

Land Use Assessment

Dillingham Airport Master Plan Update

Project No. CFAPT00353/ AIP 3-02-0078-017-2018

Prepared for:



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October 2021

The preparation of this document is supported in part with financial assistance through the Airport Improvement Program from the Federal Aviation Administration (AIP Grant Number 3-02-0078-017-2018) as provided under Title 49 USC § 47104. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein, nor does it indicate that the proposed development is environmentally acceptable in accordance with the appropriate public laws.

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1.0 Introduction

The Alaska Department of Transportation & Public Facilities (DOT&PF) is conducting a Land Use Assessment to support updates of the Dillingham Airport Master Plan (AMP) and Dillingham Airport Layout Plan (ALP). The last AMP was completed in 2005 and no longer serves as an effective guide for airport improvements. The updated AMP and accompanying ALP will provide a plan for capital improvements, maintenance, and operations at Dillingham Airport (DLG) over the next 15-20 years. It will provide recommendations that allow DLG to continue to serve the City of Dillingham and its surrounding communities.

Evaluating current land uses on and adjacent to airport property is an essential element in AMP development, as inconsistencies or incompatibilities in land use can result in safety and operational issues. It also directly informs recommendations in the AMP to ensure future land use decisions are in the best interests of DOT&PF, airport staff, operators, passengers, and residents of Dillingham.

2.0 Regional Setting

The City of Dillingham is located on the northwest shoreline of Wood River where it meets the Nushagak River at the far north end of Nushagak Bay in northern Bristol Bay. See Figure 1, Project Location & Vicinity Map on page 3. The city encompasses 33.6 sq. miles of land and 2.1 sq. miles of water. Dillingham is the transportation, economic, and public service hub for the Bristol Bay region and can only be reached by air or sea, making the airport and port vitally important for the livelihoods of Dillingham-area residents. Adjacent communities, including Ekwok, King Salmon, Koliganek, Manokotak, New Stuyahok, and Togiak, regularly rely on Dillingham and DLG for meeting transportation and other public service needs. Dillingham's economy relies heavily on the commercial fishing industry and use of its ports and airport for the export of salmon and seafood from Bristol Bay.

2.1 Community Overview

Dillingham has a highly integrated population of Alaska Natives and non-Natives. Historically, the area around Dillingham was inhabited by both Yup'ik and Athabascans and became a trade center when Russians erected the Alexandrovski Redoubt Post in 1818. Local Native groups and Natives from the Kuskokwim Region, the Alaska Peninsula, and Cook Inlet converged as they came to visit or live at the post. The community was known as Nushagak by 1837, when a Russian Orthodox mission was established. In 1884, the first salmon cannery in the Bristol Bay region was built by Arctic Packing Co., east of the site of modern-day Dillingham. Ten more canneries were established within the next seventeen years. The Dillingham town site was first surveyed in 1947. The city was incorporated in 1963 and is a 1st class city.¹

Commercial fishing, fish processing, cold storage, and support of the fishing industry are the primary economic activities, producing half of the world's sockeye salmon supply each summer. In 2018, the region saw a harvest of 152 million pounds of sockeye. After processing, this harvest was valued at \$688 million.

¹ Alaska Community Database Online (Accessed March 2020).

Dillingham's role as the regional center for government and services helps to stabilize seasonal employment. Many residents depend on subsistence activities, and some trap beaver, otter, mink, lynx, and fox for supplemental income. Salmon, grayling, pike, moose, caribou, and berries are locally harvested.

3.0 Airport Setting & Adjacent Land Uses

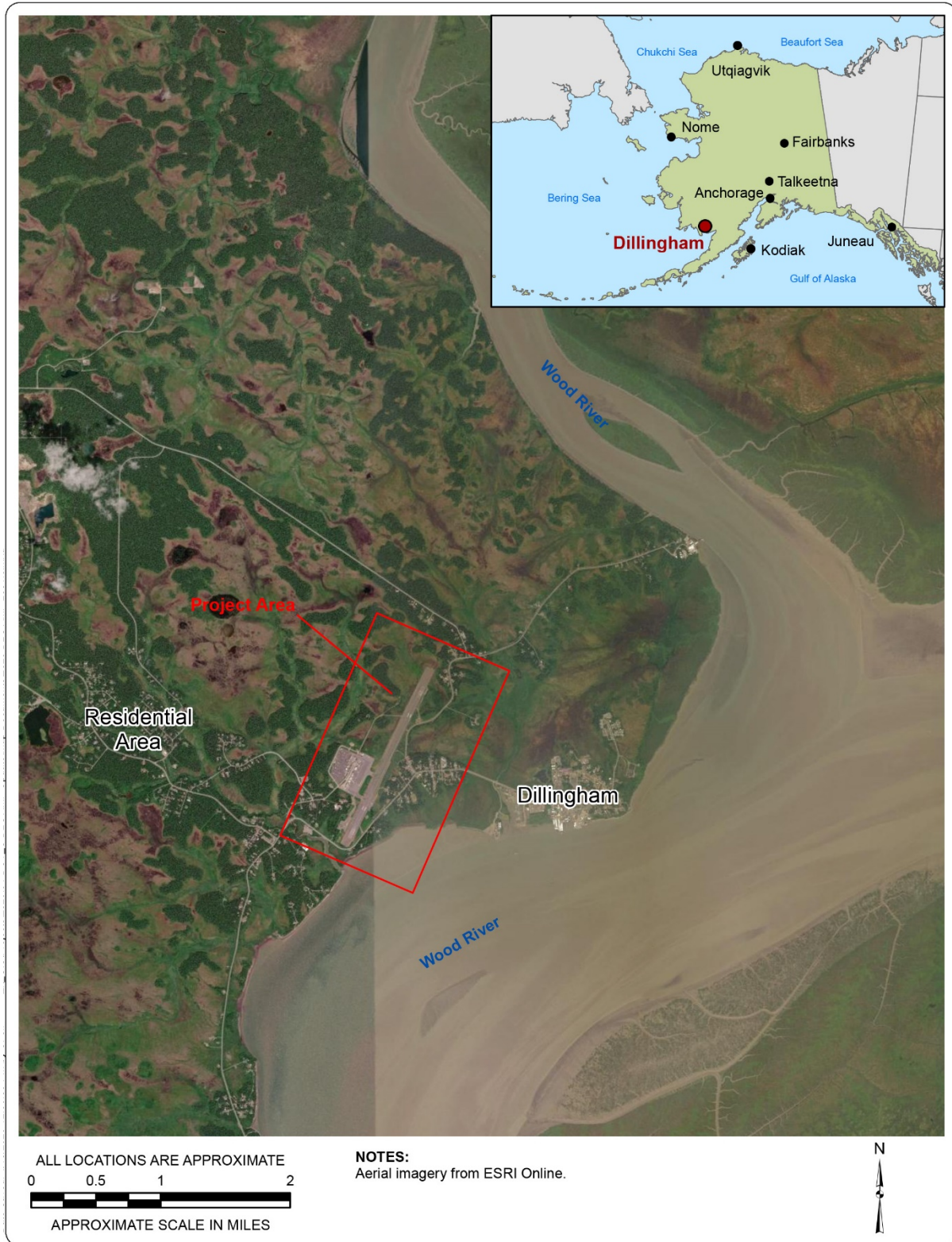
A large proportion of the road-accessible, developable land in the City of Dillingham is held as Native allotments. Other major landowners include Choggiung Limited, the City of Dillingham, and the State of Alaska. DLG property is entirely within the Dillingham city limits. Alaska DOT&PF owns DLG and maintains jurisdiction over its operations. See Figure 2. City of Dillingham Land Ownership.

The US Army Corps of Engineers has mapped wetlands around and within DLG property. Wetland classifications in the area include freshwater forested/shrub wetlands and freshwater emergent wetlands. This is consistent with much of the land within the City of Dillingham boundary, with mapped wetlands prevalent north and east of the airport. Squaw Creek runs southwest of the airport property and drains into the Nushagak River to the south.

DLG is located near the junction of Dillingham's three major roads: Kanakanak Road, Wood River Road, and Aleknagik Lake Road. Kanakanak Road crosses airport property south and southeast of the runway, and a portion of Wood River Road enters airport property southeast of the runway and north of Kanakanak Road. These road corridors contain the majority of Dillingham's residential development. The airport property is surrounded by residential development on all sides except the northwest.

The locations of existing residential properties and the city cemetery present possible land use conflicts with airport property. Two residents are located adjacent to the northwest airport property boundary. Access to the residence is from Airport Road connecting to West Airport Road and North Airport Road, around the general aviation (GA) apron. This may result in difficult public access control along these roads and on airport property. Additionally, a residence encroaches onto airport property east of the runway, north of Kanakanak Road, and is labeled on the 2019 DLG Land Occupancy drawing as *Delpin Lopez Encroachment* (see Attachment 1. DLG Land Occupancy).

A city cemetery, Evergreen Cemetery, is located east of the runway on a knoll above the runway elevation, fully within airport property boundaries. The cemetery is still in use. It encroaches on areas that, according to Federal Aviation Administration (FAA) standards, should be cleared of obstructions and elevated terrain, including the Objective Free Area (OFA). Both the adjacent residential uses and the culturally sensitive city cemetery may affect the safe operation of the airport or limit its expansion.



PREPARED BY:
 R&M CONSULTANTS, INC.

DOT&PF DILLINGHAM AIRPORT MASTER PLAN UPDATE

LOCATION AND VICINITY MAP

PROJ.NO:	CFATP00353
DATE:	APR 2020
REF:	N/A
FIGURE NO:	1

Figure 1. Project Location & Vicinity Map

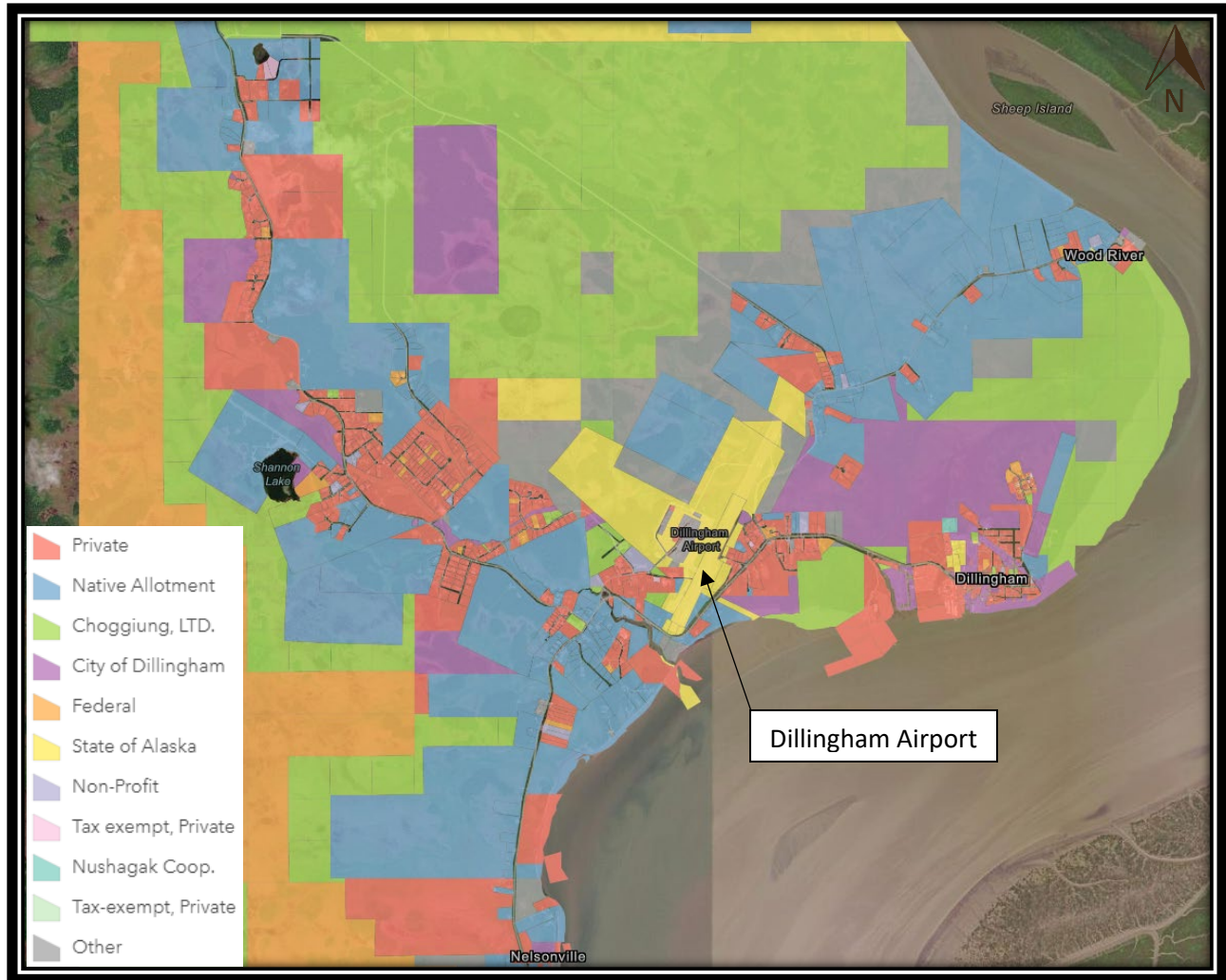


Figure 2. City of Dillingham Land Ownership. Source: City of Dillingham Parcels (2021 GIS)

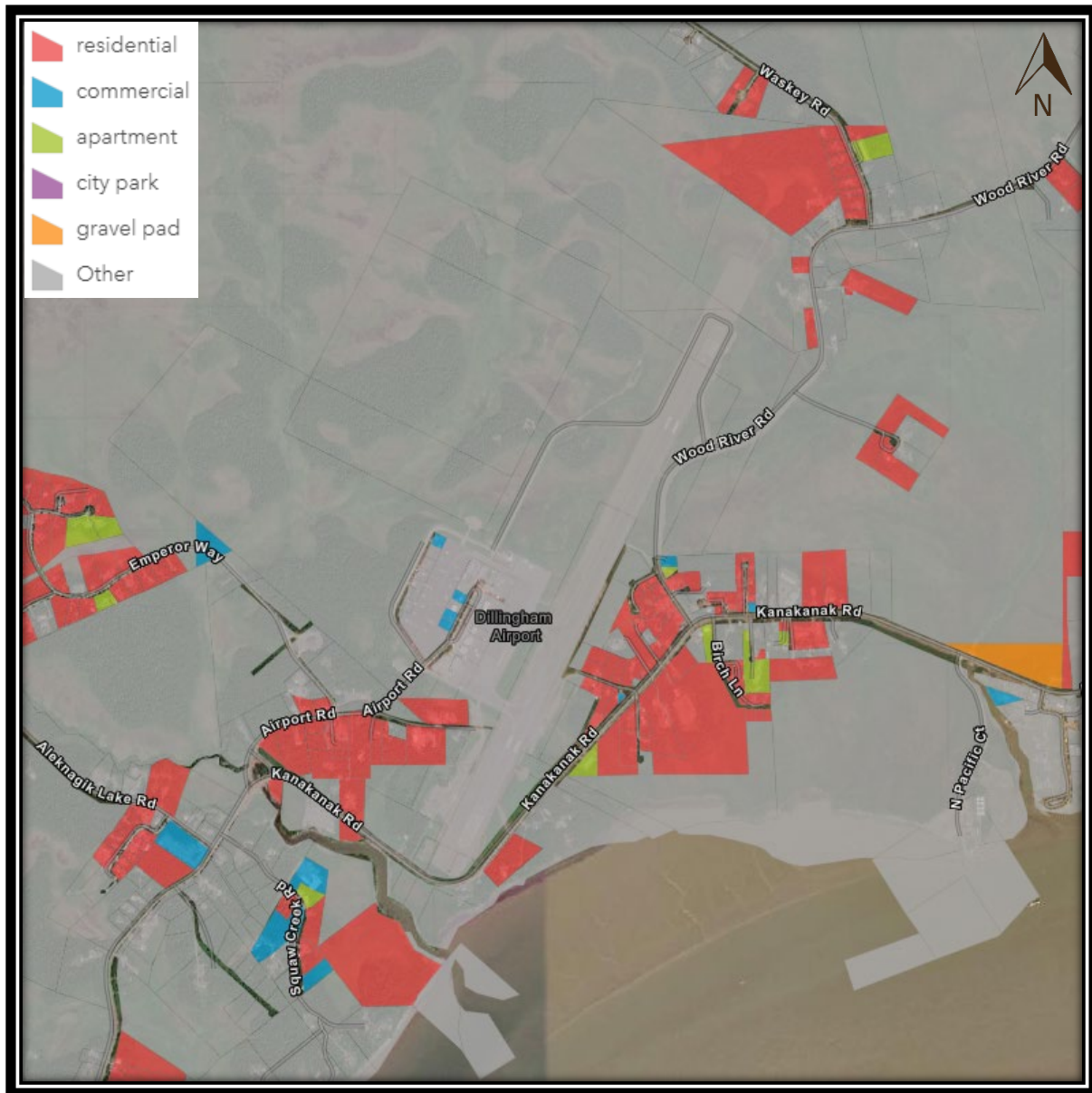


Figure 3. City of Dillingham Land Use Map. Source: City of Dillingham Parcels (2021 GIS)

4.0 Land Use at DLG

The first tract of land transferred from the Bureau of Land Management (BLM) to the State of Alaska for DLG occurred in 1953, when the airport was built. The land within DLG boundaries is owned and operated by DOT&PF and was acquired by 1985. See Attachment 2, DLG Property Plan 2003. Since the airport was built, lease lots for tenants have been developed, and buildings and vehicle parking areas have been constructed. Underground piped city water and sewer are available in Dillingham, but the airport is not connected to the systems. The city sewer system currently ends directly across the runway from the airport along Kanakanak Road. Water and sewer at the airport are provided by well and septic systems.

Airport land uses can be classified as either aeronautical (uses directly related to or involved with the operation of aircraft) or non-aeronautical. Non-aeronautical land uses are any airport land use, business, service, or function that is not involved with or directly related to the operation of aircraft. Almost all current land uses on DLG are aeronautical uses, with only Evergreen Cemetery being non-aeronautical. Prior to 2021, the Twin Dragon restaurant operated on a lot leased by private air operator Grant Aviation, Inc. Airport access roads, current lease lots, and airport facilities all are used for transportation activities or to support aeronautical activities.

4.1 Land Use Plan (2012/2016 ALP)

The 2016 ALP includes a Land Use Plan. See Attachment 3, DLG ALP 2016. The Land Use Plan designates areas on and adjacent to airport property for uses based on the ultimate layout identified in the ALP. Aeronautical use areas include aviation use, revenue generation, aviation hazard easement, and aviation reserve. Non-aeronautical use areas include non-aviation, commercial mixed use, residential, and no airport interest.

A significant portion of DLG property is designated as aviation reserve, which is intended to protect or preserve airport land for future expansion of aviation facilities. This area is west of the building restriction line, GA Apron, and existing lease lots. Aviation reserve areas intend to protect or preserve airport land for future expansion of aviation facilities. Based on the orientation and shape of the airport property boundary and the aviation reserve area in the 2016 ALP Land Use Plan, it is assumed the area has been reserved for the potential addition of a crosswind runway; however, the ultimate layout does not include a crosswind runway or any aviation facility expansion into this area.

All existing lease lots at DLG are within revenue generation designated areas. There is a small area south of the GA Apron, west of Airport Road, that is categorized for non-aviation revenue. A portion of that area is currently being used as a vehicle parking lot. A second non-aviation revenue area is identified east of Runway 1-19, west of the existing airport fence and building restriction line, that is accessible from Wood River Road. Beyond airport boundaries, the Land Use Plan identifies the commercial mixed-use area where Dillingham residents live and work.

4.2 Aeronautical Uses

Aviation use areas contain aeronautical facilities and support facilities (see the following Aeronautical Use section), including the runway, runway protection zones (RPZs), terminal apron, taxiways, and GA Apron. Aeronautical uses at DLG include commercial passenger service, freight and mail services, general aviation, and military aviation. Runway 1-19 is the only runway at DLG and is used by all aircraft, except for helicopters. Taxiways A & B connect the Main Apron to Runway 1-19, and Taxiway C connects the Main Apron to the GA Apron. DLG does not have a full-length parallel taxiway.

Support facilities include:

- Flight Service Station (FSS)
- Aircraft Rescue and Fire Fighting (ARFF)/Snow Removal Equipment Building (SREB)

- Chemical Storage Building
- Sand Storage Building
- Maintenance and Operations Reserve

Avigation hazard easements are identified south of Runway 1-19 within and around the south RPZs, south of Kanakanak Road, and east of the runway where the city cemetery is located. The Land Use Plan recommends acquisition of property north of the Runway 19 end for RPZ protection, expanding airport property and aviation use area, to contain the existing RPZ within airport property and accommodate the ultimate runway length and location.

4.3 Lease Lots

Developed lease lots are on the west side of the runway and are accessed primarily from Airport Road. See Attachment 1, DLG Land Occupancy. These privately developed lots are occupied by small passenger and cargo terminal facilities belonging to air carrier operators or public agencies. Air carriers include Grant Aviation, Alaska Pride Air, Bristol Bay Air Service, Alaska Island Air, Mulchatna Air LLC, Tucker Aviation, Peninsula Airways, Fresh Water Adventures, Starflite Inc, Bay Air, and Alaska Cargo Services. Agencies include Alaska Department of Fish and Game, US Fish and Wildlife Service, City of Dillingham, and the FAA. The Alaska State Troopers (AST), the principal law enforcement agency in the region, operates their own aircraft stationed at DLG. Agencies also extensively use local commercial operators for a variety of work.

