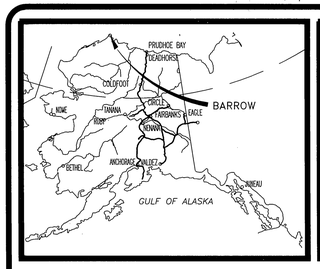
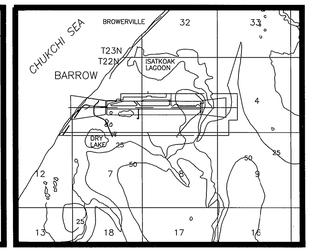


LOCATION MAP

NO SCALE



VICINITY MAP

TAXIWAY DATA

	EXISTING	TOFA	WING TIP CLEARANCE
TAXILANE WIDTH	75'	225'	27'
T/W A WIDTH	75'	259'	44'
T/W SAFETY AREA WIDTH	171'		
T/W B WIDTH	75'	259'	44'
T/W SAFETY AREA WIDTH	171'		
T/W C WIDTH	75'	259'	44'
T/W SAFETY AREA WIDTH	171'		

AIRPORT DATA

		EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL) NAVD88		45.4	49.4
AIRPORT REFERENCE CODE		C-IV	SAME
MEAN HIGH TEMP. HOTTEST MONTH (JULY)		42.7 ° F	SAME
TAXIWAY LIGHTING		MITL	SAME
RAMP LIGHTING		FLOODLIGHTS	SAME
AIRPORT AND TERMINAL NAVAIDS		RCAG,FSS,NDB, VORTAC,DF,ASOS	SAME
COMMUNICATION AIDS		NONE	
AIRPORT REFERENCE POINT (ARP)	LAT.	71°17'06.79"N	
	LONG.	156°45'58.17"W	
THRESHOLD 7	LAT.	71° 17'07.41"N	
STA. 105+00	LONG.	156°47'37.70"W	
THRESHOLD 25	LAT.	71°17'06.15"N	
STA. 170+00	LONG.	156°44.18.64"W	

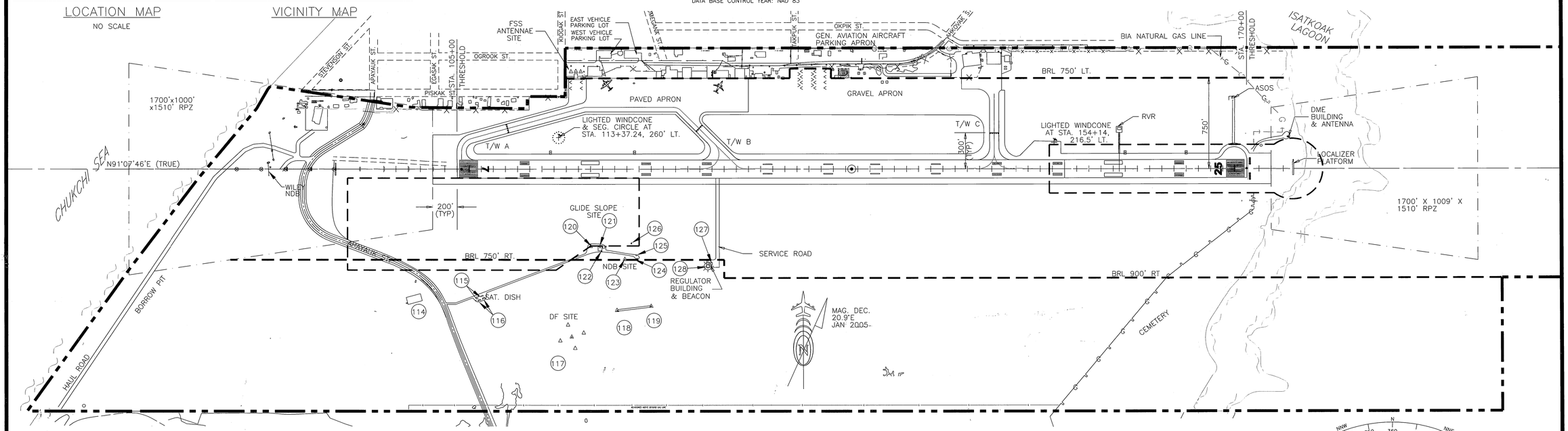
DATA BASE CONTROL YEAR: NAD 83

ULTIMATE AIRPORT DATA

THRESHOLD 7	LAT.	71° 17'05.35"N
STA. 505+00	LONG.	156°47'37.83"W
RW 7 END	LAT.	71° 17'05.45"N
STA. 499+00	LONG.	156°47'56.20"W
THRESHOLD 25	LAT.	71°17'04.20"N
STA. 564+00	LONG.	156°44'37.14"W
RW 25 END	LAT.	71° 17'04.08"N
STA. 570+00	LONG.	156°44'18.77"W
AIRPORT REFERENCE POINT (ARP)	LAT.	71° 17'04.78"N
	LONG.	156°46'07.49"W

NONSTANDARD CONDITIONS

ITEM	STANDARD	EXISTING	FUTURE
R/W 6/24 S.A. WIDTH	500'	250'	500'
R/W S.A. LENGTH	8500'	6900'	7700'
T/W A, B, S.A. WIDTH	171'	171'	171'
T/W C S.A. WIDTH	171'	171'	171'
FAR PART 77 TRANSITIONAL SURFACE STA. 103+00–110+80, 500' LT.	7:1	AS SHOWN	7:1
FAR PART 77 APPROACH SURFACE	50:1	AS SHOWN	50:1/50:1
ABOVE GROUND GAS LINE	BURIED	ABOVE GROUND	TO BE BURIED



NOTES

NO OFZ OBJECT PENETRATIONS.

NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.

RUNWAY DATA

	RUNWAY 7–25 EXISTING	RUNWAY 7–25 ULTIMATE
% WIND COVERAGE DESIGN GROUP IV	97.88	SAME
INSTRUMENT RUNWAY	PRECISION	SAME
RUNWAY SURFACE TYPE	ASPHALT CONC	SAME
PAVEMENT STRENGTH	75,000# (SW)	SAME
	160,000#(DW)	
	300,000#(DTW)	
VISIBILITY MINIMUM	<3/4 MI	<3/4 MI
RUNWAY LIGHTING	HIRL	SAME
RUNWAY MARKING	PRECISION	SAME
NAVIGATION AIDS	MALSR,VASI,RVR, RE/ILS,DME,ILS,	PAPI
R/W DIMENSIONS	150' X 6500'	SEE SHEET 2
R/W SAFETY AREA	200' X 6900'	500' X 7700'
R/W OBJECT FREE AREA (ROFA)	800' X 7700'	800' X 8500'
R/W OBJECT FREE ZONE (ROFZ)	400' X 6900'	SAME

BUILDING TABLE

NO.	R/W STA, OFFSET	STRUCTURE	TOP ELEV.	PENETRATION	SURFACE
114	101+98, 1027' RT.	BARROW ELEC BLDG	72.8'	–47.9'	TRANSITIONAL
115	106+60, 1070' RT.	(2) BLDGS	54.4'	–72'	TRANSITIONAL
116	107+15, 1072' RT.	(2) SAT. DISHES	61.1'	–65.5'	TRANSITIONAL
117	114+43, 1387' RT.	DF ANTENNA	62'	–110'	TRANSITIONAL
118	118+18, 1171' RT.	NDB ANTENNA	100.2'	–38.3'	TRANSITIONAL
119	120+97, 1133' RT.	NDB ANTENNA	100.5'	–32.1'	TRANSITIONAL
121	116+79, 644' RT.	GS BLDGS	50.8'	–12.5'	TRANSITIONAL
122	116+90, 675' RT.	ELEC. TOWER	57.8'	–10'	TRANSITIONAL
123	118+82, 747' RT.	ANTENNA	71.9'	–5.8'	TRANSITIONAL
124	119+61, 750' RT.	ANTENNA	71.8'	–6.2'	TRANSITIONAL
125	119+73, 711' RT.	BLDG	50'	–22.4'	TRANSITIONAL
126	119+36, 612' RT.	ELEC. TOWER	57.5'	–0.9'	TRANSITIONAL
127	126+00, 770' RT.	EE SHED/ ANTENNA	60'	–19.3	TRANSITIONAL

FAR PART 77 PENETRATIONS

NO.	R/W STA, OFFSET	STRUCTURE	TOP ELEV.	PENETRATION	SURFACE	DISPOSITION
120	116+00, 640' RT.	GS ANTENNA	73.8'	+10.7'	TRANSITIONAL	FIXED BY FUNCTION
128	125+65, 801' RT.	ROTATING BEACON	85.4'	+1.5'	TRANSITIONAL	NONE

LEGEND

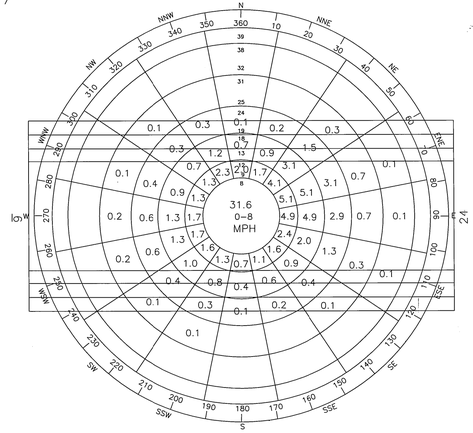
	EXISTING	ULTIMATE
PROPERTY LINE		
BUILDING RESTRICTION LINE (B.R.L.)	B.R.L.	B.R.L.
DEVELOPMENT		
WIND CONE & SEGMENTED CIRCLE		
WIND CONE ONLY		
BUILDING		
ROADWAY		
FENCING	x x	x x
AIRPORT REFERENCE POINT	SHORELINE/WATERLINE	
ROTATING BEACON	ILS/CRITICAL ZONES	
ANTENNA/TOWER	THRESHOLD	
VASI	OVERHEAD POWER P	

