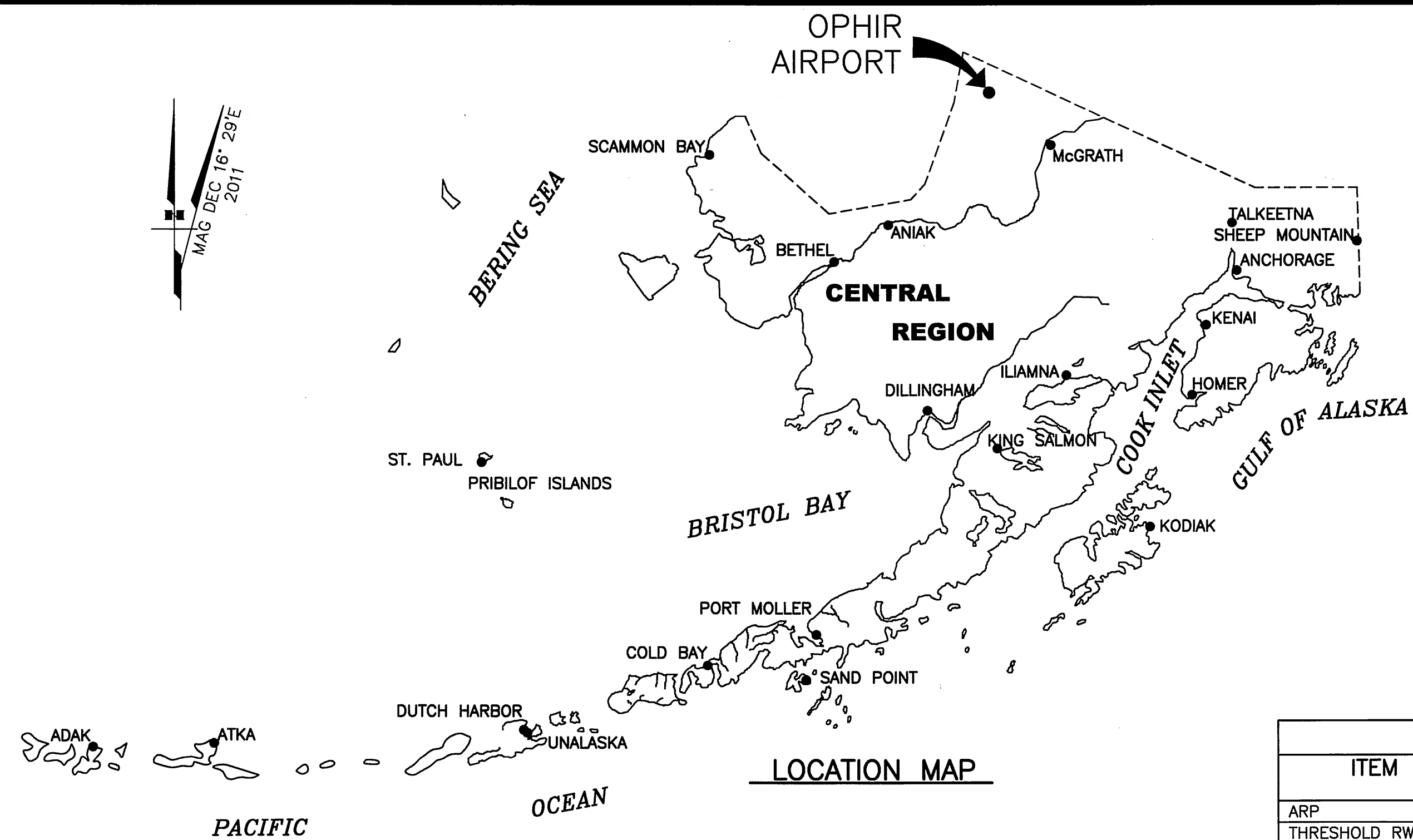


FILE No.: 232-101-1

Designed By: vproschel
 Drawn By: Dugan
 Checked By: Dugan
 Date Plotted: 8/31/2012, 9:12 AM
 Layout Name: DATA (1)
 File Name: F:\Projects\09022106\Ophir\ALP\ALP-OPHIR.dwg

