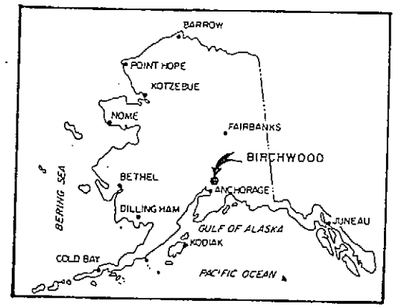
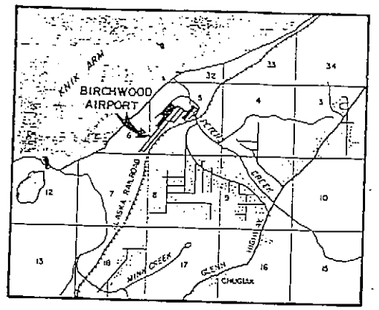
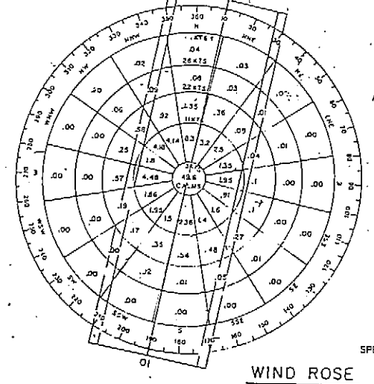


LOCATION MAP
NO SCALE



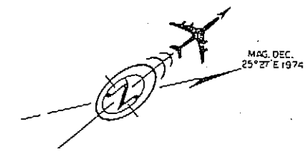
VICINITY MAP
SCALE: 1" = 1 MILE
T15N-T16N, R1W-R2W
SEWARD MERIDIAN, ALASKA



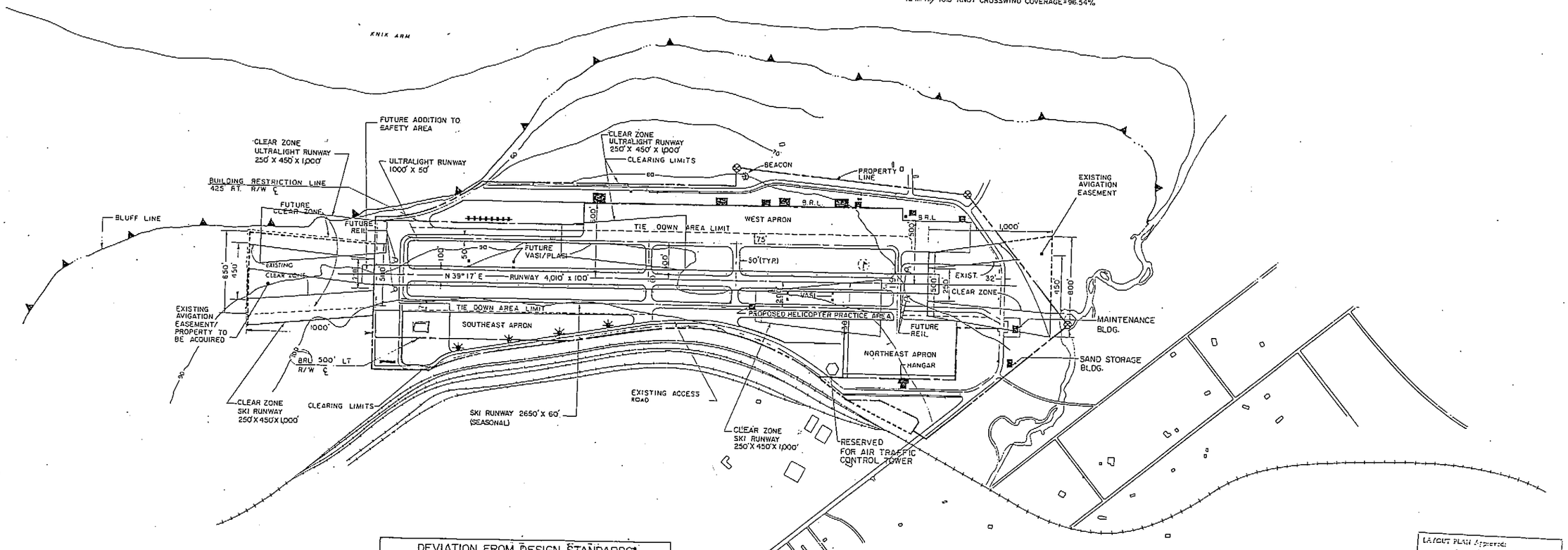
SPEEDS ARE IN KNOTS

WIND ROSE

SOURCE: ENVIRONMENTAL SCIENCES SERVICES ADMINISTRATION STATION AT ELMENDORF AFB.
PERIOD: 1973-1982
12 MPH / 10.5 KNOT CROSSWIND COVERAGE = 96.54%