WIND ROSE

SOURCE: AEIDC, U OF A CLIMATE CENTER
WIND DATA PERIOD: 1948–1987

CROSSWIND COVERAGES

DESIGN GROUP IV: 21 MPH: 97.88%
DESIGN GROUP III: 18 MPH: 93.57%
DESIGN GROUP II: 15 MPH: 93.33%
DESIGN GROUP I: 12 MPH: 88.31%



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DESIGN
DRAWN
CHECKED

BY	DATE	REVISIONS
JH	10/25/05	DESIGN CHANGES
RJS	8/16/04	AS-BUILT
	7/10/01	FAA APPROVED

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION–DESIGN AND ENGINEERING SERVICES

APPROVED
PATRICIA D. MILLER, P.E. — DESIGN GROUP CHIEF
DATE 9/18/08

AIRPORT LAYOUT PLAN APPROVED
BY LETTER DATED: 9/24/08
AIRPORTS DIVISION,
ALASKAN REGION, AAL-610
AIRSPACE REVIEW #01AAL-021NRA

THIS ALP SUPERSEDES ALL SHEETS AND ALP DATED 7/10/01, ALP DATED 11/15/72 AND REVISED THROUGH 7/29/86. THIS ALP HAS BEEN PREPARED FROM THE AS-BUILTS, THE PREVIOUS ALP, THE PROPERTY PLAN, FAA PLANS DATED 1982–1986, SURVEY DATA GATHERED 1989 & 2000, & CURRENT LEASE LOT INFORMATION.

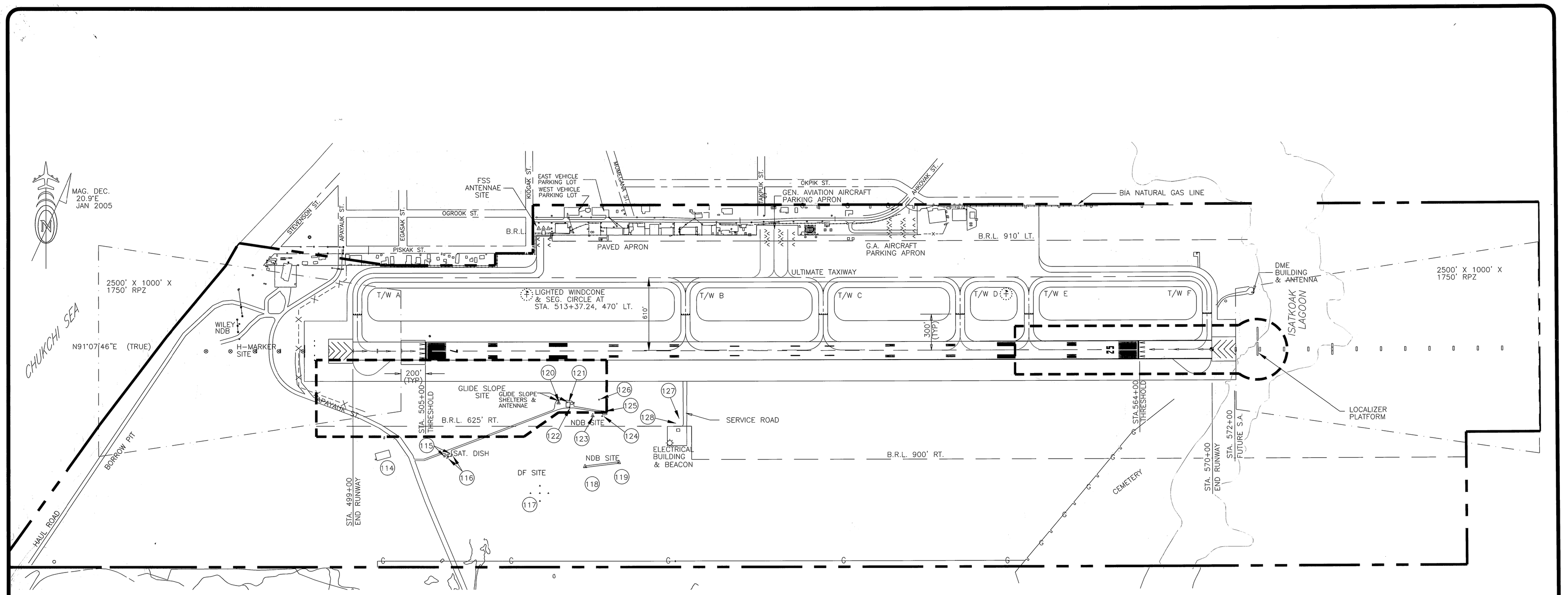
300 100
400 200 0 400 800 1200

WILEY POST/ WILL ROGERS MEMORIAL AIRPORT

BARROW, ALASKA

EXISTING AIRPORT LAYOUT PLAN

SHEET 1 OF 8



TAXIWAY DATA

	ULTIMATE	TOFA	WING TIP CLEARANCE
TAXILANE WIDTH	75'	225'	27'
T/L SAFETY AREA WIDTH	171'		
T/W A WIDTH	75'	259'	44'
T/W SAFETY AREA WIDTH	171'		
T/W B WIDTH	75'	259'	44'
T/W SAFETY AREA WIDTH	171'		
T/W C WIDTH	75'	259'	44'
T/W SAFETY AREA WIDTH	171'		
T/W D WIDTH	75'	259'	44'
T/W SAFETY AREA WIDTH	171'		
T/W E WIDTH	75'	259'	44'
T/W SAFETY AREA WIDTH	171'		
T/W F WIDTH	75'	259'	44'
T/W SAFETY AREA WIDTH	171'		

FAR PART 77 PENETRATIONS

NO.	R/W STA, OFFSET	STRUCTURE	TOP ELEV.	PENETRATION	SURFACE	DISPOSITION
120	516+00, 430' RT.	GS ANTENNA	73.8'	+28'	PRIMARY	FIXED BY FUNCTION
121	516+79, 434' RT.	GS BLDGS	50.8'	+5.1'	PRIMARY	FIXED BY FUNCTION
122	516+90, 465' RT.	RVR TOWER	57.8'	+12.1'	PRIMARY	FIXED BY FUNCTION
123	518+82, 537' RT.	WIND INSTRUMENT	71.9'	+21.1'	TRANSITIONAL	TO BE MOVED
124	519+61, 540' RT.	WIND INSTRUMENT	71.8'	+20.7'	TRANSITIONAL	TO BE MOVED
125	519+73, 501' RT.	BLDG	50'	+4.5'	TRANSITIONAL	FIXED BY FUNCTION
126	519+36, 402' RT.	ELEC. TOWER	57.5'	+12.9'	PRIMARY	TO BE MOVED
127	526+00, 560' RT.	EE SHED/ ANTENNA	60'	+6.9'	TRANSITIONAL	FIXED BY FUNCTION
128	525+65, 591' RT.	ROTATING BEACON	85.4'	+27.8'	TRANSITIONAL	TO BE DEMOLISHED

BUILDING TABLE

NO.	R/W STA, OFFSET	STRUCTURE	TOP ELEV.	PENETRATION	SURFACE
114	501+98, 817' RT.	BARROW ELEC BLDG	72.8'	−19.0'	TRANSITIONAL
115	506+60, 860' RT.	(2) BLDGS	54.4'	−43.6'	TRANSITIONAL
116	507+15, 862' RT.	(2) SAT. DISHES	61.1'	−37.2'	TRANSITIONAL
117	514+43, 1177' RT.	DF ANTENNA	62'	−80.8'	TRANSITIONAL
118	518+18, 961' RT.	NDB ANTENNA	100.2'	−11.2'	TRANSITIONAL
119	520+97, 923' RT.	NDB ANTENNA	100.5'	−5.1'	TRANSITIONAL

DECLARED DISTANCES TABLE

RUNWAY	TORA	TODA	ASDA	LDA
7	7100'	7100'	6500'	5900'
25	7100'	7100'	6500'	5900'

300 100
400 200 0 400 800 1200

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DESIGN
DRAWN
CHECKED

BY	DATE	REVISIONS
CAT	10/3/02	ULTIMATE DESIGN CHANGES
	7/10/01	FAA APPROVED

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION–DESIGN AND ENGINEERING SERVICES

APPROVED
PATRICIA D. MILLER, P.E. — DESIGN GROUP CHIEF
DATE 9/18/08

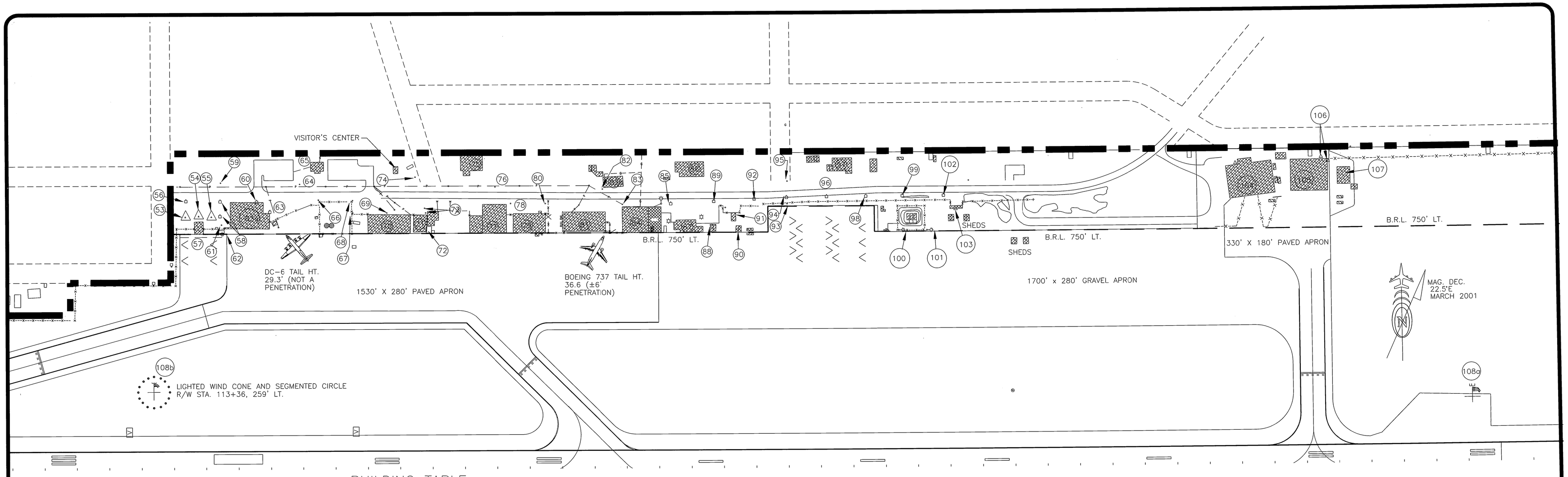
AIRPORT LAYOUT PLAN APPROVED
BY LETTER DATED: 9/24/08
AIRPORTS DIVISION,
ALASKAN REGION, AAL-610
AIRSPACE REVIEW #01AAL-021NRA

