
02-020538	NAVAID	113	122	121	1	PRIMARY	FIXED NAVIGATIONAL USE
02-020539	NAVAID	116	124	121	3	PRIMARY	FIXED NAVIGATIONAL USE
02-020540	NAVAID	117	125	121	4	PRIMARY	FIXED NAVIGATIONAL USE
02-020541	SIGN	115	125	122	3	PRIMARY	FIXED NAVIGATIONAL USE
02-020542	POLE	114	124	121	3	PRIMARY	FIXED NAVIGATIONAL USE
02-020543	SIGN	115	124	122	2	PRIMARY	FIXED NAVIGATIONAL USE
02-020544	NAVAID	117	124	121	3	RWY 33R APP	FIXED NAVIGATIONAL USE
02-020545	SIGN	118	126	121	5	RWY 33R APP	FIXED NAVIGATIONAL USE
02-020546	SIGN	115	125	121	4	PRIMARY	FIXED NAVIGATIONAL USE
02-020547	SIGN	116	126	121	5	PRIMARY	FIXED NAVIGATIONAL USE
02-020548	SIGN	117	125	121	4	PRIMARY	FIXED NAVIGATIONAL USE
02-020549	SIGN	118	125	121	4	PRIMARY	FIXED NAVIGATIONAL USE
02-020550	SIGN	118	127	121	6	PRIMARY	FIXED NAVIGATIONAL USE
02-020551	NAVAID	114	124	123	1	PRIMARY	FIXED NAVIGATIONAL USE
02-020552	NAVAID	117	125	123	2	PRIMARY	FIXED NAVIGATIONAL USE
02-020553	SIGN	115	122	121	1	PRIMARY	FIXED NAVIGATIONAL USE
02-020554	POLE	119	145	113	32	PRIMARY	FIXED NAVIGATIONAL USE
02-020555	SIGN	116	125	124	1	PRIMARY	FIXED NAVIGATIONAL USE
02-020556	SIGN	117	127	124	3	PRIMARY	FIXED NAVIGATIONAL USE
02-020557	SIGN	118	127	124	3	PRIMARY	FIXED NAVIGATIONAL USE
02-020559	NAVAID	120	174	124	50	PRIMARY	FIXED NAVIGATIONAL USE
02-020560	SIGN	120	129	124	5	PRIMARY	FIXED NAVIGATIONAL USE
02-020561	NAVAID	120	135	114	21	PRIMARY	FIXED NAVIGATIONAL USE
02-020564	POLE	119	129	126	3	PRIMARY	FIXED NAVIGATIONAL USE