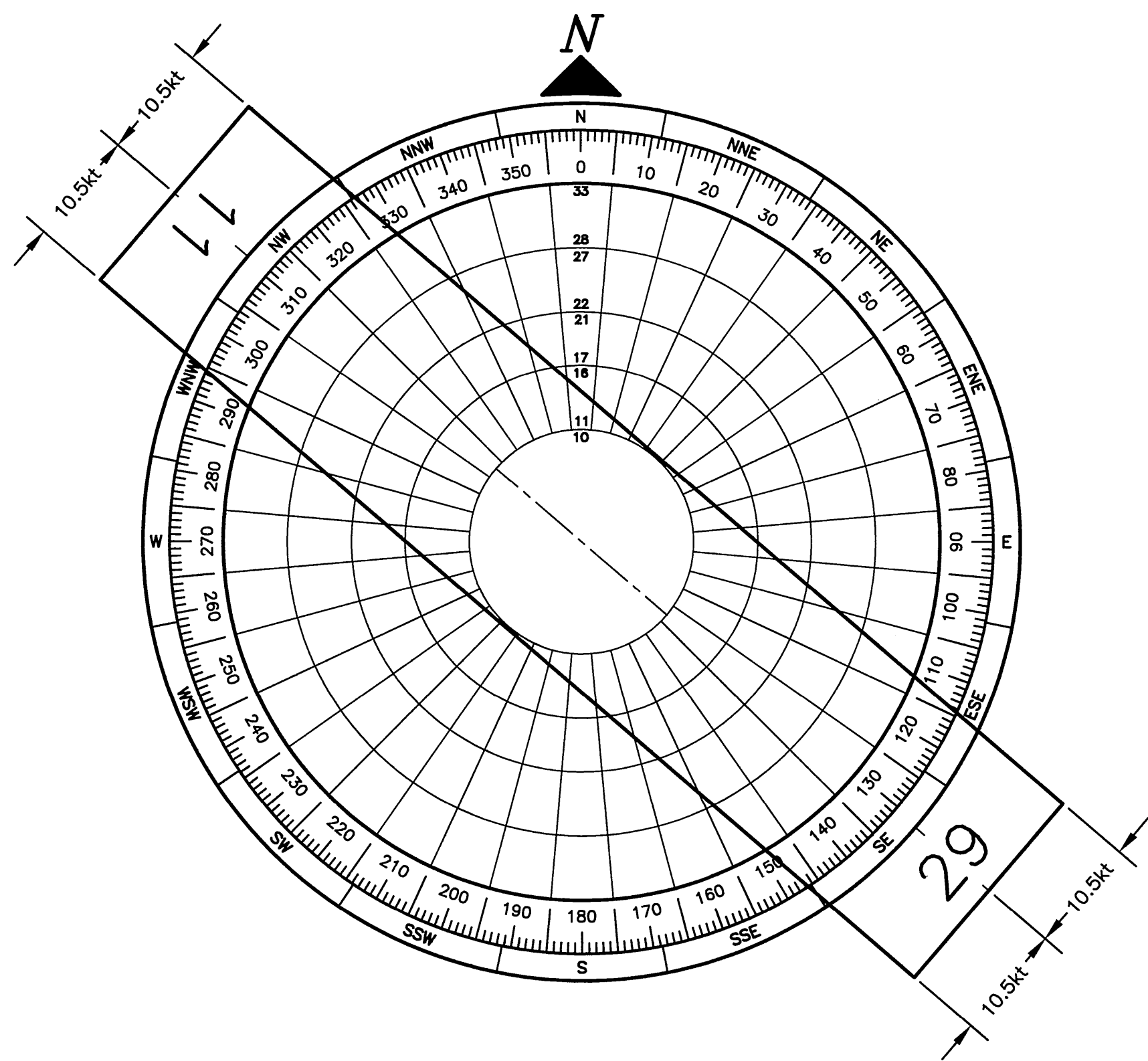


LEGEND		
ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (ARP)		
ANTENNA		
BLUFF		
BUILDINGS		
BUILDING RESTRICTION LINE (BRL)		
FENCE		
PAPI		
PROPERTY LINE		
RAIL		
ROADWAYS		
ROTATING BEACON		
SHORELINE		
STREAM / STREAM BANK		
SURVEY MONUMENT		
THRESHOLD MARKERS/LIGHTS		
TOPOGRAPHIC CONTOURS		
TRAIL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

AIRPORT DATA		
ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	NONE	
NATIONAL AIRPORT IDENTIFIER	Z17	
FAA SITE NUMBER	50575.*A	
AIRPORT ELEVATION NAVD88	595.0'	
AIRPORT REFERENCE CODE	A-I	
MEAN MAX. TEMPERATURE, HOTTEST MONTH	62°F, JULY	
AIRPORT AND TERMINAL NAVIGATION AIDS	NONE	
TAXIWAY LIGHTING/MARKING	NA/NA	
OBSTRUCTION SURVEY SOURCE & TYPE	NONE	
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	16°29'E / 2011	-0°17'(W) / YEAR