SCALE IN FEET
0 200 400 800 1200



RUNWAY DATA

ITEM	Runway 1		Runway 19	
	Existing	Future	Existing	Future
Physical Length	4,010'	Same	4,010'	Same
Runway Safety Area	150 x 4,510	150 x 4,610	150 x 4,510	150 x 4,610
Runway Width	100	Same	100	Same
Effective Gradient	0.36%	Same	0.36%	Same
Pavement Strength	12,500	Same	12,500	Same
Runway Lighting	MIRL	Same	MIRL	Same
Runway Marking	Basic	Nonprecision	Basic	Nonprecision
Runway Bearing (Azimuth)	39° 17'	Same	219° 17'	Same
Surface Composition	Asphalt	Same	Asphalt	Same
Wind Coverage (12 MPH)	94.9%	Same	95.1%	Same
Visual Approach Aids	None	VASI/REIL	VASI	VASI/REIL
Operational Role	Utility	Same	Utility	Same
Airplane Design Group	II	Same	II	Same

DEVIATION FROM DESIGN STANDARDS*

DESCRIPTION	STANDARD	EXISTING	FUTURE
RUNWAY SAFETY AREA LENGTH BEYOND END OF RUNWAY 1	300'	200'	300'
RUNWAY CENTERLINE TO TAXIWAY CENTERLINE SEPARATION (SOUTH SIDE RUNWAY)	240'	200'	200'
SEPARATION BETWEEN ULTRALIGHT RUNWAY AND RUNWAY 1/19	700' MIN	300'	300'
SEPARATION BETWEEN SKI RUNWAY AND RUNWAY 1/19	700' MIN	200'	200'
SEPARATION BETWEEN ULTRALIGHT RUNWAY AND SKI RUNWAY	700' MIN	500'	500'

*SEE NOTES

AIRPORT DATA

Item	Existing	Future
Airport Elevation	95.93'	Same
Airport Reference Point (ARP)	Lat. 61° 25' 00" Long 149° 30' 24"	Same
Normal Maximum Temperature	65°	Same
Airport Design Type	General Utility	Same
Terminal Navigation Aids	None	NDB

LEGEND

	EXISTING	FUTURE
BUILDINGS		SAME
PAVED AREAS		SAME
AIRPORT PROPERTY LINE		
BUILDING RESTRICTION LINE (BRL)		SAME
FENCING		
GROUND CONTOURS	10	SAME
FLOOD LIGHTING		✳
AIRPORT REFERENCE POINT	⊙	SAME
WIND CONE		SAME
SEGMENTED CIRCLE		SAME
BLUFF LINE		SAME
GRAVEL SURFACE		SAME

NOTES:

1. Due to inadequate separation between primary Runway 1/19, the ski runway, and the ultra-light runway, simultaneous runway operations (takeoff and landing) are prohibited.
2. Simultaneous ski runway and helicopter practice area operations are prohibited.

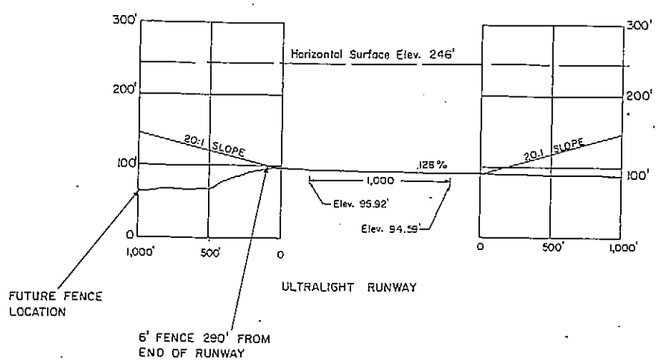
LAYOUT PLAN Approved:
By: Lloyd L Pattison
11/6/89

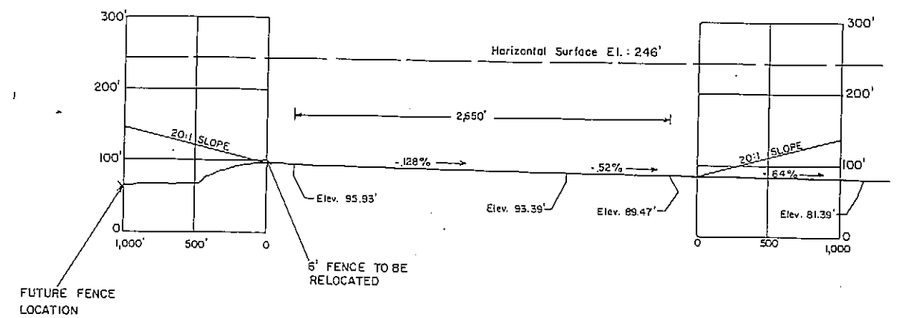
ESE ENVIRONMENTAL SCIENCE AND ENGINEERING, INC.