Airlines and air taxis operating from Dillingham maintain individual passenger and cargo handling facilities or sublet space. Most operators combine passenger, cargo handling, and hangar functions within one building. All facilities are located west of the runway. The FAA building hosting the Flight Service Station is the only lot north of Taxiway C and east of North Airport Road.

4.4 Tiedown System

Aircraft tiedowns are available on the GA Apron along Taxiway C. Lease lots are adjacent to the GA Apron to the west and east, and between the Main Apron and Airport Road. Most of the existing lease lot holders also rent tiedowns. There are 74 tie downs at DLG with 41 tiedowns occupied for all or a portion of 2020, according to the DLG Tiedown Invoice Report run on June 30, 2020. Tiedowns are rented for various time periods including annual, seasonal and extended seasonal at a rate of \$492 per year and are pro-rated for seasonal renters (\$41 per month). A portion of the tiedowns are reserved for transient parking.

5.0 City of Dillingham Land Use Planning

The City of Dillingham has limited land use regulatory policies in their current code, and they do not have a municipal zoning program. While there are processes in Title 18, *Planning and Land Use Regulation*, for obtaining three different land use permits (General Land Use, Administrative, and Conditional Use), the use-specific standards for the underlying land use districts are not well defined. Two land use district classifications are codified and used in the city, General Use district (GU) and Central Business district (CB).

The CB district is intended to provide for commercial uses for the entire community in a central location and a compact, high density setting. The GU district is intended to provide for all uses with a minimum of standards required for public health, safety and welfare. DLG is located about two miles from the City of Dillingham city center and lies within the GU District.

The city of Dillingham adopted the "City of Dillingham Comprehensive Plan Update & Waterfront Plan" in October 2010. The plan serves as the city's guiding document for management and future development decisions. The plan recommendations are based on community-defined needs and interests to improve Dillingham as a place to live, work, and visit. Decisions are based in part on land use designations. The plan provides a Land Use Designations map that outlines the locations of current land uses, the general expectations about locations of future development, and eight general land use designations. (See Figure 4, Land Use Designations, City of Dillingham Comprehensive Plan Update & Waterfront Plan, 2010).

Airport and residential uses are not typically considered compatible, yet the land use designations surrounding DLG are a combination of residential and commercial mixed uses, consistent with long standing use patterns. DLG is designated as a Public Land and Institution (PF), consistent with other public facilities such as schools, police or fire stations, sewer treatment, parks, and ports and airports. Land surrounding DLG is primarily designated as "Residential Focus", which allows for low-density, residential use, including options for home-based and other businesses compatible with a predominately residential area. Additionally, an area southwest of the northern half of the DLG runway is designated as Commercial Mixed Use, which allows for commercial and retail services, with an option for secondary uses including residential.

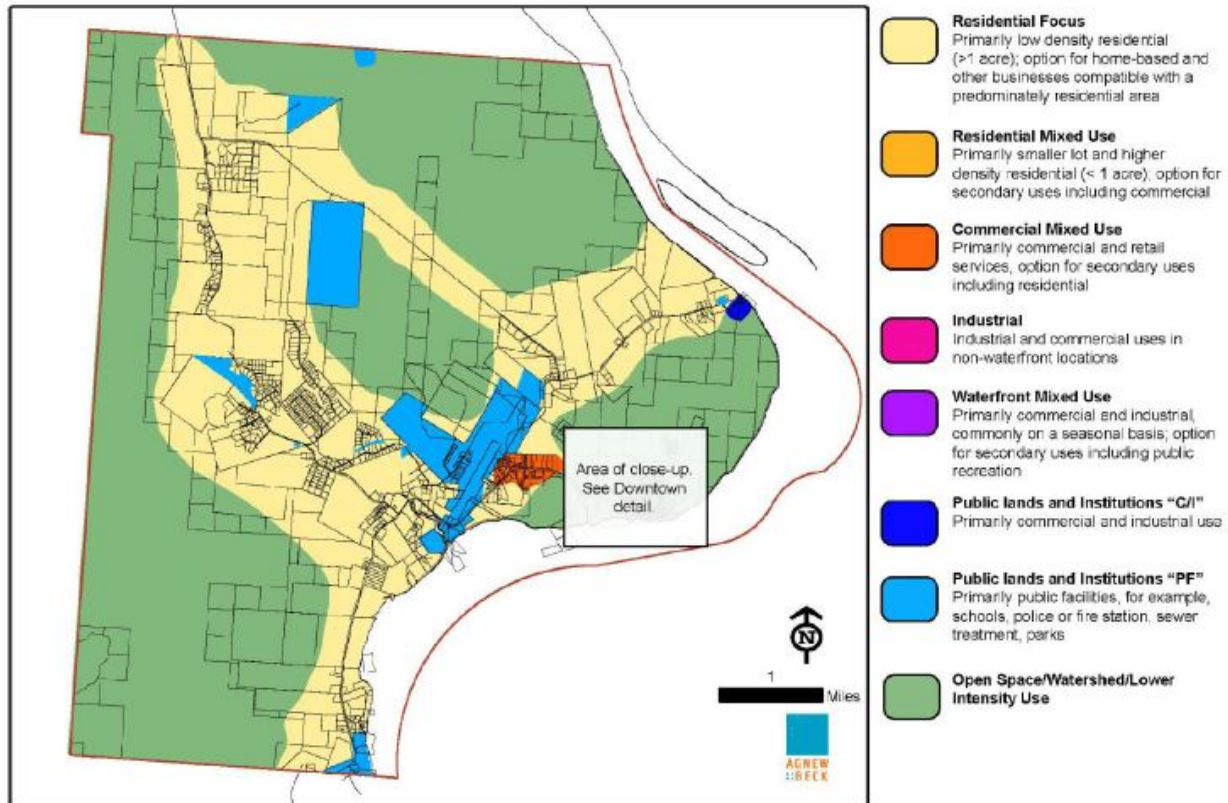


Figure 4. Land Use Designations, 2010 City of Dillingham Comprehensive Plan

A map of existing trails in the 2010 Comprehensive Plan shows traditional local trails that circulate the northern half of the airport property, including segments near or potentially within the north RSA. Based on the aerial imagery and climate information available for the area, this trail may be seasonal and only used in the winter months as it traverses areas of wetlands.

The 2010 Comprehensive Plan outlines goals, objectives, and priority strategies for improving the City of Dillingham. As a vital part of public infrastructure, the continued maintenance and improvement of DLG is supported in the comprehensive plan to achieve a well-planned and managed system of public infrastructure. The following goals identified in the 2010 Comprehensive Plan apply to DLG and this AMP update:

- Transportation Goal: “Develop and maintain an integrated transportation system that provides a range of safe and efficient ways to move people and goods within, as well as in and out of Dillingham; provide for both utilitarian needs such as access to jobs, schools, services and facilities, subsistence resources, and for recreation and health.”
- Transportation Goal 2: “Improve the system of roads, docks and harbors, and airports to meet current and anticipated future needs, minimize maintenance costs, and to minimize potential conflicts between transportation and other community goals.”

- Economic Development Goal: “Diversify and strengthen Dillingham’s economic base to ensure a prosperous future for the community’s residents while protecting the health of the environment; grow local businesses and industries.”

The Comprehensive Plan recommends the following strategies under Transportation Goal 2 to improve air travel infrastructure in the area:

- “Work with DOT&PF to finalize and implement the AMP, including reserving land for a crosswind airstrip at the DLG.”
- “Maintaining, and preferably increasing, the number of passengers visiting Dillingham is critical to maintaining regular air service. Consequently, the City should work with private tourism businesses, a revitalized Chamber and other interests to increase visitor travel to Dillingham – implementers are the City, Chamber, and regional partners.”
- “Pave and improve drainage on Airport Road/Airport Spur Road (1 mile), Waskey Road (4.1 miles), and Emperor Road on existing road and add new road connection (project total: 3.9 miles).”
- “Engage ADOT&PF and local air services to provide space to build and expand Dillingham’s infrastructure for transporting fish and fish products.”
- “Agree to a land trade to move DOT&PF maintenance vehicles and other storage away from downtown.”
- “Resolve land use conflicts in the area surrounding the airport in order to ratify the AMP and designate the expansion area.”

6.0 Public Engagement

6.1 Airport Stakeholder Interviews

As part of the DLG AMP update, telephone interviews were conducted with community and business leaders, tribal entities, and service organizations to provide input for the plan. A total of 23 interviewees were asked a series of questions about how their businesses or organizations use the airport, how well the airport meets their needs, and how the airport could be improved. The following information pertaining to airport land use emerged as key themes:

- Terminal facilities (owned and operated by air carriers) lack adequate space for Transportation Security Administration (TSA) screening; the Alaska Airlines terminal is too small to accommodate a full jet load of people, and the baggage area is congested.
- A cold storage facility is needed for sportfishing businesses and hunters. The commercial processing plant does not have a storage need since their shipping methods do not require refrigerated space at the airport.

- A desire to construct new hangar facilities at the airport was expressed by private pilots and one fish processing plant manager who lacks adequate space to build. One interviewee stated, “leases to build private hangers would be taken advantage of in a heartbeat.”
- Improvements to water and sewer was a top priority for some interviewees; they noted available well water is contaminated with perfluoroalkyl and polyfluoroalkyl substances (PFAS) not safe for consumption, and bathrooms are often out of service. “There are serious deficits for sanitation in terms of functioning toilets and sinks.”
- Passenger vehicle parking space was described as insufficient when the airport gets busy. Loading space for passengers boarding an Alaska Airlines jet and for loading large totes of fresh salmon are insufficient.
- There are few options to get planes out of the weather and get them serviced with limited aircraft mechanical services at the airport. DLG is currently served by only one mechanic carrying tools in his vehicle who parks next to a plane needing service; additional hangar space would allow a mechanic to set up a shop and offer expanded services many Dillingham pilots need.
- Given the many identified areas for infrastructure improvement and challenges posed by the current airport, one interviewee suggested that “it may be easier to simply start over. The limited space around the airport would only allow for so much expansion and it might not only be simpler,” but also financially sensible to find a new location and build a new airport meeting the needs of Dillingham and the region. A new airport would have larger runways, taxiways, and parking areas, a common public terminal, leasable space for private hangar construction and improved passenger services.

Runway and taxiway desired improvements include:

- Lengthening and widening the runway as a safety improvement for incoming flights, especially larger planes.
- The existing taxiway used by smaller aircraft (Taxiway C) is not wide enough for two planes to pass each other. As one interview stated, “pilots make it work,” but the taxiway also needs to be widened.
- A full-length parallel taxiway to the north end was suggested as well as a crosswind and even a shorter gravel runway for small aircraft to land to make way for larger aircraft using the large runway.
- Charter aircraft want more parking space at the north end of the apron.
- Fencing on the south end of the runway causes snow drifts onto the adjacent road.

6.2 Public Meeting

The first public open house was held virtually on October 22, 2020, and yielded valuable insight regarding facility issues and land use opportunities for DLG. There was considerable overlap between the open house comments and those from the earlier stakeholder interviews.

- Most comments at the first open house pertained to a common, upgraded terminal. They expressed a desire for a large enough facility for the larger commercial operators as well as private charters, with separate baggage and waiting areas. Each operator currently manages and maintains their own facility on lease lots, many in sub-prime condition. A new, shared terminal would serve as an attractive 'welcome' to Dillingham and the Bristol Bay region, since most residents and visitors travel through DLG to access the region. Adding concession space would be valuable for those waiting at the airport. There was one comment that mothers with infants cannot get water for baby formula, and even adding a vending machine with water bottles would be a simple, but meaningful, improvement.
- A significant demand for new lease lots and hangar space was expressed. One participant mentioned having to store his aircraft at a different airport during the winter months, which was an added expense and left him without use of this aircraft during those months.
- Airport maintenance equipment should be improved, particularly the de-icing and other winter equipment.
- Improving restroom facilities had a lot of support at the open house. Restrooms are in the Alaska Airlines terminal and therefore not publicly available. There is only one men's restroom and one women's restroom, which is especially insufficient during the summer, when demand is high. There are times when the restroom is closed, and airport employees must close counters for 20 minutes or more to leave the airport to use the restroom and return.
- Insufficient access to drinking water was also a popular comment. Connecting to the City of Dillingham water supply would improve the customer and employee experience and yield additional growth opportunities.
- Parking facilities should be improved. There are safety and security concerns with the long-term parking area, given inadequate lighting, no security systems or a gate/fencing. Short-term parking is regularly full and can be difficult for pedestrians and drivers to safely navigate, especially during the summer.
- The City Cemetery has cultural value to Dillingham residents, potentially limiting Runway Safety Area (RSA) improvement options.

7.0 Opportunities

The following are potential land use opportunities at DLG. Public engagement activities conducted since the beginning of the planning process and prior plans have lent additional insight regarding potential opportunities.

- One of the main concerns of the community has been identified since the 1985 DLG Airport Master Plan: the lack of adequate terminal facilities. Currently, air carriers primarily operate out of small private buildings, with the primary terminal being a standalone building owned and operated by Alaska Airlines. Desire for a joint-use terminal has strengthened over the years.
 - Interviews echoed this need and added building a public terminal that could accommodate multiple airlines could result in numerous efficiencies for airlines and increased convenience and comfort for passengers. Making Dillingham an easier community to travel in and out of and allowing space for gift shops and food service concessions could be a potential economic benefit.
- DLG has a significant amount of unoccupied, undeveloped land that has potential to host expanded services, lease lots, new or expanded runways/taxiways, or non-aeronautical uses.
 - However, the presence of classified wetlands may limit the practicability of some development as the cost to construct and permit would increase. Additional limitations for expansion would include a change in runway and/or RSA locations and an addition or plan for a crosswind runway.
 - The 2010 Dillingham Comprehensive Plan recommends implementing the existing AMP and reserving land for a crosswind airstrip at DLG; this is reflected in the 2012/2016 ALP Land Use Plan. The need and practicability of a crosswind runway will be examined through this AMP/ALP update, along with the need to carry the 2016 ALP Land Use Plan's aviation reserve areas forward.
 - According to the trails map included in the 2010 City of Dillingham Comprehensive Plan, there are existing trails on airport property. If expansions of developed areas, facilities, or a new crosswind runway are recommended, possible impacts to existing trails on airport property should be taken into consideration, specifically if they are culturally significant or used to access Native allotments not otherwise accessible by the road system.
 - DLG experiences significant increases in use and demand during the summer seasons due to commercial and sport fishing and tourism from late May through September. The highly seasonal component to Dillingham's economy puts large strains on infrastructure for short durations of time. It is a constant struggle to balance building up the necessary or desired infrastructure for increased summer capacity/demand while justifying those investments during times of considerably lower use. It can also be difficult to justify airport geometry

upgrades or expansions with seasonal use as FAA bases their critical aircraft determination on annual operations.

- In the face of growing economic change, FAA has begun encouraging airport sponsors and operators to become more self-sufficient. FAA recommends airports examine their real estate holdings to see where non-aviation airport land could be marketed and leased for increased revenue generation. The 2016 ALP designates areas for commercial mixed use, revenue support, non-aviation revenue, and aviation reserve. See Attachment 3, DLG ALP 2016.
 - It should be examined if DOT&PF has a desire (and if potential demand exists) to lease land identified for non-aviation revenue for commercial mixed uses or public infrastructure (such as potential 5G infrastructure or community services) which tend to have long-term leases.
- Implement the 2010 Dillingham Comprehensive Plan's recommendation to resolve land use conflicts in the area surrounding the airport to ratify AMP and designate expansion area.
 - Resolve the encroachment of a residential property east of the runway, either through a land purchase/acquisition or replat of property boundaries in such a way that retains compliance with all FAA requirements for airport safety areas and boundaries. If a land purchase was pursued, the residence could potentially remain by obtaining a lease from DOT&PF if consistent with non-aeronautical land use requirements.
 - Resolve access, safety, and development concerns with the City of Dillingham for the cemetery, which is currently located on airport property. Solutions may include land trades and access control measures.

This Land Use Assessment will inform the Dillingham AMP and accompanying, updated ALP. The opportunities identified will be explored through the alternative development process for their feasibility and benefit to DOT&PF, airport staff, air carriers and operators, passengers, and the community. Viable opportunities will be incorporated into the draft AMP as recommendations and will undergo a formal public review process.

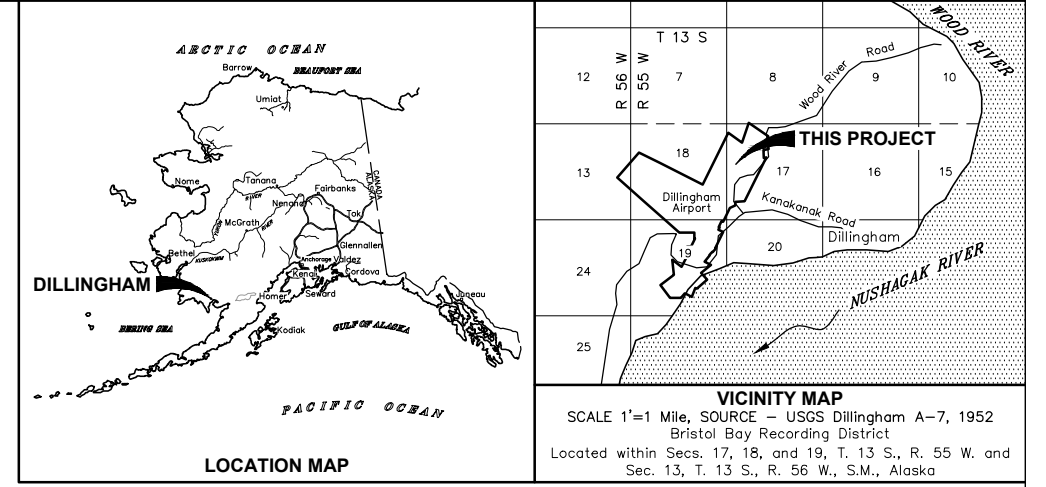
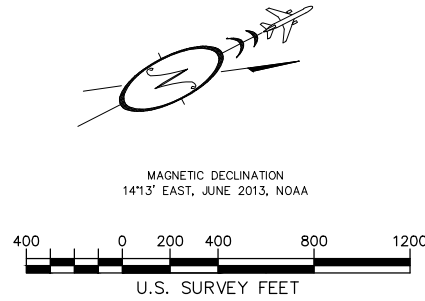
Figure 1.
DLG Land Occupancy 2020

LAND OCCUPANCY

BLK	LOT	ADA NO.	AREA (SQ FT)	OCCUPANT	BEGIN DATE	EXP. DATE
ITEM	1	06669	1600	FAA - PAPI, R/W 01	06/22/2006	09/30/2022
	2	07092	104,544	FAA - LOCALIZER	07/01/1994	09/30/2023
	3	07092		FAA - VASI, R/W 19	07/01/1994	09/30/2014
	4	06621	40,075	FAA - DIRECTION FINDER	07/01/1991	09/30/2030
	5	08342	612,018	FAA - ODALS & 10' CABLE ROW	10/01/2005	09/30/2024
	6	08730	16	FAA - SAWS SITE	06/17/2010	09/30/2030
	7	06669	2500	FAA - AWOS	06/01/1992	09/30/2022
	8			CLOSED WATER WELL		

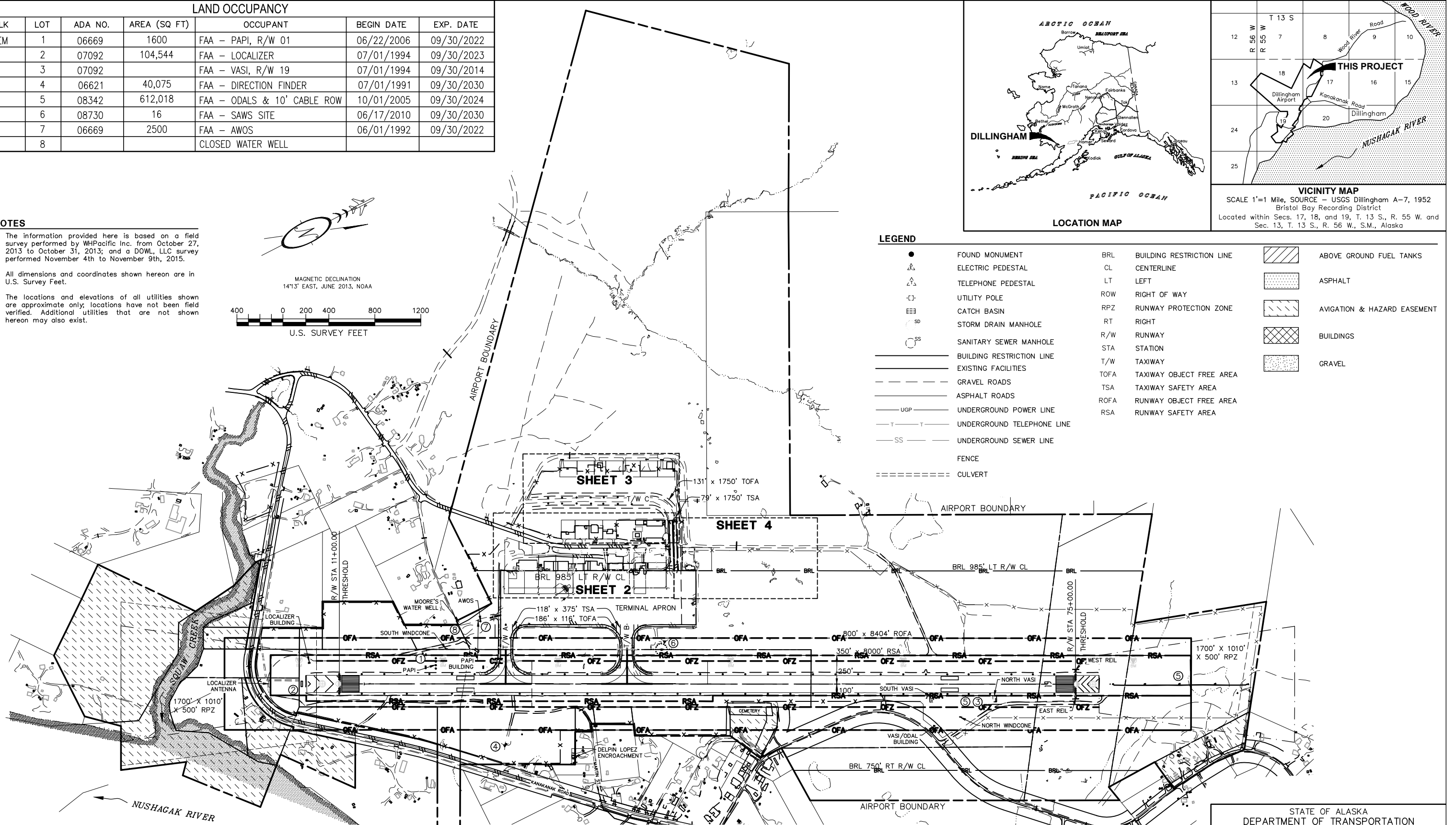
NOTES

- The information provided here is based on a field survey performed by WHPacific Inc. from October 27, 2013 to October 31, 2013; and a DOWL, LLC survey performed November 4th to November 9th, 2015.
- All dimensions and coordinates shown hereon are in U.S. Survey Feet.
- The locations and elevations of all utilities shown are approximate only; locations have not been field verified. Additional utilities that are not shown hereon may also exist.



