



U.S. Department
of Transportation
**Federal Aviation
Administration**

Alaskan Region Airports Division

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

April 8, 2020

Jourde Mitchell
ADOT&PF Aviation Design
4111 Aviation Ave
Anchorage, AK 99519-6900

Dear Ms. Mitchell:

Girdwood Airport

**Girdwood, Alaska
As-Built Airport Layout Plan (8 August 2005)
(Original ALP Airspace #2005-AAL-26-NRA)**

We have completed our review of the Girdwood Airport As-Built Airport Layout Plan (ALP) April 2020, and find it acceptable for documenting the existing conditions of the airport.

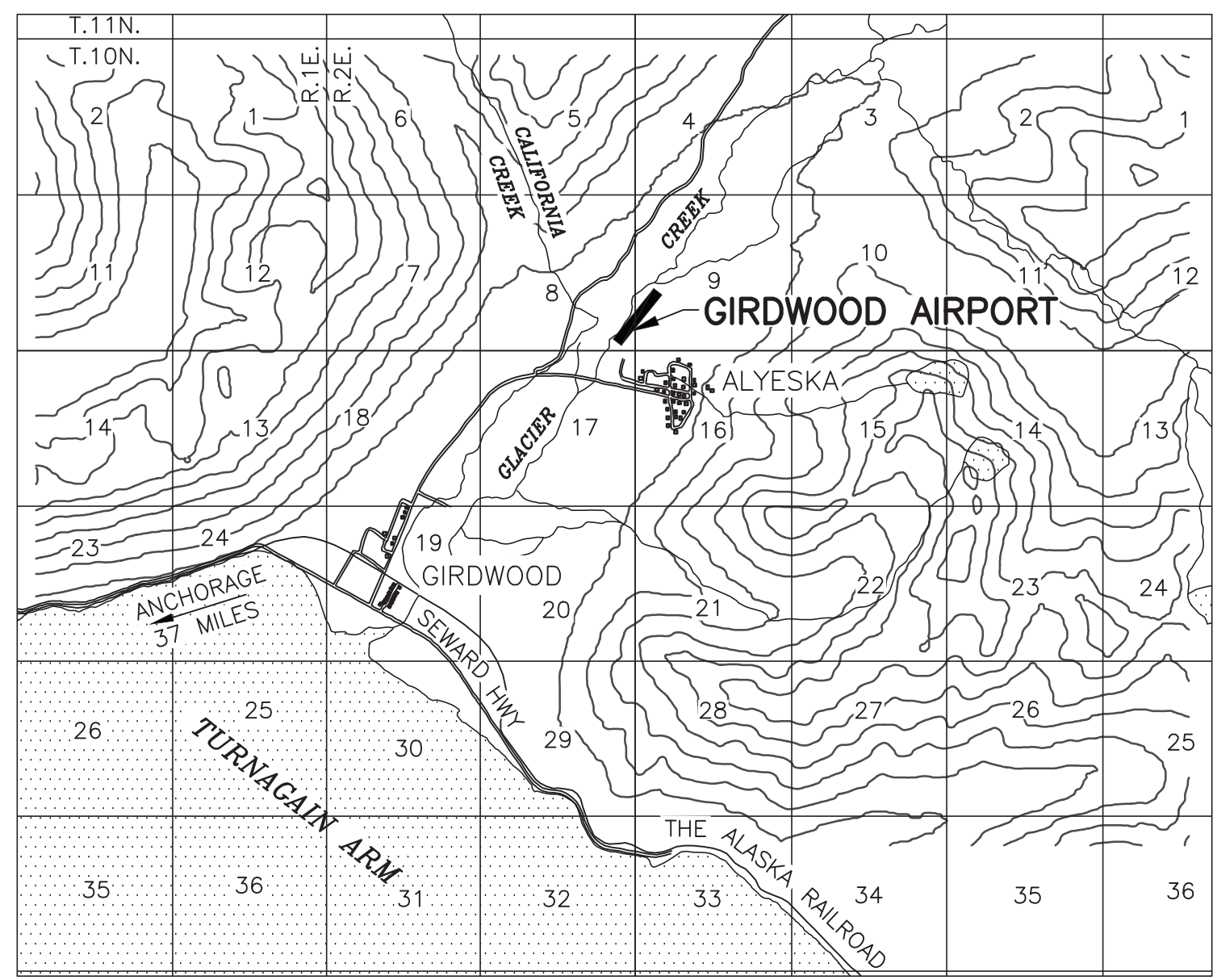
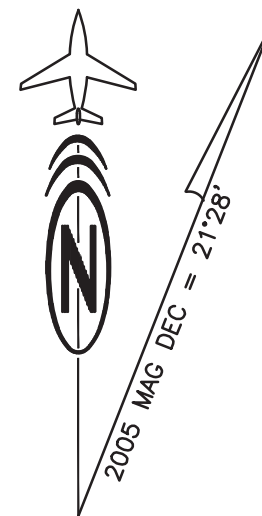
Please retain this letter in your files for future reference.

Sincerely,

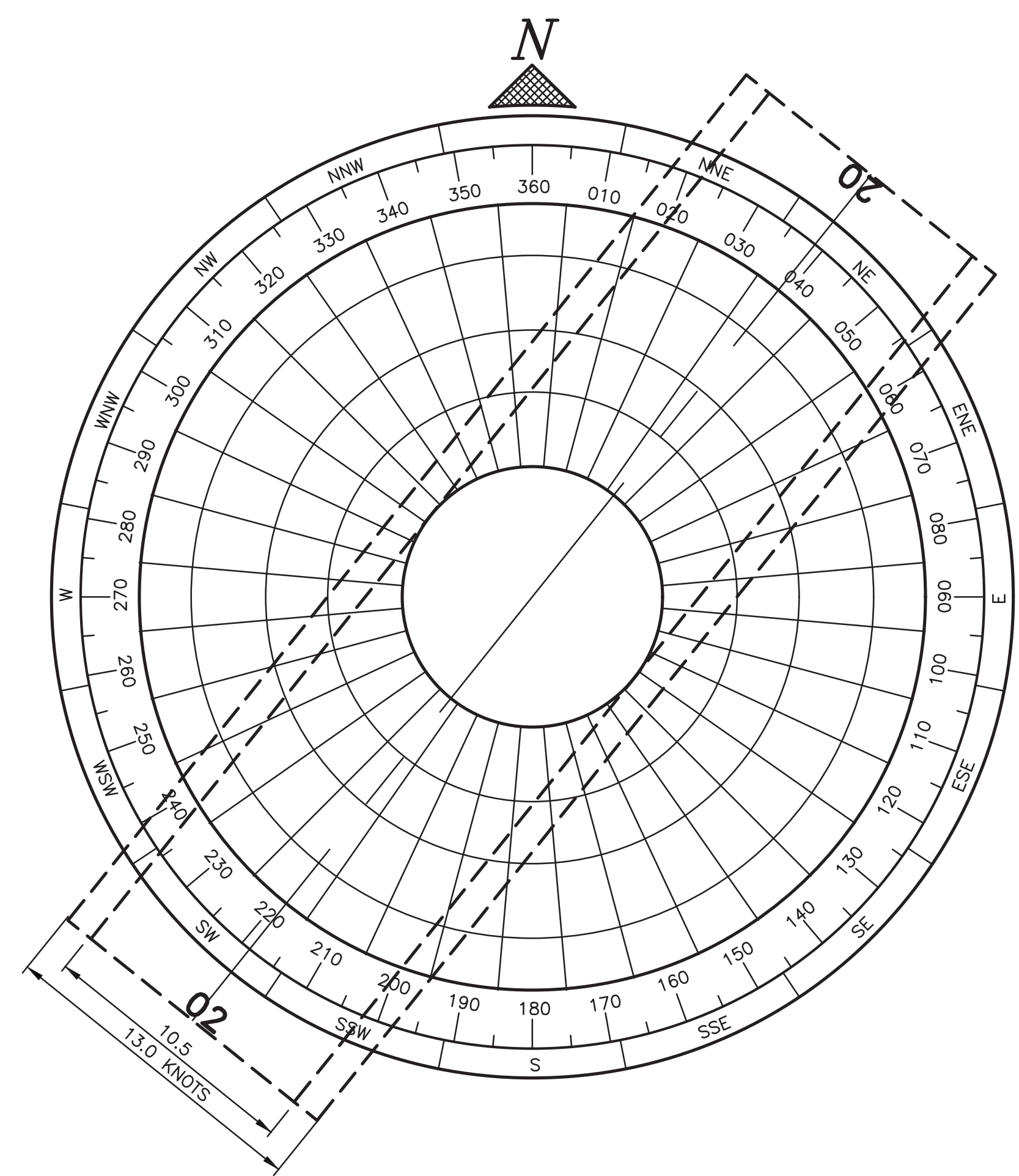
**PATRICK J
ZETTLER**

Digitally signed by PATRICK J
ZETTLER
Date: 2020.04.08 09:47:52
-08'00'

Pat Zettler, P.E., Lead Engineer
Airports Division



VICINITY MAP
 1 INCH = 1 MILE
 T 10 N, R 2 E, SEC 8 & 9
 SEWARD MERIDIAN
 U.S.G.S. SEWARD (D-6), ALASKA



WIND DATA

NO WIND DATA EXISTS OR WAS COLLECTED. INTERVIEWS WITH LOCAL PILOTS INDICATE THAT THE PREVAILING WINDS ARE FROM THE SOUTH AND THAT THE AIRPORT IS TYPICALLY CALM WITH NO PROBLEMATIC CROSSWIND CONDITIONS. THE NARROW VALLEY KEEPS WINDS ALIGNED WITH THE RUNWAY.

GIRDWOOD AIRPORT IS A UTILITY AIRPORT
 MAXIMUM AIRCRAFT WEIGHT IS 12,500 lbs.

