U.S. Department
of Transportation

**Federal Aviation
Administration**

Alaskan Region

222 W. 7th Avenue #14
Anchorage, Alaska
99513-7587

October 8, 2010

Mr. Harvey M. Douthit, PE, Design Section Chief
Alaska Department of Transportation
Aviation Design Section
4111 Aviation Drive
Anchorage, AK 99502

Dear Mr. Douthit:

Whittier Airport, Whittier, Alaska
Revised Airport Layout Plan Conditional Approval
Airspace Case 2008AAL-180NRA

We have completed our review of the Revised Airport Layout Plan (ALP) for the Whittier Airport, and find it acceptable from a planning standpoint. No Modifications to Standards are approved with this ALP approval.

We note the following outstanding challenges with this ALP that may require further action from the airport sponsor:

- Currently the Alaska DOT&PF is operating this airport in trespass of Railroad property (Tract I). In addition, the 5-year lease with the US Army Corps of Engineers will expire in 3 years (Tract II). We are uncertain of the scope and expiration date of the City of Whittier Agreement with DOT&PF (Tract III). Since the airport sponsor does not have sufficient property interest on this airport the FAA is unable to issue any developmental or maintenance Airport Improvement Program (AIP) grants for this site.
- Please correct the narrative to indicate that this is a VFR airport and obstructions prevent this site from developing a straight-in approach procedure.
- Please submit the proposed runway numbers change to NFDC.

The conditional approval indicated by my signature is given subject to the condition that the proposed airport development that requires environmental processing shall not be undertaken without prior written environmental approval by the FAA. This approval considers only the safety, utility, and efficiency of the airport. We encourage you to work with appropriate agencies to encourage adoption of height and zoning restrictions.

This approval does not represent a commitment to provide financial assistance to implement the proposed plan. FAA assistance in any development or its approval for any development will be determined at the time of request, based on the existing regulations, project justification, and eligibility at the time of the request.

When airport construction, alteration, or deactivation is undertaken, such action requires FAA notification and review in accordance with the provisions of Part 77 and Part 157 of the Federal Aviation Regulations. In addition, all airport construction must be completed in accordance with FAA Advisory circulars current at the time of construction. Please attach this letter to the enclosed ALP and retain it in your files for future use.

If you have any questions, please contact Gabriel Mahns at 271-3665.

Sincerely,

John Lovett
Lead Civil Engineer, Airports Division

DOWL File No.: 232-103-1

Designed By:	mlewellyn
Drawn By:	bogulinn
Checked By:	bhanson
Date Plotted:	9/16/2010, 1:46 PM
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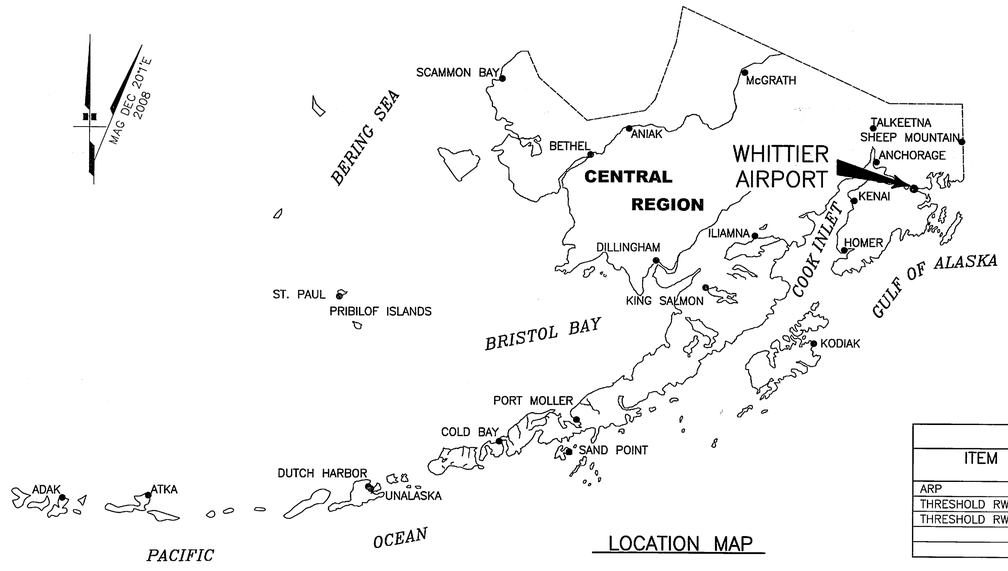
File Name:	C:\PROJECTS\AUTOCAD\TEMP\AdPublish_3432\ALP-WHITTIER.dwg