THIS ALP SUPERCEDES ALP DATED 11/15/72 AND REVISED THROUGH 7/29/86.
THIS ALP HAS BEEN PREPARED FROM THE AS-BUILTS, THE PREVIOUS ALP, THE PROPERTY PLAN, FAA PLANS DATED 1982-1986, SURVEY DATA GATHERED 1989, & CURRENT LEASE LOT INFORMATION.

WILEY POST/ WILL ROGERS MEMORIAL AIRPORT
BARROW, ALASKA

ULTIMATE AIRPORT LAYOUT PLAN

SHEET 2 OF 8



BUILDING TABLE

NO.	R/W STA, OFFSET	STRUCTURE	TOP ELEV.	PENETRATION	SURFACE
53	114+40, 801' LT.	FSS ANTENNA	87.7'	−0.7'	TRANSITIONAL
55	115+20, 802' LT.	FSS ANTENNA	88.8'	+0.2'	TRANSITIONAL
56	114+40, 851' LT.	POWER POLE	69.8'	−25.7'	TRANSITIONAL
57	114+89, 751' LT.	FSS BLDG.	61.4'	−19.9'	TRANSITIONAL
58	115+45, 804'/850' LT.	2 POWER POLES	76.3'/71.7'	−10.3'/−21.5	TRANSITIONAL
59	115+45, 908' LT.	POWER POLE	61.9'	−39'	TRANSITIONAL
60	116+57, 850' LT.	POWER POLE	64'	−28.9'	TRANSITIONAL
62	115+63, 750' LT.	LUMINAIRE	61.8'	−19.9'	TRANSITIONAL
63	117+00, 818' LT.	POWER POLE	68.3'	−20.3'	TRANSITIONAL
63a	116+93, 761' LT.	HANGAR	62.6'	−17.6'	TRANSITIONAL
64	117+92, 904' LT.	POWER POLE	63.3'	−37.1'	TRANSITIONAL
65	118+66, 943' LT.	TRANSIT STATION	54'	−51.9'	TRANSITIONAL
66	118+48, 855' LT.	POWER POLE	60.5'	−32.8'	TRANSITIONAL
67	119+55, 851' LT.	POWER POLE	59.2'	−32.8'	TRANSITIONAL
68	119+55, 814' LT.	POWER POLE	59.2'	−32.8'	TRANSITIONAL
69	120+60, 814' LT.	POWER POLE	58.4'	−28.4'	TRANSITIONAL
70	121+35, 750' LT.	TERMINAL	61.4'	−16.2'	TRANSITIONAL
71	121+88, 750' LT	OFFICE	55.6'	−22'	TRANSITIONAL
72	121+88, 750' LT.	SHED	52.7'	−24.9'	TRANSITIONAL
73	121+79, 813/828' LT.	POWER POLES	59.6'/69.8'	−22'/−19'	TRANSITIONAL
74	121+49, 925' LT.	POWER POLE	69'	−33.2'	TRANSITIONAL
75	123+57, 944' LT.	OFFICE	62.5	−42.4'	TRANSITIONAL
76	123+95, 893' LT.	POWER POLE	64.5'	−33'	TRANSITIONAL
77	124+30, 750' LT.	HANGAR	65'	−12.1'	TRANSITIONAL
78	124+50, 842' LT.	POWER POLE	65.2'	−25	TRANSITIONAL
79	125+51, 750' LT.	HANGAR	54.5'	−31.2'	TRANSITIONAL
80	125+51, 841' LT.	POWER POLE	54.5'	−25.1'	TRANSITIONAL

NO.	R/W STA, OFFSET	STRUCTURE	TOP ELEV.	PENETRATION	SURFACE
81	127+37, 753' LT.	AK AIRLINE TERMINAL	61.7'	−14.7'	TRANSITIONAL
82	127+28, 885' LT.	FAA M&O BLDGS	58'	−37'	TRANSITIONAL
82a	127+28, 885' LT.	FAA STO. BLDG	47.7'	−47.7'	TRANSITIONAL
83	127+90, 837' LT.	POWER POLE	58.2'	−30'	TRANSITIONAL
84	129+10, 750' LT.	ARFF	56.2'	−19.4'	TRANSITIONAL
85	129+40, 839' LT.	POWER POLE	65'	−23.2'	TRANSITIONAL
86	130+43, 923' LT.LT.	HOTEL	64.4'	−35.4'	TRANSITIONAL
87	130+38, 751' LT.	OFFICE	48.6'	−26.5'	TRANSITIONAL
88	130+45, 752' LT.	POWER POLE	66'	−10'	TRANSITIONAL
89	130+73, 845' LT.	POWER POLE	62.4'	−26.2'	TRANSITIONAL
90	131+58, 751' LT.	POWER POLE	45'	−29.2'	TRANSITIONAL
91	131+41, 785' LT.	OFFICE	44.6'	−34.4'	TRANSITIONAL
92	132+00, 852' LT.	POWER POLE	59.5'	−29.8'	TRANSITIONAL
93	132+99, 837' LT.	POWER POLE	50.9'	−36'	TRANSITIONAL
94	132+98, 856' LT.	POWER POLE	61.6'	−27.9'	TRANSITIONAL
95	133+00, 907' LT.	POWER POLE	60.5'	−36.3'	TRANSITIONAL
96	134+23, 858' LT.	POWER POLE	50.9'	−38.7'	TRANSITIONAL
97	135+02, 938' LT.	OFFICE	52.5'	−100'	TRANSITIONAL
98	135+44, 859' LT.	POWER POLE	56.4'	−31.9'	TRANSITIONAL
99	136+57', 859' LT.	POWER POLE	56.5'	31.5'	TRANSITIONAL
100	136+70, 753' LT.	LUMINAIRE	52'	−21'	TRANSITIONAL
101	137+59, 752' LT.	LUMINAIRE	50.9'	−22.1'	TRANSITIONAL
102	137+87, 860' LT.	POWER POLE	51.6'	−36'	TRANSITIONAL
103	138+21, 815' LT.	TRAILER	61.5'	−20.4'	TRANSITIONAL
104	146+71, 841' LT.	BOROUGH BLDG	60'	−22.3'	TRANSITIONAL
105	149+75, 863' LT.	BOROUGH BLDG	70.2'	−13.9'	TRANSITIONAL
107	150+46, 882' LT.	BUILDING	56.5'	−31.4'	TRANSITIONAL

FAR PART 77 PENETRATIONS

NO.	R/W STA, OFFSET	STRUCTURE	TOP ELEV.	PENETRATION	SURFACE	DISPOSITION
54	114+80, 802' LT.	FSS ANTENNA	94.3'	+5.8'	TRANSITIONAL	TO REMAIN
61	115+49, 778' LT.	POWER POLE	86.4'	+3.5'	TRANSITIONAL	TO REMAIN
106	149+77, 955'LT.	(2) ANTENNAS	110.6'	+12.4'	TRANSITIONAL	TO REMAIN
108a	154+14, 216' LT.	LIGHTED WIND CONE	55.1'	+22.1'	PRIMARY	TO BE RELOCATED
108b	113+36, 259' LT.	LIGHTED WIND CONE	60'	+16.3	PRIMARY	FIXED BY FUNCTION