ITEM	EXISTING	ULTIMATE
PROPERTY LINE	---	---
BUILDING RESTRICTION LINE	---BRL---	---BRL---
AVIGATION & HAZARD EASEMENT	-----	-----
AIRPORT REFERENCE POINT (A.R.P.)		⊕
WIND CONE AND SEGMENTED CIRCLE		
BUILDINGS	■	□
BUILDING NUMBER	①	
FENCE	---x---	---x---
UNPAVED ROADWAYS	====	====
PAVED ROADWAYS/RUNWAYS	=====	=====
SHORELINE	~~~~~	~~~~~
CONTOURS	100	
THRESHOLD MARKERS	●●●●	○○○○
RUNWAY SAFETY AREA	---RSA---	---RSA---

NON-STANDARD CONDITIONS

ITEM	EXISTING	STANDARD	ULTIMATE
RSA BEYOND RUNWAY 20 END	170	240	240
RSA BEYOND RUNWAY 02 END	198	240	240
ROFA BEYOND RUNWAY 20 END	170	240	240
ROFA BEYOND RUNWAY 02 END	198	240	240
ROFZ BEYOND RUNWAY 20 END	170	200	200
ROFZ BEYOND RUNWAY 02 END	198	200	200

ALL DISTANCES IN FEET

THERE ARE NO OFZ PENETRATIONS FOR THIS AIRPORT.

THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS FOR THIS AIRPORT.

RUNWAY DATA

ITEM	RUNWAY 02-20	
	EXISTING	ULTIMATE
RUNWAY END IDENTIFIER NUMBER	01/19	02/20
EFFECTIVE GRADIENT	1.382%	SAME
% WIND COVERAGE	13 KNOTS	---
	16 KNOTS	---
INSTRUMENT RUNWAY	NONE	SAME
RUNWAY SURFACE	GRAVEL	SAME
APPROACH SURFACES	20:1	SAME
VISIBILITY MINIMUM	1 MILE	SAME
RUNWAY LIGHTING	NONE	SAME
RUNWAY MARKING	NONE	SAME
NAVIGATION AIDS	NONE	SAME
RUNWAY DIMENSIONS	2100' X 60'	SAME
RUNWAY SAFETY AREA DIMENSIONS	2468' X 120'	2580' X 120'
RUNWAY OBJECT FREE AREA DIMENSIONS	2468' X 250'	2580' X 250'
RUNWAY OBSTACLE FREE ZONE DIMENSIONS	2468' X 250'	2500' X 250'
RUNWAY END COORDINATES (NAD 83)		
	RUNWAY 02	LAT. 60°58'00.52"N
		LONG. 149°07'23.15"W
	RUNWAY 20	LAT. 60°58'16.44"N
		LONG. 149°06'56.14"W
RUNWAY PROTECTION ZONE DIMENSIONS		
INNER WIDTH	250'	SAME
OUTER WIDTH	450'	SAME
LENGTH	1000'	SAME
AIRCRAFT APPROACH CATEGORY	A	SAME
AIRCRAFT DESIGN GROUP	I	SAME

AIRPORT DATA

ITEM	EXISTING	ULTIMATE
IACO/ NATIONAL AIRPORT IDENTIFIER	NONE / AQY	SAME
AIRPORT ELEVATION (M.S.L.)	150'	162'
AIRPORT REFERENCE POINT (A.R.P.)*	LAT. 60°57'58.20"N	60°58'08.15"N
	LONG. 149°07'33.00"W	149°07'10.21"W
TAXIWAY LIGHTING	NONE	SAME
RAMP LIGHTING	NONE	SAME
BRL OFFSET	250	SAME
MEAN MAX. TEMPERATURE, HOTTEST MONTH (JULY)	65.0°F	SAME
MAGNETIC DECLINATION, YEAR	21°28'E, 2005	SAME
AIRPORT REFERENCE CODE	A-1	A-1
AIRPORT AND TERMINAL NAVIGATION AIDS (ELECTRONIC)	NONE	SAME
AIRPORT NAVIGATION AIDS (VISUAL)	NONE	SAME

*EXISTING A.R.P. COORDINATES ARE AS PUBLISHED IN THE ALASKA SUPPLEMENT.

TAXIWAY DATA

ITEM	EXISTING	ULTIMATE
TAXIWAY WIDTH	30'	30'
TAXIWAY OFFSET FROM RUNWAY	150'	150'

FILE: Z:\07072\207\CAD\ALP\GALP-c02.DWG
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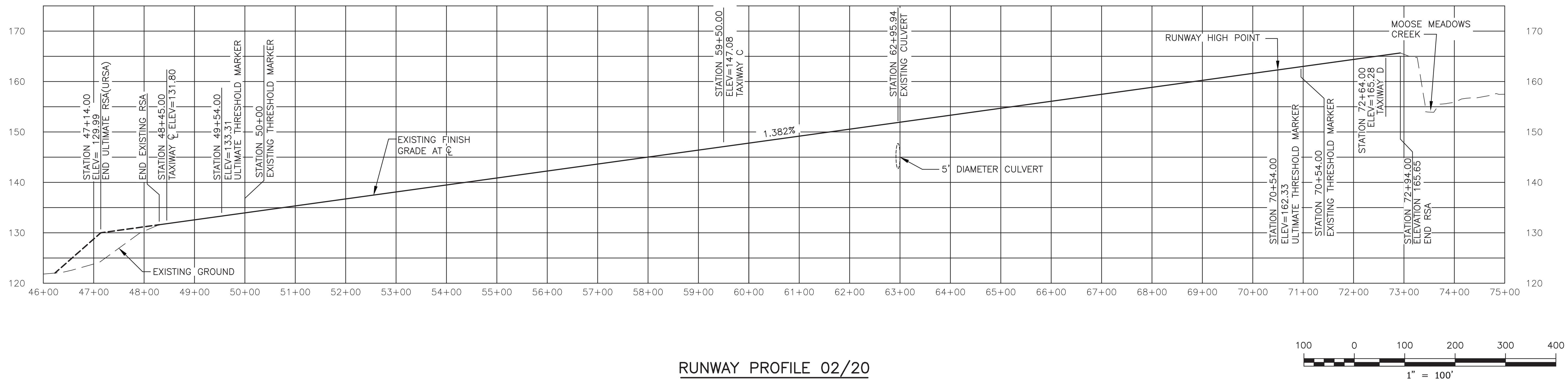
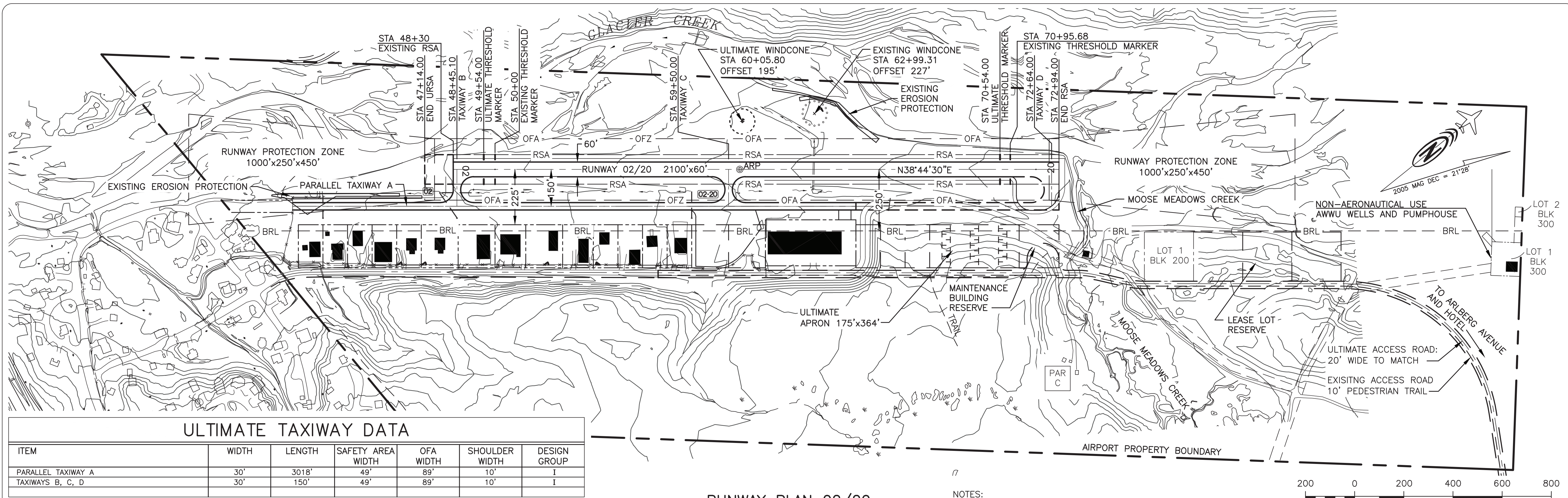
AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
 SUBJECT TO ALP APPROVAL LETTER
 DATED: _____
 By: _____
 FAA, AIRPORTS DIVISION
 ALASKAN REGION, 02AAL-190NRA
 DATE: _____
 FAA AIRSPACE REVIEW NUMBER: 2005-AAL-26-NRA

BY	DATE	REVISIONS
	4/2020	AS-BUILT MMEM & SIMONIS HANGERS

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION-DESIGN AND CONSTRUCTION-AVIATION
 APPROVED: HARVEY M. DOUTHIT, P.E. AVIATION DESIGN GROUP CHIEF
 APPROVED: GARY E. LINCOLN, P.E. PROJECT MANAGER