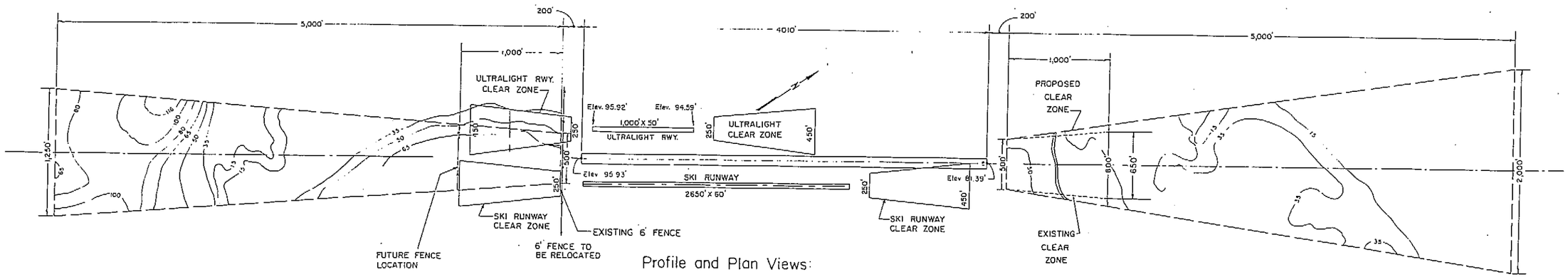
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

BIRCHWOOD AIRPORT
AIRPORT LAYOUT AND ACCESS PLAN

APPROVED







Profile and Plan Views:

ULTRALIGHT AND SKI RUNWAYS

Note Topography elevation in clear zones extracted from appropriate U.S.G.S quadrangle map in meters and converted to feet.

Horizontal Scale In Feet

500 0 500 1000

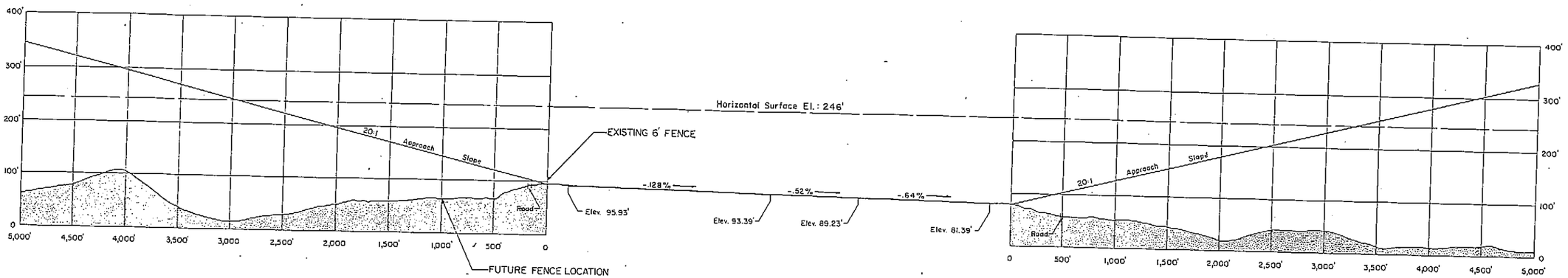
Vertical Scale In Feet

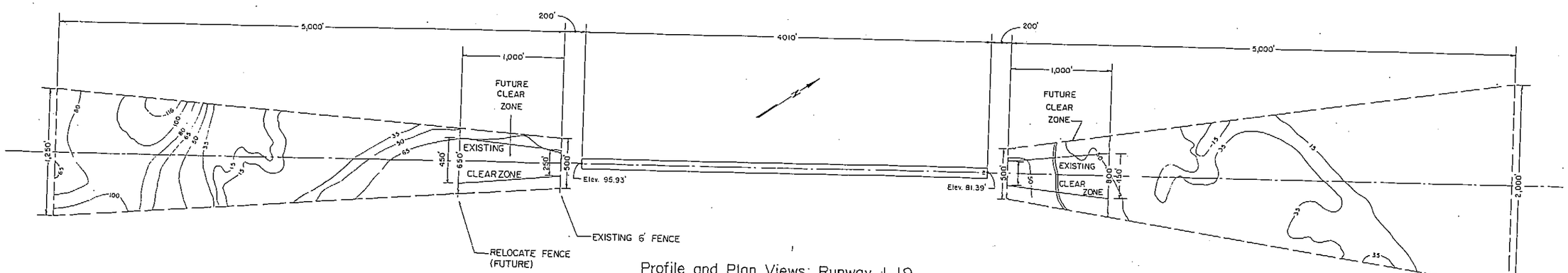
100 0 100 200

LAYOUT PLAN Approved:
By Lloyd H. Potter
Date 11/6/89

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

BIRCHWOOD AIRPORT
RUNWAY PLANS AND PROFILES





Profile and Plan Views: Runway 1-19

Note: Topography elevation in clear zones extracted from appropriate U.S.G.S. quadrangle map in meters and converted to feet.

Horizontal Scale In Feet

500 0 500 1000

100 0 100 200

Vertical Scale In Feet

LAYOUT PLAN Approved:

By Lloyd H. Patterson

AIRPORTS PLAN AND PROFILE SECTION

Date 11/6/89

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

BIRCHWOOD AIRPORT
RUNWAY PLANS AND PROFILES

APPROVED

ENVIRONMENTAL SCIENCES