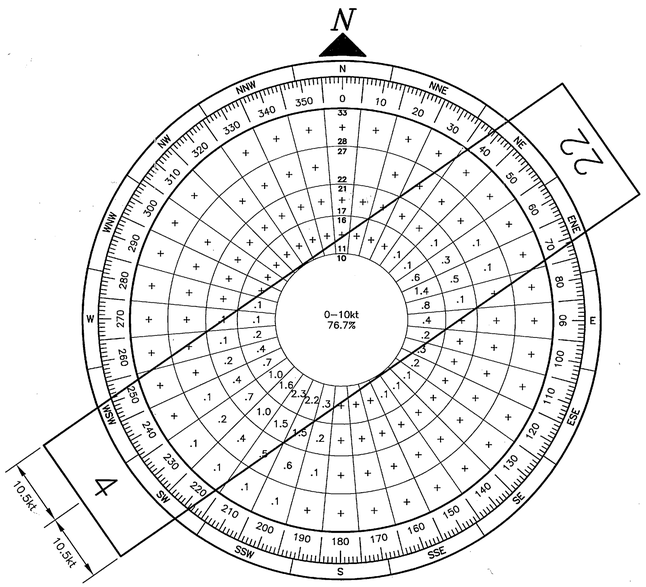
LOCATION MAP

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

AIRPORT DATA TABLE		
ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	NONE	
NATIONAL AIRPORT IDENTIFIER	IEM	
FAA SITE NUMBER	50875.*A	
AIRPORT ELEVATION NAVD88	39'	
AIRPORT REFERENCE CODE	A-I	
MEAN MAX. TEMPERATURE, HOTTEST MONTH	63°F, AUGUST	
AIRPORT AND TERMINAL NAVIGATION AIDS	NONE	
TAXIWAY LIGHTING/MARKING	NONE	
OBSTRUCTION SURVEY SOURCE & TYPE	NONE	
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	20°53'E, 2005, -0°16'(W) / YEAR 19°28'E, 2010, -0°16'(W) / YEAR	

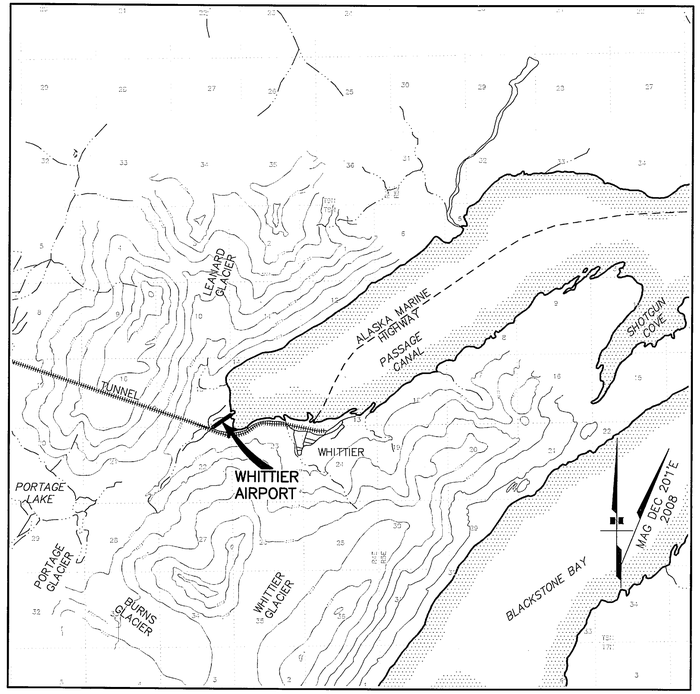
GEOGRAPHIC COORDINATES TABLE				
ITEM	EXISTING LATITUDE	EXISTING LONGITUDE	ULTIMATE LATITUDE	ULTIMATE LONGITUDE
ARP	60°46'37.81"N	148°43'10.75"W		
THRESHOLD RW 4	60°46'33.72"N	148°43'23.08"W		
THRESHOLD RW 22	60°46'41.90"N	148°42'58.42"W		