LEGEND

●	FOUND MONUMENT	BRL	BUILDING RESTRICTION LINE		ABOVE GROUND FUEL TANKS
⊕	ELECTRIC PEDESTAL	CL	CENTERLINE		ASPHALT
⊕	TELEPHONE PEDESTAL	LT	LEFT		AVIGATION & HAZARD EASEMENT
⊕	UTILITY POLE	ROW	RIGHT OF WAY		BUILDINGS
⊕	CATCH BASIN	RPZ	RUNWAY PROTECTION ZONE		GRAVEL
⊕	STORM DRAIN MANHOLE	RT	RIGHT		
⊕	SANITARY SEWER MANHOLE	R/W	RUNWAY		
—	BUILDING RESTRICTION LINE	STA	STATION		
—	EXISTING FACILITIES	T/W	TAXIWAY		
—	GRAVEL ROADS	TOFA	TAXIWAY OBJECT FREE AREA		
—	ASPHALT ROADS	TSA	TAXIWAY SAFETY AREA		
—	UGP	ROFA	RUNWAY OBJECT FREE AREA		
—	UNDERGROUND TELEPHONE LINE	RSA	RUNWAY SAFETY AREA		
—	UNDERGROUND SEWER LINE				
—	FENCE				
—	CULVERT				



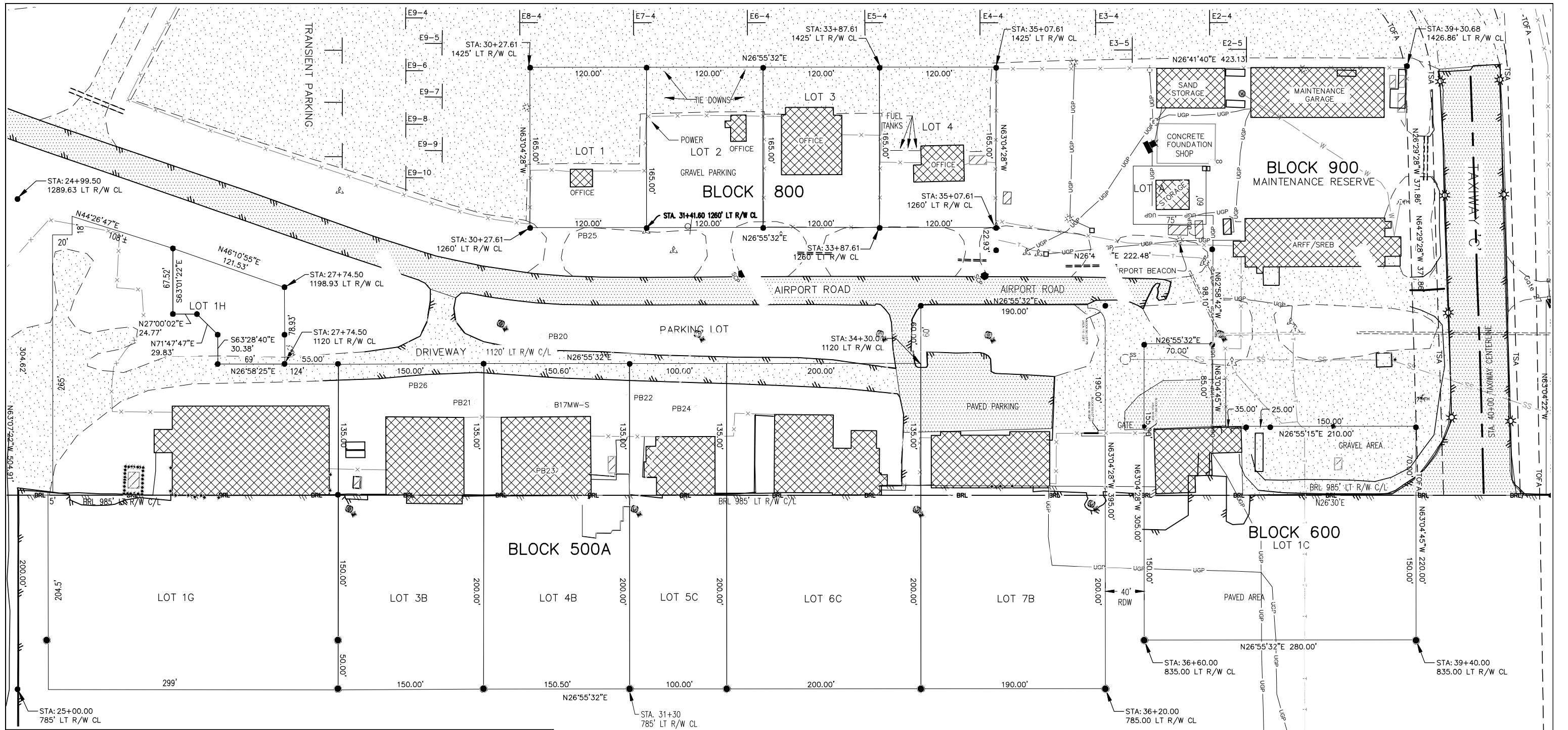
REFERENCE DOCUMENTS

This Land Occupancy Map (LO) was compiled from the following sources:
 Dillingham Airport Property Plan, dated 12/11/2003, and provided by the Department of Transportation
 Dillingham Airport, Record of Survey, Plat 2014-11, Bristol Bay Recording District
 Dillingham Land Occupancy Map, dated 08/10/2010, and provided by the Department of Transportation
 Dillingham Airport Lease documents provided by the Department of Transportation
 Dillingham Airport Lease Lot As-Built Surveys provided by the Department of Transportation
 Dillingham Airport Layout Plan, dated 06/15/2012, FAA Conditional Approval, dated 07/10/2012, and provided by the Department of Transportation.
 Dillingham Airport Survey Control Sheet, Runway Rehabilitation, Project 53424, dated 12/2005, and provided by the Department of Transportation.

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 AVIATION LEASING
**DILLINGHAM AIRPORT
 LAND OCCUPANCY**

APPROVED		NAME: _____	
BY: _____		TITLE: _____	
DATE: _____		DATE: _____	
SCALE	DWN	BRM, JB	SHEET 1 OF 4
1" = 400'	DATE	09/26/19	

BY	DATE	CHANGE
REVISIONS		



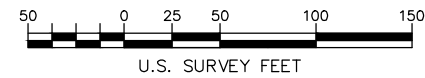
LAND OCCUPANCY

BLK	LOT	ADA NO.	AREA (SQ FT)	OCCUPANT	BEGIN DATE	EXP. DATE
500A	1G	07789	118,320	ALASKA PRIDE AIR, LLC	07/01/2000	06/30/2025
	1H	09236	9,235	ALASKA PRIDE AIR, LLC	04/01/2020	03/31/2025
	3B	07779	50,250	FRESH WATER ADEVENTURES	09/01/2000	08/31/2025
	4B	08841	50,455	PENINSULA AIRWAYS, INC.	06/01/2012	05/31/2017
	5C	09029	33,500	BAY AIR, INC.	07/01/2014	06/30/2045
	6C	09015	67,000	STARFLITE, INC.	08/01/2014	07/31/2069
	7B	09024	74,844	GRANT AVIATION, INC.	07/02/2014	07/01/2069
600	1C	07900	67,520	AIRCRAFT CONSULTANTS & SERVICES, INC. DBA ALASKA CARGO SERVICES	10/01/2001	09/30/2016
800	1	08561	19,800	ALASKA ISLAND AIR, INC.	01/02/2008	01/01/2018
	2	07196	19,800	BRISTOL BAY AIR SERVICE, INC.	10/27/1995	10/26/2020
	3	06825	19,800	US FISH AND WILDLIFE SERVICE	10/05/1992	10/05/2027
	4	06765	19,800	TUCKER AVIATION, INC.	10/15/1992	10/14/2017
900	A	07809	4,500	CITY OF DILLINGHAM	12/01/2000	11/30/2015
900				MAINTENANCE RESERVE		

TERMINAL APRON

MONITORING WELLS

POINT	STATION	OFFSET	NORTHING	EASTING	CASE RIM ELEV	DESCRIPTION
1003	30+40.6	1148.7' L	202093.19	231301.56	73.13	PB20
1004	29+27.9	1098.1' L	201969.77	231295.58	74.27	PB26
1005	29+73.0	1080.7' L	202002.10	231331.51	74.71	PB21
1006	30+47.0	1077.8' L	202066.77	231367.62	74.55	B17MW-S
1007	31+28.5	1086.1' L	202143.27	231397.16	73.42	PB22
1008	31+99.1	1074.4' L	202200.87	231439.54	72.22	PB24
1009	30+71.2	1255.4' L	202168.82	231220.25	74.73	PB25
1010	30+59.2	1010.7' L	202047.31	231432.99	75.18	PB23



BY	DATE	CHANGE

REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
AVIATION LEASING

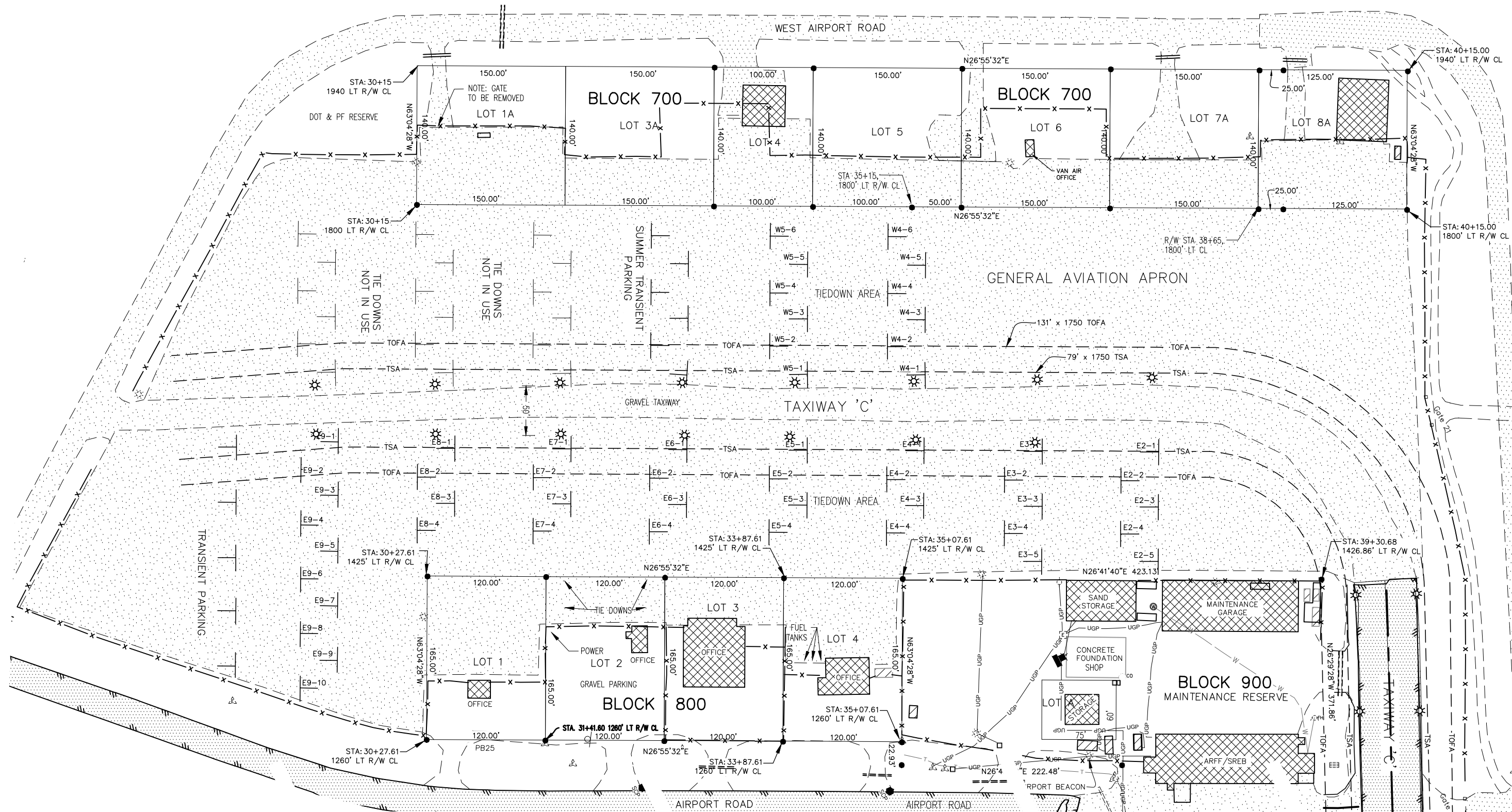
**DILLINGHAM AIRPORT
LAND OCCUPANCY**

APPROVED NAME: _____
TITLE: _____ DATE: _____

SCALE: 1" = 50'

DWN BRM, JB
DATE 03/02/20

SHEET 2 OF 4

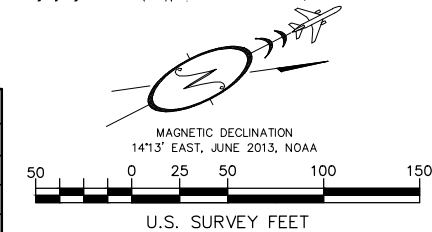


LAND OCCUPANCY

BLK	LOT	ADA NO.	AREA (SQ FT)	OCCUPANT	BEGIN DATE	EXP. DATE
700	1A		21,000			
	3A	09304	21,000	AK DEPT OF FISH & GAME	10/01/2019	09/30/2024
	4	08321	14,000	ADVENTIST WORLD AVIATION	09/01/2005	08/31/2020
	5	08791	21,000	ERIC L. SHADE DBA SHANNON'S AIR TAXI	11/15/2011	11/14/2017
	6	08040	21,000	MATTHEW S. VANDEVENTER DBA VAN AIR	03/12/2004	03/11/2027
	7A		21,000			
	8A	07689	21,000	MULCHATNA AIR LLC	10/22/1999	10/21/2030

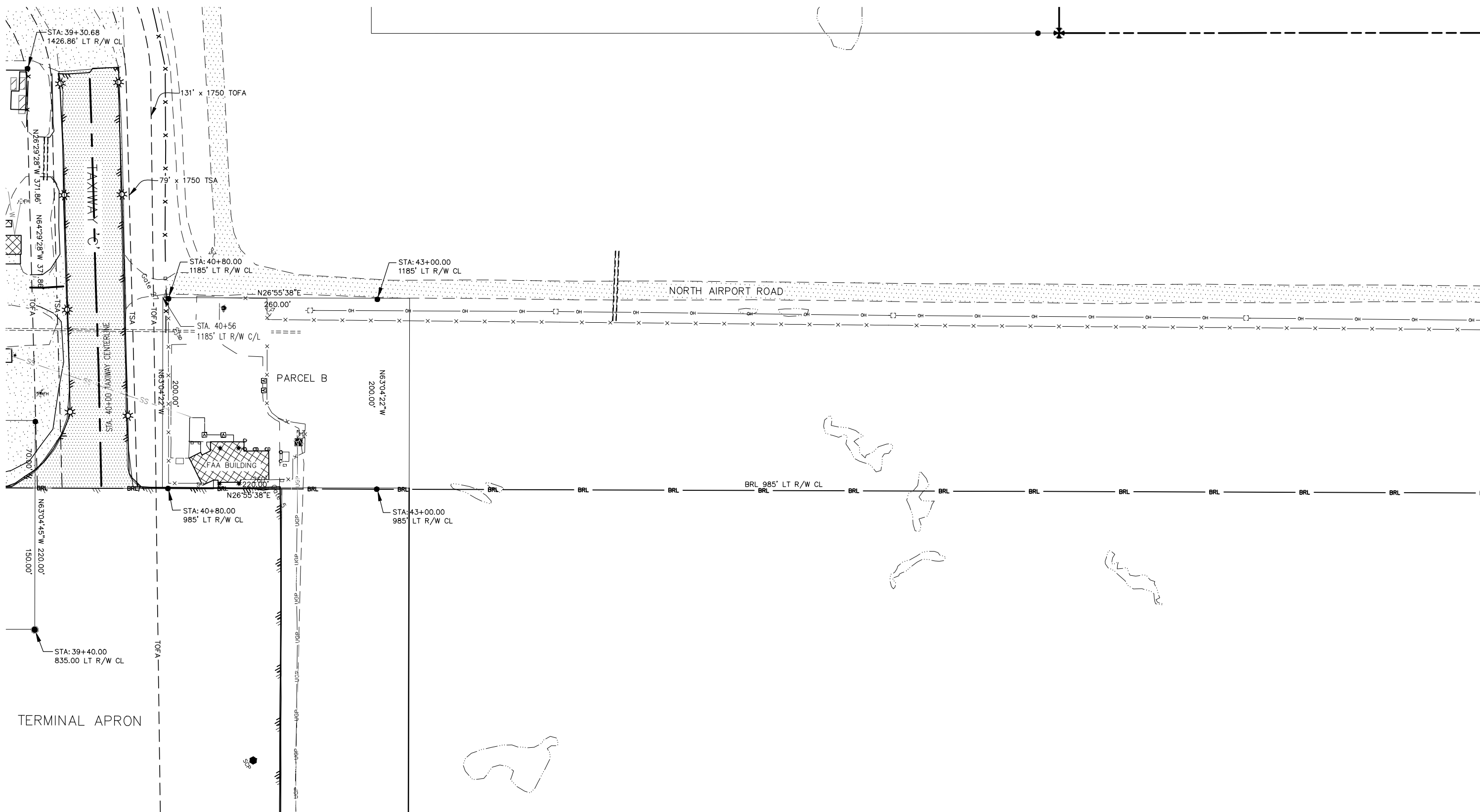
LAND OCCUPANCY

BLK	LOT	ADA NO.	AREA (SQ FT)	OCCUPANT	BEGIN DATE	EXP. DATE
800	1	08561	19,800	ALASKA ISLAND AIR, INC.	01/02/2008	01/01/2018
	2	07196	19,800	BRISTOL BAY AIR SERVICE, INC.	10/27/1995	10/26/2020
	3	06825	19,800	US FISH AND WILDLIFE SERVICE	10/05/1992	10/05/2027
	4	06765	19,800	TUCKER AVIATION, INC.	10/15/1992	10/14/2017
900	A	07809	4,500	CITY OF DILLINGHAM	12/01/2000	11/30/2015
				MAINTENANCE RESERVE		

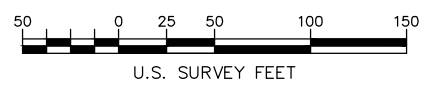


STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
AVIATION LEASING
**DILLINGHAM AIRPORT
LAND OCCUPANCY**

APPROVED NAME: _____		DATE: _____	
BY: _____		DATE: _____	
DATE: _____		CHANGE: _____	
SCALE: 1" = 50'		DWN BRM, JB DATE 09/26/19	
REVISIONS		SHEET 3 of 4	



MAGNETIC DECLINATION
141.3° EAST, JUNE 2013, NOAA



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
AVIATION LEASING
**DILLINGHAM AIRPORT
LAND OCCUPANCY**

LAND OCCUPANCY						
BLK	LOT	ADA NO.	AREA (SQ FT)	OCCUPANT	BEGIN DATE	EXP. DATE
PARCEL	B	08797	44,000	FAA - FLIGHT SERVICE STATION	02/01/2012	01/31/2032