GEOGRAPHIC COORDINATES TABLE				
ITEM	EXISTING LATITUDE	EXISTING LONGITUDE	ULTIMATE LATITUDE	ULTIMATE LONGITUDE
ARP	N63°08'45"	W156°31'44"	N63°08'45"	W156°31'44"
THRESHOLD RW 11	N63°08'51.52"	W156°32'00.10"	N63°08'51.52"	W156°32'00.10"
THRESHOLD RW 29	N63°08'39.10"	W156°31'28.04"	N63°08'39.10"	W156°31'28.04"

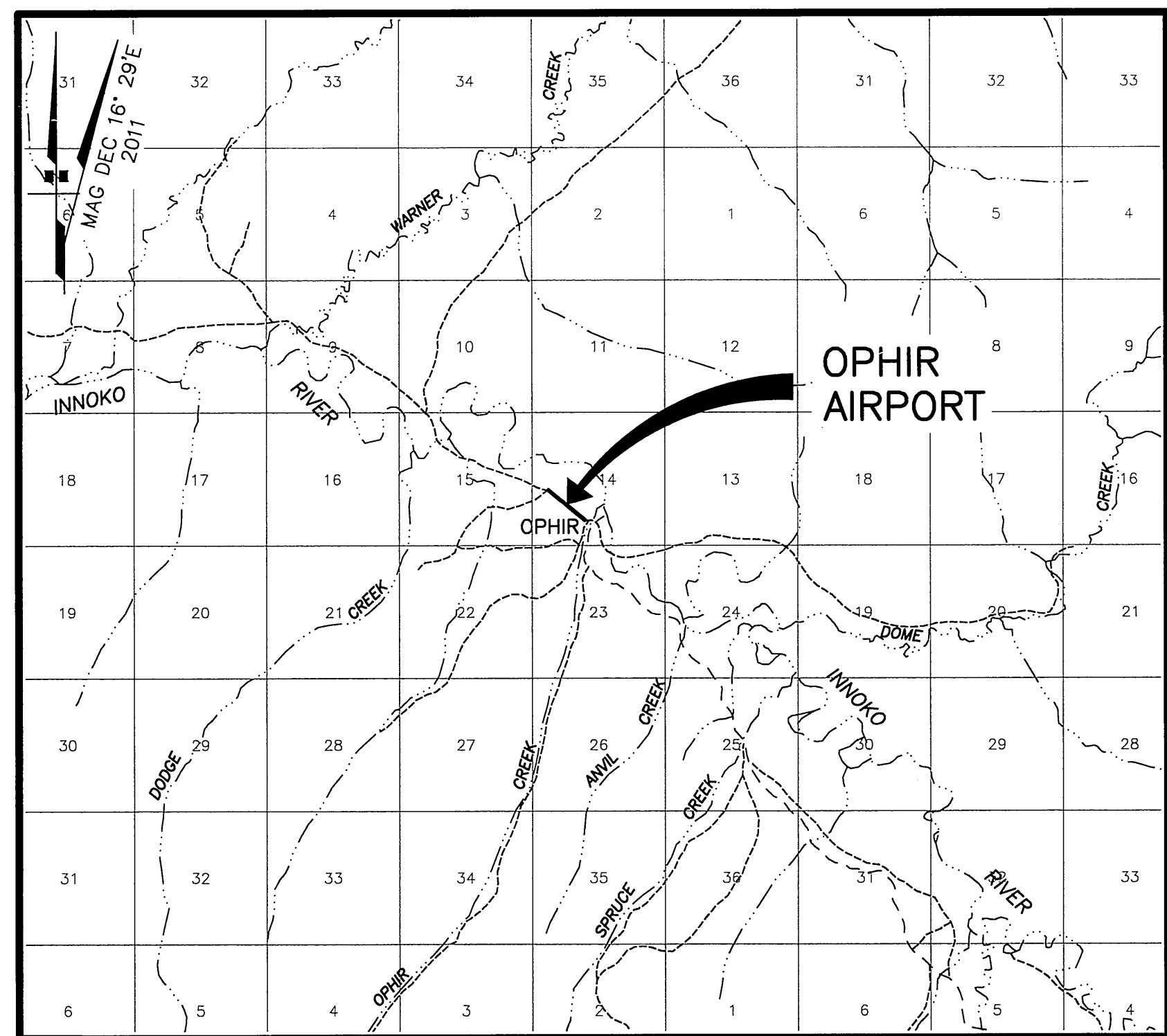
RUNWAY 11/29 DATA			
ITEM	EXISTING	NEAR-TERM	ULTIMATE
RUNWAY TYPE	UTILITY OR OTHER THAN UTILITY		
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	V / V		
APPROACH SURFACES	20:1 / 20:1		
VISIBILITY MINIMUM	1 SM		
RUNWAY SURFACE	GRAVEL		
PAVEMENT STRENGTH SW,DW,DTW,DDTW x1000lbs	N/A		
AIRCRAFT APPROACH CATEGORY	A		
AIRPLANE DESIGN GROUP	I		
MEAN GEODETIC BEARING	N49°25'30"W		
EFFECTIVE GRADE	0.41%		
TOUCHDOWN ELEVATION NAVD88 (ESTIMATED)	587.0' / 595.0'		
RUNWAY DIMENSIONS	60' x 1940'		
RUNWAY SAFETY AREA (RSA) DIMENSIONS	120' x 2420'		
LENGTH BEYOND RW END	240' / 240'		
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	250' x 450' x 1000'		
RUNWAY OBJECT FREE AREA (ROFA) DIMENSIONS	250' x 2420'		
LENGTH BEYOND RW END OR STOPWAY	240' / 240'		
RUNWAY OBSTACLE FREE ZONE (ROFZ) DIMENSIONS	250' x 2340'		
RUNWAY LIGHTING	NONE		
RUNWAY MARKING TYPE	NONE		
RUNWAY VISUAL APPROACH AIDS	NONE		