OBJECT NO.	OBJECT DESCRIPTION	GROUND SURFACE ELEVATION (FT.)	OBJECT TOP ELEVATION (FT.)	PART 77 SURFACE ELEVATION (FT.)	PART 77 CLEARANCE (+ PENETRATE) (- CLEAR)	PART 77 SURFACE PENETRATION	PROPOSED DISPOSITION
02-020565	SIGN	121	128	127	1	PRIMARY	FIXED NAVIGATIONAL USE
02-020566	SIGN	119	129	127	2	PRIMARY	FIXED NAVIGATIONAL USE
02-020567	SIGN	119	128	127	1	PRIMARY	FIXED NAVIGATIONAL USE
02-020574	NAVAID	121	131	128	3	RWY 7L APP	FIXED NAVIGATIONAL USE
02-020577	POLE	120	130	117	13	PRIMARY	LOWER
02-020580	POLE	119	145	118	27	PRIMARY	FIXED NAVIGATIONAL USE
02-020581	SIGN	119	131	119	12	PRIMARY	FIXED NAVIGATIONAL USE
02-020582	SIGN	121	132	122	10	PRIMARY	FIXED NAVIGATIONAL USE
02-020583	SIGN	121	131	124	7	PRIMARY	FIXED NAVIGATIONAL USE
02-020584	POLE	120	148	124	24	PRIMARY	FIXED NAVIGATIONAL USE
02-020585	NAVAID	118	142	126	16	TRANSITIONAL	FIXED NAVIGATIONAL USE
02-020586	POLE	121	131	125	6	PRIMARY	FIXED NAVIGATIONAL USE
02-020587	NAVAID	119	151	125	26	PRIMARY	FIXED NAVIGATIONAL USE
02-020588	NAVAID	121	136	125	11	PRIMARY	FIXED NAVIGATIONAL USE
02-020590	SIGN	123	131	127	4	PRIMARY	FIXED NAVIGATIONAL USE
02-020591	FENCE	158	173	160	13	TRANSITIONAL	REMOVE / RELOCATE
02-020592	POLE	240	276	251	25	TRANSITIONAL	FIXED NAVIGATIONAL USE
02-020593	POLE	241	269	257	12	TRANSITIONAL	FIXED NAVIGATIONAL USE
02-020594	NAVAID	113	174	129	45	PRIMARY	FIXED NAVIGATIONAL USE
02-020595	POLE	221	232	225	7	TRANSITIONAL	LOWER
02-020596	NAVAID	120	135	130	5	PRIMARY	FIXED NAVIGATIONAL USE
02-020597	NAVAID	124	135	132	3	PRIMARY	FIXED NAVIGATIONAL USE
02-020599	NAVAID	124	134	132	2	PRIMARY	FIXED NAVIGATIONAL USE
02-020601	FENCE	153	166	146	20	TRANSITIONAL	REMOVE / RELOCATE
02-020602	FENCE	154	168	137	31	RWY 7R APP	REMOVE / RELOCATE
02-020671	SIGN	102	111	100	11	PRIMARY	FIXED NAVIGATIONAL USE
02-020672	POLE	105	117	106	11	TRANSITIONAL	LOWER
02-020673	POLE	103	116	106	10	TRANSITIONAL	LOWER
02-020675	FENCE	113	125	122	3	TRANSITIONAL	REMOVE
02-020676	FENCE	116	131	122	9	TRANSITIONAL	REMOVE
02-020677	FENCE	117	132	122	10	TRANSITIONAL	REMOVE
02-020678	POLE	99	127	103	14	PRIMARY	FIXED NAVIGATIONAL USE
02-020679	NAVAID	102	126	103	23	PRIMARY	FIXED NAVIGATIONAL USE
02-020680	FENCE	116	132	123	9	TRANSITIONAL	REMOVE
02-020682	POLE	105	111	104	7	PRIMARY	FIXED NAVIGATIONAL USE
02-020686	POLE	121	161	157	4	TRANSITIONAL	LOWER
02-020687	POLE	113	124	117	7	TRANSITIONAL	LOWER
02-020694	SIGN	108	117	109	8	TRANSITIONAL	LOWER
02-020695	POLE	109	116	106	10	PRIMARY	FIXED NAVIGATIONAL USE
02-020696	NAVAID	109	118	117	1	TRANSITIONAL	FIXED NAVIGATIONAL USE
02-020698	SIGN	108	119	106	13	PRIMARY	FIXED NAVIGATIONAL USE
02-020700	POLE	106	121	112	9	TRANSITIONAL	FIXED NAVIGATIONAL USE
02-020705	POLE	107	120	108	12	PRIMARY	FIXED NAVIGATIONAL USE
02-020710	FENCE	122	139	124	15	TRANSITIONAL	REMOVE
02-020711	NAVAID	113	135	110	25	PRIMARY	FIXED NAVIGATIONAL USE
02-020712	FENCE	125	139	122	17	TRANSITIONAL	REMOVE
02-020713	FENCE	125	137	122	15	TRANSITIONAL	REMOVE / RELOCATE
02-020714	FENCE	126	139	122	17	TRANSITIONAL	REMOVE / RELOCATE
02-020715	FENCE	127	140	123	17	TRANSITIONAL	REMOVE / RELOCATE
02-020716	FENCE	124	139	123	16	TRANSITIONAL	REMOVE / RELOCATE
02-020717	FENCE	122	141	124	17	TRANSITIONAL	REMOVE / RELOCATE
02-020718	FENCE	128	141	124	17	TRANSITIONAL	REMOVE / RELOCATE
02-020719	FENCE	127	141	125	16	TRANSITIONAL	REMOVE / RELOCATE
02-020720	FENCE	125	141	125	16	TRANSITIONAL	REMOVE / RELOCATE