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DESIGN
DRAWN
CHECKED

BY	DATE	REVISIONS
TAD	8/16/04	FAA APPROVED
EJM	8/12/04	AS-BUILT
	7/10/01	FAA APPROVED

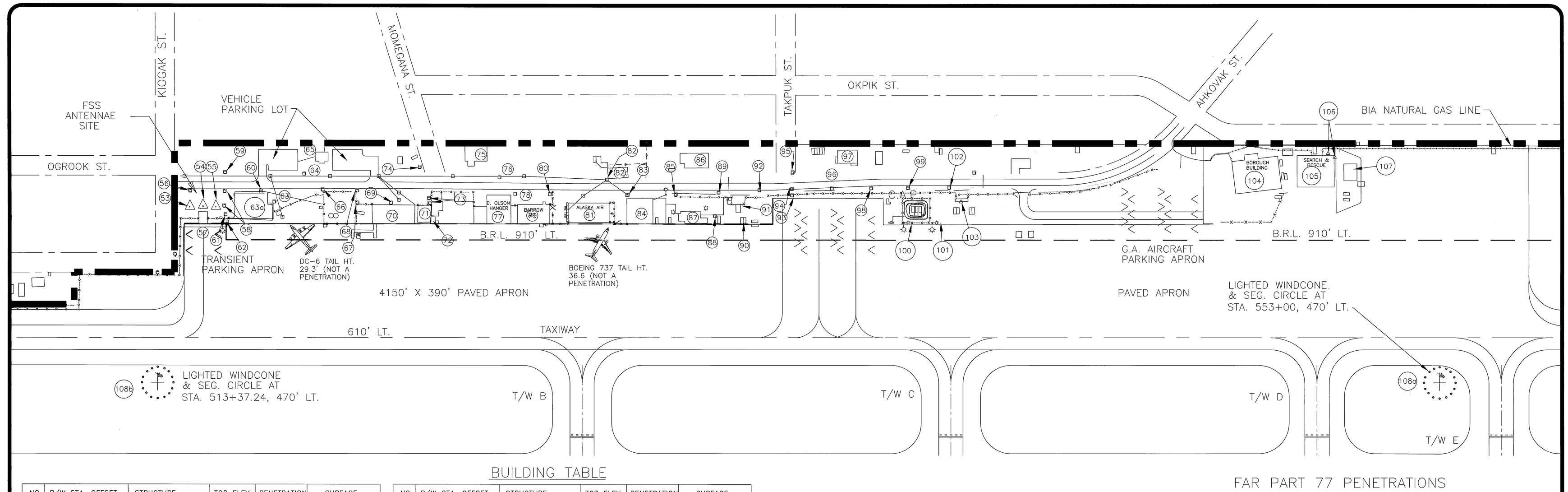
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION-DESIGN AND ENGINEERING SERVICES
APPROVED S/ Patricia D. Miller DATE 9/18/08
PATRICIA D. MILLER, P.E. DESIGN GROUP CHIEF

AIRPORT LAYOUT PLAN APPROVED
BY LETTER DATED: 9/24/09
AIRPORTS DIVISION,
ALASKAN REGION, AAL-610
AIRSPACE REVIEW #01AAL-021NRA

BUILDING ELEVATIONS AND LOCATIONS WERE DERIVED FROM A SURVEY COMPLETED BY DOT & PF PERSONNEL IN 2000.
FEET
300 0 150 300

WILEY POST/WILL ROGERS MEMORIAL AIRPORT
BARROW, ALASKA
R/W 7-25 TERMINAL PLAN

SHEET 3 OF 8



BUILDING TABLE

NO.	R/W STA, OFFSET	STRUCTURE	TOP ELEV.	PENETRATION	SURFACE
53	514+40, 1011' LT.	FSS ANTENNA	87.7'	-31.3'	TRANSITIONAL
54	514+80, 1012' LT.	FSS ANTENNA	94.3'	-24.7'	TRANSITIONAL
55	515+20, 1012' LT.	FSS ANTENNA	88.8'	-30.2'	TRANSITIONAL
56	514+40, 1061' LT.	POWER POLE	69.8'	-56.3'	TRANSITIONAL
57	514+89, 961' LT.	FSS BLDG.	61.4'	-50.4'	TRANSITIONAL
58	515+45,1014'/1060'LT.	2 POWER POLES	76.3'/71.7'	-43.0'/-54.2	TRANSITIONAL
59	515+45, 1118' LT.	POWER POLE	61.9'	-72.3'	TRANSITIONAL
60	516+57, 1060' LT.	POWER POLE	64'	-61.7'	TRANSITIONAL
61	515+49, 988' LT.	POWER POLE	86.4'	-29.2'	TRANSITIONAL
62	515+63, 960' LT.	LUMINAIRE	61.8'	-49.7'	TRANSITIONAL
63	517+00, 1028' LT.	POWER POLE	68.3'	-52.8'	TRANSITIONAL
63a	516+93, 971' LT.	HANGAR	62.6'	-50.4'	TRANSITIONAL
64	517+92, 1114' LT.	POWER POLE	63.6'	-69.7'	TRANSITIONAL
65	518+66, 1153' LT.	TRANSIT STATION	54'	-84.8'	TRANSITIONAL
66	518+48, 1068' LT.	POWER POLE	60.5'	-66.1'	TRANSITIONAL
67	519+55, 1061' LT.	POWER POLE	59.2'	-66.3'	TRANSITIONAL
68	519+55, 1024' LT.	POWER POLE	59.2'	-61.1'	TRANSITIONAL
69	520+60, 1024' LT.	POWER POLE	58.4'	-61.7'	TRANSITIONAL
70	520+60, 735' LT.	TERMINAL	61.4'	-17.4'	TRANSITIONAL
71	521+88, 960' LT	OFFICE	55.6'	-55.2'	TRANSITIONAL
72	521+88, 960' LT.	SHED	52.7'	-58.1'	TRANSITIONAL
73	521+79,1023'/1038'LT.	POWER POLES	59.6'/69.8'	-60.2'/-52.2	TRANSITIONAL
74	521+49, 1135' LT.	POWER POLE	69'	-66.8'	TRANSITIONAL
75	523+57, 1154' LT.	OFFICE	62.5	-75.8'	TRANSITIONAL
76	523+95, 1103' LT.	POWER POLE	64.5'	-66.4'	TRANSITIONAL
77	524+30, 960' LT.	HANGAR	65'	-45.5'	TRANSITIONAL
78	524+50, 1052' LT.	POWER POLE	65.2'	-58.5'	TRANSITIONAL

NO.	R/W STA, OFFSET	STRUCTURE	TOP ELEV.	PENETRATION	SURFACE
79	525+51, 960' LT.	HANGAR	54.5'	-55.8'	TRANSITIONAL
80	525+51, 1081' LT.	POWER POLE	54.5'	-73.1'	TRANSITIONAL
81	527+37, 963' LT.	AK AIRLINE TERMINAL	61.7'	-48.7'	TRANSITIONAL
82	527+28, 1095' LT.	FAA M&O BLDGS	58'	-71.3'	TRANSITIONAL
82a	527+28, 1095' LT.	FAA STO. BLDG	47.7'	-81.6'	TRANSITIONAL
83	527+90, 1047' LT.	POWER POLE	58.2'	-64.2'	TRANSITIONAL
84	529+10, 960' LT.	ARFF	56.2'	-53.6'	TRANSITIONAL
85	529+40, 1049' LT.	POWER POLE	65'	-57.4'	TRANSITIONAL
86	530+43, 1133' LT.	HOTEL	64.4'	-69.9'	TRANSITIONAL
87	530+38, 961' LT.	OFFICE	48.6'	-61.2'	TRANSITIONAL
88	530+45, 962' LT.	POWER POLE	66'	-43.9'	TRANSITIONAL
89	530+73, 1055' LT.	POWER POLE	62.4'	-60.7'	TRANSITIONAL
90	531+58, 961' LT.	POWER POLE	45'	-64.6'	TRANSITIONAL
91	531+41, 995' LT.	OFFICE	44.6'	-69.8'	TRANSITIONAL
92	532+00, 1062' LT.	POWER POLE	59.5'	-64.4'	TRANSITIONAL
93	532+99, 1047' LT.	POWER POLE	50.9'	-70.7'	TRANSITIONAL
94	532+98, 1066' LT.	POWER POLE	61.6'	-62.8'	TRANSITIONAL
95	533+00, 1117' LT.	POWER POLE	60.5'	-71.1'	TRANSITIONAL
96	534+23, 1068' LT.	POWER POLE	50.9'	-73.5'	TRANSITIONAL
97	535+02, 1148' LT.	OFFICE	52.5'	-83.2'	TRANSITIONAL
98	535+44, 1069' LT.	POWER POLE	56.4'	-68.0'	TRANSITIONAL
99	536+57, 1069' LT.	POWER POLE	56.5'	-67.8'	TRANSITIONAL
100	536+70, 963' LT.	LUMINAIRE	52'	-57.0'	TRANSITIONAL
101	537+59, 962' LT.	LUMINAIRE	50.9'	-57.9'	TRANSITIONAL
102	537+87, 1070' LT.	POWER POLE	51.6'	-72.6'	TRANSITIONAL
103	538+21, 1025' LT.	TRAILER	61.5'	-56.2'	TRANSITIONAL
104	546+71, 1051' LT.	BOROUGH BLDG	60'	-59.9'	TRANSITIONAL

NO.	R/W STA, OFFSET	STRUCTURE	TOP ELEV.	PENETRATION	SURFACE
105	549+75, 1073' LT.	BOROUGH BLDG	70.2'	-52.3'	TRANSITIONAL
106	549+77, 1165' LT.	(2) ANTENNAS	110.6'	-25.0'	TRANSITIONAL
107	550+46, 1092' LT.	BUILDING	56.5'	-68.6'	TRANSITIONAL

FAR PART 77 PENETRATIONS

NO.	R/W STA, OFFSET	STRUCTURE	TOP ELEV.	PENETRATION	SURFACE	DISPOSITION
108a	553+00, 470' LT.	LIGHTED WIND CONE	55.1'	+9.0'	PRIMARY	FIXED BY FUNCTION
108b	513+86, 470' LT.	LIGHTED WIND CONE	60'	+20.1'	PRIMARY	FIXED BY FUNCTION

MAG. DEC. 22.5°E JAN 2005

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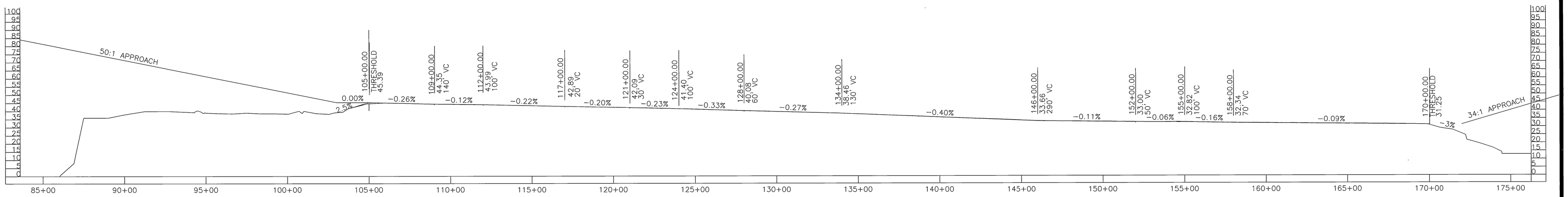
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION-DESIGN AND ENGINEERING SERVICES
APPROVED Patricia D. Miller DATE 9/18/08
PATRICIA D. MILLER, P.E. DESIGN GROUP CHIEF

AIRPORT LAYOUT PLAN APPROVED
BY LETTER DATED: 9/24/08
AIRPORTS DIVISION,
ALASKAN REGION, AAL-610
AIRSPACE REVIEW #01AAL-021NRA

BUILDING ELEVATIONS AND LOCATIONS WERE DERIVED FROM A SURVEY COMPLETED BY DOT & PF PERSONNEL IN 2000.