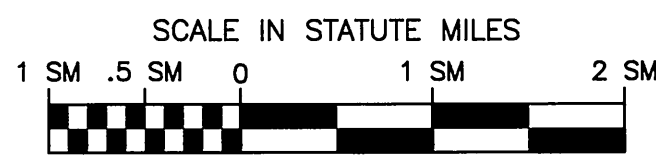
NOTE: WIND DATA NOT AVAILABLE

WIND DATA TABLE				
RUNWAY	10.5 kt	13 kt	16 kt	20 kt
11/29				

SOURCE: NONE
 PERIOD: NONE



VICINITY MAP
 SEC. 14, T 27 S, R 12 E,
 KATEEL RIVER MERIDIAN
 U.S.G.S. OPHIR (A-2), ALASKA



NOTES

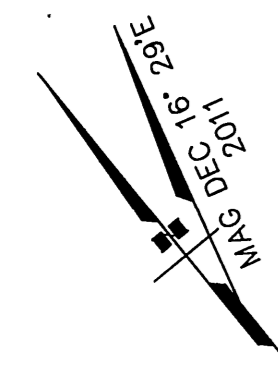
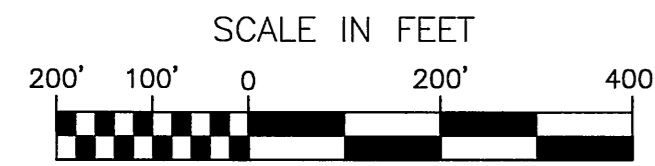
1. THE INFORMATION SHOWN HEREON IS BASED ON A FIELD SURVEY PERFORMED BY DOWL HKM ON JUNE 22, 2010.
2. THE HORIZONTAL DATUM IS NAD83(CORS96) (EPOCH:2003.0000) AS DETERMINED BY STATIC GPS OBSERVATIONS USING LEICA DUAL FREQUENCY GPS RECEIVERS AND PROCESSED USING THE NGS OPUS UTILITY. CONTROL CORS STATIONS USED FOR THE POSITION SOLUTION WERE TSEA, POT5 AND CH15.
3. THRESHOLD COORDINATES WERE DETERMINED USING A STATIC GPS NETWORK. THE TOPOGRAPHIC MAPPING IN THE AIRPORT VICINITY WAS DIGITIZED FROM U.S.G.S. QUAD OPHIR (A-2).

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

BY: DATE /	REVISION
APPROVED:	DATE: 9-18-2012
KENNETH M. MORTON, P.E.	PRECONSTRUCTION ENGINEER
RECOMMENDED:	DATE: 9/17/2012
HARVEY M. DOUTHITT, 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 9/27/2012 FAA AIRSPACE REVIEW NUMBER: 2011-026-299-NAA	DATE: 9/27/12 621