RUNWAY 4/22 DATA TABLE			
ITEM	EXISTING	NEAR TERM	ULTIMATE
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY	UTILITY		
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	V		
APPROACH SURFACES	20:1		
VISIBILITY MINIMUM	≥1 SM		
RUNWAY SURFACE	GRAVEL		
PAVEMENT STRENGTH SW,DW,DTW,DDTW x1000lbs	N/A		
AIRCRAFT APPROACH CATEGORY	A		
AIRPLANE DESIGN GROUP	I		
TRUE BEARING	N55°50'55"E		
EFFECTIVE GRADE	1.35%		
TOUCHDOWN ELEVATION NAVD88 (ESTIMATED)	39' / 39'		
RUNWAY DIMENSIONS	60' x 1480'		
RUNWAY SAFETY AREA (RSA) DIMENSIONS	100' x 1705'		
LENGTH BEYOND R/W END	25' / 200'		
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	250' x 450' x 1000'		
RUNWAY OBJECT FREE AREA (ROFA) DIMENSIONS	250' x 1745'		
LENGTH BEYOND R/W END OR STOPWAY	25' / 240'		
RUNWAY OBSTACLE FREE ZONE (ROFZ) DIMENSIONS	250' x 1880'		
RUNWAY LIGHTING	NONE		
RUNWAY MARKING TYPE	NONE		
RUNWAY VISUAL APPROACH AIDS	NONE		



WIND DATA TABLE				
RUNWAY	10.5 kt	13 kt	16 kt	20 kt
4/22	96.0	98.2	99.4	99.8

SOURCE: NATIONAL CLIMATIC DATA CENTER.
PERIOD: 1975 – 2007.



VICINITY MAP

PROTRACTED T 8 N, R 4 E, SEC. 15
SEWARD MERIDIAN
U.S.G.S. SEWARD (D-5), ALASKA

SCALE IN STATUTE MILES
1 SM .5 SM 0 1 SM 2 SM

NOTES

1. THE INFORMATION SHOWN HEREON IS BASED ON A FIELD SURVEY PERFORMED BY DOWL HKM ON NOVEMBER 14, 2007.
2. THE HORIZONTAL DATUM IS NAD83(CORS96) (EPOCH:2003.0000) AS DETERMINED BY STATIC GPS OBSERVATIONS USING LEICA DUAL FREQUENCY GPS RECEIVERS AND PROCESSED USING THE NGS OPUS UTILITY. CONTROL CORS STATIONS USED FOR THE POSITION SOLUTION WERE TSEA, POT5 AND CHI5.
3. THRESHOLD COORDINATES WERE DETERMINED USING A STATIC GPS NETWORK. THE TOPOGRAPHIC MAPPING IN THE AIRPORT VICINITY WAS DIGITIZED FROM USGS QUAD SEWARD (D-5).
4. RUNWAY NUMBERS CHANGED FROM 3/21 TO 4/22 DUE TO CHANGES IN MAGNETIC DECLINATION.