OBJECT NO.	OBJECT DESCRIPTION	GROUND SURFACE ELEVATION (FT.)	OBJECT TOP ELEVATION (FT.)	PART 77 SURFACE ELEVATION (FT.)	PART 77 CLEARANCE (+ PENETRATE) (- CLEAR)	PART 77 SURFACE PENETRATION	PROPOSED DISPOSITION
02-020721	FENCE	117	139	125	14	TRANSITIONAL	REMOVE / RELOCATE
02-020724	POLE	105	117	108	9	TRANSITIONAL	LOWER
02-020753	POLE	109	136	123	13	PRIMARY	FIXED NAVIGATIONAL USE
02-020754	NAVAID	105	128	127	1	PRIMARY	FIXED NAVIGATIONAL USE
02-020787	FENCE	167	188	184	4	TRANSITIONAL	REMOVE
02-020804	FENCE	161	184	163	21	TRANSITIONAL	REMOVE / RELOCATE
02-020805	NAVAID	137	158	147	11	TRANSITIONAL	FIXED NAVIGATIONAL USE
02-020806	NAVAID	138	161	147	14	PRIMARY	FIXED NAVIGATIONAL USE
02-020808	POLE	136	192	191	1	TRANSITIONAL	LOWER
02-020809	FENCE	146	163	161	2	TRANSITIONAL	REMOVE / RELOCATE
02-020811	FENCE	148	164	158	6	TRANSITIONAL	REMOVE / RELOCATE
02-020812	FENCE	144	159	156	3	TRANSITIONAL	REMOVE / RELOCATE
02-020813	POLE	141	150	149	1	PRIMARY	LOWER
02-020816	FENCE	141	160	153	7	TRANSITIONAL	REMOVE / RELOCATE
02-020817	FENCE	141	159	150	9	PRIMARY	REMOVE / RELOCATE
02-020818	SIGN	139	154	151	3	PRIMARY	LOWER
02-020819	NAVAID	142	157	151	6	PRIMARY	FIXED NAVIGATIONAL USE
02-020820	NAVAID	146	152	151	1	PRIMARY	FIXED NAVIGATIONAL USE
02-020825	NAVAID	148	155	154	1	RWY 15L APP	FIXED NAVIGATIONAL USE
02-020835	TOWER	121	227	221	6	TRANSITIONAL	OBSTRUCTION LIGHT
02-020859	NAVAID	173	230	179	51	TRANSITIONAL	FIXED NAVIGATIONAL USE
02-020863	POLE	111	190	184	6	TRANSITIONAL	LOWER
02-020880	TOWER	246	317	301	16	HORIZONTAL	OBSTRUCTION LIGHT
02-020896	POLE	316	343	301	42	HORIZONTAL	LOWER
02-020897	NAVAID	332	397	301	96	HORIZONTAL	FIXED NAVIGATIONAL USE
02-020898	POLE	271	303	301	2	HORIZONTAL	LOWER
02-020899	T-L TOWER	268	308	301	7	HORIZONTAL	OBSTRUCTION LIGHT
02-020900	POLE	317	347	301	46	HORIZONTAL	LOWER
02-020901	T-L TOWER	269	305	301	4	HORIZONTAL	OBSTRUCTION LIGHT
02-020902	T-L TOWER	272	310	301	9	HORIZONTAL	OBSTRUCTION LIGHT
02-020903	T-L TOWER	289	329	301	28	HORIZONTAL	OBSTRUCTION LIGHT
02-020904	POLE	273	310	301	9	HORIZONTAL	LOWER
02-020905	POLE	278	309	301	8	HORIZONTAL	LOWER
02-020906	T-L TOWER	285	325	301	24	HORIZONTAL	OBSTRUCTION LIGHT
02-020907	POLE	289	325	301	24	HORIZONTAL	LOWER
02-020908	T-L TOWER	279	306	301	5	HORIZONTAL	OBSTRUCTION LIGHT
02-020909	T-L TOWER	278	307	301	6	HORIZONTAL	OBSTRUCTION LIGHT
02-020910	POLE	276	304	301	3	HORIZONTAL	LOWER
02-020911	POLE	278	306	301	5	HORIZONTAL	LOWER
02-020912	POLE	285	316	301	15	HORIZONTAL	LOWER
02-020913	BUILDING	261	302	301	1	HORIZONTAL	NONE
02-020915	POLE	277	304	301	3	HORIZONTAL	LOWER
02-020916	POLE	289	312	301	11	HORIZONTAL	LOWER
02-020917	BUILDING	270	306	301	5	HORIZONTAL	NONE
02-020919	BUILDING	275	309	301	8	HORIZONTAL	NONE
02-020920	POLE	279	311	301	10	HORIZONTAL	LOWER
02-020921	BUILDING	280	317	301	16	HORIZONTAL	NONE
02-020922	TOWER	304	344	301	43	HORIZONTAL	OBSTRUCTION LIGHT
02-020924	POLE	285	316	301	15	HORIZONTAL	LOWER
02-020925	POLE	277	311	301	10	HORIZONTAL	LOWER
02-020926	POLE	275	305	301	4	HORIZONTAL	LOWER
02-020927	POLE	285	316	301	15	HORIZONTAL	LOWER