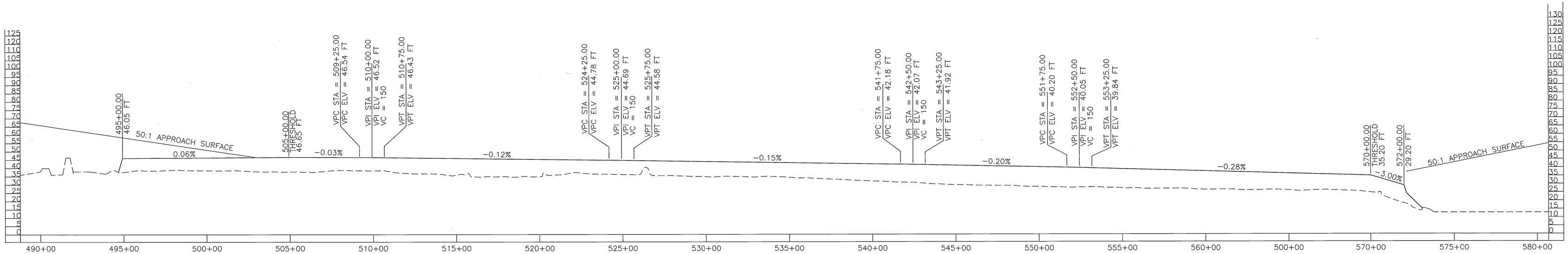
WILEY POST/WILL ROGERS MEMORIAL AIRPORT
BARROW, ALASKA
R/W 7-25 ULTIMATE TERMINAL PLAN

SHEET 4 OF 8



R/W 7-25

EXISTING PROFILE



R/W 7-25

ULTIMATE PROFILE

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DESIGN

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BY	DATE	REVISIONS
CAT	10/3/02	ULTIMATE DESIGN CHANGES
	7/10/01	FAA APPROVED

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION-DESIGN AND ENGINEERING SERVICES