BY	DATE	REVISION

DRAWING INDEX

SHT #	TITLE
1	DATA
2	EXISTING LAYOUT
3	AIRPORT AIRSPACE, 14 CFR, PART 77

APPROVED: DATE: 10-1-2010
K. KIM RICE, P.E. PRECONSTRUCTION ENGINEER

RECOMMENDED: DATE: 10/1/2010
HARVEY M. DOUTHIT, P.E. DESIGN SECTION CHIEF

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 10/8/2010
FAA AIRSPACE REVIEW NUMBER: 2008-AAL-180-NRA

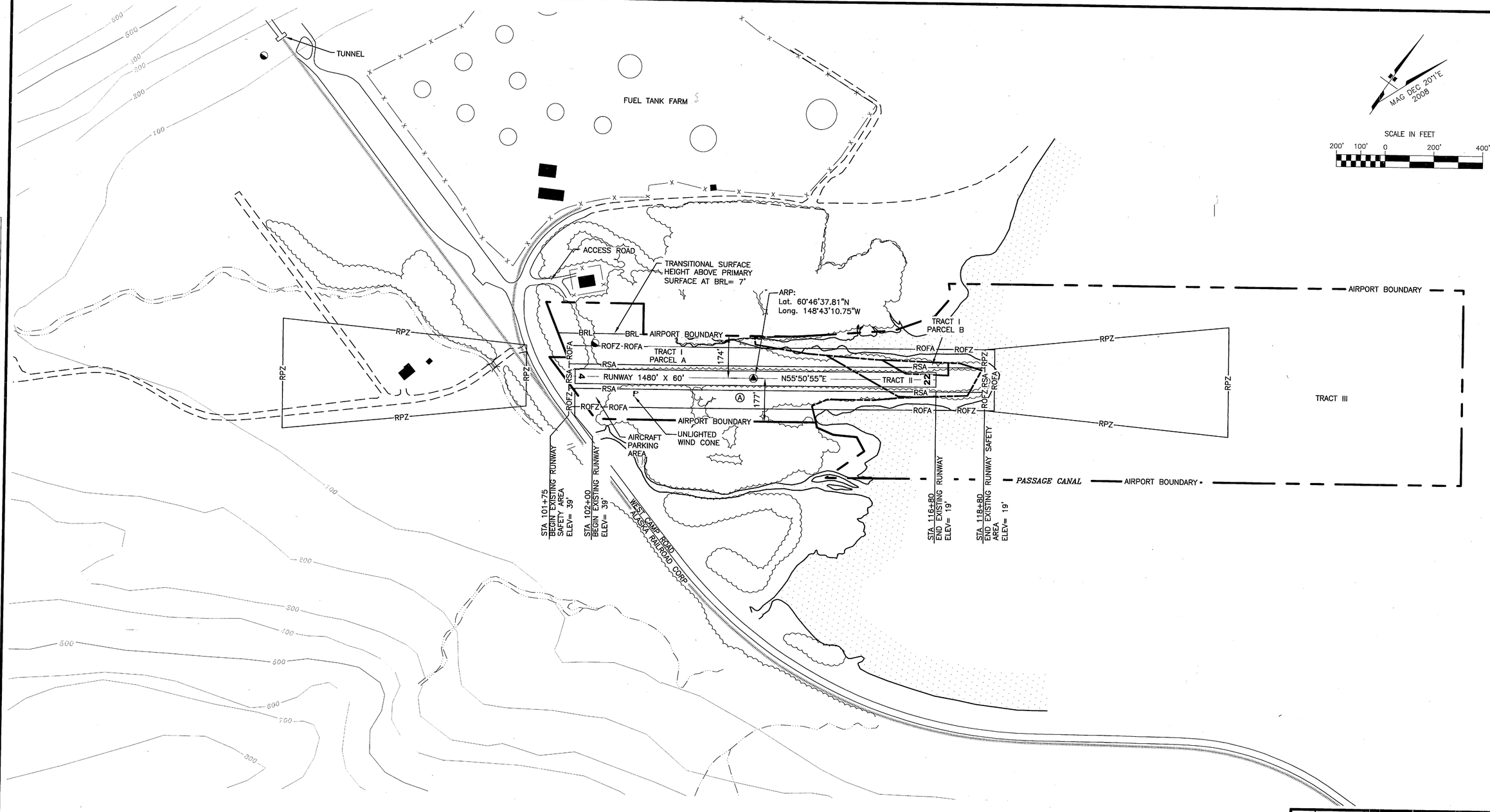
DATE: 10/8/2010
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-617