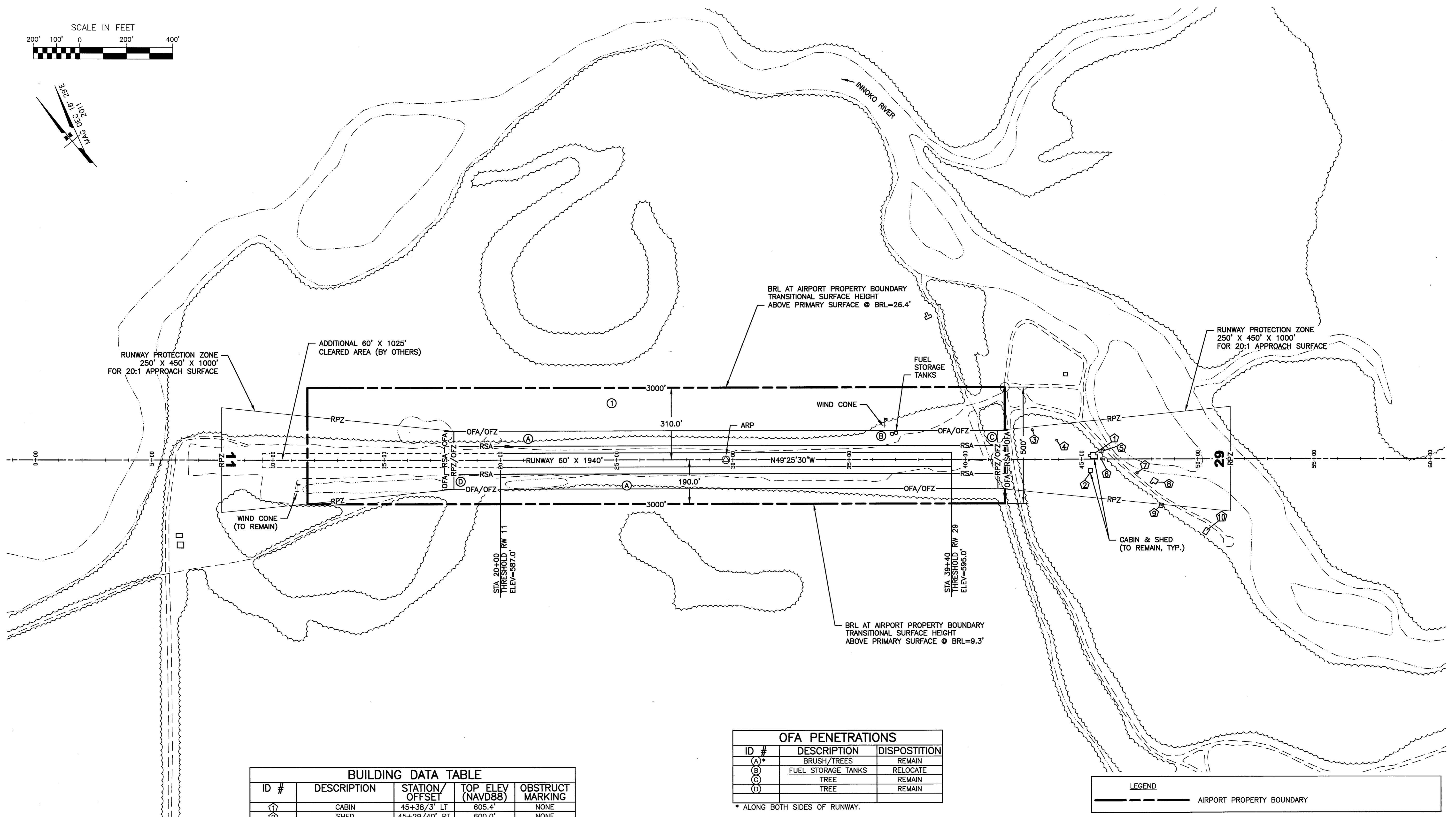
OPHIR AIRPORT OPHIR, ALASKA AIRPORT LAYOUT PLAN	
DATE: 08/30/2012	SHEET: 1 OF 3



FILE No.: 232-101-2

Designed By: vgroeschel
 Drawn By: bogulinn
 Checked By: bhanson

Date Plotted: 8/31/2012, 9:12 AM
 Layout Name: ELAY(2)
 File Name: P:\Projects\05942276\Ophir\ALP\ALP-OPHIR.dwg



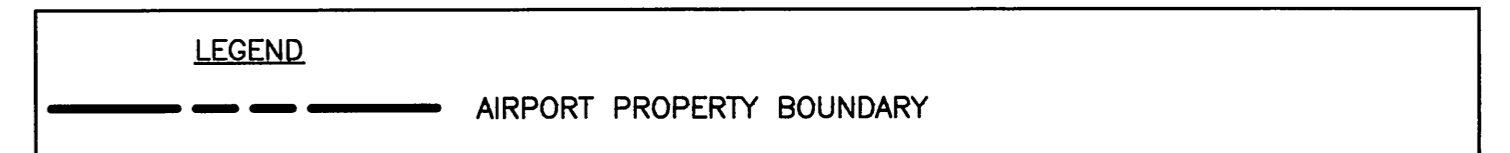
ID #	DESCRIPTION	STATION/OFFSET	TOP ELEV (NAVD88)	OBSTRUCT MARKING
1	CABIN	45+38/3' LT	605.4'	NONE
2	SHED	45+29/40' RT	600.0'	NONE
3	SHED	42+86/122' LT	UNKNOWN	NONE
4	SHED	43+95/78' LT	UNKNOWN	NONE
5	SHED	45+84/30' LT	615.4'	NONE
6	SHED	45+84/0' RT	610.0'	NONE
7	SHED	47+39/54' RT	UNKNOWN	NONE
8	CABIN	48+09/79' RT	UNKNOWN	NONE
9	CABIN	48+37/190' RT	UNKNOWN	NONE
10	CABIN	50+36/294' RT	UNKNOWN	NONE