APPROVED _____ DATE 9/18/08

PATRICIA D. MILLER, P.E. DESIGN GROUP CHIEF

AIRPORT LAYOUT PLAN APPROVED

BY LETTER DATED: 9/24/08

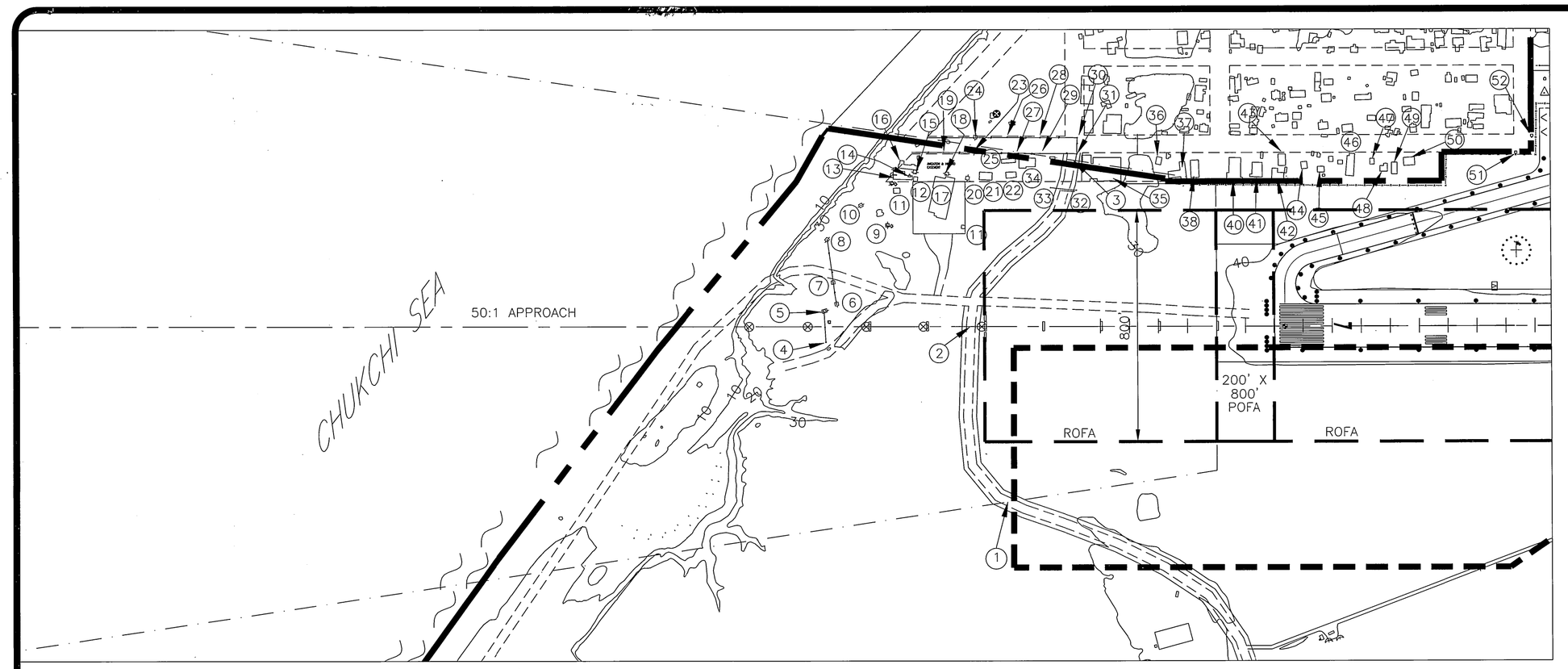
AIRPORTS DIVISION,
ALASKAN REGION, AAL-610
AIRSPACE REVIEW #01AAL-021NRA

WILEY POST/WILL ROGERS MEMORIAL AIRPORT

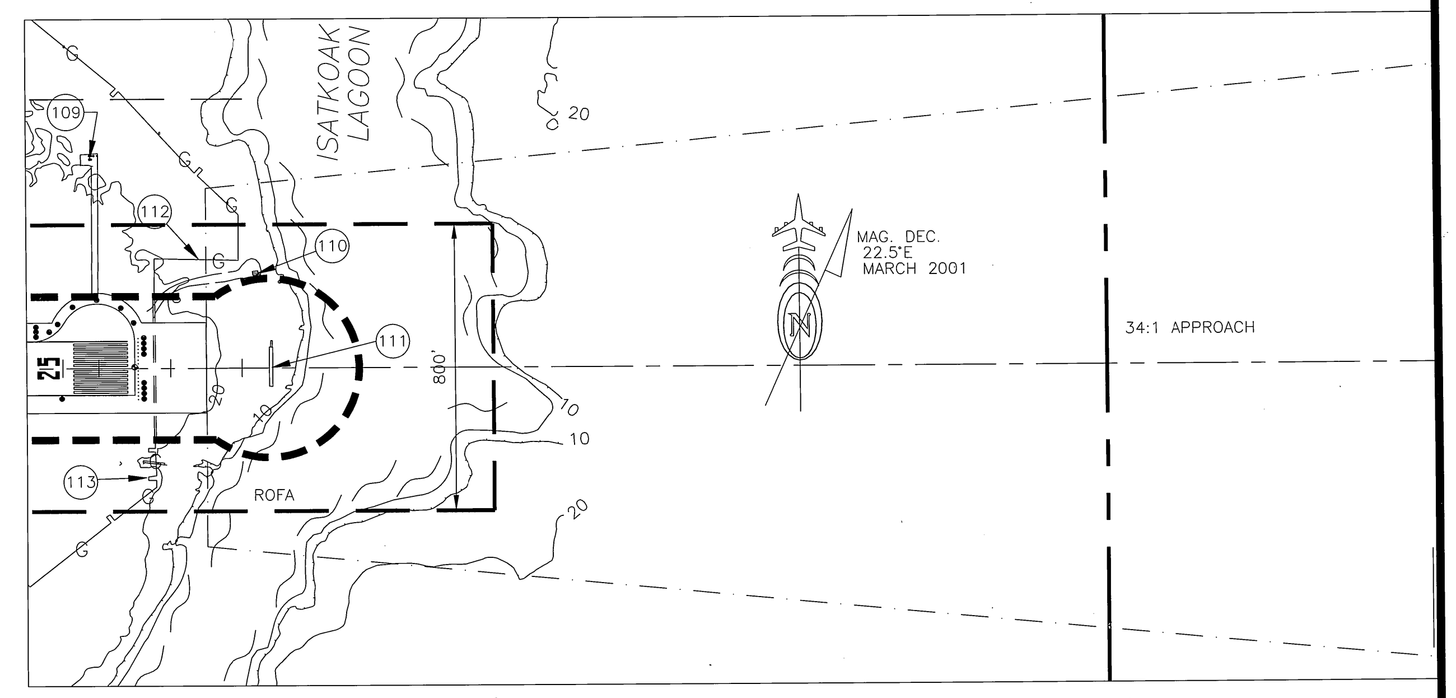
BARROW, ALASKA

EXISTING AND ULTIMATE R/W 7-25 PROFILES

SHEET 5 OF 8



R/W 7 INNER APPROACH PLAN



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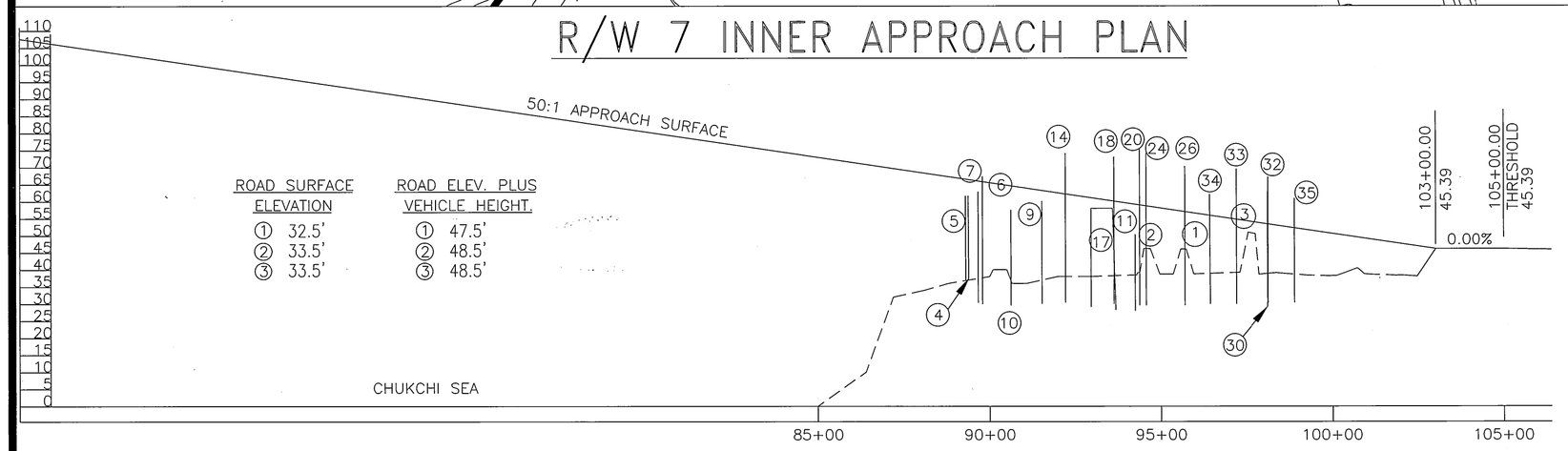
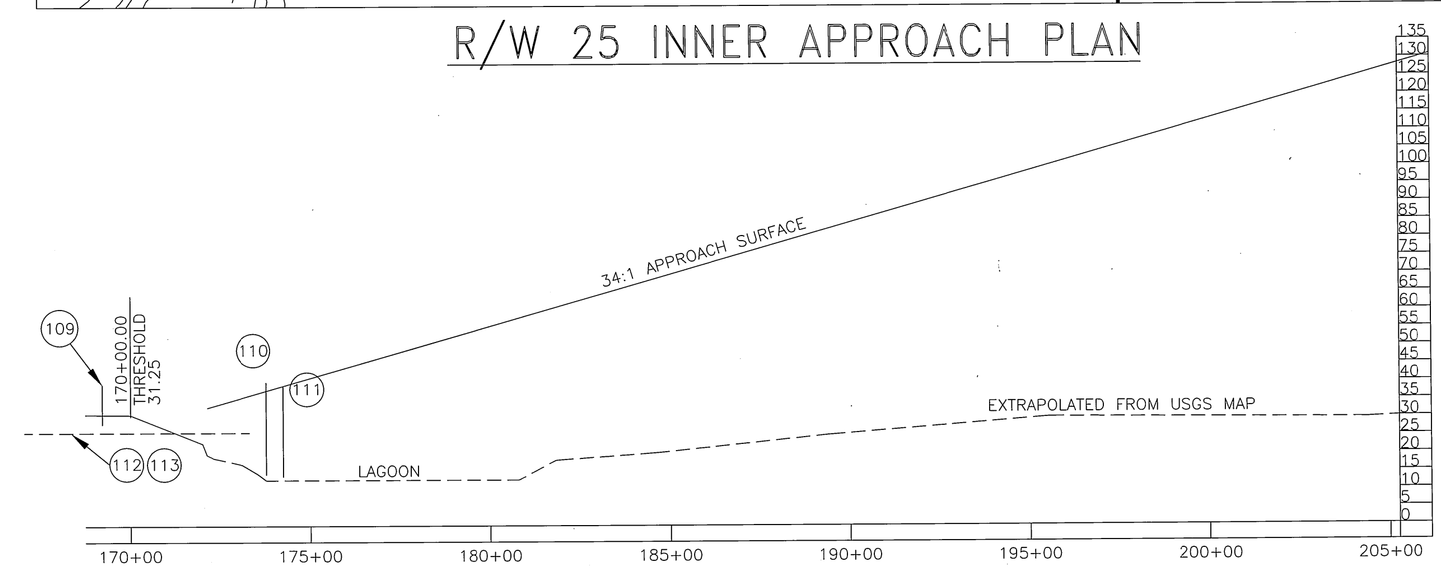


R/W 7 INNER APPROACH PROFILE



R/W 25 INNER APPROACH PROFILE

*THE SUM OF THE ROAD ELEVATION AND A 15' TALL VEHICLE

BUILDING TABLE

NO.	R/W STA, OFFSET	STRUCTURE	TOP ELEV.	PENETRATION	SURFACE
1	95+79, 608' RT.	APAYAUK ST.	47.5'*	−3.5'*	APPROACH
3	97+95, 600' LT.	APAYAUK ST.	48.5'*	−4.5'*	APPROACH
4	89+51, 52' RT.	ILS ANTENNA	60.2'	−12'	APPROACH
5	89+00, 52' LT.	ILS ANTENNA	62'	−10'	APPROACH
6	89+88, 79' LT.	POWER POLE	65.5'	−6.1'	APPROACH
7	89+77, 151' LT.	POWER POLE	62.3'	−9.2'	APPROACH
8	89+57, 301' LT.	POWER POLE	54.9'	−17.4'	APPROACH
9	91+94, 350' LT.	LUMINAIRE	60'	−7.5'	APPROACH
10	90+14, 420' LT.	POWER POLE	57'	−3'	APPROACH
11	91+69, 349' LT.	LUMINAIRE	50'	−20'	APPROACH
12	91+01, 463.5' LT.	SHED	47'	−23'	APPROACH
13	92+10, 500' LT.	TRAILER	49'	−21'	APPROACH
15	91+00, 480' LT.	POWER POLE	66'	−2.2	APPROACH
16	91+95, 540' LT.	TRAILER	50'	−20'	APPROACH
17	94+00, 512' LT.	POWER PLANT	57.8'	−5.6'	APPROACH
19	93+61, 603' LT.	POWER POLE	61.8'	−2.4'	APPROACH
21	95+28, 506' LT.	HOUSE	53.5'	−7.3'	APPROACH
22	96+11, 516' LT.	SHED	49.2'	−10	APPROACH
25	96+02, 568' LT.	TRAILER	53.2'	−6'	APPROACH
30	98+23, 597' LT.	POWER POLE	63.6'	−3.1	TRANSITIONAL
34	96+78, 552' LT.	HOUSE	62.2'	+4.3'	APPROACH
35	99+73, 503' LT.	STORE	60.4'	+4.4'	TRANSITIONAL
36	101+10, 558' LT.	HOUSE	48.4'	−4.8'	TRANSITIONAL
44	106+18, 545' LT.	HOUSE	47.2'	−4.2'	TRANSITIONAL
47	108+47, 559' LT.	HOUSE	46.3'	−6.6'	TRANSITIONAL
49	109+27, 525' LT.	HOUSE	47'	−1'	TRANSITIONAL
109	168+82, 590' LT.	ASOS	38.2'	−6'	TRANSITIONAL
111	173+75, C/L	LOCALIZER	36.45'	0.00'	APPROACH
112	170.56, LEFT	GAS LINE	27'	−4.75'	PRIMARY
113	170+56, RIGHT	GAS LINE	27'	−4.75'	PRIMARY