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

WHITTIER AIRPORT
WHITTIER, ALASKA
AIRPORT LAYOUT PLAN

DATA

DATE: 09/15/2010
SHEET: 1 OF 3



ROFZ PENETRATIONS		
ID #	DESCRIPTION	DISPOSITION
Ⓐ	BRUSH*	REMOVE

* ENTIRE LENGTH BOTH SIDES OF RUNWAY

BUILDING DATA TABLE				
ID #	DESCRIPTION	STATION/ OFFSET	TOP ELEV (NAVD88)	OBSTRUCT MARKING

PROPERTY STATUS							
ID #	INTEREST	GRANTOR	GRANTEE	PARCEL SIZE	DATE ACQUIRED	RECORDED DOC NO.	ACQUIRED AIP NO.
TR I* PARCEL A	20-YEAR LEASE SUPP'L. No.1 ISSUED 11/15/83	ALASKA RAILROAD CORPORATION	STATE OF ALASKA, DOT/PF	11.23± ac	11/15/78	ADA 11304 BK1132,PG530,ANC.	N/A
TR-I* PARCEL B	20-YEAR LEASE SUPP'L. No.1 ISSUED 11/15/83	ALASKA RAILROAD CORPORATION	STATE OF ALASKA, DOT/PF	1.03± ac	11/15/78	ADA 11304 BK1132,PG530,ANC.	N/A
TR II	5-YEAR LEASE (ENDS 11/14/08)	US ARMY CORPS OF ENGINEERS		4.83 ac		ADA 11304	N/A
TR III**	LAND MANAGER AGREEMENT	CITY OF WHITTIER	STATE OF ALASKA, DOT/PF	43.84± ac	9-19-00	UNRECORDED	N/A

* SUPPLEMENT No. 1 REDUCED ACREAGE OF ORIGINAL TRACT I WHICH CONTAINED 38.40 ACRES & CREATED PARCELS A & B.