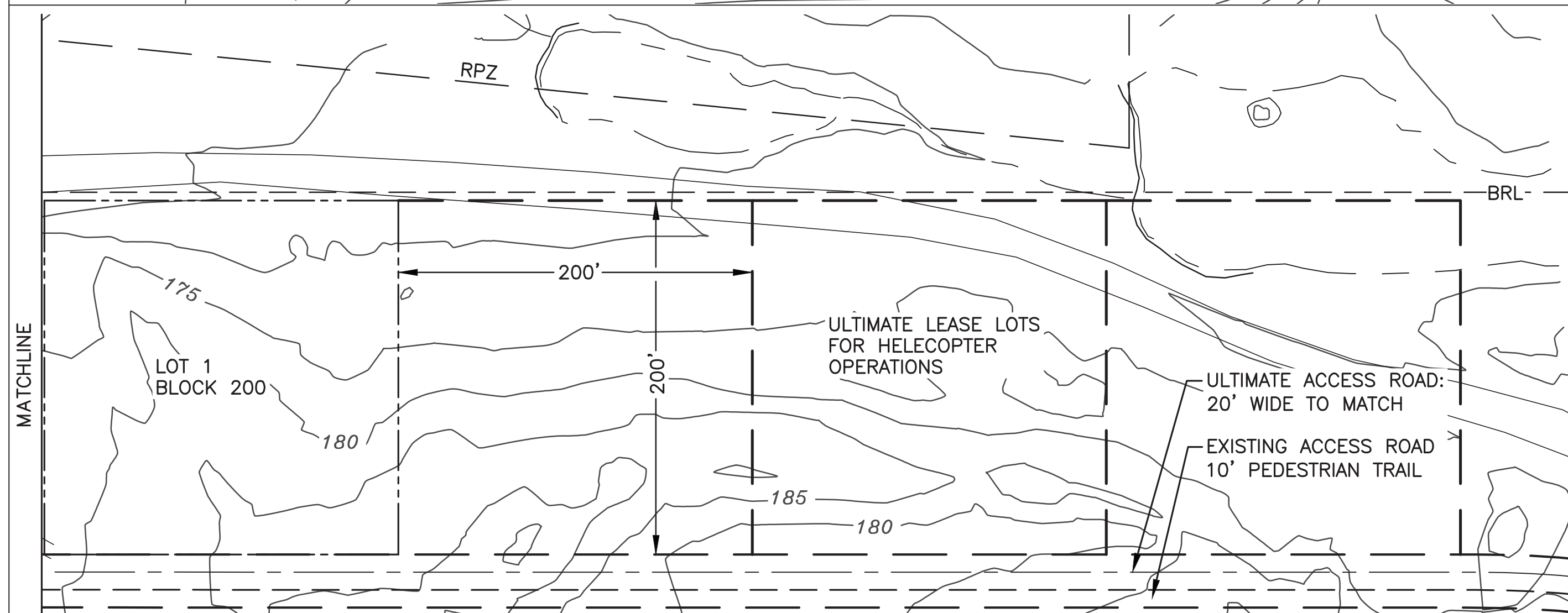
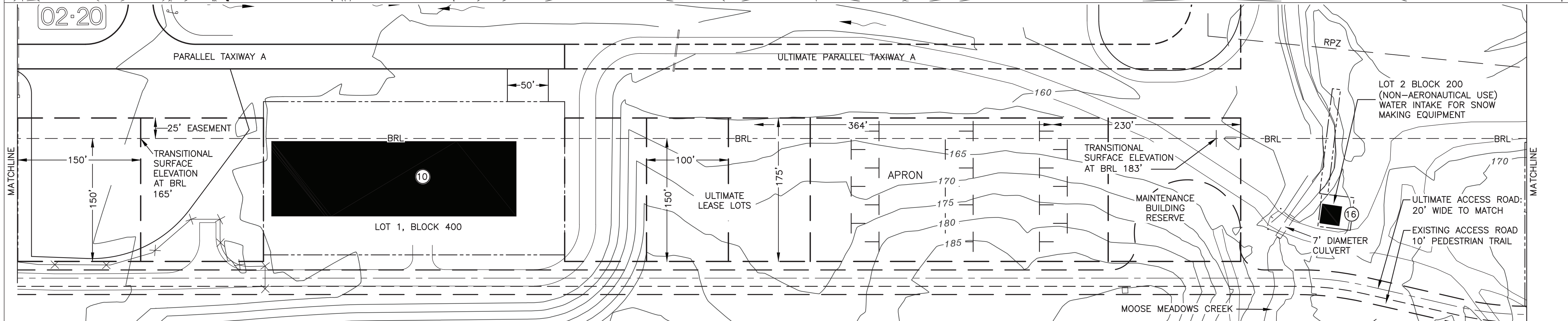
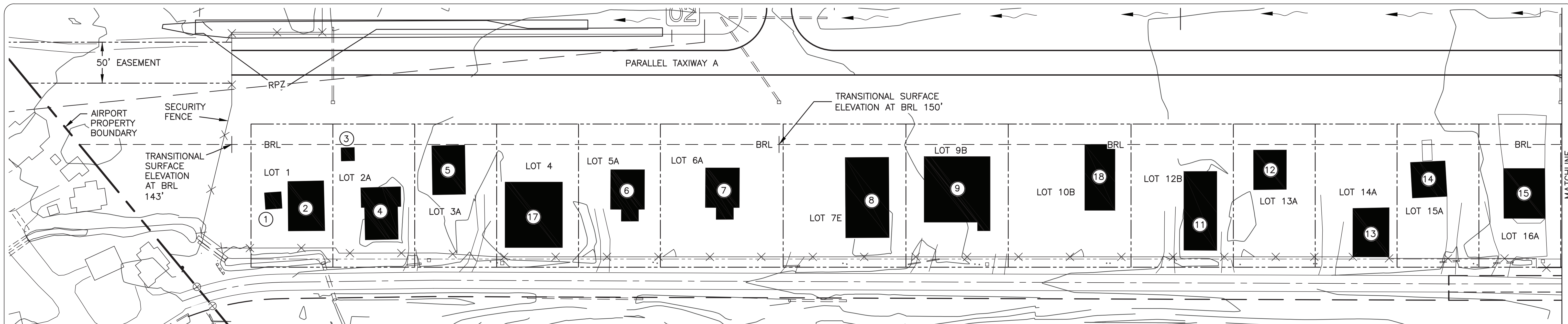
DATE: 05/04/05
 DESIGN: DJG
 DRAWN: LJW
 CHECKED: DAH

GIRDWOOD AIRPORT
 AIRPORT LAYOUT PLAN
 VICINITY MAP AND DATA TABLES



AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED: _____ By: _____ FAA, AIRPORTS DIVISION ALASKAN REGION, 02AAL-190NRA DATE: _____ FAA AIRSPACE REVIEW NUMBER: 2005-AAL-26-NRA	4/2020	AS-BUILT MMEM & SIMONIS HANGERS	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION-DESIGN AND CONSTRUCTION-AVIATION APPROVED: HARVEY M. DOUTHIT, P.E. AVIATION DESIGN GROUP CHIEF APPROVED: GARY E. LINCOLN, P.E. PROJECT MANAGER	DATE: 05/04/05	GIRDWOOD AIRPORT AIRPORT LAYOUT PLAN EXISTING AND FUTURE PLAN AND PROFILE	SHEET 3 OF 10
	BY	DATE		REVISIONS		

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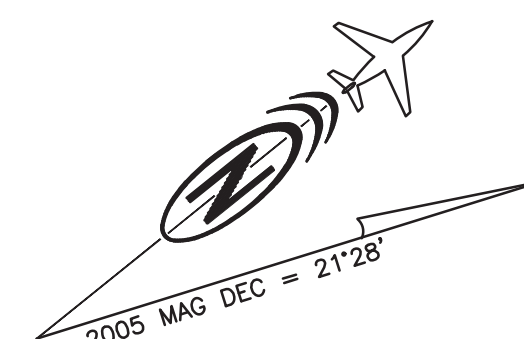


TERMINAL AREA BUILDING TABLE

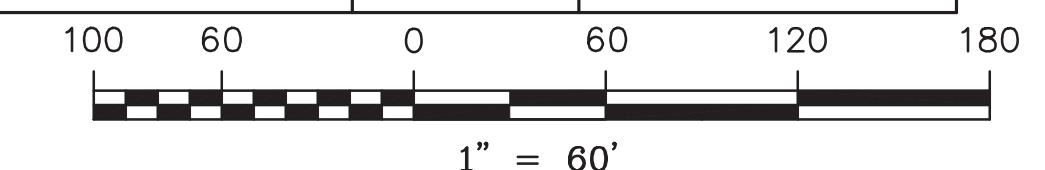
NO.	DESCRIPTION	TOP ELEV.	COMMENTS
①	PRIVATE SHED	--	LOT 1, BLK 100
②	PRIVATE HANGAR	140.48	LOT 1, BLK 100
③	PRIVATE SHED	136.40	LOT 2A, BLK 100
④	PRIVATE HANGAR	148.39	LOT 2A, BLK 100
⑤	PRIVATE HANGAR	149.03	LOT 3A, BLK 100
⑥	PRIVATE HANGAR	147.64	LOT 5A, BLK 100
⑦	PRIVATE HANGAR	148.36	LOT 6A, BLK 100
⑧	HANGAR 8, LLC	150.73	LOT 7E, BLK 100

TERMINAL AREA BUILDING TABLE

NO.	DESCRIPTION	TOP ELEV.	COMMENTS
⑨	PRIVATE HANGAR	152.47	LOT 9B, BLK 100
⑩	PRIVATE HANGAR	177.03	LOT 1, BLK 400
⑪	PRIVATE HANGAR	152.75	LOT 12B, BLK 100
⑫	PRIVATE HANGAR	153.28	LOT 13A, BLK 100
⑬	PRIVATE HANGAR	157.89	LOT 14A, BLK 100
⑭	ALPINE AIR ALASKA	161.99	LOT 15A, BLK 100
⑮	ALPINE AIR ALASKA	166.67	LOT 16A, BLK 100
⑯	MT. ALYESKA SKI RESORT, LTD.	178.21	LOT 2, BLK 200
⑰	PRIVATE HANGAR	159.04	LOT 4, BLK 100
⑱	PRIVATE HANGAR	150.77	LOT 10B, BLK 100



NOTE: CONTOURS FOR LOT 1 BLOCK 400 BASED ON RECORD DRAWINGS MMEM METAL HANGAR PROJECT
PART 77 TRANSITIONAL SURFACE ELEVATIONS AT THE BRL VARIES DUE TO RUNWAY SLOPE.



AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED: _____		4/2020	AS-BUILT MMEM & SIMONIS HANGERS
By: _____ FAA, AIRPORTS DIVISION ALASKAN REGION, 02AAL-190NRA			
DATE: _____			
FAA AIRSPACE REVIEW NUMBER: 2005-AAL-26-NRA		BY	DATE
			REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION-DESIGN AND CONSTRUCTION-AVIATION

APPROVED: _____
HARVEY M. DOUTHIT, P.E. AVIATION DESIGN GROUP CHIEF

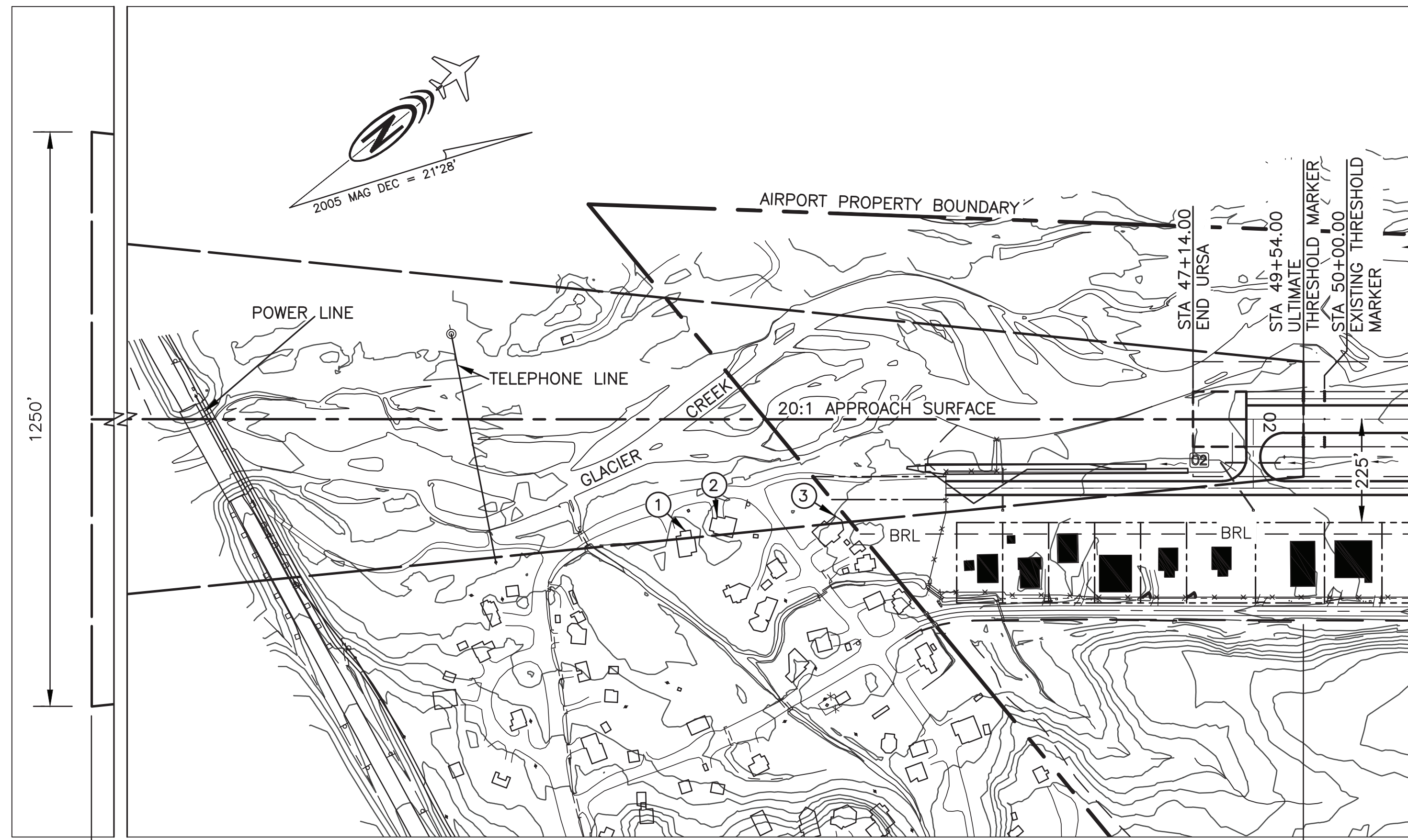
APPROVED: _____
GARY E. LINCOLN, P.E. PROJECT MANAGER

DATE: 05/04/05
DESIGN: DJG
DRAWN: DJG
CHECKED: DAH

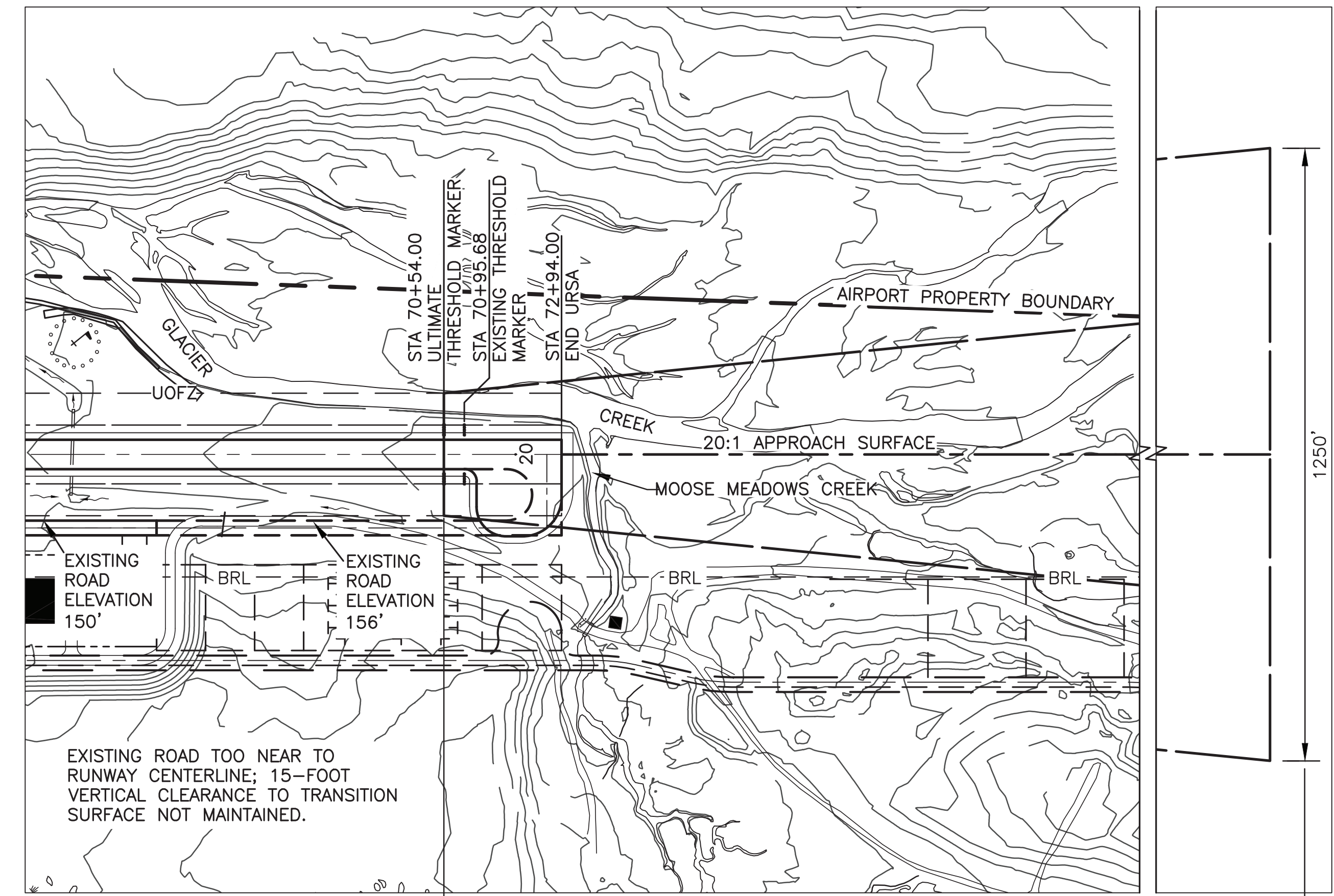
GIRDWOOD AIRPORT
AIRPORT LAYOUT PLAN
TERMINAL AREA PLAN