FAR PART 77 PENETRATIONS

NO.	R/W STA, OFFSET	STRUCTURE	TOP ELEV.	PENETRATION	SURFACE	DISPOSITION
2	94+51, C/L	APAYAUK ST.	48.5'*	+0.85'*	APPROACH	TO REMAIN
11b	94+29, 343' LT.	POWER POLE	73.8'	+7'	APPROACH	TO BE REMOVED
14	92+44, 522' LT.	HOUSE ANTENNA	74.5'	+8'	APPROACH	TO REMAIN
18	93+70, 525' LT.	POWER POLE	73'	+10.3'	APPROACH	TO BE REMOVED
20	94+51, 503' LT.	POWER POLE	75'	+12.6'	APPROACH	TO REMAIN
23	94+65, 601' LT.	POWER POLE	74.4'	+12.3	APPROACH	TO REMAIN
24	94+72, 654' LT.	POWER POLE	73.2'	+6.9'	TRANSITIONAL	TO REMAIN
26	95+81, 654' LT.	POWER POLE	71.6'	+5.1'	TRANSITIONAL	TO REMAIN
27	96+19, 599' LT.	POWER POLE	64.3'	+5.3'	APPROACH	TO REMAIN
28	96+94, 598' LT.	POWER POLE	65.2'	+6.7'	TRANSITIONAL	TO REMAIN
29	96+94, 653' LT.	POWER POLE	73.2'	+2.1'	TRANSITIONAL	TO REMAIN
31	98+23, 653' LT.	POWER POLE	63.6'	+5.7	TRANSITIONAL	TO REMAIN
32	98+20, 471' LT.	POWER POLE	67'	+12	APPROACH	TO BE REMOVED
33	97+32, 480' LT.	POWER POLE	69'	+12.3'	APPROACH	TO REMAIN
34	96+78, 552' LT.	HOUSE	62.2'	+4.3'	APPROACH	TO REMAIN
35	99+73, 503' LT.	STORE	60.4'	+4.4	TRANSITIONAL	TO REMAIN
37	101+81, 503' LT.	HOUSE	61.1'	+9.4	TRANSITIONAL	TO REMAIN
38	102+43, 514' LT.	HOUSE	61'	+10.5'	TRANSITIONAL	TO REMAIN
40	103+86, 506' LT.	HOUSE	67'	+19.3'	TRANSITIONAL	TO REMAIN
41	104+52, 515' LT.	BUSINESS/ANTENNA	53.2/66.32'	+4.9'/+18'	TRANSITIONAL	TO REMAIN
42	105+36, 498' LT.	HOUSE	47.9'	+2.7'	TRANSITIONAL	TO REMAIN
43	105+43, 555' LT.	BUSINESS	63.3'	+10.2	TRANSITIONAL	TO REMAIN
45	106+75, 532' LT.	HOUSE	50'	+0.5'	TRANSITIONAL	TO REMAIN
46	107+76, 518' LT.	HOUSE	55.36'	+8.3'	TRANSITIONAL	TO REMAIN
48	108+67, 534' LT.	HOUSE	51.9'	+2.9'	TRANSITIONAL	TO REMAIN
50	109+50, 654' LT.	HOUSE	52.2'	+2.2'	TRANSITIONAL	TO REMAIN
51	113+38, 598' LT.	POWER POLE	59.3'	+1.6'	TRANSITIONAL	TO REMAIN
52	113+93, 656' LT.	POWER POLE	66.5'	+0.6'	TRANSITIONAL	TO REMAIN
110	173+47, 256' LT.	DME ANTENNA	39.5'	+3.93	APPROACH	TO REMAIN

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	7/10/01	FAA APPROVED

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION–DESIGN AND ENGINEERING SERVICES

PATRICIA D. MILLER, P.E. — DATE 8/18/08 — DESIGN GROUP CHIEF

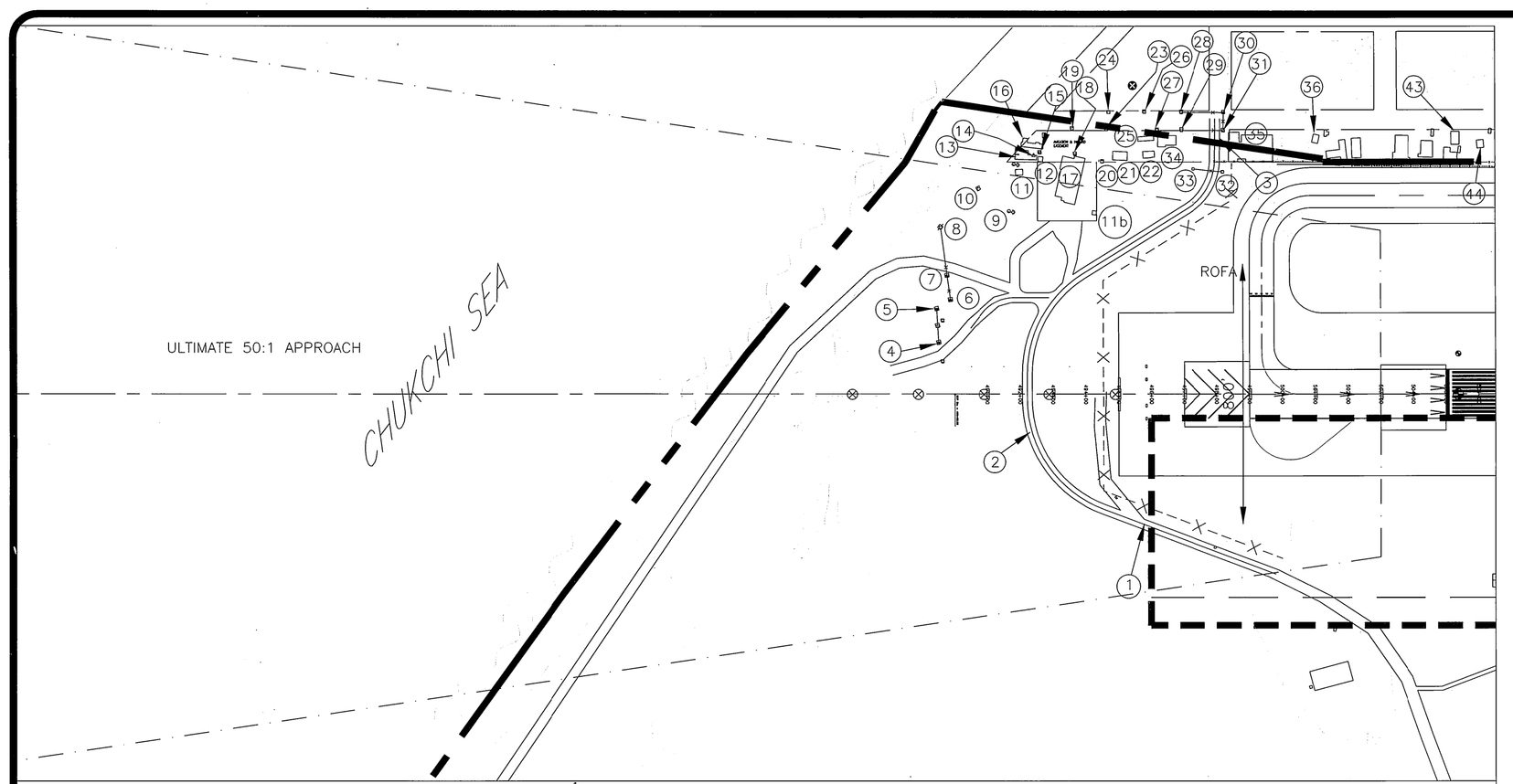
AIRPORT LAYOUT PLAN APPROVED BY LETTER DATED: 9/24/08
AIRPORTS DIVISION, ALASKAN REGION, AAL-610
AIRSPACE REVIEW #01AAL-021NRA

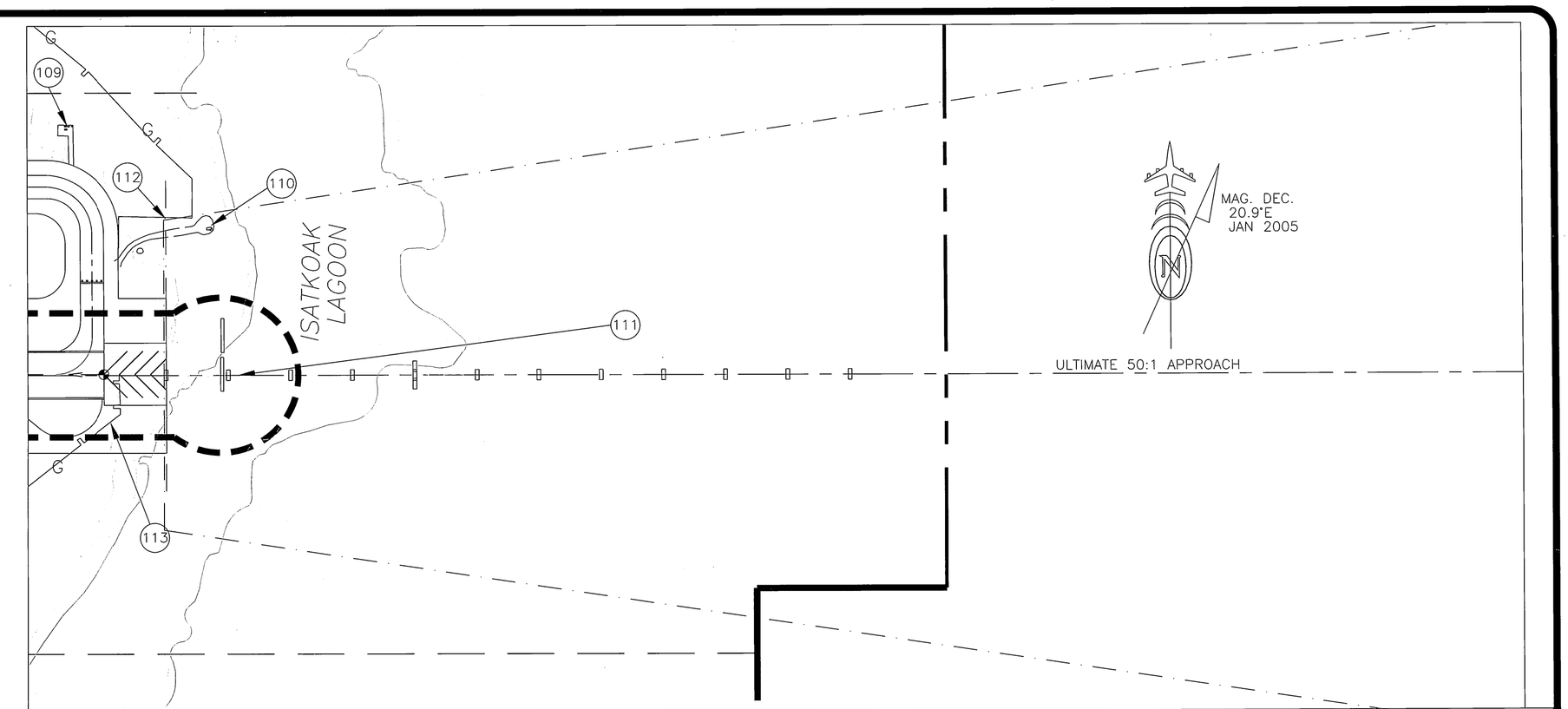
BUILDING ELEVATIONS AND LOCATIONS WERE DERIVED FROM A SURVEY COMPLETED BY DOT & PF PERSONNEL IN 2000.