** TRACT III OVERLAPS TRACT I AND TRACT II. THE OVERLAPPING BOUNDARIES HAVE BEEN REMOVED FOR CLARITY.

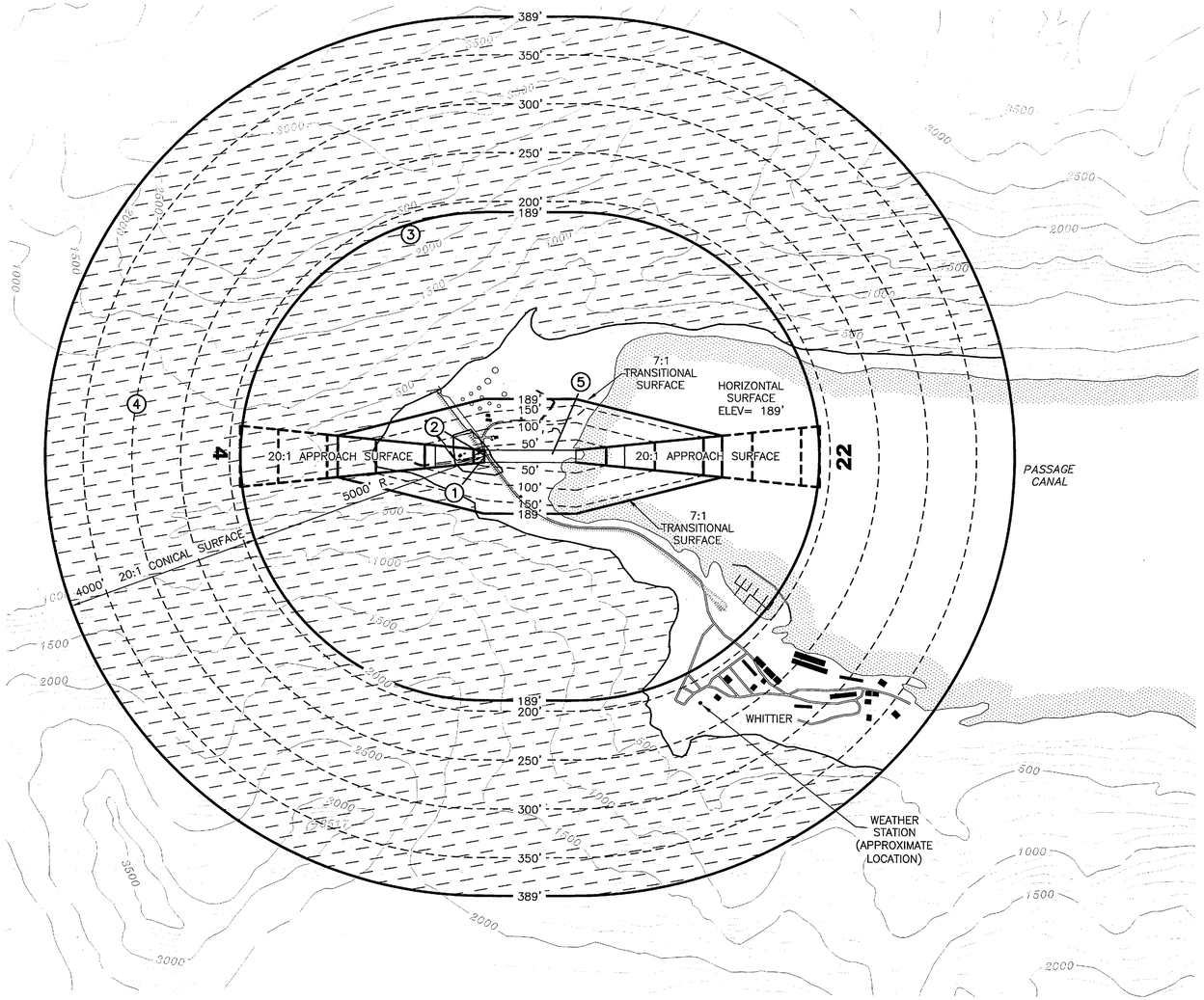
BY	DATE	REVISION

WHITTIER AIRPORT
WHITTIER, ALASKA
AIRPORT LAYOUT PLAN

EXISTING LAYOUT

DATE: 09/15/2010
SHEET: 2 OF 3

Designed By: nltewellyn
Drawn By: bpaulfrn
Checked By: bhanson
FILE No.: 232-103-2
Date Plotted: 9/16/2010, 1:46 PM
Layout Name: Layout (2)
File Name: C:\PROJECTS\AUTOCAD\TEMP\AcPublish_3432\ALP-WHITTIER.dwg



SCALE IN FEET

1500' 750' 0 1500' 3000'

MAG DEC 20°E 2008

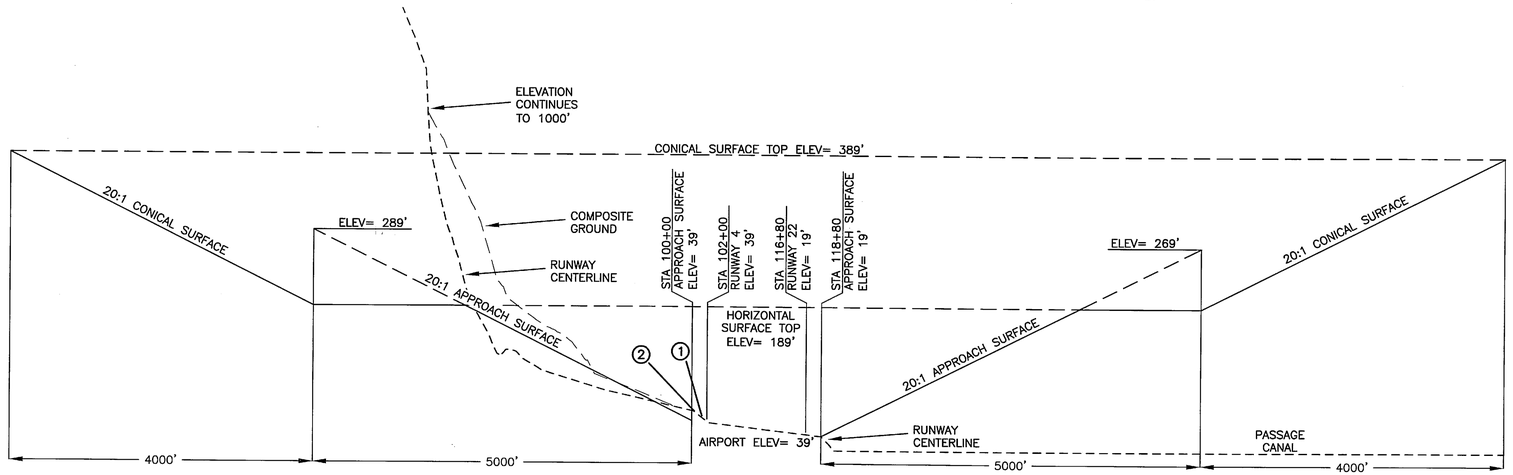
PART 77 SURFACE OBSTRUCTIONS TABLE (OUTER PORTION RW 4/22)