APPROVED		NAME: _____		DATE: _____	
BY		DATE		CHANGE	
SCALE		DWN		BRM, JB	
1" = 50'		DATE 09/26/19		SHEET 4 OF 4	

REVISIONS

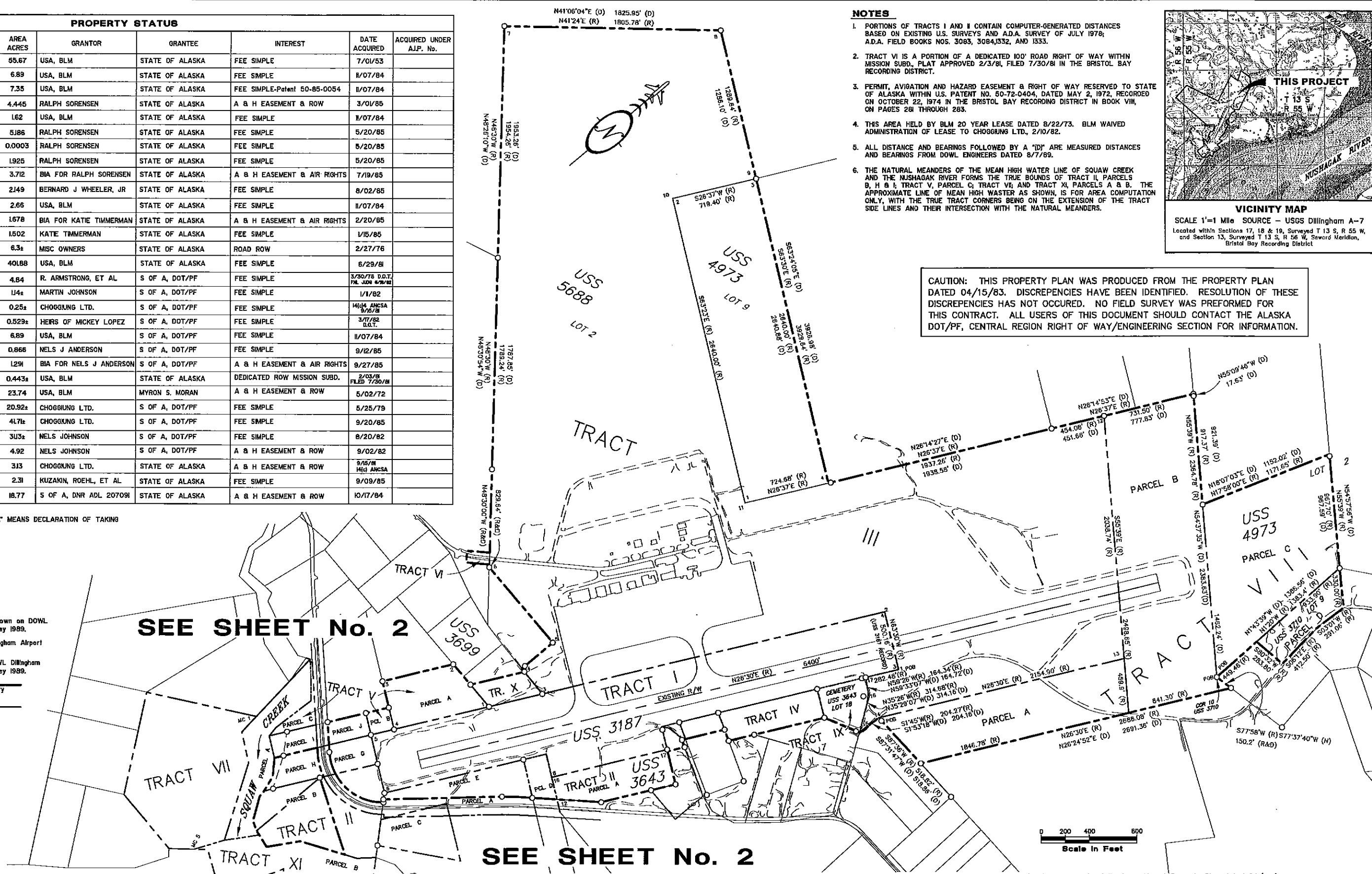
Figure 2.
DLG Property Plan 2003

PROPERTY STATUS								
TRACT	PARCEL	ADA NO.	AREA ACRES	GRANTOR	GRANTEE	INTEREST	DATE ACQUIRED	ACQUIRED UNDER A.J.P. No.
TRACT I		10191	55.67	USA, BLM	STATE OF ALASKA	FEE SIMPLE	7/01/53	
TRACT II	A	10168	6.89	USA, BLM	STATE OF ALASKA	FEE SIMPLE	11/07/84	
TRACT II	B		7.35	USA, BLM	STATE OF ALASKA	FEE SIMPLE-Patent 50-85-0054	11/07/84	
TRACT II	C		4.445	RALPH SORESENSEN	STATE OF ALASKA	A & H EASEMENT & ROW	3/01/85	
TRACT II	D		1.62	USA, BLM	STATE OF ALASKA	FEE SIMPLE	11/07/84	
TRACT II	E-1		5.186	RALPH SORESENSEN	STATE OF ALASKA	FEE SIMPLE	5/20/85	
TRACT II	E-2		0.0003	RALPH SORESENSEN	STATE OF ALASKA	FEE SIMPLE	5/20/85	
TRACT II	F-1		1.925	RALPH SORESENSEN	STATE OF ALASKA	FEE SIMPLE	5/20/85	
TRACT II	F-2		3.712	BIA FOR RALPH SORESENSEN	STATE OF ALASKA	A & H EASEMENT & AIR RIGHTS	7/19/85	
TRACT II	G		2.149	BERNARD J WHEELER, JR	STATE OF ALASKA	FEE SIMPLE	8/02/85	
TRACT II	H		2.66	USA, BLM	STATE OF ALASKA	FEE SIMPLE	11/07/84	
TRACT II	I		1.678	BIA FOR KATIE TIMMERMAN	STATE OF ALASKA	A & H EASEMENT & AIR RIGHTS	2/20/85	
TRACT II	J		1.502	KATE TIMMERMAN	STATE OF ALASKA	FEE SIMPLE	1/15/85	
TRACT II	K		6.31	MISC OWNERS	STATE OF ALASKA	ROAD ROW	2/27/76	
TRACT III		10168	401.88	USA, BLM	STATE OF ALASKA	FEE SIMPLE	6/29/81	
TRACT IV	A	10586	4.84	R. ARMSTRONG, ET AL	S OF A, DOT/PF	FEE SIMPLE	3/30/78 D.O.T. 7/1/82	
TRACT IV	B	10587	1.41	MARTIN JOHNSON	S OF A, DOT/PF	FEE SIMPLE	1/11/82	
TRACT IV	C	11094	0.251	CHOGGKUNG LTD.	S OF A, DOT/PF	FEE SIMPLE	11/24 ANCSA 9/15/81	
TRACT IV	D	1095	0.5291	HERS OF MICKEY LOPEZ	S OF A, DOT/PF	FEE SIMPLE	3/7/82 D.O.T.	
TRACT V	A	10168	6.89	USA, BLM	S OF A, DOT/PF	FEE SIMPLE	11/07/84	
TRACT V	B	10168	0.866	NELS J ANDERSON	S OF A, DOT/PF	FEE SIMPLE	9/12/85	
TRACT V	C	10168	1.291	BIA FOR NELS J ANDERSON	S OF A, DOT/PF	A & H EASEMENT & AIR RIGHTS	9/27/85	
TRACT VI		1041	0.4431	USA, BLM	STATE OF ALASKA	DEDICATED ROW MISSION SUBD.	2/03/78 FILED 7/30/81	
TRACT VII	x	1387	23.74	USA, BLM	MYRON S. MORAN	A & H EASEMENT & ROW	5/02/72	
TRACT VIII	Axx	10960	20.921	CHOGGKUNG LTD.	S OF A, DOT/PF	FEE SIMPLE	5/25/79	
TRACT VIII	Bxx	10960	41.71	CHOGGKUNG LTD.	S OF A, DOT/PF	FEE SIMPLE	9/20/85	
TRACT VIII	C	1388	31.31	NELS JOHNSON	S OF A, DOT/PF	FEE SIMPLE	8/20/82	
TRACT VIII	D	1389	4.92	NELS JOHNSON	S OF A, DOT/PF	A & H EASEMENT & ROW	9/02/82	
TRACT IX		11370	3.13	CHOGGKUNG LTD.	STATE OF ALASKA	A & H EASEMENT & ROW	9/15/81 11/24 ANCSA	
TRACT X		11390	2.31	KUZAKIN, ROEHL, ET AL	STATE OF ALASKA	FEE SIMPLE	9/09/85	
TRACT XI		11407	18.77	S OF A, DNR ADL 207091	STATE OF ALASKA	A & H EASEMENT & ROW	10/17/84	

UNDER DATE ACQUIRED "D.O.T." MEANS DECLARATION OF TAKING
 x SEE NOTE 3
 xx SEE NOTE 4

LEGEND

- o Indicates Monument Shown on DOWL Airport Boundary Survey 1989.
 - (R) Record Dimension Dillingham Airport Property Plan.
 - (D) Record Dimension DOWL Dillingham Airport Boundary Survey 1989.
- Airport Property Boundary
 - - - Parcel Boundary

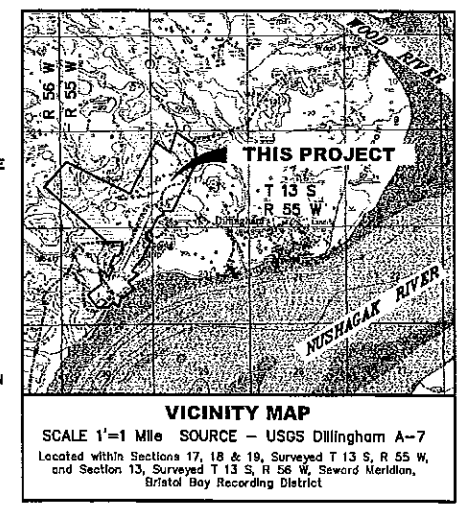


SEE SHEET No. 2

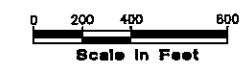
SEE SHEET No. 2

NOTES

1. PORTIONS OF TRACTS I AND II CONTAIN COMPUTER-GENERATED DISTANCES BASED ON EXISTING U.S. SURVEYS AND A.D.A. SURVEY OF JULY 1978; A.D.A. FIELD BOOKS NOS. 3083, 3084, 1332, AND 1333.
2. TRACT VI IS A PORTION OF A DEDICATED 100' ROAD RIGHT OF WAY WITHIN MISSION SUBD., PLAT APPROVED 2/3/81, FILED 7/30/81 IN THE BRISTOL BAY RECORDING DISTRICT.
3. PERMIT, AVIGATION AND HAZARD EASEMENT & RIGHT OF WAY RESERVED TO STATE OF ALASKA WITHIN U.S. PATENT NO. 50-72-0404, DATED MAY 2, 1972, RECORDED ON OCTOBER 22, 1974 IN THE BRISTOL BAY RECORDING DISTRICT IN BOOK VIII, ON PAGES 281 THROUGH 283.
4. THIS AREA HELD BY BLM 20 YEAR LEASE DATED 8/22/73. BLM WAIVED ADMINISTRATION OF LEASE TO CHOGGKUNG LTD., 2/10/82.
5. ALL DISTANCE AND BEARINGS FOLLOWED BY A "ID" ARE MEASURED DISTANCES AND BEARINGS FROM DOWL ENGINEERS DATED 8/7/89.
6. THE NATURAL MEANDERS OF THE MEAN HIGH WATER LINE OF SQUAW CREEK AND THE NUSHAGAK RIVER FORMS THE TRUE BOUNDS OF TRACT II, PARCELS B, H & I, TRACT V, PARCEL C; TRACT VI; AND TRACT XI, PARCELS A & B. THE APPROXIMATE LINE OF MEAN HIGH WATER AS SHOWN IS FOR AREA COMPUTATION ONLY, WITH THE TRUE TRACT CORNERS BEING ON THE EXTENSION OF THE TRACT SIDE LINES AND THEIR INTERSECTION WITH THE NATURAL MEANDERS.



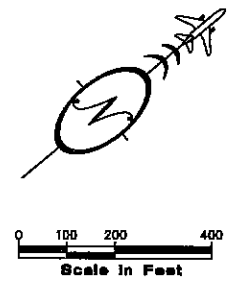
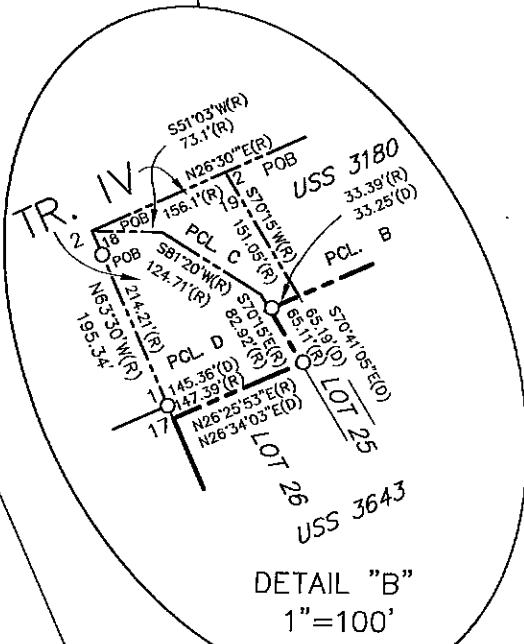
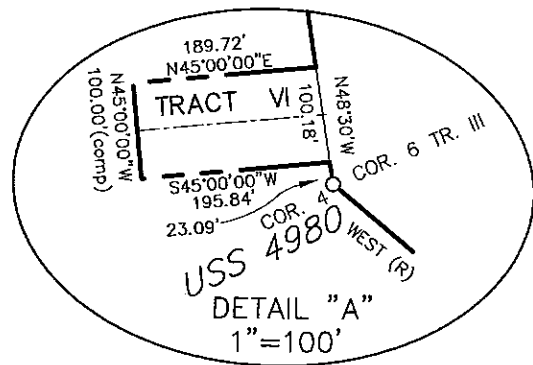
CAUTION: THIS PROPERTY PLAN WAS PRODUCED FROM THE PROPERTY PLAN DATED 04/15/83. DISCREPANCIES HAVE BEEN IDENTIFIED. RESOLUTION OF THESE DISCREPANCIES HAS NOT OCCURED. NO FIELD SURVEY WAS PERFORMED FOR THIS CONTRACT. ALL USERS OF THIS DOCUMENT SHOULD CONTACT THE ALASKA DOT/PF, CENTRAL REGION RIGHT OF WAY/ENGINEERING SECTION FOR INFORMATION.



This property plan supersedes Dillingham Airport Property Plan dated 04/15/83.

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED _____ By: _____ DATE: _____ FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-801 F.A.A. AIRSPACE REVIEW NUMBER: _____	BY _____ DATE _____ REVISIONS _____	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION APPROVED: _____ DESIGN SECTION CHIEF STEPHEN M. RYAN, P.E. APPROVED: _____ PROJECT MANAGER Mark Mayo	DATE 12/11/03 DESIGN _____ DRAWN JHS CHECKED _____	DILLINGHAM AIRPORT AIRPORT PROPERTY PLAN SHEET 1 OF 2
--	-------------------------------------	--	---	--

CAUTION: THIS PROPERTY PLAN WAS PRODUCED FROM THE PROPERTY PLAN DATED 04/15/83. DISCREPANCIES HAVE BEEN IDENTIFIED. RESOLUTION OF THESE DISCREPANCIES HAS NOT OCCURED. NO FIELD SURVEY WAS PREFORMED FOR THIS CONTRACT. ALL USERS OF THIS DOCUMENT SHOULD CONTACT THE ALASKA DOT/PF, CENTRAL REGION RIGHT OF WAY/ENGINEERING SECTION FOR INFORMATION.



MEANDERS		
PORT. OF EAST BANK OF SQUAW CREEK & PORT. OF RIGHT BANK OF MUSHAGAK RIVER		
NO.	BEARING	DISTANCE
1	N56°37'E	36.96'
2	S52°17'E	171.60'
3	S49°48'E	178.20'
4	S2°36'W	369.60'
5	S1°36'E	93.06'
6	S63°42'E	188.76'
7	S44°51'E	157.74'
8	S18°37'E	141.90'
9	S12°06'E	58.74'
10	S34°56'E	210.54'
11	S70°03'E	88.44'
12	S81°54'E	159.06'
13	N30°17'E	287.10'
14	N56°44'E	497.64'
15	N37°20'E	162.36'

This property plan supersedes Dillingham Airport Property Plan dated 04/15/83.

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED _____ FILE: 4331v-DillinghamAPP.dwg DATE: 7/28/05	BY: _____ DATE: _____ FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-801	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION	DATE: 12/11/05 DESIGN: _____ DRAWN: JHS CHECKED: _____	DILLINGHAM AIRPORT AIRPORT PROPERTY PLAN	SHEET 2 OF 2
	F.A.A. AIRSPACE REVIEW NUMBER: _____ BY: _____ DATE: _____ REVISIONS: _____	APPROVED: _____ STEPHEN M. RYAN, P.E. DESIGN SECTION CHIEF APPROVED: _____ Mark Mayo PROJECT MANAGER			

Figure 3.
DLG ALP Land Use Plan 2016



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

October 6, 2016

Jessica Wuttke
ADOT&PF Central Region
P.O. Box 196900
Anchorage, AK 99513-7587

Dear Ms. Wuttke:

**Dillingham Airport
Dillingham, Alaska
As-Built Airport Layout Plan (September 2016)
(Original ALP Airspace #2012-AAL-68-NRA)**

We have completed our review of the Dillingham Airport As-Built Airport Layout Plan (ALP) dated September 2016, and find it acceptable for documenting the existing conditions of the airport.

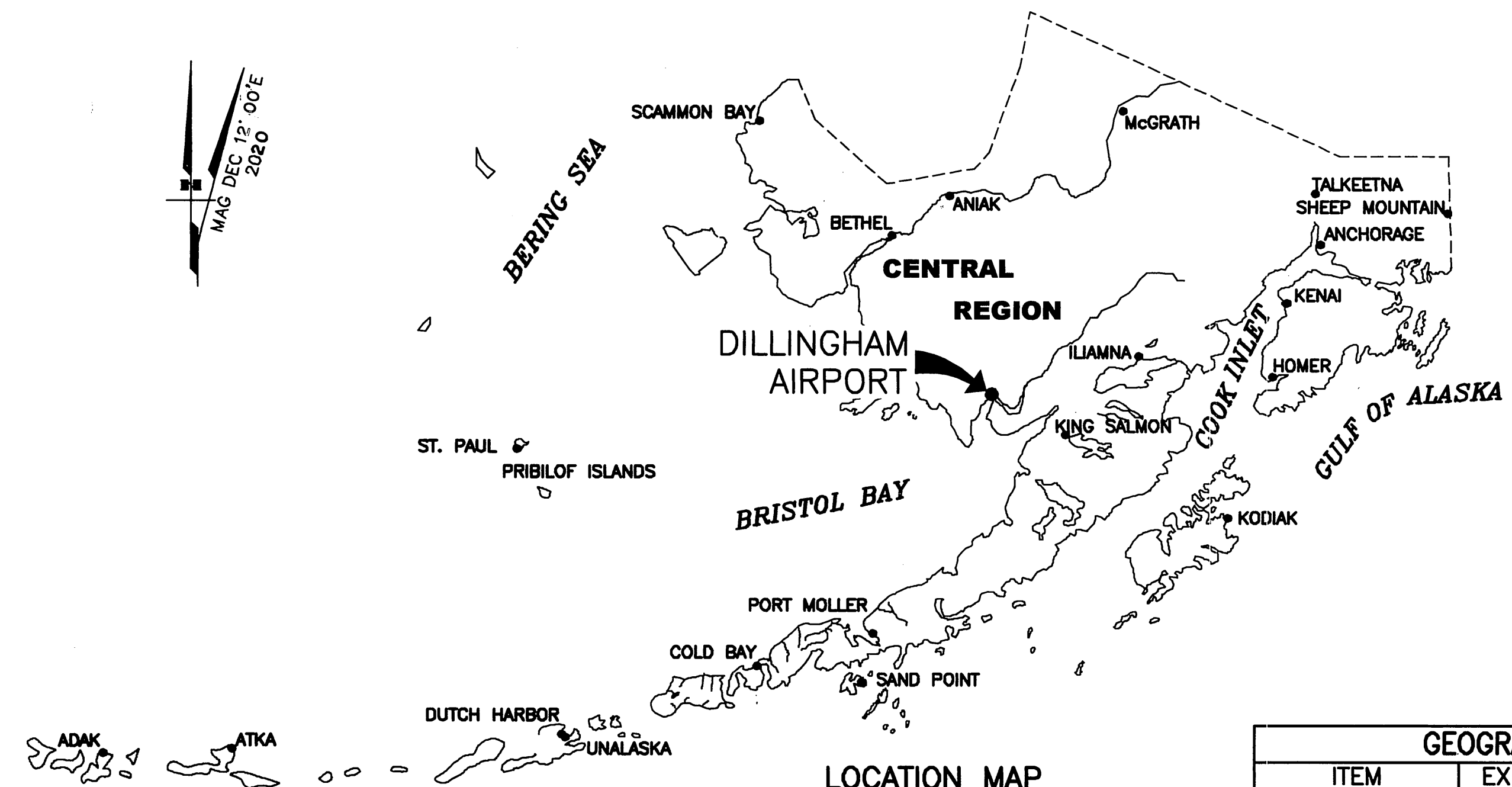
Please attach this letter to the enclosed ALP and retain it in your files for future use