SHEET
4
OF
10

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DATE: 06/23/05



RUNWAY 02 APPROACH PLAN

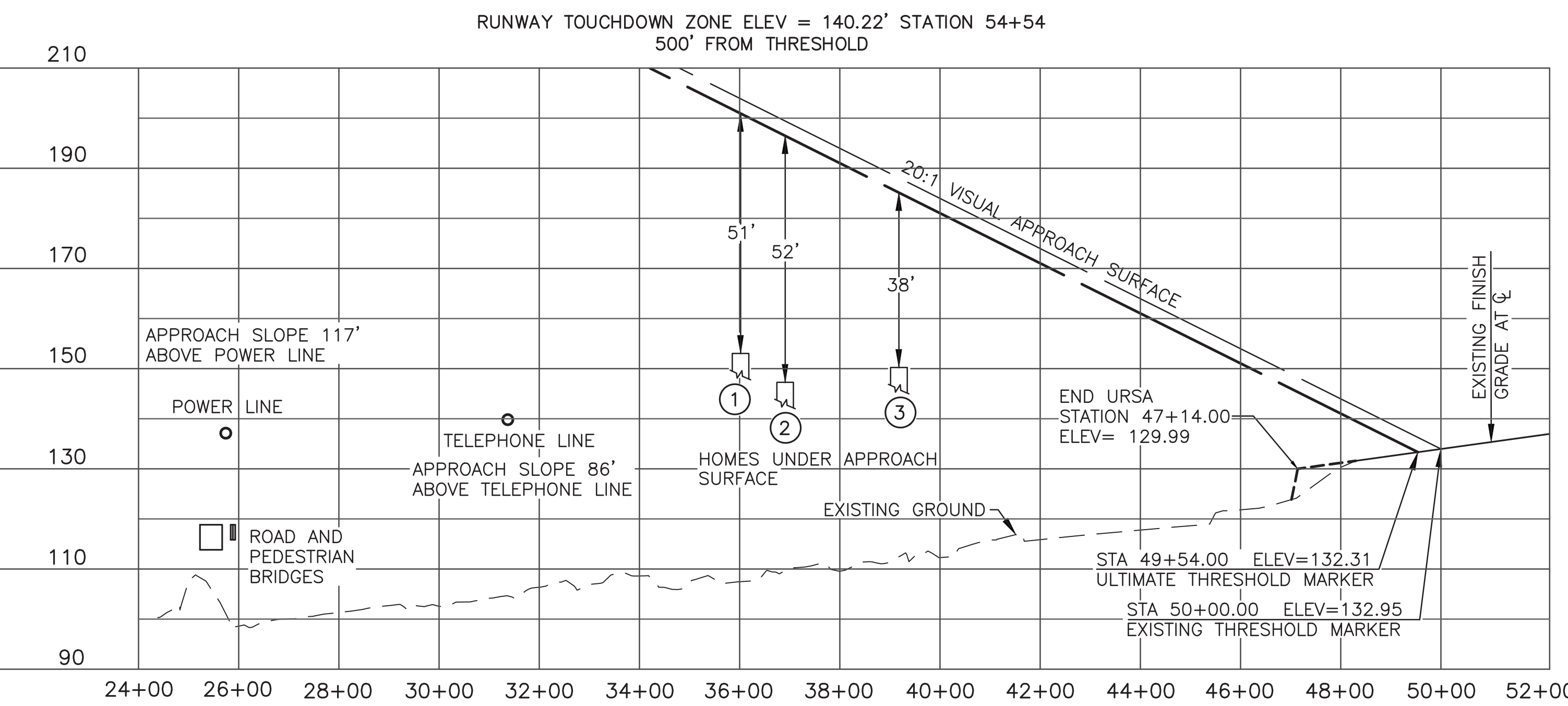


RUNWAY 20 APPROACH PLAN

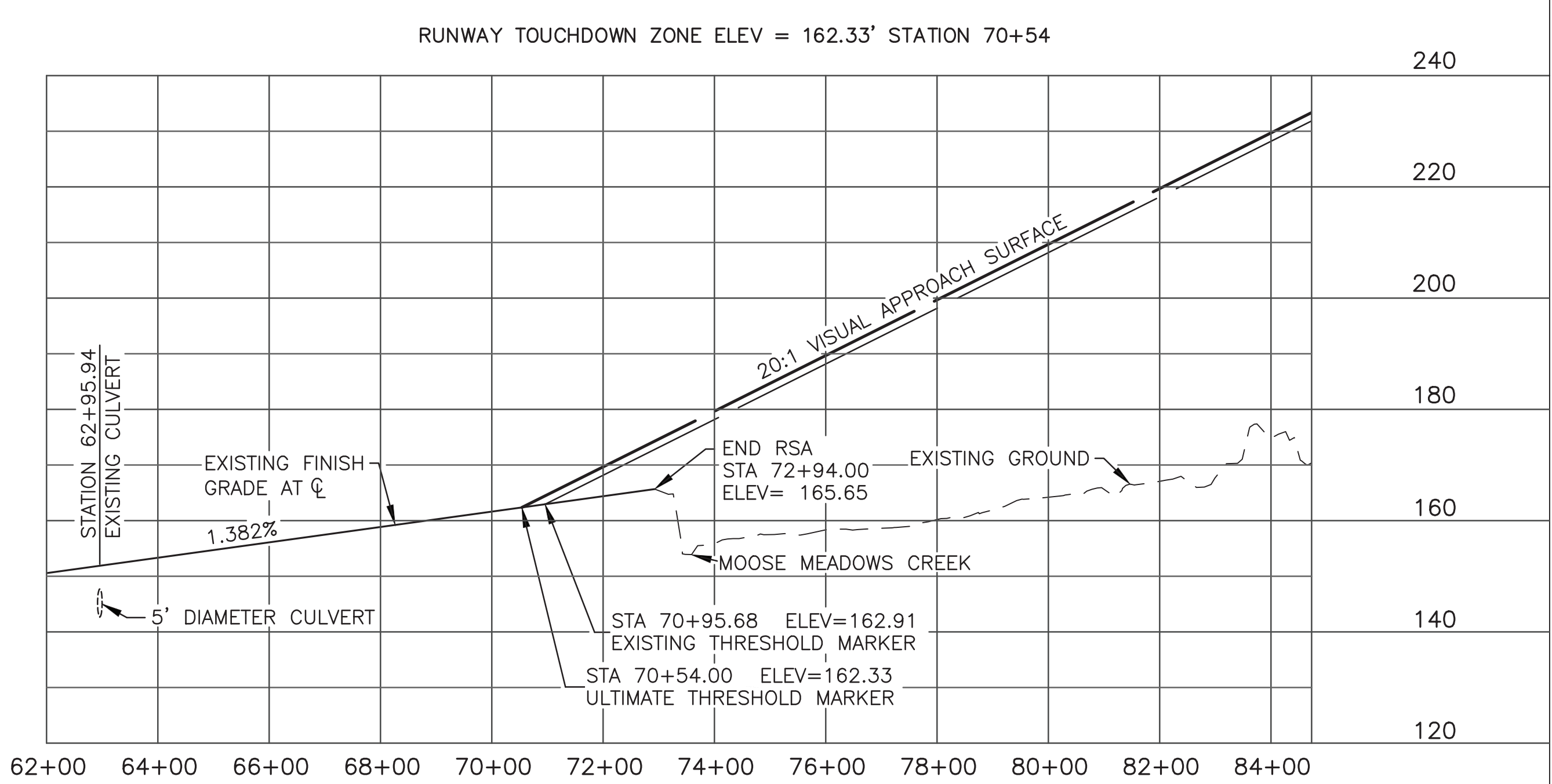
NOTE: CONTOURS FOR LOT 1 BLOCK 400 BASED ON RECORD DRAWINGS MMEM METAL HANGAR PROJECT

200 0 200 400 600 800

1" = 200'



RUNWAY 02 APPROACH PROFILE



RUNWAY 20 APPROACH PROFILE

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED: _____		4/2020	AS-BUILT MMEM & SIMONIS HANGERS
By: _____ FAA, AIRPORTS DIVISION ALASKAN REGION, 02AAL-190NRA			
DATE: _____			
FAA AIRSPACE REVIEW NUMBER: 2005-AAL-26-NRA		BY	DATE
			REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION-DESIGN AND CONSTRUCTION-AVIATION

APPROVED: _____
HARVEY M. DOUTHIT, P.E. AVIATION DESIGN GROUP CHIEF

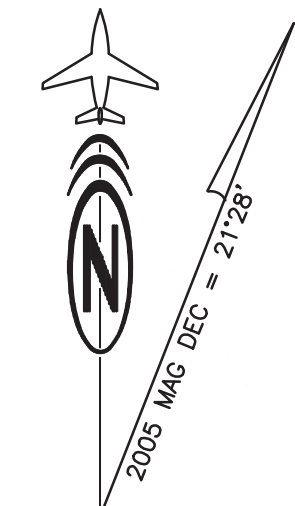
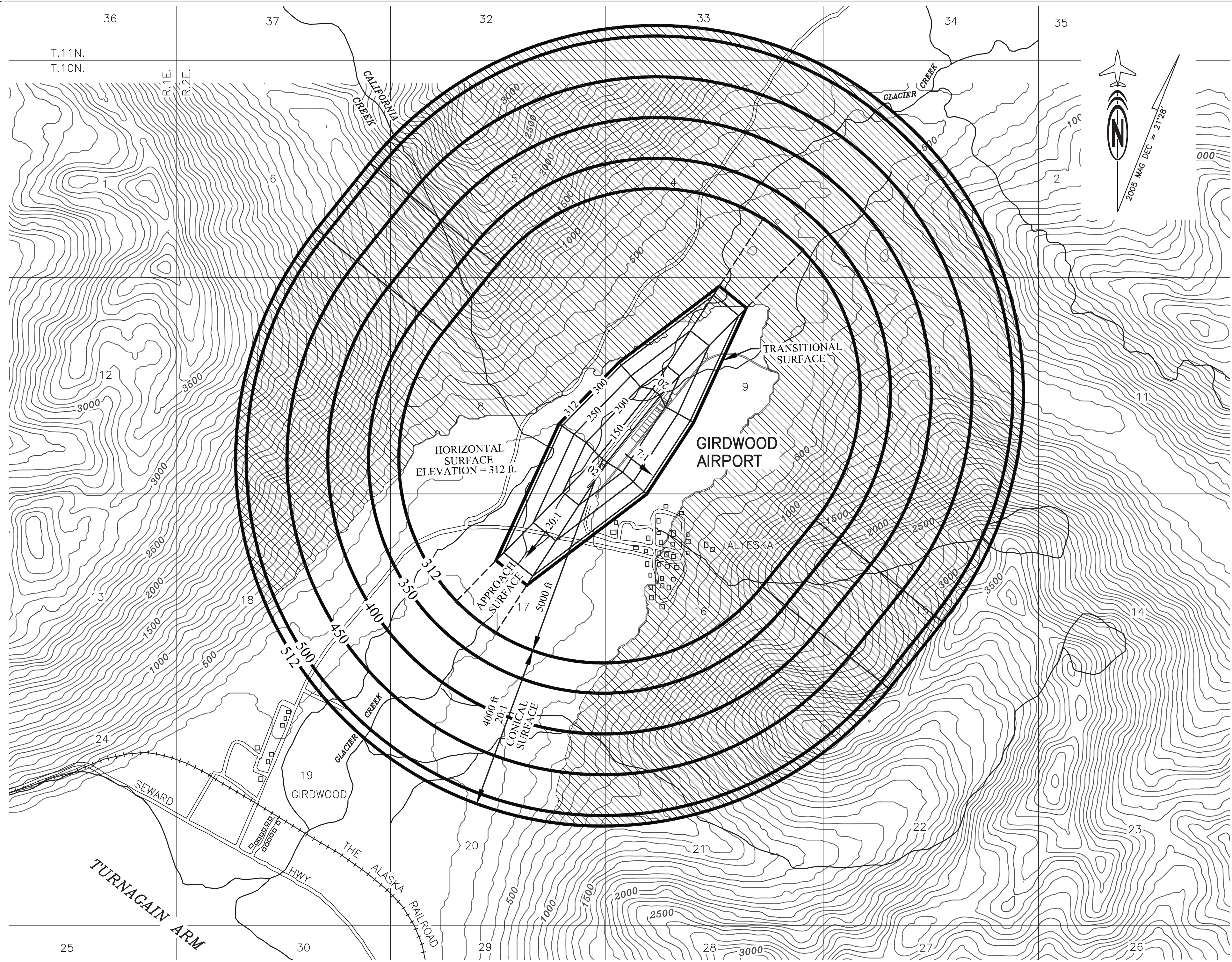
APPROVED: _____
GARY E. LINCOLN, P.E. PROJECT MANAGER