ID #	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
1	ROAD	100+84/0	67'	PRIMARY/APPROACH	39'***	28'	TO REMAIN	
2	RAILROAD TRACKS	100+27/0	78'	APPROACH	48'***	30'	TO REMAIN	
3	TERRAIN	*	189' – ~2200'	HORIZONTAL	189'	1' – 2011'	TO REMAIN	
4	TERRAIN	*	189' – ~3500'	CONICAL	189' – 389'	1' – 1489'	TO REMAIN	
5	BRUSH	**/55'	29' – 49'	PRIMARY	19' – 39'	10'	REMOVE	

* SEE PLAN VIEW.
** ALMOST ENTIRE LENGTH BOTH SIDES OF RUNWAY.
*** INCLUDES ROAD CLEARANCE 15' OR RAILROAD CLEARANCE 23' AS APPROPRIATE.

NOTES

1. AIRPORT ELEVATION IS 39'.
2. PRIMARY SURFACE WIDTH IS 250'.
3. TOPO CONTOURS ARE SHOWN IN FEET. BASEMAP DATA FROM USGS SEWARD (D–5).
4. A RANGEFINDER WITH BUILT–IN INCLINOMETER WAS USED TO IDENTIFY OBSTRUCTIONS CLOSE TO THE RUNWAY IN THE PRIMARY AND TRANSITIONAL SURFACES.
5. APPROACH SURFACES ARE 20:1, BEGINNING 200' BEYOND THE THRESHOLDS.
6. THERE ARE NO OBSTRUCTIONS IN THE APPROACH TO RUNWAY 22, THEREFORE THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 150/5200–35, CHAPTER 4.
7. THE RUNWAY 4 CONTROLLING OBSTRUCTION IS A ROAD AT STATION 100+84, ON RUNWAY CENTERLINE, ELEVATION IS 67' ABOVE RUNWAY. THE OBSTRUCTION CLEARANCE SLOPE IS 1:1, PER FAA AC 150/5200–35, CHAPTER 4.
8. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACE OF RUNWAY 22, AS DEFINED IN FAA AC 150/5300–13, TABLE AS–1, ROW 5.
9. THE RUNWAY 4 APPROACH END SITING SURFACES DO NOT MEET ANY THRESHOLD SITING CRITERIA BECAUSE OF TERRAIN.
10. THERE ARE NO KNOWN HEIGHT RESTRICTIONS. WHITTIER IS CLASSIFIED AS A SECOND CLASS CITY.
11. THERE IS A WEATHER STATION LOCATED APPROXIMATELY 1.2 NM FROM THE ARP AT A BEARING OF 120°.