Sincerely,

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

FILE No.: 234-76

Designed By: vrosesche
 Drawn By: boquinn
 Checked By: bhannon
 Date Plotted: 6/18/2012, 2:17 PM
 Layout Name: P:\Projects\060456\ALP\Map-DLG.dwg
 File Name:



LEGEND		
ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (ARP)		
ANTENNA		
BLUFF		
BUILDINGS		
BUILDING RESTRICTION LINE (BRL)		
FENCE		
PAPI		
PROPERTY LINE		
REIL		
ROADWAYS		
ROTATING BEACON		
SHORELINE		
SURVEY MONUMENT		
THRESHOLD MARKERS/LIGHTS		
TOPOGRAPHIC CONTOURS		
TREE (LARGE SINGLE)		
TREELINE		
VASI		
WIND CONE		
WIND CONE AND SEGMENTED CIRCLE		

AIRPORT DATA		
ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	PADL	PADL
NATIONAL AIRPORT IDENTIFIER	DLG	DLG
FAA SITE NUMBER	50153*A	50153*A
AIRPORT ELEVATION NAVD88	82	84
AIRPORT REFERENCE CODE	C-III	C-III
MEAN MAX. TEMPERATURE, HOTTEST MONTH	62.5°F, JULY	62.5°F, JULY
AIRPORT AND TERMINAL NAVIGATION AIDS	VOR, DME, DF, NDB ROTATING BEACON, LOCALIZER	VOR, DME, DF, NDB ROTATING BEACON, LOCALIZER
TAXIWAY LIGHTING/MARKING	MITL	MITL
OBSTRUCTION SURVEY SOURCE & TYPE	ASCG, 2002, TOPO	ANAPC
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	12°00'E / 2020	-0°14'(W) / YEAR

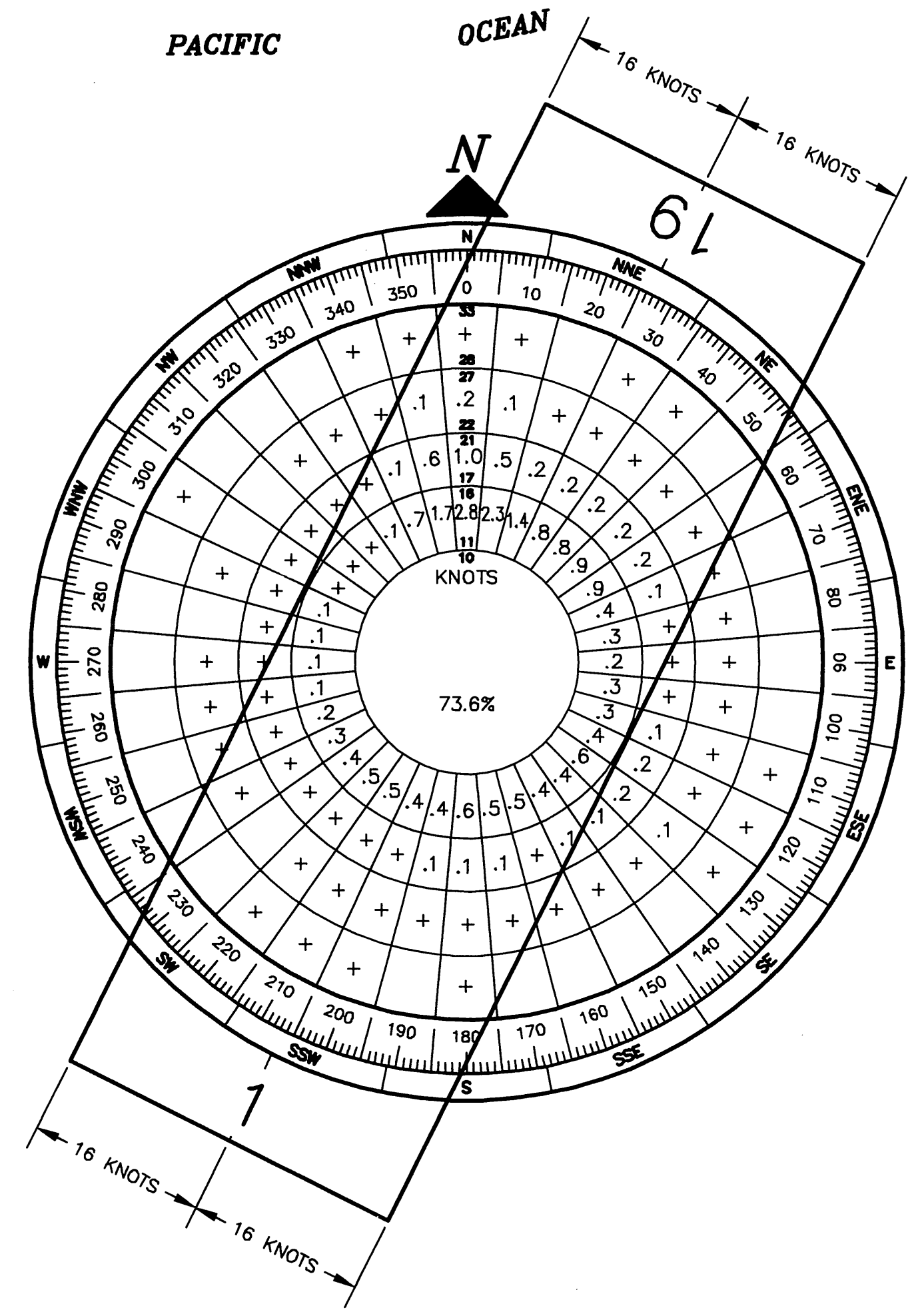
GEOGRAPHIC COORDINATES TABLE				
ITEM	EXISTING LATITUDE	EXISTING LONGITUDE	ULTIMATE LATITUDE	ULTIMATE LONGITUDE
ARP	59°02'40.83"N	158°30'19.84"W	59°02'43.26"N	158°30'20.70"W
THRESHOLD RW 1	59°02'12.62"N	158°30'47.13"W	59°02'13.28"N	158°30'49.69"W
THRESHOLD RW 19	59°03'09.04"N	158°29'52.55"W	59°03'13.24"N	158°29'51.70"W

RUNWAY 1/19 DATA			
ITEM	EXISTING	EXISTING	ULTIMATE
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY	OTHER THAN UTILITY	OTHER THAN UTILITY	OTHER THAN UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	NPI	NPI	NPI
APPROACH SURFACES	34:1	34:1	34:1
VISIBILITY MINIMUM	1 SM	1 SM	1 SM
RUNWAY SURFACE	ASPHALT GROOVED	ASPHALT GROOVED	ASPHALT GROOVED
PAVEMENT STRENGTH SW,DW,DTW,DDTW x1000lbs	S75, T160, TT280	S75, T160, TT280	S75, T160, TT280
AIRCRAFT APPROACH CATEGORY	C	C	C
AIRPLANE DESIGN GROUP	III	III	III
TRUE BEARING	N26°29'43.80"E	N26°29'43.80"E	N26°29'36.60"E
EFFECTIVE GRADE	0.26%	0.26%	0.07%
TOUCHDOWN ELEVATION NAVD88 (ESTIMATED)	81.8 / 81.6	81.8 / 81.6	79.1 / 77.5
RUNWAY DIMENSIONS	150 x 6404	150 x 6400	150 x 6801
RUNWAY SAFETY AREA (RSA) DIMENSIONS	200 x 6893	*350 x 8000	500 x 8001
LENGTH BEYOND RW END	28 / 700	*600 / *1000	**1000 / 1000
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS—RW 1	1700 x 500 x 1010	1700 x 500 x 1010	1700 x 500 x 1010
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS—RW 19	1700 x 500 x 1010	1700 x 500 x 1010	1700 x 500 x 1010
RUNWAY OBJECT FREE AREA (ROFA) DIMENSIONS	800 x 8400	800 x 8400	800 x 8801
LENGTH BEYOND RW END OR STOPWAY	1000 / 1000	1000 / 1000	1000 / 1000
RUNWAY OBSTACLE FREE ZONE (ROFZ) DIMENSIONS	400 x 8304	400 x 8300	400 x 8701
LENGTH BEYOND RW END OR STOPWAY	200 / 1700	200 / 1700	200 / 1700
RUNWAY LIGHTING	HIRL	HIRL	HIRL
RUNWAY MARKING TYPE	NON-PRECISION	NON-PRECISION	NON-PRECISION
RUNWAY VISUAL APPROACH AIDS—RW 1	PAPI	PAPI	PAPI
RUNWAY VISUAL APPROACH AIDS—RW 19	VASI, ODALS	VASI ODALS	VASI ODALS

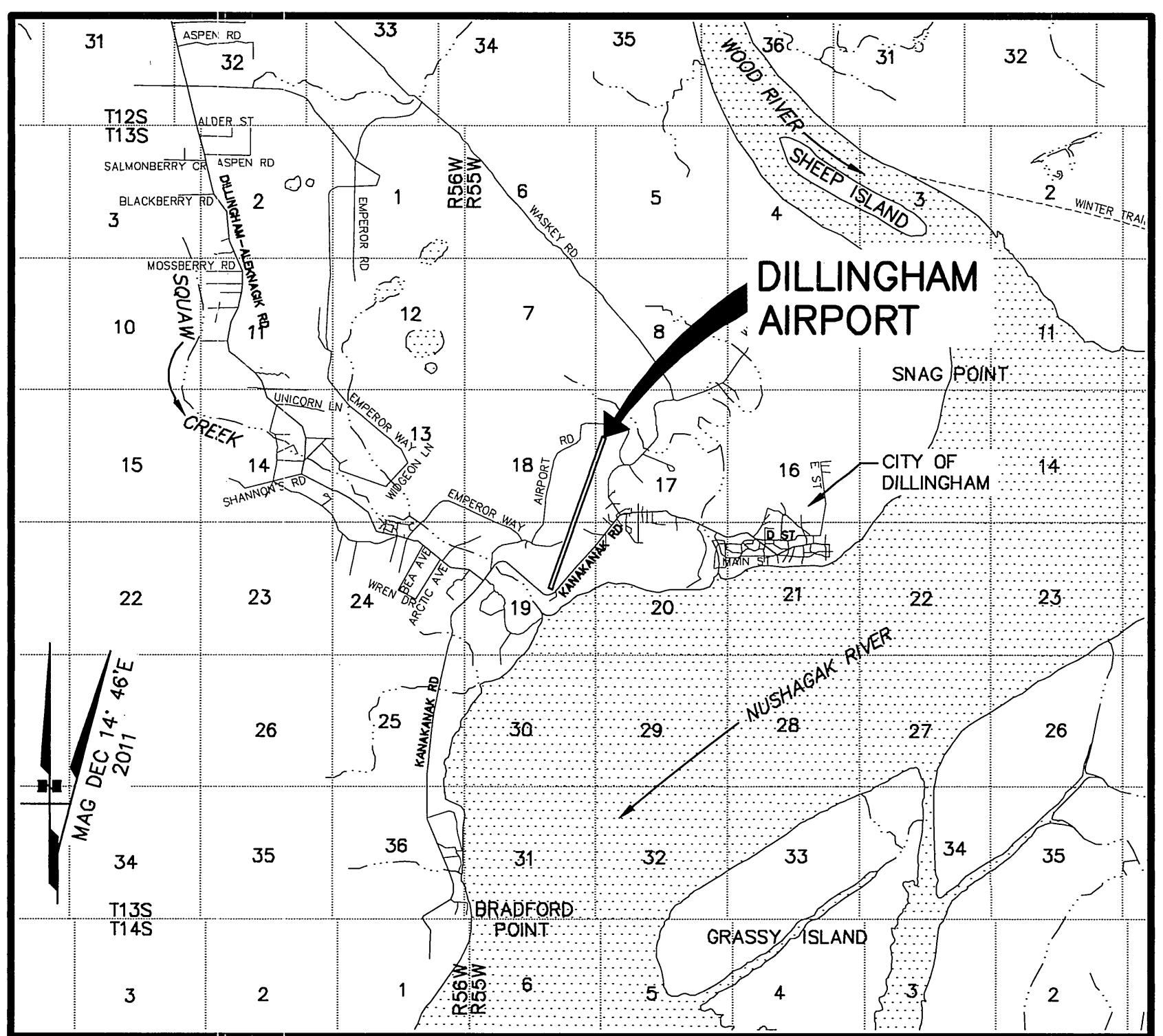
* NEAR-TERM RSA ARE IRREGULAR DIMENSIONS.
 ** BEYOND THE ASDA

NOTES

- THRESHOLD ELEVATIONS ARE BASED ON 2003 ALP TOPOGRAPHICAL SURVEY DATA. AIRPORT ELEVATIONS SHOWN IN PARENTHESES ARE BASED ON THE 2011 AERONAUTICAL SURVEY DATA, AND DETERMINED IN NAVD88.
- THRESHOLD COORDINATES DETERMINED FROM 2011 AERONAUTICAL SURVEY DATA AND HORIZONTAL VERIFIED, NAD83(2007).

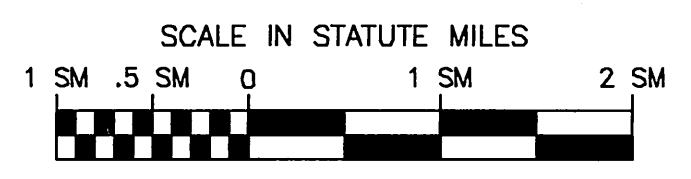


SOURCE: WIND STUDY 1992-1999, CONDUCTED BY ENRI, UNIVERSITY OF ALASKA-ANCHORAGE CLIMATE CENTER.
 PERIOD: 1992-1999



VICINITY MAP

SEC. 17,18,19,20 T 13 S, R 55 W,
 SEWARD MERIDIAN
 U.S.G.S. DILLINGHAM (A-7), ALASKA



DRAWING INDEX	
SHT #	TITLE
1	AIRPORT DATA SHEET
2	EXISTING LAYOUT
3	NEAR-TERM LAYOUT
4	ULTIMATE LAYOUT
5	DECLARED DISTANCES
6	TERMINAL AREA
7	EXISTING INNER PORTION OF THE APPROACH SURFACE
8	NEAR-TERM INNER PORTION OF THE APPROACH SURFACE
9	ULTIMATE INNER PORTION OF THE APPROACH SURFACE
10	AIRPORT AIRSPACE, 14 CFR, PART 77
11	AIRPORT PROPERTY MAP
12	LAND USE PLAN

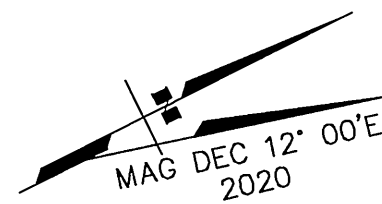
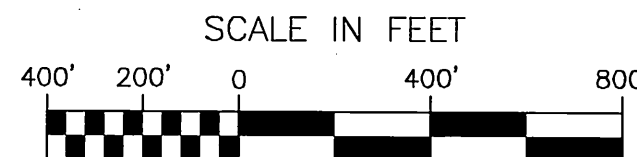
9/2016	AS-BUILT PER AKSAS 59304
1/2014	AS-BUILT PER AKSAS 50928
BY DATE	REVISION
APPROVED:	DATE: 6-22-2012
KENNETH M. MORTON, P.E.	PRECONSTRUCTION ENGINEER
RECOMMENDED:	DATE: 6-21-2012
HARVEY M. DOUTHETT, P.E.	DESIGN SECTION CHIEF

**STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION**

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 7/12/12
 FAA AIRSPACE REVIEW NUMBER: 2012-001-67000
 DATE: 7/12/12
 FAA, AIRPORTS DIVISION ALASKAN REGION, AAL

**DILLINGHAM AIRPORT
 DILLINGHAM, ALASKA
 AIRPORT LAYOUT PLAN**
 AIRPORT DATA SHEET
 DATE: 06/15/2012
 SHEET: 1 of 10

AS-BUILT 10-6-16
 P. Jettie
 APP. AAL



BUILDING DATA				
ID #	DESCRIPTION	STATION/OFFSET	TOP ELEV (NAVD88)	OBSTRUCT MARKING
(C)	BUILDING	3+92/205' RT	62.0'	NONE
(D)	BUILDING	5+63/332' RT	60.0'	NONE
(I)	BUILDING	91+12/427' RT	103.0'	NONE

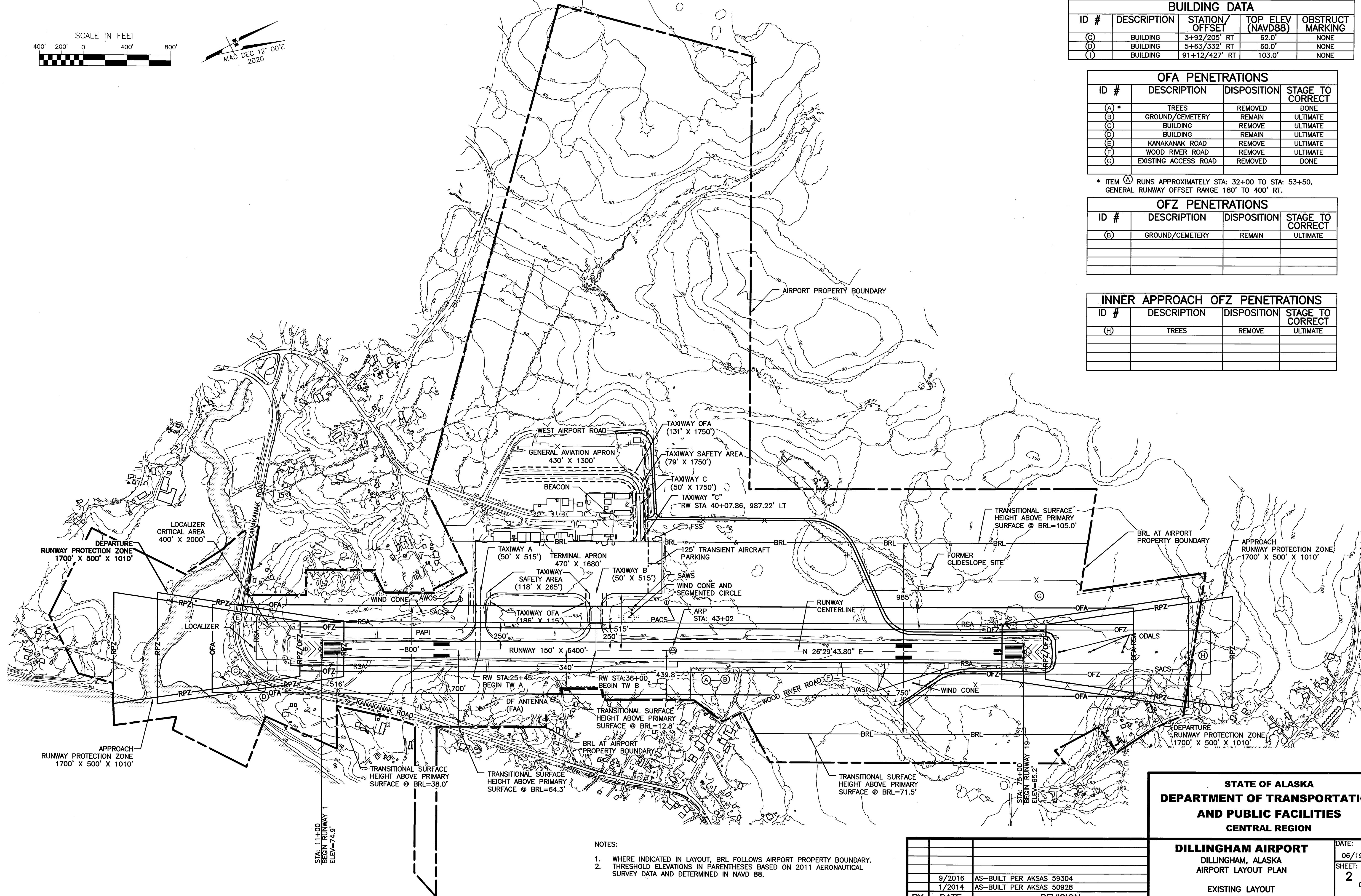
OFA PENETRATIONS			
ID #	DESCRIPTION	DISPOSITION	STAGE TO CORRECT
(A)*	TREES	REMOVED	DONE
(B)	GROUND/CEMETERY	REMAIN	ULTIMATE
(C)	BUILDING	REMOVED	ULTIMATE
(D)	BUILDING	REMAIN	ULTIMATE
(E)	KANAKANAK ROAD	REMOVED	ULTIMATE
(F)	WOOD RIVER ROAD	REMOVED	ULTIMATE
(G)	EXISTING ACCESS ROAD	REMOVED	DONE

* ITEM (A) RUNS APPROXIMATELY STA: 32+00 TO STA: 53+50, GENERAL RUNWAY OFFSET RANGE 180' TO 400' RT.