1. Object location and elevations obtained from FAA Digital Obstacle File (DOF) (reflects changes from Sept. 16, 2013 to Nov. 10, 2013).
2. Recommended clearances: 23' Railroads | 17' Highways | 15' Public Roads | 10' Private Roads.
3. The disposition listed here is subject to change pending FAA Airspace Review of the ALP.



RS&H California, Inc.
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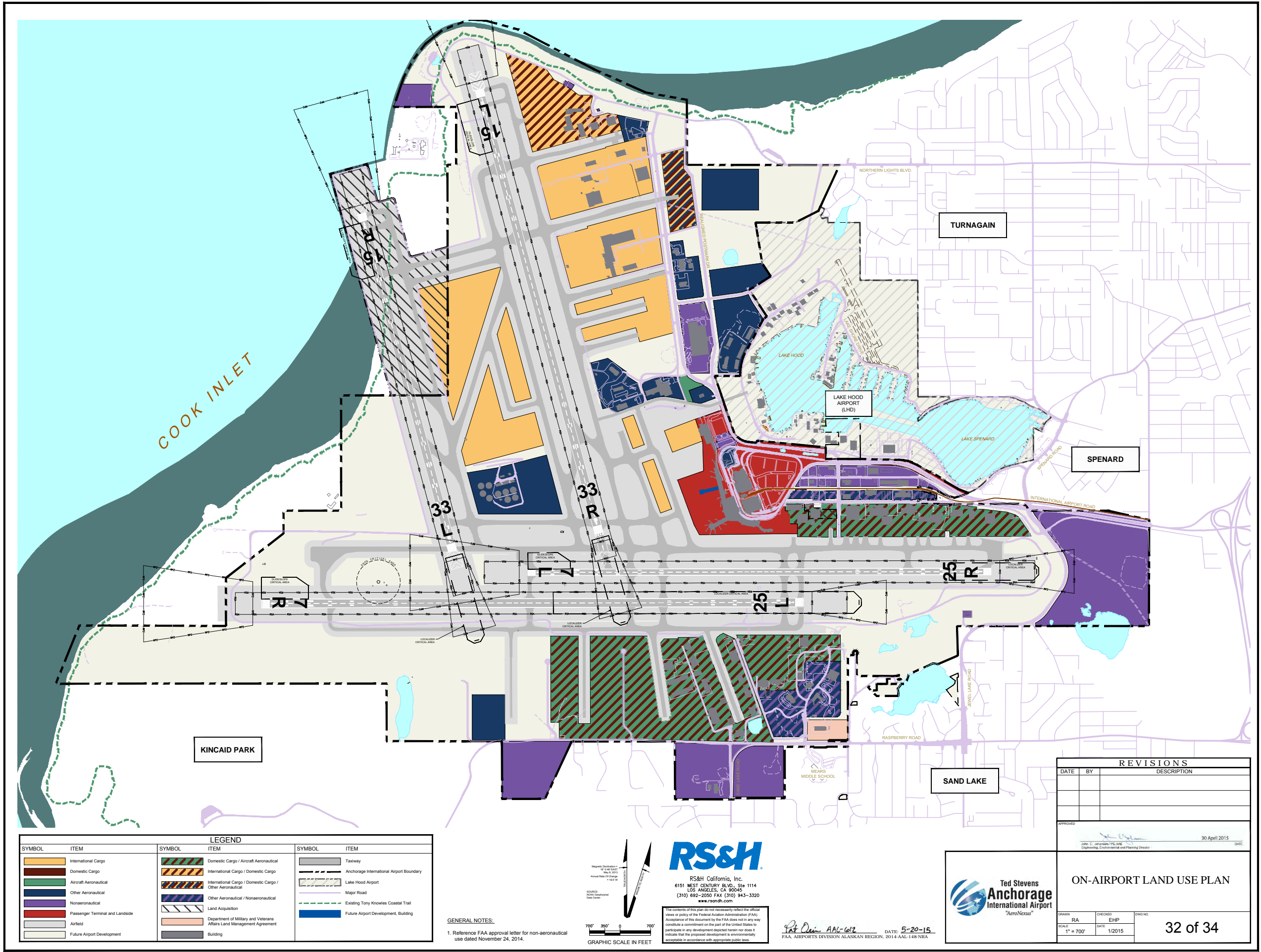
The contents of this plan do not necessarily reflect the official views or policy of the Federal Aviation Administration (FAA).
Acceptance of this document by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