ID #	DESCRIPTION	DISPOSITION
(A)*	BRUSH/TREES	REMAIN
(B)	FUEL STORAGE TANKS	RELOCATE
(C)	TREE	REMAIN
(D)	TREE	REMAIN

ID #	DESCRIPTION	DISPOSITION
(A)*	BRUSH/TREES	REMAIN
(B)	FUEL STORAGE TANKS	RELOCATE
(C)	TREE	REMAIN
(D)	TREE	REMAIN

ID #	INTEREST	GRANTOR	GRANTEE	PARCEL SIZE	DATE ACQUIRED	RECORDED DOC NO.	ACQUIRED AIP NO.
1	PARCEL 1-AIRPORT PROPERTY		STATE OF ALASKA, DOT/PF	34.4± ac	1939		

- NOTES:
 1. MONUMENT 702 IS ASSUMED TO BE COR 1 FROM SEPTEMBER 7, 1939 SKETCH.
 2. TOPOGRAPHIC CONTOURS NOT AVAILABLE.



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

OPHIR AIRPORT
 OPHIR, ALASKA
 AIRPORT LAYOUT PLAN
 EXISTING LAYOUT

DATE: 08/30/2012
 SHEET: 2 OF 3

BY	DATE	REVISION

Date Plotted: 8/31/2012, 9:12 AM
 Designed By: J. V. S. / J. S. / J. S.
 Drawn By: M. J. / M. J. / M. J.
 Checked By: M. J. / M. J. / M. J.
 Layout Name: P:\Projects\1594227\OPHIR\ALP\ALP-OPHIR.dwg
 File Name:

RUNWAY 11/29

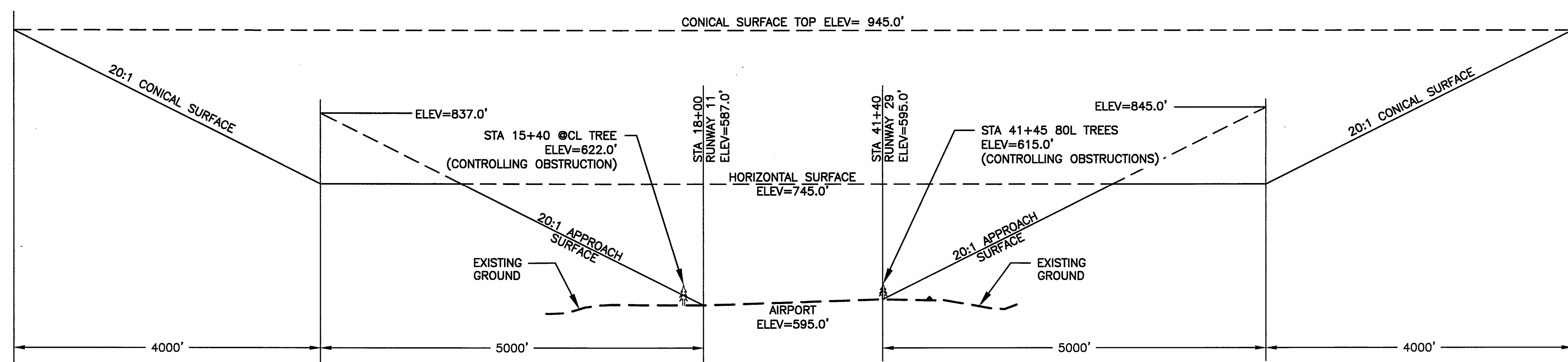
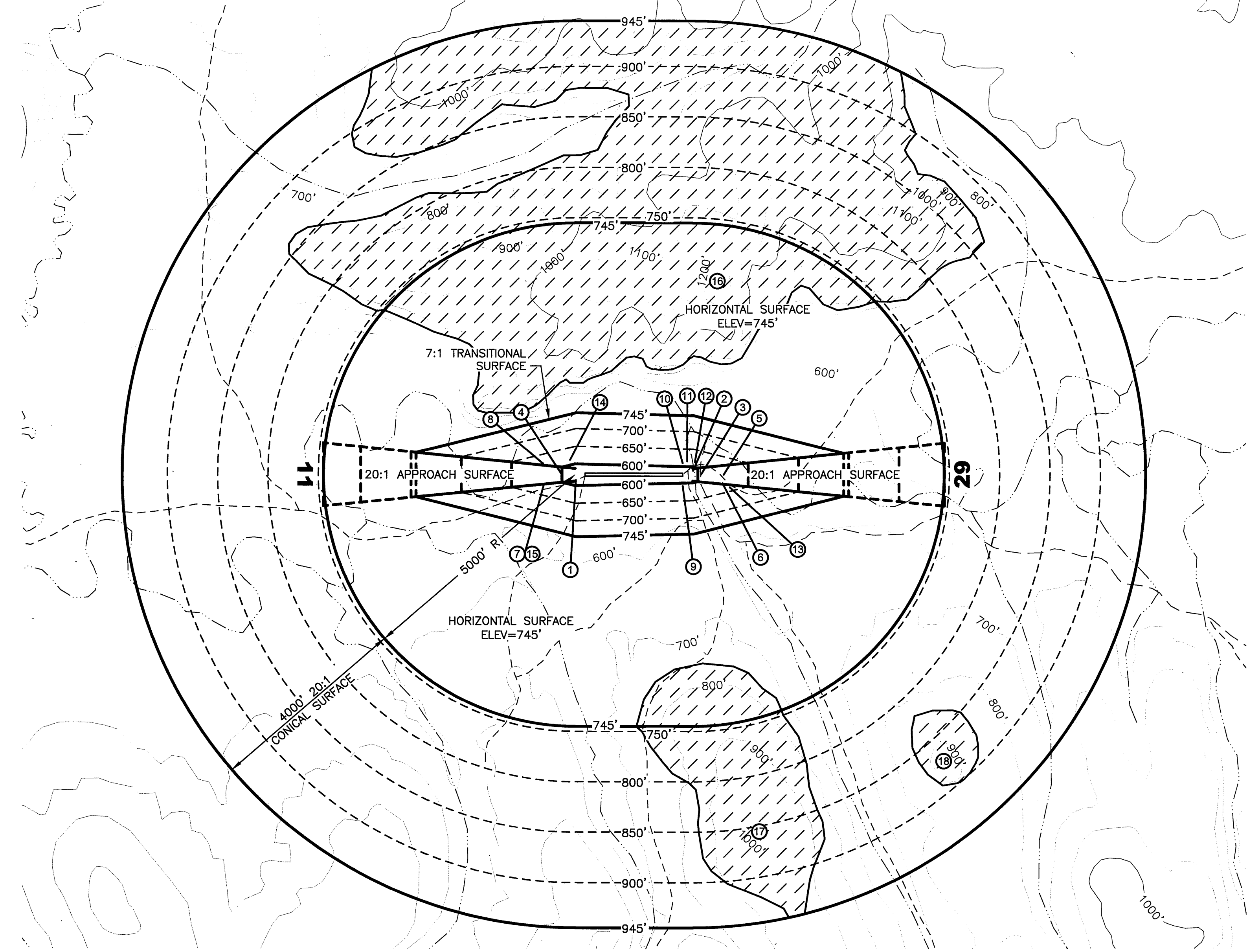
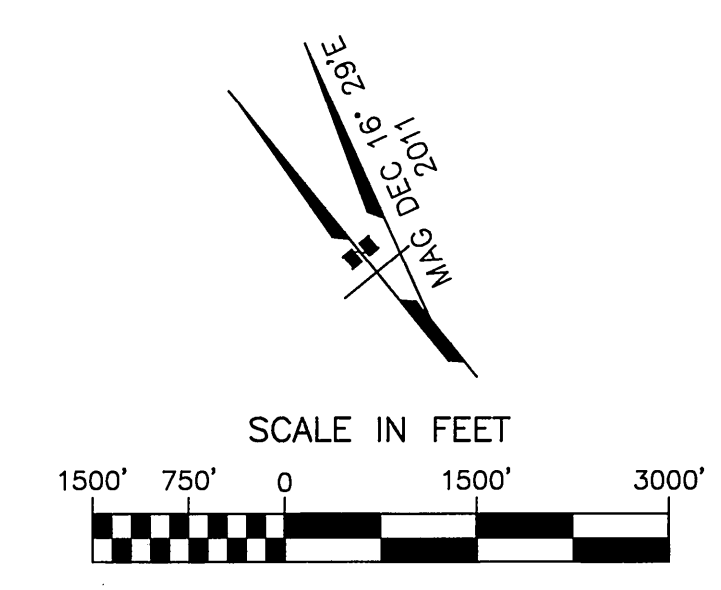
PART 77 SURFACE OBSTRUCTION TABLE