OFZ PENETRATIONS			
ID #	DESCRIPTION	DISPOSITION	STAGE TO CORRECT
(B)	GROUND/CEMETERY	REMAIN	ULTIMATE

INNER APPROACH OFZ PENETRATIONS			
ID #	DESCRIPTION	DISPOSITION	STAGE TO CORRECT
(H)	TREES	REMOVE	ULTIMATE

Date Plotted: 9/26/2016, 12:54 PM
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 File Name: W:\Projects\Dillingham\ALP - 2016 UPDATE\ALP-DLG.dwg
 Designed By: ygroeschel
 Drawn By: bhanson
 Checked By:



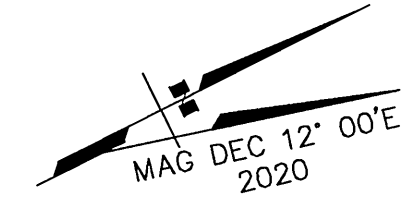
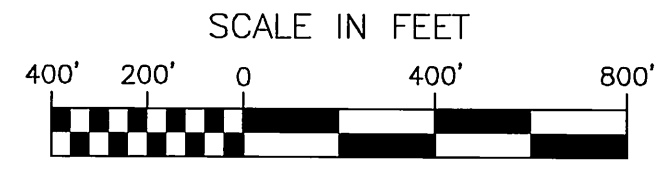
- NOTES:
- WHERE INDICATED IN LAYOUT, BRL FOLLOWS AIRPORT PROPERTY BOUNDARY.
 - THRESHOLD ELEVATIONS IN PARENTHESES BASED ON 2011 AERONAUTICAL SURVEY DATA AND DETERMINED IN NAVD 88.

BY	DATE	REVISION
	9/2016	AS-BUILT PER AKSAS 59304
	1/2014	AS-BUILT PER AKSAS 50928

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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CENTRAL REGION

DILLINGHAM AIRPORT
 DILLINGHAM, ALASKA
 AIRPORT LAYOUT PLAN
 EXISTING LAYOUT

DATE: 06/19/2012
 SHEET: 2 OF 10

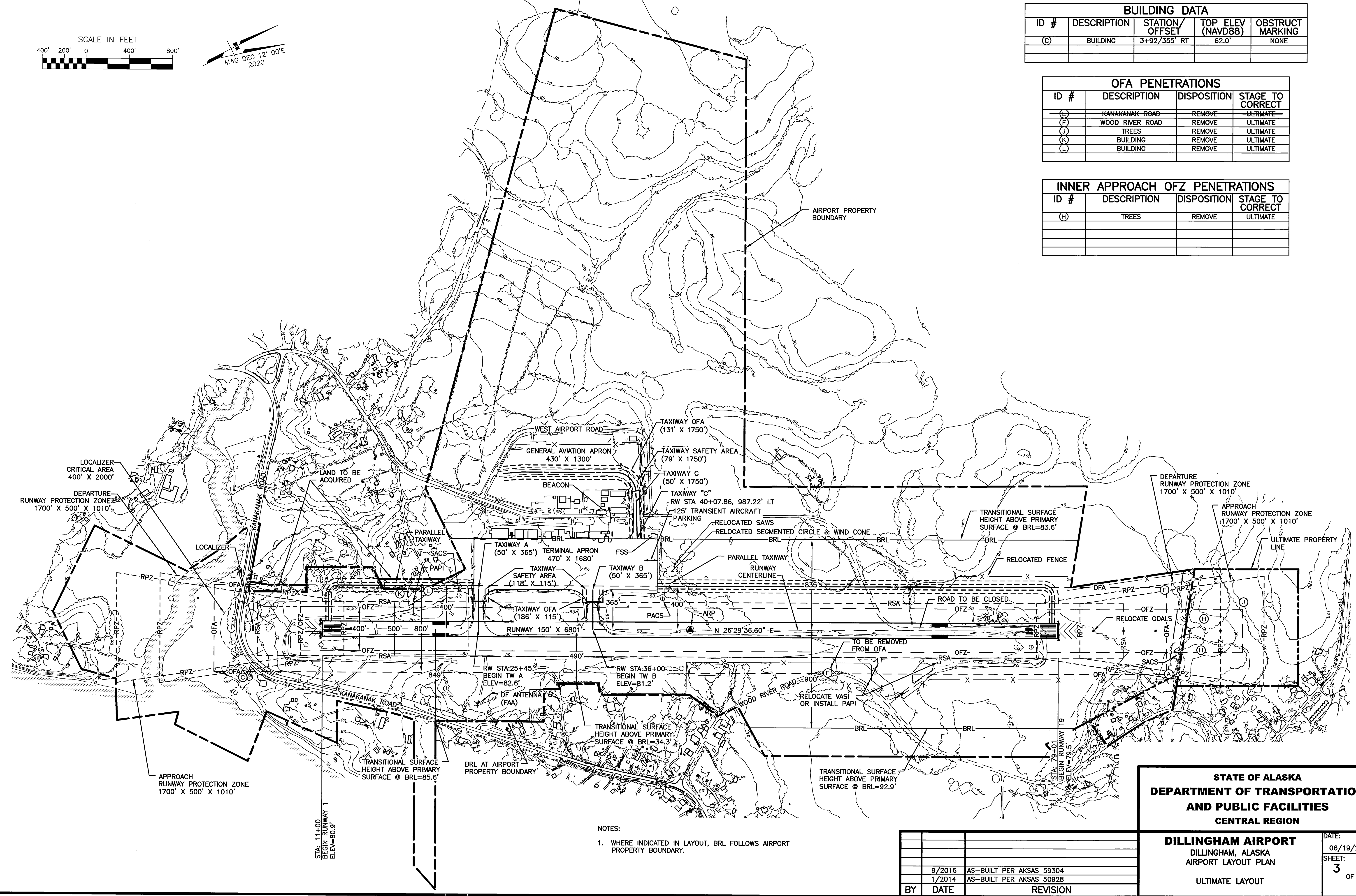


BUILDING DATA				
ID #	DESCRIPTION	STATION/OFFSET	TOP ELEV (NAVD88)	OBSTRUCT MARKING
(C)	BUILDING	3+92/355' RT	62.0'	NONE

OFA PENETRATIONS			
ID #	DESCRIPTION	DISPOSITION	STAGE TO CORRECT
(E)	KANAKANAK ROAD	REMOVE	ULTIMATE
(F)	WOOD RIVER ROAD	REMOVE	ULTIMATE
(J)	TREES	REMOVE	ULTIMATE
(K)	BUILDING	REMOVE	ULTIMATE
(L)	BUILDING	REMOVE	ULTIMATE

INNER APPROACH OFZ PENETRATIONS			
ID #	DESCRIPTION	DISPOSITION	STAGE TO CORRECT
(H)	TREES	REMOVE	ULTIMATE

Date Plotted: 9/28/2016, 12:54 PM
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 Designed By: yproeschel
 Drawn By: yproeschel
 Checked By: bhanson



NOTES:
 1. WHERE INDICATED IN LAYOUT, BRL FOLLOWS AIRPORT PROPERTY BOUNDARY.

BY	DATE	REVISION
	9/2016	AS-BUILT PER AKSAS 59304
	1/2014	AS-BUILT PER AKSAS 50928

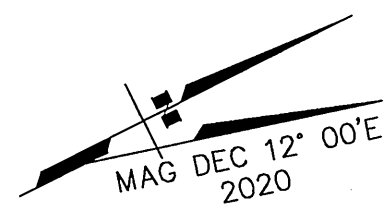
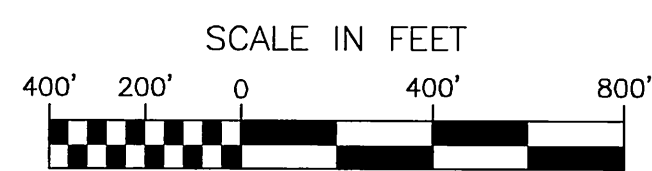
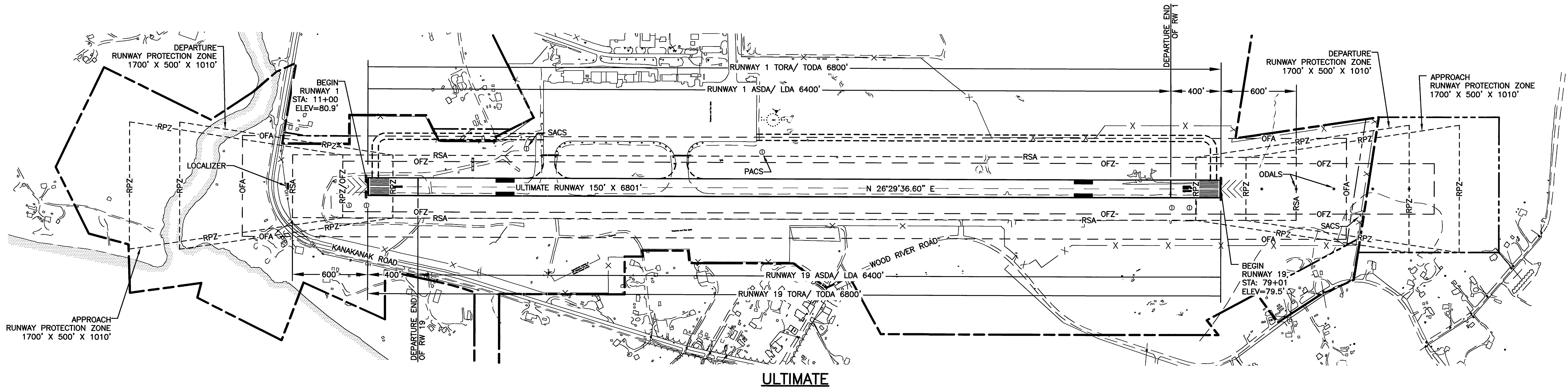
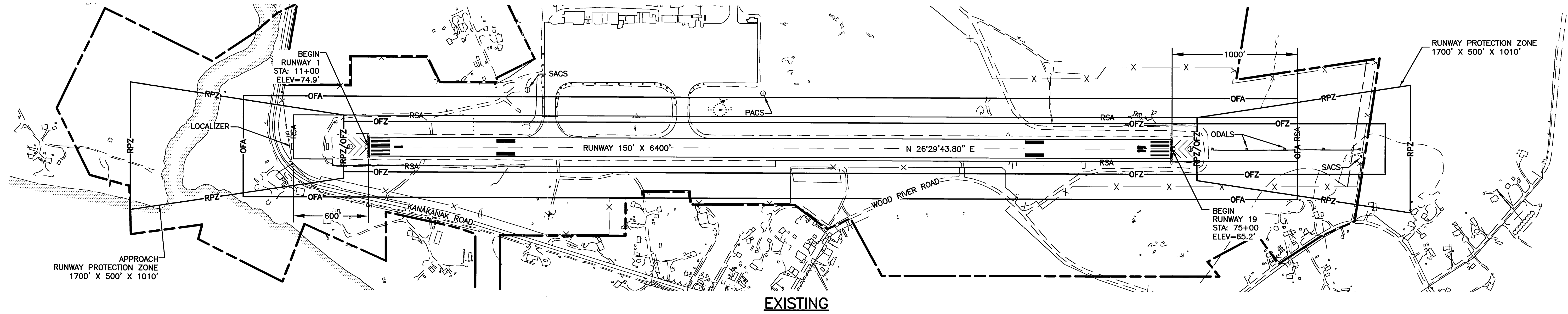
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
 DILLINGHAM, ALASKA
 AIRPORT LAYOUT PLAN

ULTIMATE LAYOUT

DATE:	06/19/2012
SHEET:	3 OF 10

Date Plotted: 9/26/2016, 12:53 PM
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 Designed By: vgraschel
 Drawn By: bhanon
 Checked By: bhanon
 FILE No.: 234-76



NOTES:

1. ULTIMATE PROFILE INCLUDES RUNWAY CENTERLINE SHIFT 150-FT NORTHWEST, WITH DECLARED DISTANCES.

BY	DATE	REVISION
	9/2016	AS-BUILT PER AKSAS 59304

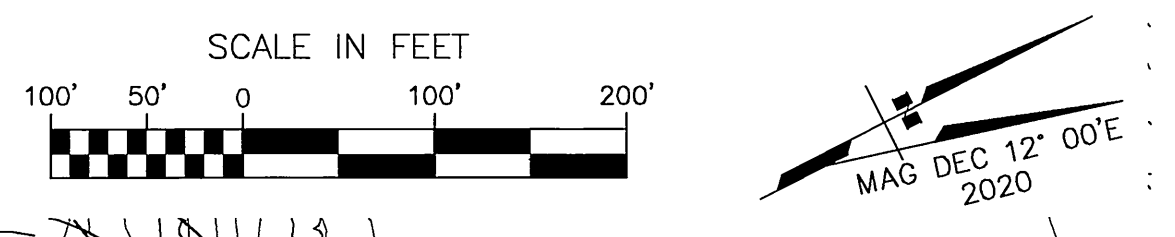
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

DILLINGHAM AIRPORT
 DILLINGHAM, ALASKA
 AIRPORT LAYOUT PLAN

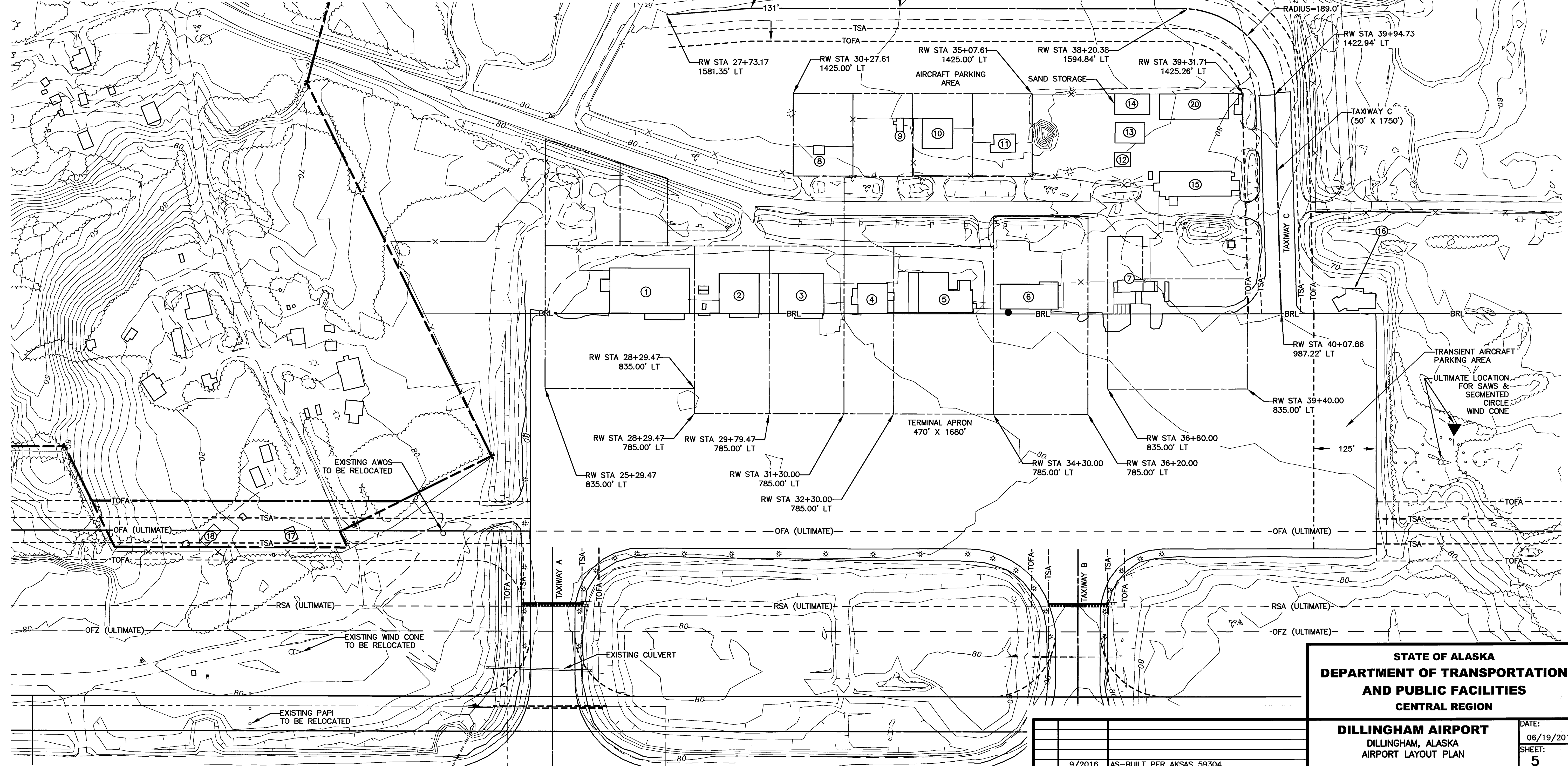
DECLARED DISTANCES

DATE: 06/19/2012
 SHEET: 4
 OF 10

BUILDING DATA				
ID #	DESCRIPTION	STATION/OFFSET	TOP ELEV (NAVD88)	OBSTRUCT MARKING
1	ALASKA PRIDE AIR, LLC	45+72/972' LT	111.9'	NONE
2	LESTER & JILL BINGHAM	47+58/976' LT	104.4'	NONE
3	ALASKA AIRLINES AND PENAIR	48+73/975' LT	104.2'	NONE
4	PENINSULA AIRWAYS INC.	50+00/985' LT	100.9'	NONE
5	STARFLITE INC.	51+81/976' LT	105.8'	NONE
6	GRANT AVIATION, FSS, TWIN DRAGON RESTAURANT	53+44/995' LT	104.0'	NONE
7	AIRCRAFT CONSULTANTS & SERVICES, INC	55+47/1029' LT	106.1'	NONE
8	ALASKA ISLAND AIR, INC	49+21/1303' LT	N/A	NONE
9	BRISTOL BAY AIR SERVICES, INC	50+84/1350' LT	N/A	NONE
10	U.S. FISH & WILDLIFE SERVICES	51+59/1315' LT	N/A	NONE
11	TUCKER AVIATION	52+91/1308' LT	N/A	NONE
12	CITY OF DILLINGHAM	55+31/1279' LT	N/A	NONE
13	CONCRETE SLAB	55+46/1327' LT	N/A	NONE
14	SAND STORAGE	55+51/1384' LT	N/A	NONE
15	ARFF/SREB	56+87/1220' LT	91.1'	NONE
16	FSS	59+95/1075' LT	N/A	NONE
17	PRIVATE BUILDING (TO BE ACQUIRED/ REMOVED)	36+91/368 LT	105.0'	NONE
18	PRIVATE BUILDING (TO BE ACQUIRED/ REMOVED)	38+56/376 LT	103.0'	NONE
19	MULCHATNA AIR	39+35/1884 LT	N/A	NONE
20	CHEMICAL STORAGE BUILDING	39+03/1375 LT	106.3'	NONE



Date Plotted: 9/26/2016, 12:45 PM
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 Designed By: vgraschel
 Drawn By: bhanson
 Checked By:



BY	DATE	REVISION
	9/2016	AS-BUILT PER AKSAS 59304
	1/2014	AS-BUILT PER AKSAS 50928

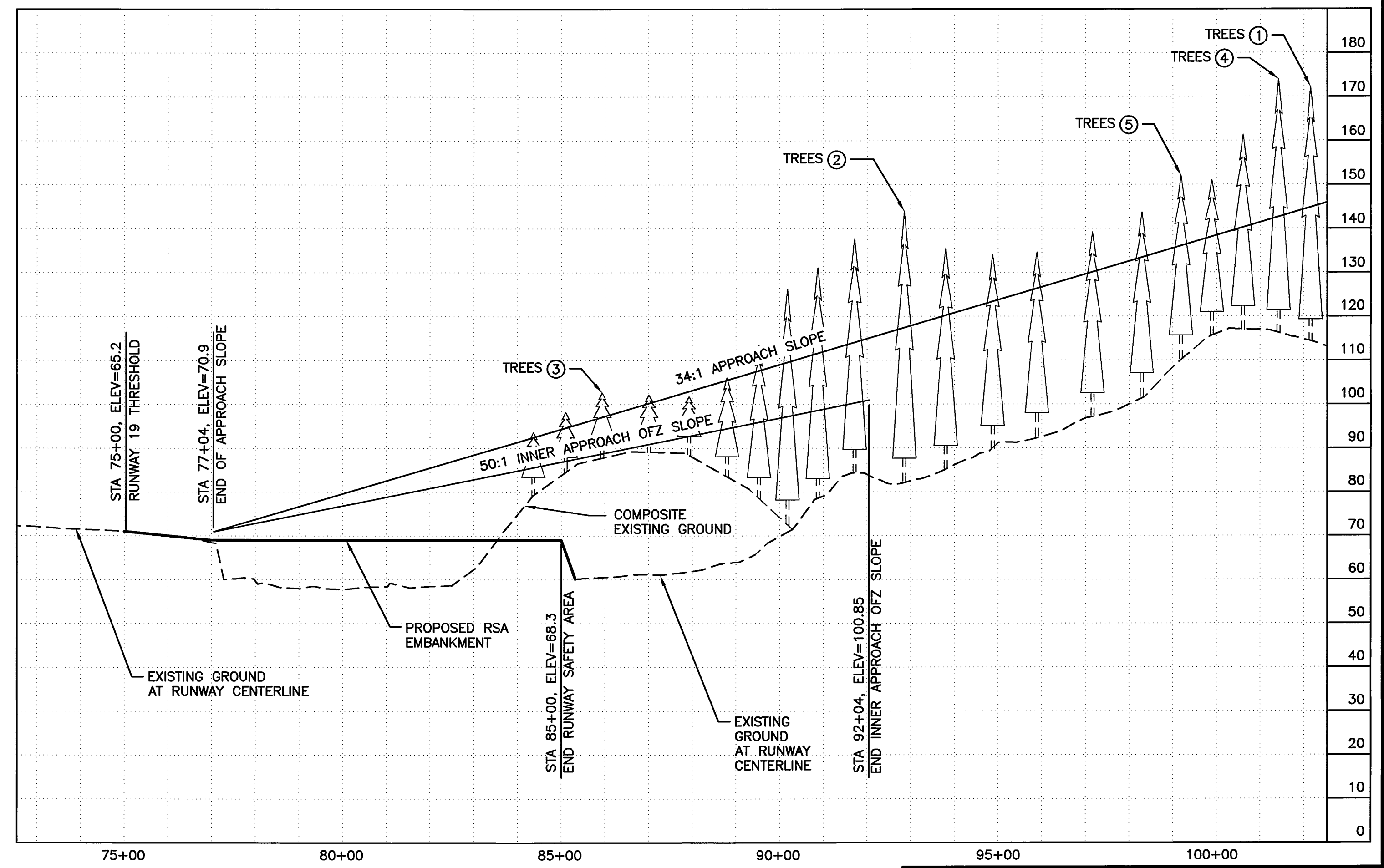
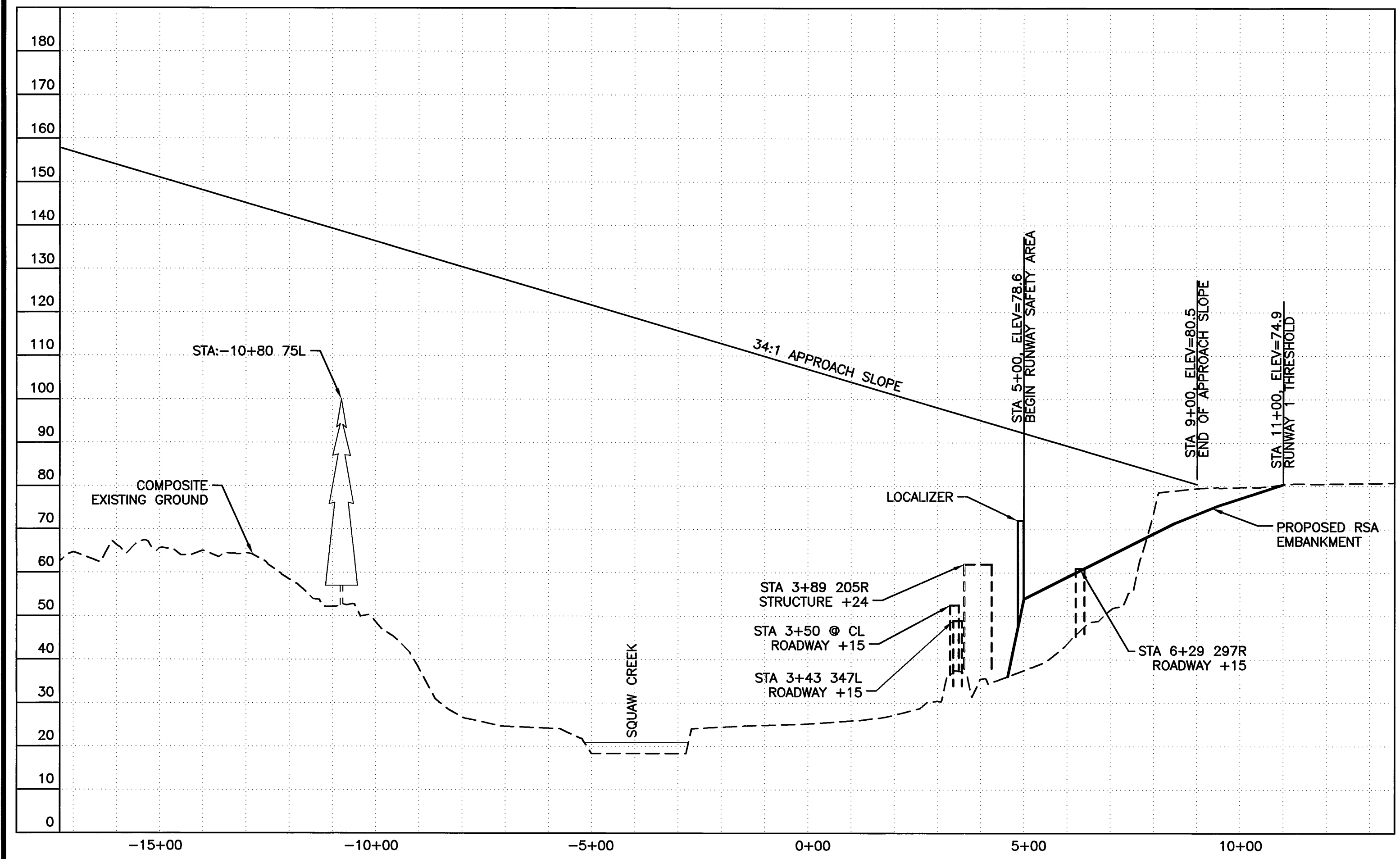
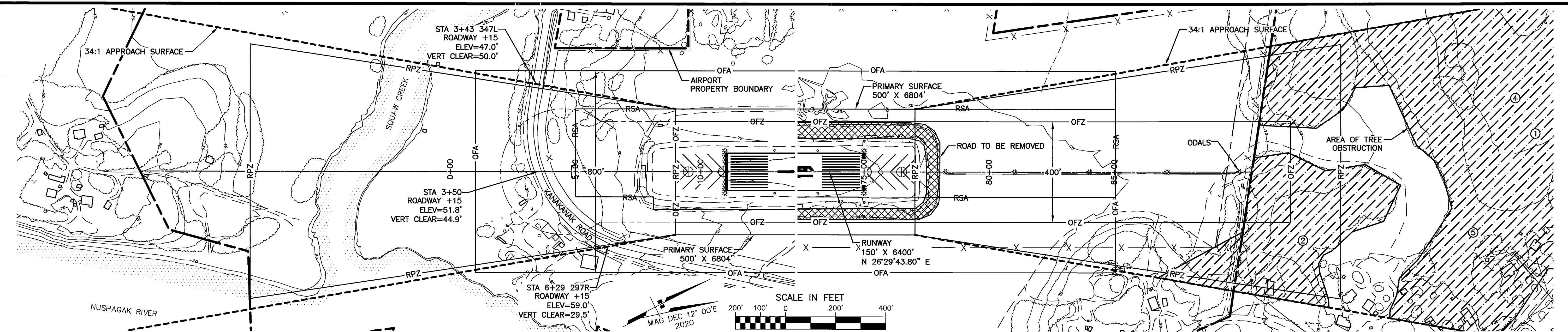
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
 DILLINGHAM, ALASKA
 AIRPORT LAYOUT PLAN

TERMINAL AREA

DATE:	06/19/2012
SHEET:	5
OF	10

FILE No.: 234-76
 Designed By: vjprobsthal
 Drawn By: jls
 Checked By: bhamon
 Date Plotted: 9/28/2016, 12:38 PM
 Plot Name: E:\AS\Projects\Dillingham\ALP - 2016 UPDATE\ALP-DIG.dwg
 File Name:



RUNWAY 1

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 1)								
ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES.

- THE CONTROLLING OBSTRUCTION FOR RUNWAY 1 IS A GROUP OF TREES AT STA: -10+80 75L ELEVATION IS 100.0'. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 102:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
- THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY THRESHOLD SITING SURFACE OF RUNWAY 1, AS DEFINED IN FAA AC 150/5300-13, CHG 18, APPENDIX 2, TABLE A2-1, LINE 3.

RUNWAY 19

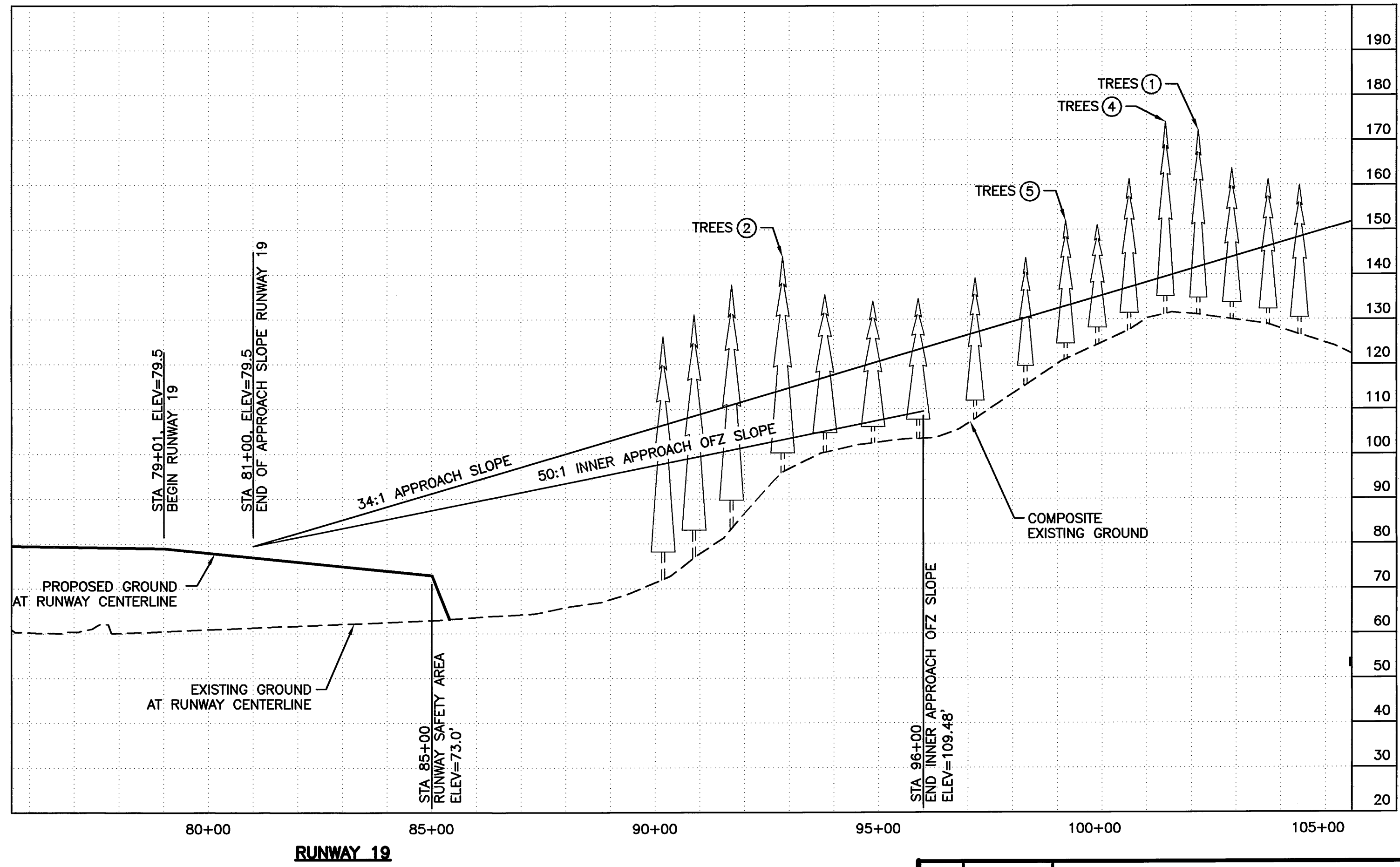
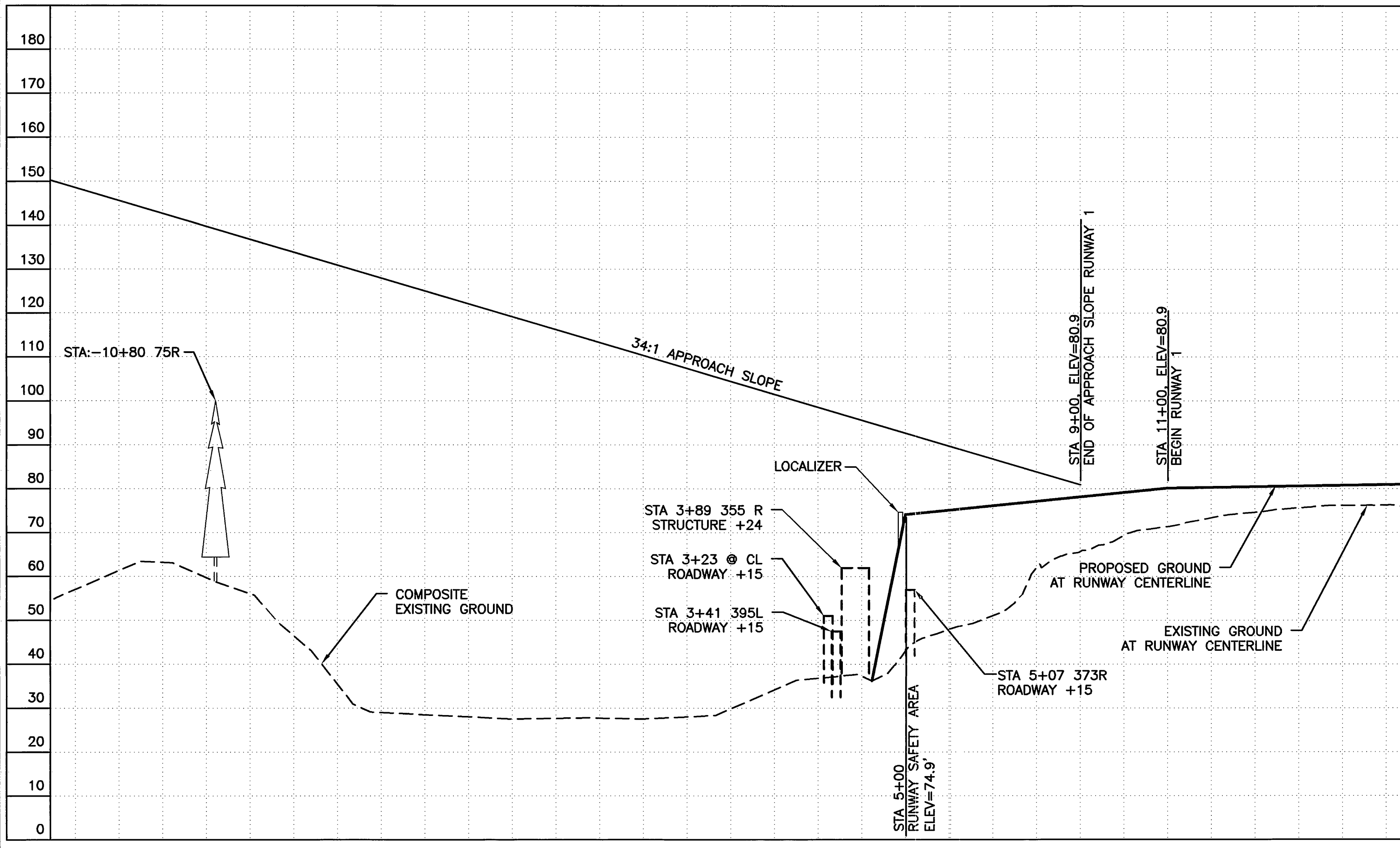
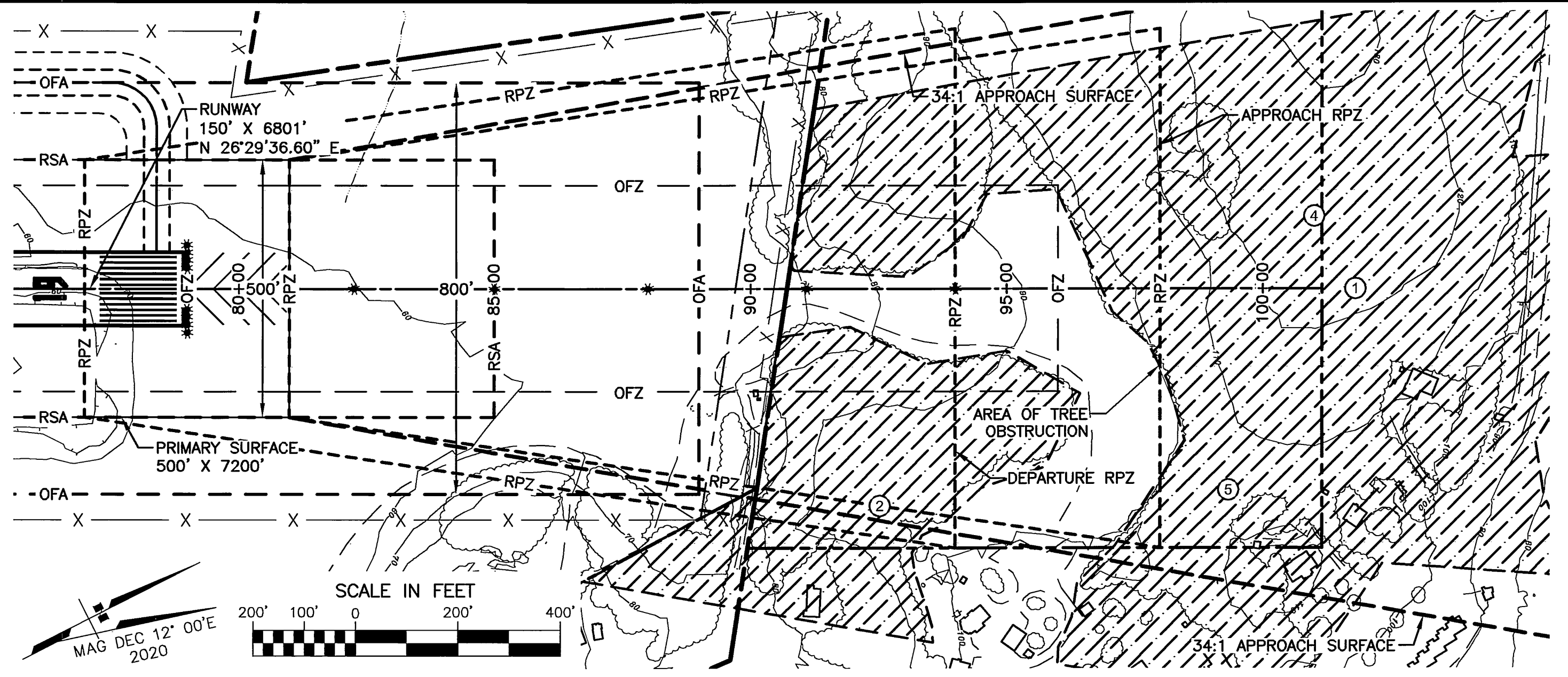
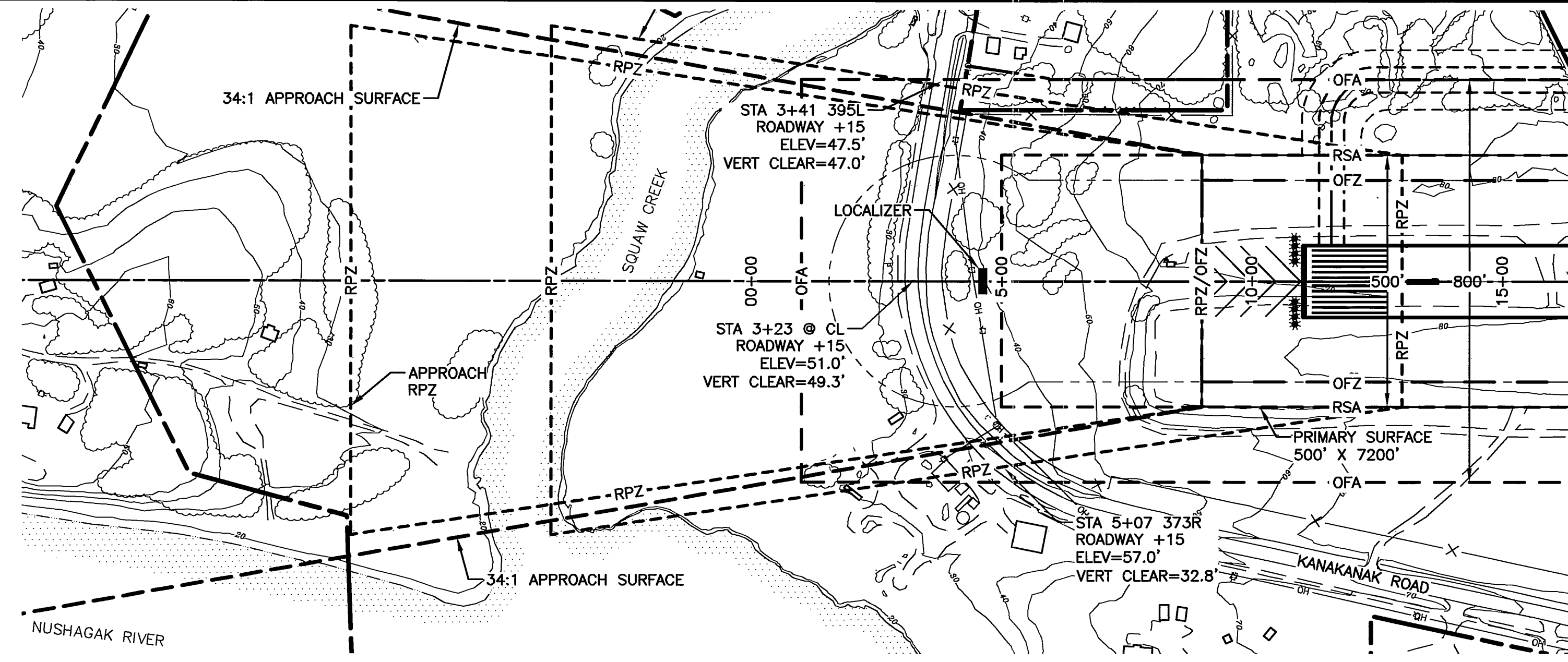
PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 19)								
ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
①*	TREES	102+17/150L	172.7'	APPROACH	144.8'	27.9'	REMOVE	ULTIMATE
②*	TREES	92+89/273R	144.0'	APPROACH	117.5'	26.5'	REMOVE	ULTIMATE
④	TREES	85+48/251R	174'	APPROACH	142.5'	31.5'	REMOVE	ULTIMATE
⑤	TREES	99+69/242R	154.9'	APPROACH	137.5'	17.4'	REMOVE	ULTIMATE

* HIGHEST FEATURE IN A LARGE AREA OF TERRAIN AND VEGETATIVE PENETRATION. NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES.