DATE: 05/04/05
DESIGN: DJG
DRAWN: DJG
CHECKED: DAH

GIRDWOOD AIRPORT
AIRPORT LAYOUT PLAN
INNER PORTION OF THE
RUNWAY APPROACH SURFACES
PLAN AND PROFILES

SHEET
5
OF
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FILE: Z:\07072\207\CAD\ALP\GALP-c05.DWG
DATE: 06/23/05



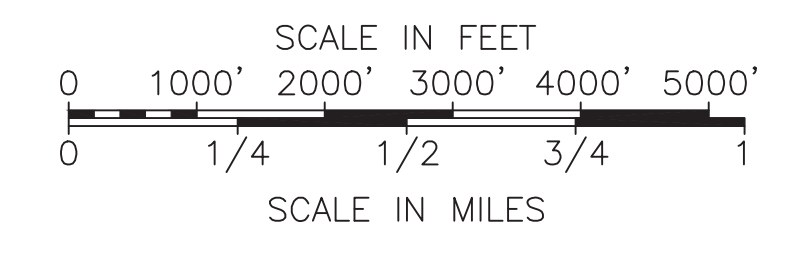
LEGEND

/// PENETRATION AREA

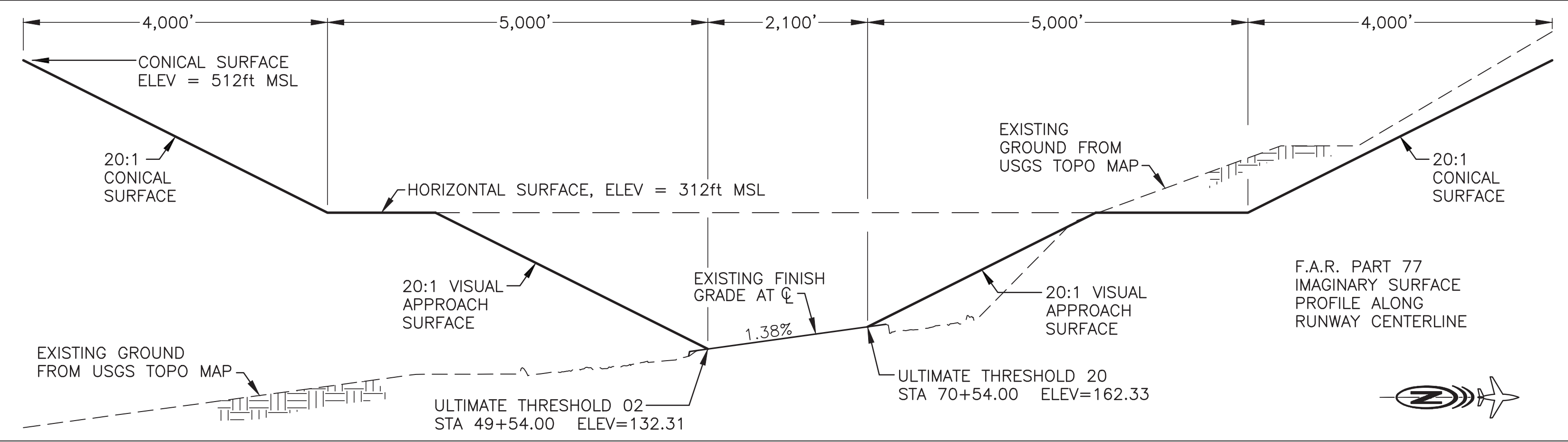
NOTES

- AIRPORT ELEVATION IS 162' M.S.L.
- THIS DRAWING IS BASED ON U.S.G.S QUAD SEWARD (D-6), ALASKA 1951 (MINOR REV 1974)
- MOUNTAINOUS TERRAIN WITH TREES PENETRATES 73% OF PART 77 IMAGINARY SURFACES. TREES ON PENETRATING TERRAIN WILL REMAIN.
- ELEVATIONS ARE IN FEET.
- OBSTRUCTION LOCATIONS AND OBSTRUCTION TABLES LOCATED ON SHEETS 7 & 8
- REFER TO THE INNER PORTION OF THE APPROACH SURFACE PLAN VIEW DETAILS FOR CLOSE-IN OBSTRUCTIONS. SHEET 5

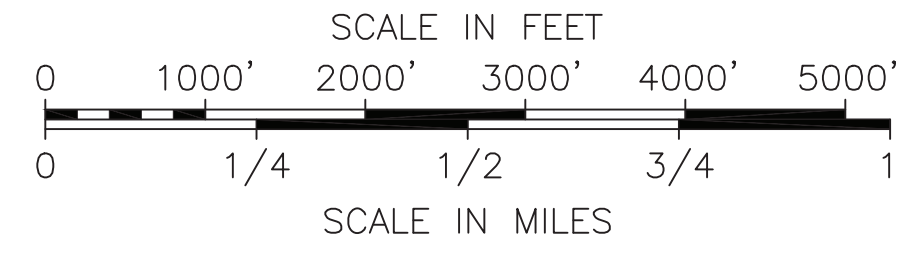
PLAN VIEW



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PROFILE VIEW



FAA AIRSPACE REVIEW NUMBER: 2005-AAL-26-NRA

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED _____

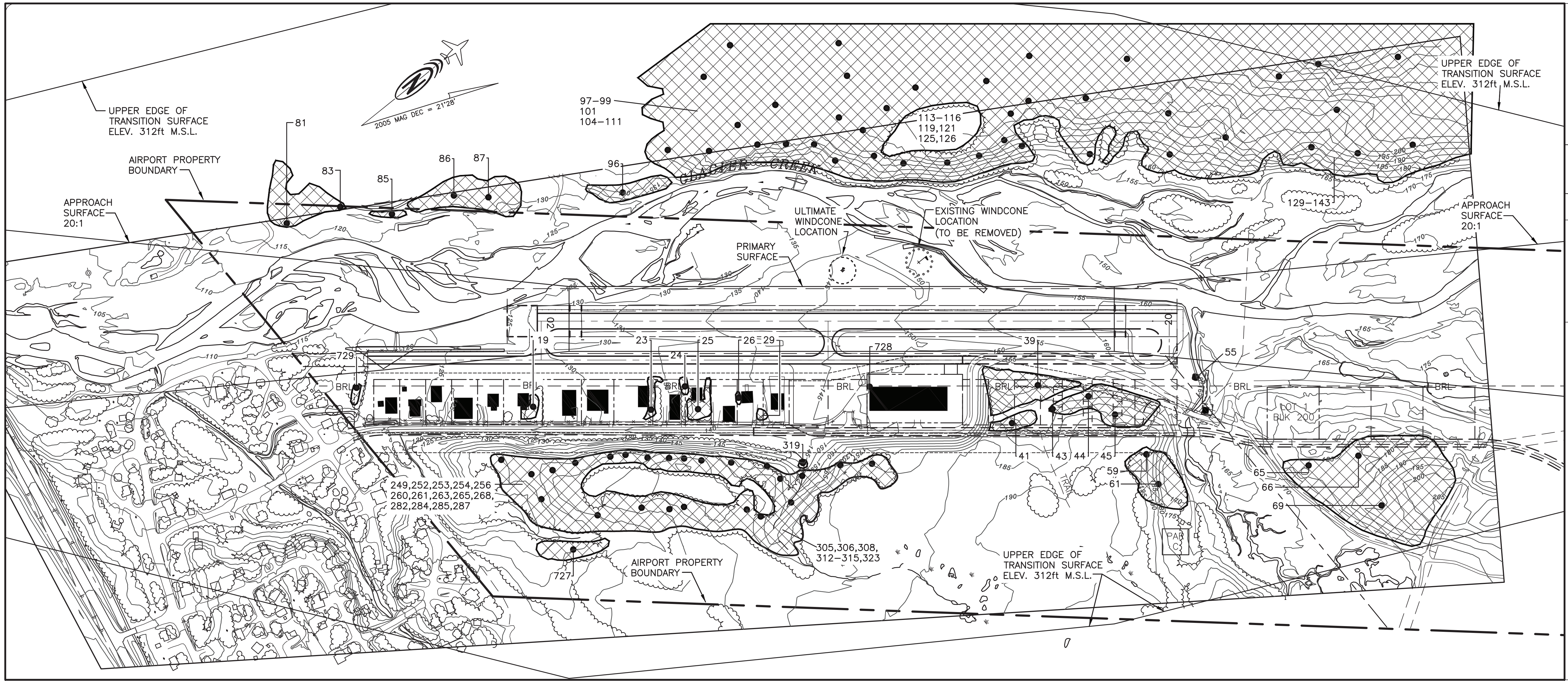
By: _____ DATE: _____
 FAA, AIRPORTS DIVISION
 ALASKAN REGION, 02AAL-190NRA

AS-BUILT MEM & SIMONIS HANGERS	4/2020	DATE	05/04/05
DESIGN DJG	DRAWN DJG	CHECKED DAH	BY
			DATE
			REVISIONS

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 CENTRAL REGION
 AVIATION DESIGN GROUP CHIEF
 HARVEY M. DOUTHITT, P.E.
 PROJECT MANAGER
 APPROVED: GARY E. LINCOLN, P.E.