RUNWAY PROFILE

SCALE IN FEET

1000' 500' 0 1000' 2000'

HORIZONTAL TO VERTICAL RATIO 1:10

BY	DATE	REVISION

WHITTIER AIRPORT
WHITTIER, ALASKA
AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE
14 CFR, PART 77

DATE: 09/15/2010
SHEET: 3 OF 3

FILE No.: 232–50–5

Designed By: nlevellyn
Drawn By: bgaulitn
Checked By: bhanson

Date Plotted: 9/16/2010, 1:46 PM
Layout Name: PT77 (3)
File Name: C:\PROJECTS\AUTOCAD\TEMP\AvP-Publish_3432\ALP–WHITTIER.dwg

WHITTIER (IEM) AIRPORT LAYOUT PLAN
NARRATIVE REPORT

A. Purpose

The purpose of this Airport Layout Plan (ALP) is to describe existing development and constraints according to the Federal Aviation Administration (FAA) Advisory Circulars *Airport Design* 150/5300-13 and *Airport Master Plans* 150/5070-6B. The format of the ALP follows the guidance of the Alaska Department of Transportation and Public Facilities (DOT&PF) publication *Airport Layout Plan Preparation and Submittal Guide* dated February 14, 2006. No prior FAA-approved ALP exists for the Whittier Airport.

B. Introduction

The community of Whittier is linked to the Seward Highway via the Anton Anderson Memorial Tunnel, which runs through Maynard Mountain. Whittier is located at the head of Passage Canal, on the west side of Prince William Sound. It is approximately 75 miles southeast of Anchorage. The Whittier Airport is located approximately one mile northwest of town. The airport includes a gravel runway.

C. Aviation Activity

The airport is primarily utilized by small, single engine A-I aircraft. The majority of operations at the Whittier Airport are conducted by general aviation aircraft. No air taxi operators serve the airport. There were no aircraft parked on the apron during a 2007 site visit. Small general aviation aircraft conduct approximately 50 itinerant operations per year at the airport.

The number and type of aircraft that use the airport is not anticipated to change during the near term.

D. Airport Features

This ALP proposes an airport reference code (ARC) of A-I, and the forecast use supports this designation.

The A-I design standard for runway width is 60 feet. The runway at the Whittier Airport is 60 feet wide by 1,480 feet long.

There are no published instrument approaches published for Runway 4/22.

Based on the runway end siting criteria specified in Table A2-1 of Advisory Circular 150/5300-13 *Airport Design*:

- Runway 4 is not capable of supporting small airplanes with approach speeds of 50 knots or less (visual only, day or night), because a road and railroad tracks penetrate the approach near the threshold, and mountainous terrain occupies the approach beyond 1,000 feet from the threshold.
- Runway 22 is capable of supporting instrument straight-in night operations, serving approach category A and B aircraft only.

The wind data contained in the windrose on the ALP Data Sheet was gathered between 1975 and 2007 by the National Climatic Data Center. The weather station is located in the town of Whittier, approximately 1.2 nautical miles away from the airport reference point.

There are no taxiways or aprons. Aircraft park in a cleared area adjacent to Runway 4. Concrete tie down blocks are located at the end of Runway 4.

A road connects the airport to the community of Whittier.

The Whittier Airport area is approximately 17 acres which is leased from the Alaska Railroad Corporation.

The Whittier sewage collection, treatment and submarine discharge occurs within enclosed facilities. Solid waste is collected in dumpsters and trucked to Anchorage Regional Landfill by a contractor (Whittier Comprehensive Plan Update, 2005).

E. Unusual Airport Features

The following discussion addresses non-standard issues at the Whittier Airport.

A standard A-I runway safety area (RSA) is 120 feet wide and extends 240 feet beyond each runway end. The RSA at the Whittier Airport was constructed to a width of 100 feet. The RSA extends 25 feet beyond the Runway 4 threshold and 200 feet beyond the Runway 22 threshold.

A road 25 feet beyond the Runway 4 threshold penetrates the runway object free area (ROFA) and runway object free zone (ROFZ).

Brush along both sides of the runway located 55 feet either side of the runway centerline penetrates the ROFA and ROFZ.

The aircraft parking area and concrete tie down blocks near Runway 4 penetrate the ROFA and ROFZ.

Vegetation along both sides of Runway 4/22 penetrates the Primary Surface. Roads penetrate the Primary Surface and the Runway 4 Approach Surface. Railroad tracks penetrate the Runway 4 Approach Surface.

The Approach, Transitional, Horizontal and Conical Surfaces are all penetrated by mountainous terrain.

F. Summary of Staged Development with Estimated Costs

This ALP does not propose any developments for the Whittier Airport.