DATE: 5-20-15
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014 AAL-148-NRA



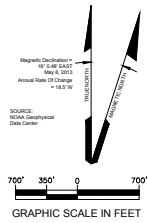
REVISIONS			
DATE	BY	DESCRIPTION	
APPROVED			
		30 April 2015	
JOHN C. ALDRIDGE, P.E., AIA		DATE:	
Engineering, Environmental and Planning Director			
AIRPORT AIRSPACE TABLE - PART 77 SURFACES INNER			

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LEGEND			
SYMBOL	ITEM	SYMBOL	ITEM
	International Cargo		Domestic Cargo / Aircraft Aeronautical
	Domestic Cargo		International Cargo / Domestic Cargo
	Aircraft Aeronautical		Other Aeronautical / Non-aeronautical
	Other Aeronautical		Land Acquisition
	Non-aeronautical		Department of Military and Veterans Affairs Land Management Agreement
	Passenger Terminal and Landside		Building
	Airfield		
	Future Airport Development		

GENERAL NOTES:
1. Reference FAA approval letter for non-aeronautical use dated November 24, 2014.



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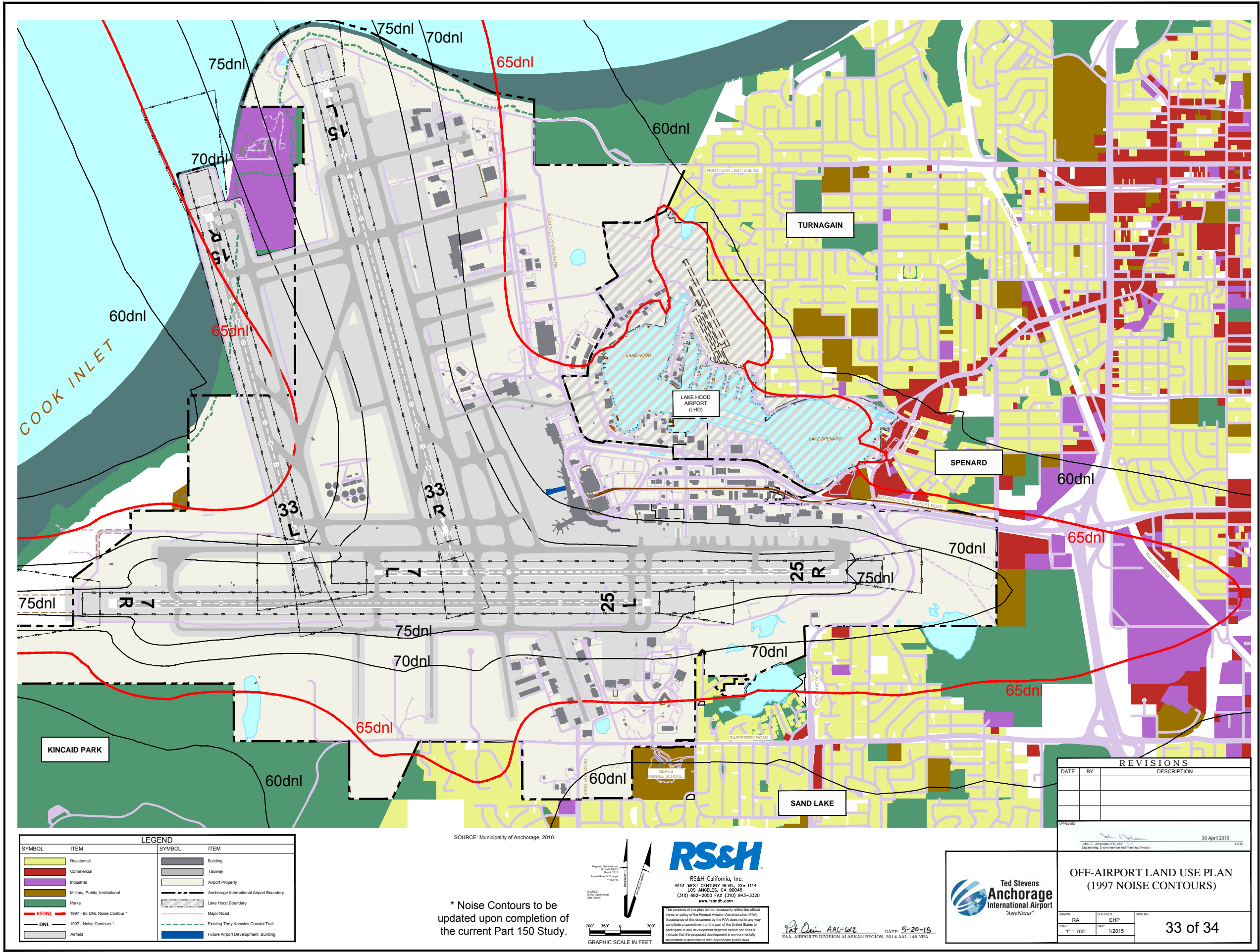
Pat Quinn AAL-148 DATE: 5-20-15
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014 AAL-148 NRA



REVISIONS		
DATE	BY	DESCRIPTION
APPROVED: <i>[Signature]</i> 30 April 2015 DATE:		
DATE: C. Johnson/PS, ARE Engineering, Environmental and Planning Director		

ON-AIRPORT LAND USE PLAN		
DRAWN: RA	CHECKED: EHP	DWG NO:
SCALE: 1" = 700'	DATE: 1/2015	32 of 34