- THE CONTROLLING OBSTRUCTION FOR RUNWAY 19 IS ITEM 2, ABOVE. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 21.7:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
- THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY THRESHOLD SITING SURFACE OF RUNWAY 19, AS DEFINED IN FAA AC 150/5300-13, CHG 18, APPENDIX 2, TABLE A2-1, LINE 3.

BY	DATE	REVISION
	9/2016	AS-BUILT PER AKSAS 59304
STATE OF ALASKA		
DEPARTMENT OF TRANSPORTATION		
AND PUBLIC FACILITIES		
CENTRAL REGION		
DILLINGHAM AIRPORT		DATE: 06/19/2012
DILLINGHAM, ALASKA		SHEET: 6 OF 10
AIRPORT LAYOUT PLAN		
EXISTING INNER PORTION		
OF THE APPROACH SURFACE		

Date Plotted: 9/26/2016, 12:32 PM
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 File Name: W:\Projects\Dillingham\UAPP - 2016 UPDATE\UAPP-DLG.dwg
 Designed By: vroschel
 Drawn By: bhamson
 Checked By:



PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 1)

ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES.

- THE CONTROLLING OBSTRUCTION FOR RUNWAY 1 IS A GROUP OF TREES AT STA -10+80 75R ELEVATION IS 100.0'. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 102:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
- THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY THRESHOLD SITING SURFACE OF RUNWAY 1, AS DEFINED IN FAA AC 150/5300-13, CHG 14, APPENDIX 2, TABLE A2-1, LINE 3.

RW19 THRESHOLD SITING SURFACE OBSTRUCTION TABLE

ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
2	TREES	92+89/423R	144.0'	THRESHOLD SITING	139.0'	4.0'	REMOVE	ULTIMATE

PART 77 SURFACE OBSTRUCTION TABLE (INNER PORTION RW 19)

ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
1*	TREES	102+17/@ CL	172.7'	APPROACH	141.8'	30.9'	REMOVE	ULTIMATE
2*	TREES	92+89/423R	144.0'	APPROACH	114.5'	39.5'	REMOVE	ULTIMATE
4	TREES	101+37/141L	174.0'	APPROACH	139.4'	34.6'	REMOVE	ULTIMATE
5	TREES	99+69/392R	154.9'	APPROACH	139.5'	20.4'	REMOVE	ULTIMATE

NOTE: REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES.

- THE CONTROLLING OBSTRUCTION FOR RUNWAY 19 IS ITEM 2, ABOVE. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 18.4:1 PER FAA AC 150/5200-35, SECTION 4, DATA ELEMENT NUMBER 57.
- THE TABLE ABOVE LISTS OBJECT PENETRATION IN THE RUNWAY THRESHOLD SITING SURFACE OF RUNWAY 19, AS DEFINED IN FAA AC 150/5300-13, CHG 15, APPENDIX 2, TABLE A2-1, LINE 3.


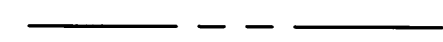


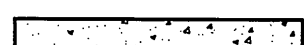
9/2016	AS-BUILT PER AKSAS 59304
BY	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

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

DATE:
 06/19/2012
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 7
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 10

LEGEND

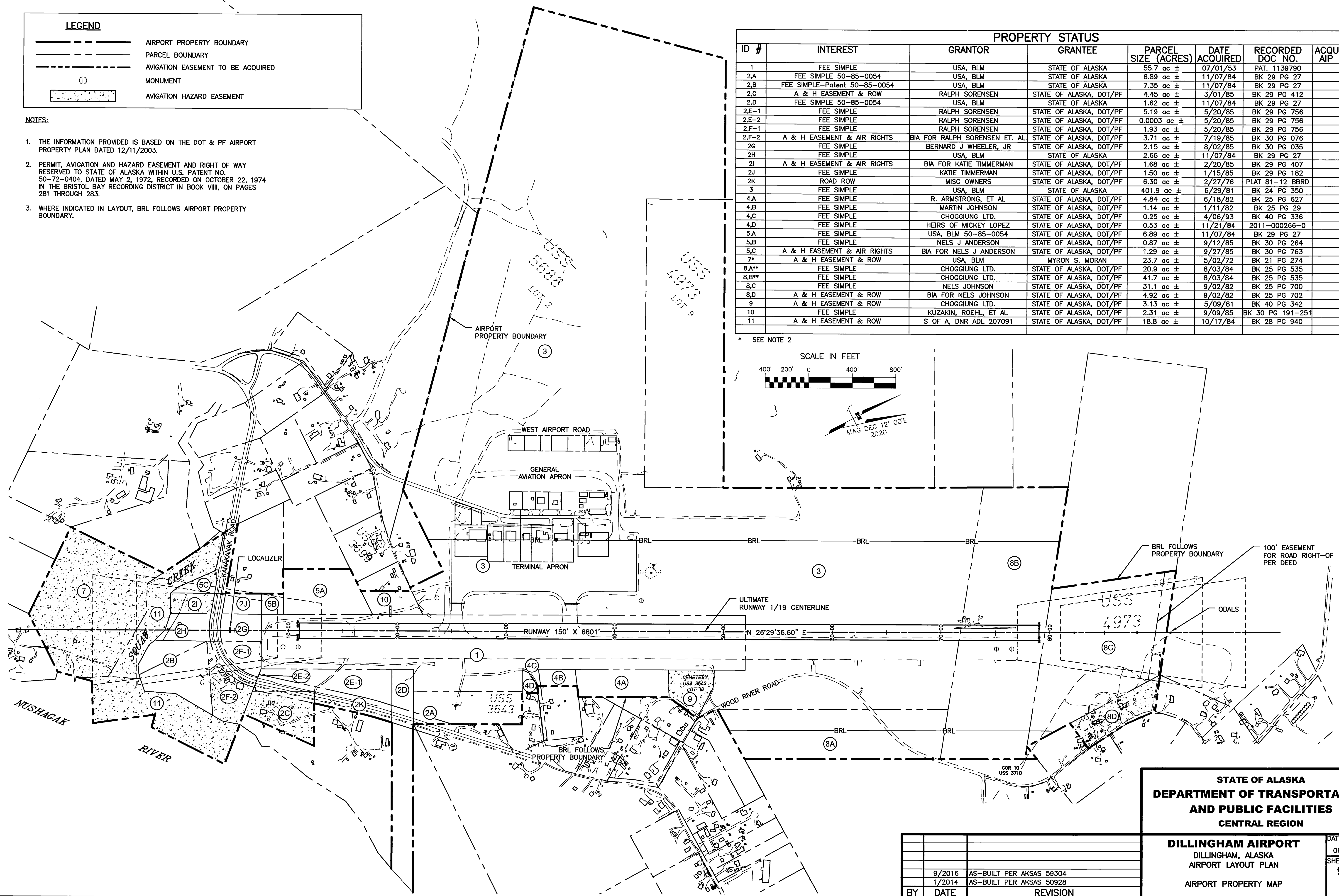
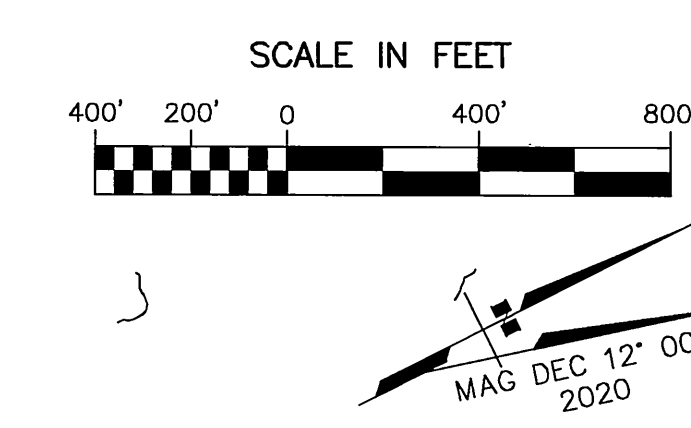
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-  PARCEL BOUNDARY
-  AVIGATION EASEMENT TO BE ACQUIRED
-  MONUMENT
-  AVIGATION HAZARD EASEMENT

NOTES:

1. THE INFORMATION PROVIDED IS BASED ON THE DOT & PF AIRPORT PROPERTY PLAN DATED 12/11/2003.
2. PERMIT, AVIGATION AND HAZARD EASEMENT AND RIGHT OF WAY RESERVED TO STATE OF ALASKA WITHIN U.S. PATENT NO. 50-72-0404, DATED MAY 2, 1972, RECORDED ON OCTOBER 22, 1974 IN THE BRISTOL BAY RECORDING DISTRICT IN BOOK VIII, ON PAGES 281 THROUGH 283.
3. WHERE INDICATED IN LAYOUT, BRL FOLLOWS AIRPORT PROPERTY BOUNDARY.

ID #	INTEREST	GRANTOR	GRANTEE	PARCEL SIZE (ACRES)	DATE ACQUIRED	RECORDED DOC NO.	ACQUIRED AIP NO.
1	FEE SIMPLE	USA, BLM	STATE OF ALASKA	55.7 ac ±	07/01/53	PAT. 1139790	
2A	FEE SIMPLE 50-85-0054	USA, BLM	STATE OF ALASKA	6.89 ac ±	11/07/84	BK 29 PG 27	
2B	FEE SIMPLE-Patent 50-85-0054	USA, BLM	STATE OF ALASKA	7.35 ac ±	11/07/84	BK 29 PG 27	
2C	A & H EASEMENT & ROW	RALPH SORENSEN	STATE OF ALASKA, DOT/PF	4.45 ac ±	3/01/85	BK 29 PG 412	
2D	FEE SIMPLE 50-85-0054	USA, BLM	STATE OF ALASKA	1.62 ac ±	11/07/84	BK 29 PG 27	
2E-1	FEE SIMPLE	RALPH SORENSEN	STATE OF ALASKA, DOT/PF	5.19 ac ±	5/20/85	BK 29 PG 756	
2E-2	FEE SIMPLE	RALPH SORENSEN	STATE OF ALASKA, DOT/PF	0.0003 ac ±	5/20/85	BK 29 PG 756	
2F-1	FEE SIMPLE	RALPH SORENSEN	STATE OF ALASKA, DOT/PF	1.93 ac ±	5/20/85	BK 29 PG 756	
2F-2	A & H EASEMENT & AIR RIGHTS	BIA FOR RALPH SORENSEN ET. AL	STATE OF ALASKA, DOT/PF	3.71 ac ±	7/19/85	BK 30 PG 076	
2G	FEE SIMPLE	BERNARD J WHEELER, JR	STATE OF ALASKA, DOT/PF	2.15 ac ±	8/02/85	BK 30 PG 035	
2H	FEE SIMPLE	USA, BLM	STATE OF ALASKA	2.66 ac ±	11/07/84	BK 29 PG 27	
2I	A & H EASEMENT & AIR RIGHTS	BIA FOR KATIE TIMMERMAN	STATE OF ALASKA, DOT/PF	1.68 ac ±	2/20/85	BK 29 PG 407	
2J	FEE SIMPLE	KATIE TIMMERMAN	STATE OF ALASKA, DOT/PF	1.50 ac ±	1/15/85	BK 29 PG 182	
2K	ROAD ROW	MISC OWNERS	STATE OF ALASKA, DOT/PF	6.30 ac ±	2/27/76	PLAT 81-12 BBRD	
3	FEE SIMPLE	USA, BLM	STATE OF ALASKA	401.9 ac ±	6/29/81	BK 24 PG 350	
4A	FEE SIMPLE	R. ARMSTRONG, ET AL	STATE OF ALASKA, DOT/PF	4.84 ac ±	6/18/82	BK 25 PG 627	
4B	FEE SIMPLE	MARTIN JOHNSON	STATE OF ALASKA, DOT/PF	1.14 ac ±	1/11/82	BK 25 PG 29	
4C	FEE SIMPLE	CHOGGIUNG LTD.	STATE OF ALASKA, DOT/PF	0.25 ac ±	4/06/93	BK 40 PG 336	
4D	FEE SIMPLE	HEIRS OF MICKEY LOPEZ	STATE OF ALASKA, DOT/PF	0.53 ac ±	11/21/84	2011-000266-0	
5A	FEE SIMPLE	USA, BLM 50-85-0054	STATE OF ALASKA, DOT/PF	6.89 ac ±	11/07/84	BK 29 PG 27	
5B	FEE SIMPLE	NELS J ANDERSON	STATE OF ALASKA, DOT/PF	0.87 ac ±	9/12/85	BK 30 PG 264	
5C	A & H EASEMENT & AIR RIGHTS	BIA FOR NELS J ANDERSON	STATE OF ALASKA, DOT/PF	1.29 ac ±	9/27/85	BK 30 PG 763	
7*	A & H EASEMENT & ROW	USA, BLM	MYRON S. MORAN	23.7 ac ±	5/02/72	BK 21 PG 274	
8A**	FEE SIMPLE	CHOGGIUNG LTD.	STATE OF ALASKA, DOT/PF	20.9 ac ±	8/03/84	BK 25 PG 535	
8B**	FEE SIMPLE	CHOGGIUNG LTD.	STATE OF ALASKA, DOT/PF	41.7 ac ±	8/03/84	BK 25 PG 535	
8C	FEE SIMPLE	NELS JOHNSON	STATE OF ALASKA, DOT/PF	31.1 ac ±	9/02/82	BK 25 PG 700	
8D	A & H EASEMENT & ROW	BIA FOR NELS JOHNSON	STATE OF ALASKA, DOT/PF	4.92 ac ±	9/02/82	BK 25 PG 702	
9	A & H EASEMENT & ROW	CHOGGIUNG LTD.	STATE OF ALASKA, DOT/PF	3.13 ac ±	5/09/81	BK 40 PG 342	
10	FEE SIMPLE	KUZAKIN, ROEHL, ET AL	STATE OF ALASKA, DOT/PF	2.31 ac ±	9/09/85	BK 30 PG 191-251	
11	A & H EASEMENT & ROW	S OF A, DNR ADL 207091	STATE OF ALASKA, DOT/PF	18.8 ac ±	10/17/84	BK 28 PG 940	

* SEE NOTE 2



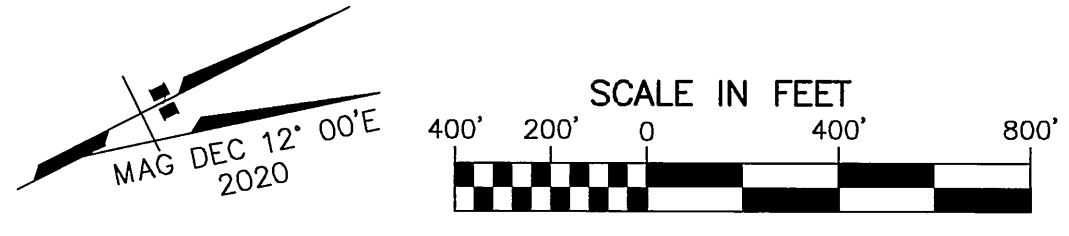
**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION**

DILLINGHAM AIRPORT
DILLINGHAM, ALASKA
AIRPORT LAYOUT PLAN
AIRPORT PROPERTY MAP

DATE:
06/19/2012
SHEET:
9
OF
10

BY	DATE	REVISION
	9/2016	AS-BUILT PER AKSAS 59304
	1/2014	AS-BUILT PER AKSAS 50928

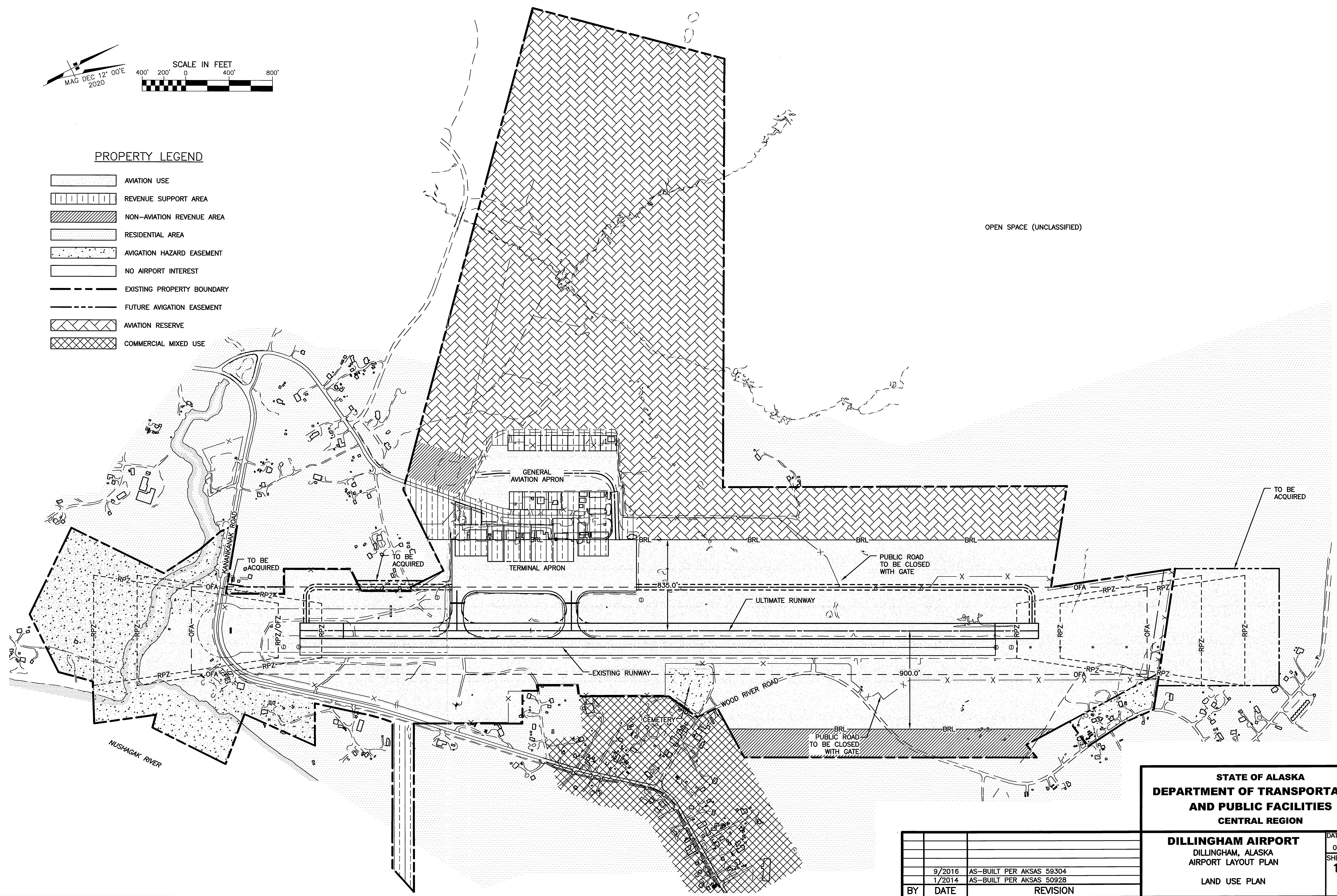
Date Plotted: 9/26/2016, 11:16 AM
 Layout Name: P:\Projects\Willingham\ALP - 2016 UPDATE\ALP-DLG.dwg
 File Name: P:\Projects\Willingham\ALP - 2016 UPDATE\ALP-DLG.dwg
 Designed By: vgrascheb
 Drawn By: vgrascheb
 Checked By: blanson



PROPERTY LEGEND

- AVIATION USE
- REVENUE SUPPORT AREA
- NON-AVIATION REVENUE AREA
- RESIDENTIAL AREA
- AVIGATION HAZARD EASEMENT
- NO AIRPORT INTEREST
- EXISTING PROPERTY BOUNDARY
- FUTURE AVIGATION EASEMENT
- AVIATION RESERVE
- COMMERCIAL MIXED USE

OPEN SPACE (UNCLASSIFIED)



Date Plotted: 9/26/2016, 10:30 AM
 Layout Name: LAND USE (10)
 File Name: W:\Projects\Dillingham VLP - 2016 UPDATE\ALP-DLG.dwg
 Designed By: vproeschal
 Drawn By: bhannon
 Checked By: bhannon
 FILE No.: 234-76

BY	DATE	REVISION
	9/2016	AS-BUILT PER AKSAS 59304
	1/2014	AS-BUILT PER AKSAS 50928

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

DILLINGHAM AIRPORT
 DILLINGHAM, ALASKA
 AIRPORT LAYOUT PLAN
 LAND USE PLAN

DATE:	06/19/2012
SHEET:	10
	OF
	10