GIRDWOOD AIRPORT
 AIRPORT LAYOUT PLAN
 AIRSPACE F.A.R. PART 77

FILE: Z:\07072\2007\CAD\ALP\GALP-e07.dwg DATE: 05/23/05 1=1

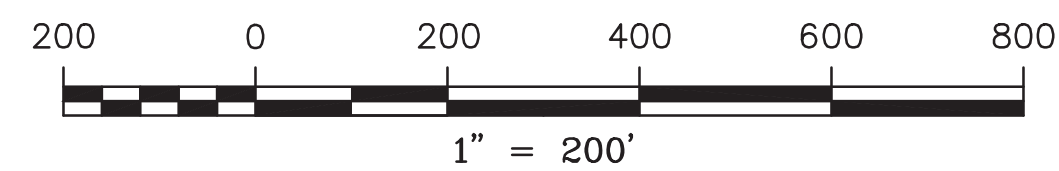


NOTES:

1. THE SHADED AREAS REPRESENT A GROUP OF TREES THAT PENETRATE THE PART 77 TRANSITIONAL SURFACE.
2. THE OBSTRUCTION NUMBER IDENTIFIES REPRESENTATIVE TREES OF EACH GROUP.
3. TREE HEIGHTS DETERMINED BY PHOTOGRAMMETRIC METHODS FROM AERIAL PHOTOGRAPHY ACQUIRED ON 5-26-2000.
4. BEFORE OBSTRUCTION REMOVAL A MORE COMPLETE OBSTRUCTION SURVEY SHOULD BE COMPLETED DUE TO CONTINUED GROWTH OF THE TREES.
5. CONTOURS FOR LOT 1 BLOCK 400 BASED ON RECORD DRAWINGS MMEM METAL HANGAR PROJECT

LEGEND

OBSTRUCTION KEY



FAA AIRSPACE REVIEW NUMBER:
2005-AAL-26-NRA

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED _____

By: _____ DATE: _____
FAA, AIRPORTS DIVISION
ALASKAN REGION, 02AAL-190NRA

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION	AS-BUILT MMEM & SIMONIS HANGERS
APPROVED: HARVEY M. DOUTHIT, P.E.	4/2020
APPROVED: GARY E. LINCOLN, P.E.	DATE
AVIATION DESIGN GROUP CHIEF	BY
PROJECT MANAGER	REVISIONS
DATE 05/04/05	DESIGN DUG
DRAWN DUG	CHECKED DAH

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

FILE: Z:\07072\207\CAD\ALP\GAP-c08.dwg 05/04/05 1=1

OBSTRUCTION TABLE

OBSTRUCTION NUMBER	OBSTRUCTION ELEVATION	OBSTRUCTION	AMOUNT OF OBSTRUCTION	DESCRIPTION	DISPOSITION
19	167	YES	12	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
23	179	YES	9	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
24	176	YES	23	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
25	185	YES	30	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
26	191	YES	26	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
39	200	YES	23	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
41	197	YES	7	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
43	194	YES	3	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
44	187	YES	8	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
45	198	YES	1	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
55	190	YES	4	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
59	231	YES	12	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
61	247	YES	6	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
65	271	YES	22	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
66	278	YES	25	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
69	288	YES	4	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
81	217	YES	10	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
83	223	YES	15	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
85	199	YES	2	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	REMOVE
86	225	YES	26	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
87	207	YES	14	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
96	192	YES	4	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
97	244	YES	30	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
98	231	YES	15	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
99	269	YES	14	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
101	233	YES	2	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
104	254	YES	30	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
105	255	YES	30	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
106	263	YES	46	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
110	241	YES	5	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
111	247	YES	25	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
113	246	YES	27	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
114	274	YES	12	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
115	239	YES	17	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
116	238	YES	11	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
119	248	YES	11	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
121	263	YES	28	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
125	274	YES	9	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
126	256	YES	22	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
129	270	YES	5	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
130	264	YES	21	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
131	262	YES	3	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
134	308	YES	8	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
137	298	YES	32	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
138	320	YES	7	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
139	297	YES	6	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
140	285	YES	16	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
142	309	YES	27	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION
143	342	YES	15	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	NO ACTION

OBSTRUCTION TABLE

OBSTRUCTION NUMBER	OBSTRUCTION ELEVATION	OBSTRUCTION	AMOUNT OF OBSTRUCTION	DESCRIPTION	DISPOSITION
249	203	YES	1	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
252	216	YES	10	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
253	240	YES	22	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
254	205	YES	5	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
256	215	YES	20	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
260	194	YES	1	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
261	194	YES	1	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
263	211	YES	16	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
265	231	YES	6	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
268	225	YES	2	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
282	234	YES	8	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
284	202	YES	5	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
285	241	YES	17	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
287	214	YES	16	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
290	211	YES	11	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
305	241	YES	6	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
306	240	YES	10	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
308	241	YES	38	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
312	226	YES	19	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
313	254	YES	39	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
314	257	YES	29	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
315	230	YES	16	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
319	216	YES	9	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
321	236	YES	26	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
323	227	YES	17	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
727	234	YES	10	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL
728	177.03	YES	10	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	TO REMAIN
729	177	YES	10	OBSTRUCTION TO 7:1 TRANSITIONAL SURFACE	SELECTIVE REMOVAL

OBSTRUCTION ELEVATION IS THE ELEVATION OF THE TREE TOPS ABOVE M.S.L.

AMOUNT OF OBSTRUCTION IS THE VERTICAL HEIGHT OF TREE ABOVE THE PART 77 SURFACE

TREE HEIGHTS DETERMINED BY PHOTOGRAMMETRIC METHODS FOR AERIAL PHOTOGRAPHY ACQUIRED ON 5-26-2000.

RUNWAY ELEVATION IS 162' M.S.L. ELEVATIONS ARE IN FEET.

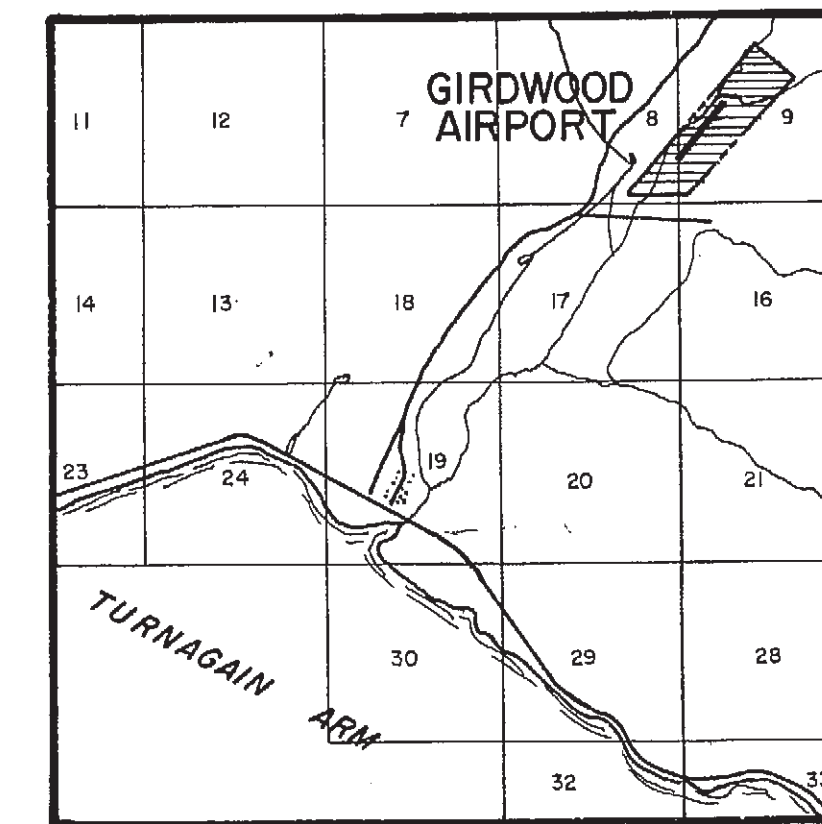
FAA AIRSPACE REVIEW NUMBER: 2005-AAL-26-NRA