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LEGEND			
SYMBOL	ITEM	SYMBOL	ITEM
	Residential		Building
	Commercial		Taxiway
	Industrial		Airport Property
	Military, Public, Institutional		Anchorage International Airport Boundary
	Parks		Lake Hood Boundary
	65DNL - 1997 - 65 DNL Noise Contour *		Major Road
	DNL - 1997 - Noise Contours *		Existing Tony Knowles Coastal Trail
	Airfield		Future Airport Development, Building

SOURCE: Municipality of Anchorage, 2010.

* Noise Contours to be updated upon completion of the current Part 150 Study.

Magnetic Declination
10° 15' at 2015
Year 2015
Annual Rate of Change
+0.15°/yr

700' 350' 0 700'

GRAPHIC SCALE IN FEET

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Pat Quinn AAL-102 DATE: 5-20-15
FAA, AIRPORTS DIVISION ALASKAN REGION, 2014-AAL-148-NRA

Ted Stevens
Anchorage
International Airport
"AeroNexus"

REVISIONS		
DATE	BY	DESCRIPTION
APPROVED		30 April 2015 DATE
DATE: C. Johnson/PS, ARE		DATE
Engineering, Environmental and Planning Director		
OFF-AIRPORT LAND USE PLAN (1997 NOISE CONTOURS)		
DRAWN: RA	CHECKED: EHP	DWG NO:
SCALE: 1" = 700'	DATE: 1/2015	
33 of 34		

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LEGEND	
SYMBOL	ITEM
	AIRPORT PROPERTY LINE
	PARCEL LINE
	RUNWAY PAVEMENT
	RUNWAY PROTECTION ZONE (RPZ)
	BUILDINGS AIRPORT
	FUTURE AIRPORT DEVELOPMENT, BUILDING



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