ID #	DESCRIPTION	STATION/OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
1	TREE	18+18/105R	603	PRIMARY	587	16	REMAIN	NONE
2 *	TREES	41+45/80L	615	APPROACH	595	20	REMOVE	FUTURE
3	BRUSH	43+00/6L	615	APPROACH	598	17	REMAIN	NONE
4	TREE	15+40/CL	622	APPROACH	600	22	REMOVE	FUTURE
5 *	TREES	47+50/CL	655	APPROACH	625.5	29.5	REMAIN	NONE
6 *	TREES	42+30/167.5R	640	TRANSITIONAL	601	39	REMAIN	NONE
7 *	TREES	11+74/215R	652	TRANSITIONAL	621.5	30.5	REMAIN	NONE
8 *	TREES	11+67/217L	664	TRANSITIONAL	622	42	REMAIN	NONE
9 *	TREES	39+40/220R	630	TRANSITIONAL	608.6	21.4	REMAIN	NONE
10 *	TREES	39+40/220L	635	TRANSITIONAL	610	25	REMAIN	NONE
11 *	TREES	40+30/265L	645	TRANSITIONAL	610	35	REMAIN	NONE
12 *	TREES	41+80/250L	637	TRANSITIONAL	614	23	REMAIN	NONE
13 *	TREES	48+77/251R	655	TRANSITIONAL	640	15	REMAIN	NONE
14 *	TREES	17+00/287L	638	TRANSITIONAL	615	23	REMAIN	NONE
15 *	TREES	11+74/215R	652	TRANSITIONAL	621.5	30.5	REMAIN	NONE
16 **	TERRAIN	44+53/3843 LT	1225	HORIZONTAL	745	480	REMAIN	NONE
17 **	TERRAIN	52+77/7083 RT	1005	CONICAL	860	145	REMAIN	NONE
18 **	TERRAIN	89+32/5680 RT	910	CONICAL	875	35	REMAIN	NONE

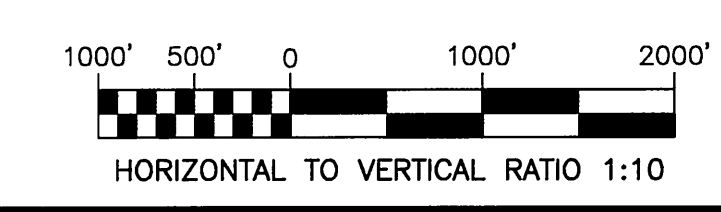
* HIGHEST POINT IN LARGE AREA OF TREE PENETRATIONS.
 ** HIGHEST POINT IN LARGE AREA OF TERRAIN PENETRATIONS.

NOTES

- AIRPORT ELEVATION IS 595.0'.
- PRIMARY SURFACE WIDTH IS 250'.
- A RANGE FINDER WITH A BUILT-IN INCLINOMETER WAS USED TO IDENTIFY OBSTRUCTIONS CLOSE TO THE RUNWAY IN THE PRIMARY AND TRANSITIONAL SURFACES.
- APPROACH SURFACES ARE 20:1 BEGINNING AT 200 FEET BEYOND THE THRESHOLDS.
- THE RUNWAY 11 CONTROLLING OBSTRUCTION IS A TREE AT STATION 15+40 @ CL THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 13:1, PER FAA AC 150-5200-35A, CHAPTER 4, DATA ELEMENT NUMBER 57.
- THE RUNWAY 29 CONTROLLING OBSTRUCTION IS A GROUP OF TREES AT STATION 41+45, 80L. THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 10:1, PER FAA AC 150-5200-35A, CHAPTER 4, DATA ELEMENT NUMBER 57.
- THE RUNWAY 11 THRESHOLD SITING SURFACES DO NOT MEET ANY THRESHOLD SITING CRITERIA BECAUSE OF TREE PENETRATIONS, AS DEFINED IN FAA AC 150/5300-13, CHG 18, APPENDIX 2, TABLE A2-1.
- THE RUNWAY 29 THRESHOLD SITING SURFACES DO NOT MEET ANY THRESHOLD SITING CRITERIA BECAUSE OF TREE PENETRATIONS, AS DEFINED IN FAA AC 150/5300-13, CHG 18, APPENDIX 2, TABLE A2-1.
- THERE ARE NO KNOWN ORDINANCES OR STATUTES IN EFFECT THAT SPECIFY HEIGHT RESTRICTIONS.
- THERE ARE NO LANDFILLS OR SEWAGE LAGOONS WITHIN 10,000' OF THE RUNWAY.



RUNWAY PROFILE



BY	DATE	REVISION
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION		
OPHIR AIRPORT OPHIR, ALASKA AIRPORT LAYOUT PLAN		DATE: 08/30/2012 SHEET: 3 OF 3
AIRPORT AIRSPACE 14 CFR, PART 77		