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED _____

By: _____ DATE: _____
 FAA, AIRPORTS DIVISION
 ALASKAN REGION, 02AAL-190NRA

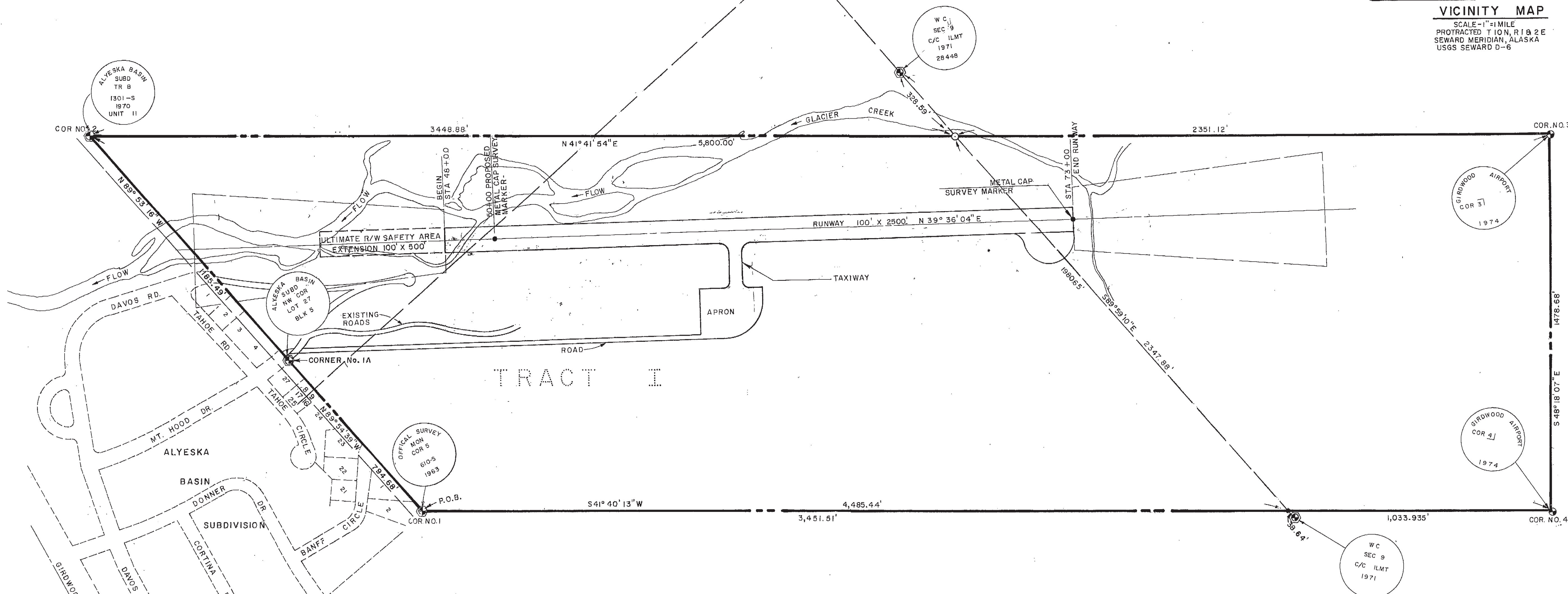
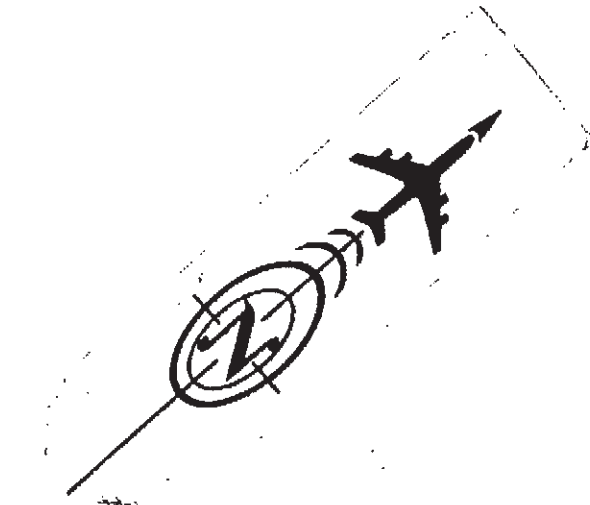
AS-BUILT MMEM & SIMONIS HANGERS	4/2020	DATE 05/04/05	DESIGN DUG	DRAWN DUG/LJW	CHECKED DAH	BY	DATE	REVISIONS
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION			AVIATION DESIGN GROUP CHIEF HARVEY M. DOUTHETT, P.E.			PROJECT MANAGER GARY E. LINCOLN, P.E.		
GIRDWOOD AIRPORT OBSTRUCTION TABLE			F.A.R. PART 77 SURFACES NON-TERRAIN OBSTRUCTIONS					
SHEET			8			OF		
10								

PROPERTY STATUS					
TRACT	PARCEL	ADA NO.	AREA ACRES	INTEREST	DATE ACQUIRED
I		10465	174.75	Q.C.D. GRANTED BY A.D.L. NO. 28448	4/16/75



VICINITY MAP

SCALE - 1" = 1 MILE
 PROTRACTED T 10N, R 18 2 E
 SEWARD MERIDIAN, ALASKA
 USGS SEWARD D-6



LEGEND

- ⊙ FOUND BRASS CAP MONUMENT
- SET BRASS CAP MONUMENT
- SET SURV-KAP
- SET REBAR

SELECTION INFORMATION

GENERAL SELECTION 522
 TENTATIVE APPROVAL DATED 5/13/64
 PATENT NO. 50-73-0028

NOTES

- 1.) BEARINGS & DISTANCES TAKEN FROM ASLS #74-131, SURVEYED BY BOMHOFF & ASSOC.

THIS DRAWING SUPERSEDES DRAWING DATED 11/21/67

STATE OF ALASKA
 DEPARTMENT OF PUBLIC WORKS
 DIVISION OF AVIATION

**GIRDWOOD AIRPORT
 PROPERTY PLAN**

APPROVED	<i>James J. Rhode</i>	JAMES J. RHODE, P.E.	CHIEF DESIGN ENGINEER
DESIGNED	<i>William Kuester</i>	WILLIAM KUESTER, P.E.	SECONDARY AIRPORTS ENGINEER
BY	DATE	CHANGE	REVISIONS
SCALE	1" = 200'	CHECKED	DATE 5/6/76
			SHEET 9 OF 10

1. BACKGROUND

The community of Girdwood is located about 37 miles southeast of Anchorage; the population is approximately 1,800. Girdwood is a part of the Municipality of Anchorage (MOA). The Girdwood Board Of Supervisors advises the MOA of local Girdwood issues. Girdwood is a resort community with few retail outlets, the majority of Girdwood residents rely on Anchorage for provisions.

The Girdwood Airport is located approximately half way up the valley adjacent to Glacier Creek at latitude 60° 58'N and longitude 149° 07"W. The unlighted, gravel surfaced runway is 2,100' X 60' and has an airport reference code of A-1. There are no instrument approaches.

2. FORECASTS

General aviation and commercial aircraft currently use Girdwood Airport. There is one year-round commercial operator and one seasonal operator located on the airport. The commercial aircraft provide services for flightseeing, helicopter skiing and charter to remote locations.

The following forecast is from the Girdwood Airport Master Plan and is based on the base year estimate for aircraft operations (5,550) and passenger enplanements (4,100). These base year values were derived from actual aircraft counts and data provided by airport tenants. The forecast values represent a growth rate of 1.5% per year to the year 2021.

Table 1: Forecasts

Item	0-5 years	6-10 Years	11-20 Years
Total annual operations	5,979	6,441	7,475
Total annual itinerant operations	5,860	6,312	7,325
Local operations	120	129	150
Emplanements	4,417	4,758	5,522
Number of based aircraft	24	27	32

MOST DEMANDING AIRCRAFT

The majority of air traffic at the Girdwood Airport consists of small, single engine aircraft, reference code A-1. The local commercial operator has shifted its aircraft fleet from fixed wing aircraft to Robinson R-22 and R-44 helicopters. A seasonal heli-skiing operator uses Astar 350 helicopters for a few months in spring. Rarely, light twin engine aircraft (B-1) have been seen on the airport.

3. RATIONALE FOR PROPOSED IMPROVEMENTS
NEAR TERM 0-5 YEARS

A. Runway Safety Area length deficient at both runway ends.

Rationale: Bring up to FAA standards by relocating both runway thresholds and by extending the runway embankment 116 feet to the south. This new section of embankment will need erosion protection from Glacier Creek.

Estimated Cost: \$214,000

B. Erosion protection along Glacier Creek

Rationale: To protect runway; Glacier Creek is actively eroding the bank upon which the airport is located. The segmented circle is 10 feet from this eroding edge. Approximately 1,400 feet of creek bank will require protection.

Estimated Cost: \$375,000

C. Remove trees growing within the developed areas that are obstructing navigable airspace.

Rationale: FAR Part 77 establishes standards for determining obstructions to navigable airspace. Many trees on the lease lots penetrate the Part 77 transition surface.

Estimated Cost: \$50,000

D. Lower the power line and telephone line crossing Glacier Creek, to same elevation as the Alyeska Highway Bridge.

Rationale: Provide increased clearance and safety for aircraft departing Runway 20

Estimated cost: \$111,000

6-10 YEARS

A. Pave the existing airport access road

Rationale: Reduce dust and traffic noise created by frequent traffic as it passes through the adjacent neighborhood to and from the airport

Estimated Cost: \$250,000

B. Construct new lease lots and maintenance building reserve north of the existing apron

Rationale: Provide lease lots to satisfy the forecast demand

Estimated Cost: \$3,500,000 of which \$2,300,000 is for the excavation 230,000 cubic yards of material require removal

C. Extend parallel taxiway to the north

Rationale: To provide access to the runway for the new lease lots.

Estimated cost: \$75,000

11-20 YEARS

A. Construct new airport access road to provide north access

Rationale: Provide a new airport access road for vehicle traffic to remove traffic impact to the adjacent neighborhood. The existing access road through the neighborhood will be gated at the airport property boundary.

Estimated Cost: \$1,900,000

4. RATIONALE FOR MODIFICATIONS OF STANDARDS OR UNUSUAL CONDITIONS

There are no modifications to standards.

Girdwood Airport is located in narrow valley surrounded by mountains that range from 4,000 to 6,000 feet high within 2.3 miles of the runway. These mountains penetrate 73% of the Part 77 imaginary surfaces. Most of these mountains are also covered by trees.

There are no terrain or object penetrations to the 20:1 approach surface to Runway 02. The 20:1 approach surface to Runway 20 has terrain penetration off airport property.

Penetrating trees located within the existing and proposed developed areas will be removed (obstructions 18-55).

The trees that penetrate the transition surface and are located on the opposite side of Glacier Creek (obstructions 81-143) that are off airport property will remain. Securing permission to remove these trees would be difficult and local pilots have not registered any complaints about encroaching trees.

Many trees located between the airport access road and the northeast airport property boundary on the fringe of Moose Meadows penetrate the 7:1 transition surface (obstructions 137-331,727). These trees cover a hillside and are in an area used recreationally by local residents. Only selective tree removal or topping of the highest trees is recommended for this area.

No wind data exists or was collected for the Girdwood Airport. Local pilots report that the prevailing winds are up or down the valley in general alignment with the runway; no dangerous crosswind conditions have been reported.