WILEY POST/WILL ROGERS MEMORIAL AIRPORT
BARROW, ALASKA
EXISTING R/W 7–25 INNER APPROACHES

SHEET 6 OF 8

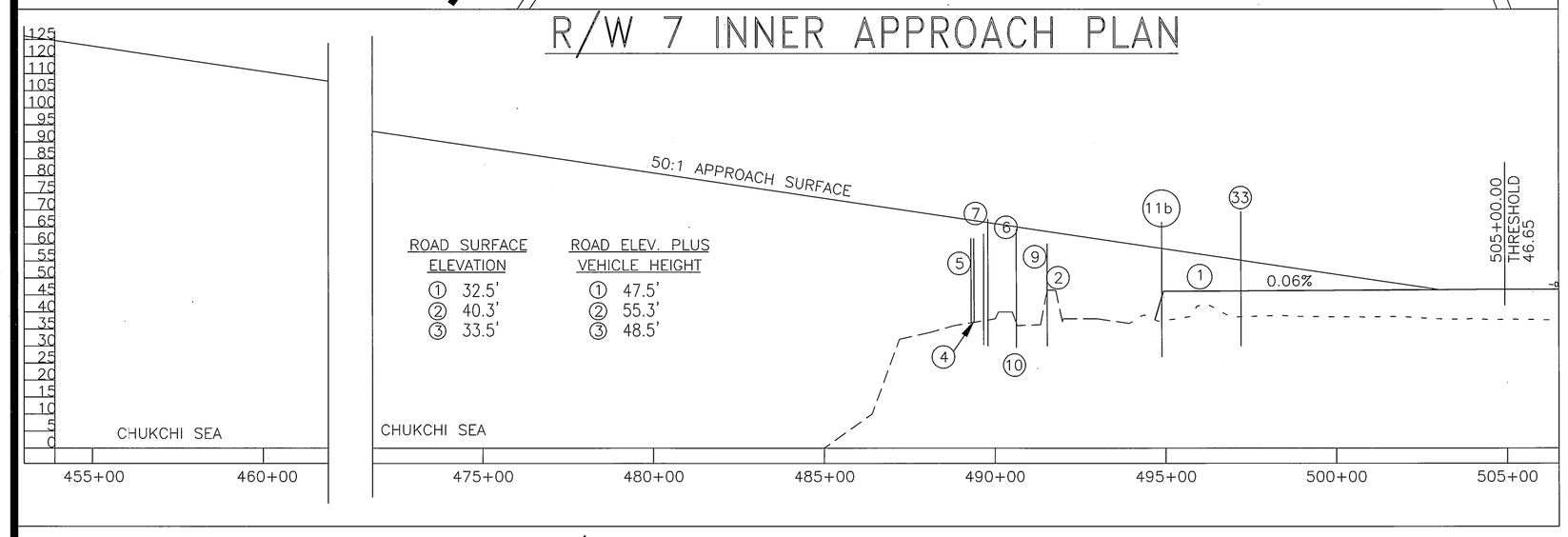
T:\00 Aviation & Community Rds & Buildings\Barrow\0 General\02 ALP File\Barrow08ALP-356of8-6-XAPPR

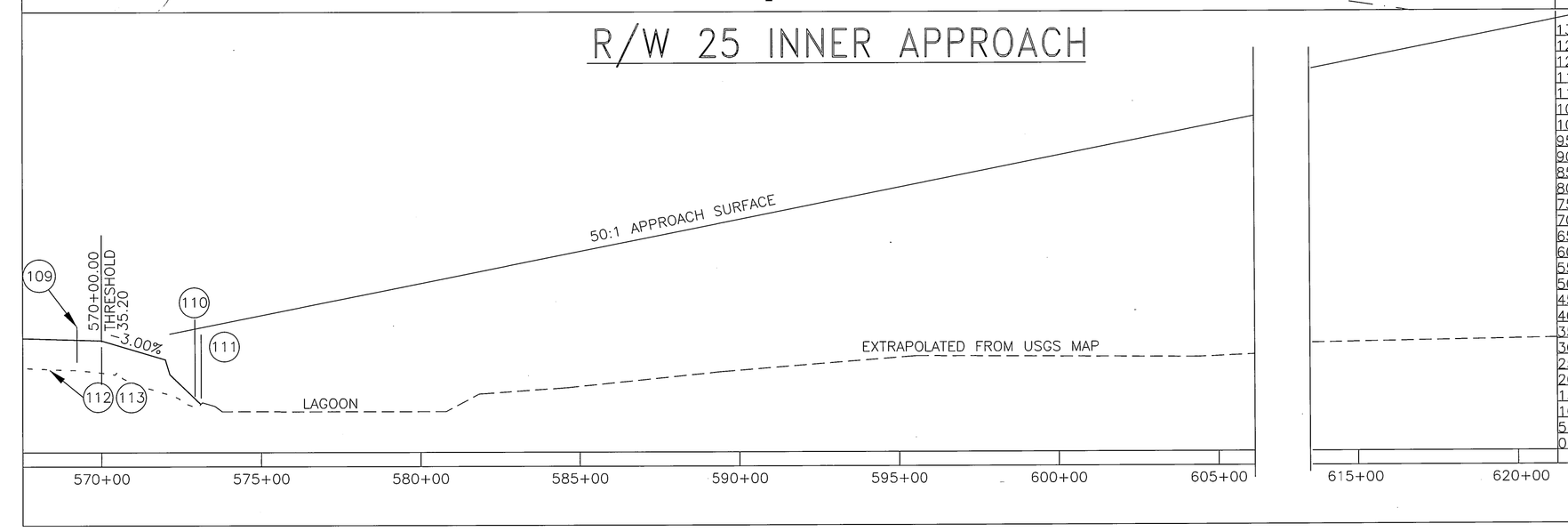




R/W 7 INNER APPROACH PLAN

R/W 25 INNER APPROACH





R/W 7 INNER APPROACH PROFILE

R/W 25 INNER APPROACH PROFILE

* THE SUM OF THE ROAD ELEVATION AND A 15' TALL VEHICLE

BUILDING TABLE

NO.	R/W STA, OFFSET	STRUCTURE	TOP ELEV.	PENETRATION	SURFACE
1	495+79, 523' RT.	APAYAUK ST.	47.5'*	−10.1	APPROACH
2	492+51, C/L	APAYAUK ST.	55.6'*	−12.6	APPROACH
3	497+95, 685' LT.	APAYAUK ST.	51'*	−35.0	TRANSITIONAL
4	489+51, 158' LT.	ILS ANTENNA	60.2'	−13.4'	APPROACH
5	489+00, 262' LT.	ILS ANTENNA	62'	−11.8'	APPROACH
6	489+88, 289' LT.	POWER POLE	65.5'	−7.4'	APPROACH
7	489+77, 361' LT.	POWER POLE	62.3'	−10.8'	APPROACH
8	489+57, 511' LT.	POWER POLE	54.9'	−18.6'	APPROACH
9	491+94, 560' LT.	LUMINAIRE	60'	−9.3'	APPROACH
10	490+14, 630' LT.	POWER POLE	57'	−14.2'	APPROACH
11	491+69, 559' LT.	LUMINAIRE	50'	−19.2'	TRANSITIONAL
12	491+01, 673.5' LT.	SHED	47'	−28.2'	TRANSITIONAL
13	492+10, 710' LT.	TRAILER	49'	−27.0'	TRANSITIONAL
14	492+44, 732' LT.	HOUSE ANTENNA	74.5'	−3.4'	TRANSITIONAL

NO.	R/W STA, OFFSET	STRUCTURE	TOP ELEV.	PENETRATION	SURFACE
15	491+00, 690' LT.	POWER POLE	66'	−13.1	TRANSITIONAL
16	491+95, 750' LT.	TRAILER	50'	−31.3'	TRANSITIONAL
17	494+00, 722' LT.	POWER PLANT	57.8'	−8.1'	APPROACH
18	493+50, 735' LT.	POWER POLE	73'	−5.5'	TRANSITIONAL
19	493+61, 813' LT.	POWER POLE	61.8'	−27.3'	TRANSITIONAL
20	494+51, 713' LT.	POWER POLE	75'	−0.1'	TRANSITIONAL
21	495+28, 716' LT.	HOUSE	53.5'	−22.7'	TRANSITIONAL
22	496+11, 726' LT.	SHED	49.2'	−28.1'	TRANSITIONAL
23	494+65, 811' LT.	POWER POLE	74.4'	−14.7'	TRANSITIONAL
24	494+72, 864' LT.	POWER POLE	73.2'	−23.4	TRANSITIONAL
25	496+02, 778' LT.	TRAILER	53.2'	−31.6'	TRANSITIONAL
26	495+81, 864' LT.	POWER POLE	71.6'	−13.2'	TRANSITIONAL
27	496+19, 709' LT.	POWER POLE	64.3'	−24.7'	TRANSITIONAL
28	496+94, 808' LT.	POWER POLE	65.2'	−31.6'	TRANSITIONAL

NO.	R/W STA, OFFSET	STRUCTURE	TOP ELEV.	PENETRATION	SURFACE
29	496+94, 863' LT.	POWER POLE	73.2'	−15.7'	TRANSITIONAL
30	498+23, 807' LT.	POWER POLE	63.6'	−33.9'	TRANSITIONAL
31	498+23, 863' LT.	POWER POLE	63.6'	−25.3'	TRANSITIONAL
32	498+20, 681' LT.	POWER POLE	67'	−4.5'	TRANSITIONAL
33	497+32, 690' LT.	POWER POLE	69'	−3.6'	TRANSITIONAL
34	496+78, 762' LT.	HOUSE	62.2'	−20.0'	TRANSITIONAL
35	499+73, 713' LT.	STORE	60.4'	−15.9'	TRANSITIONAL
36	501+10, 768' LT.	HOUSE	48.4'	−36.1'	TRANSITIONAL
43	505+43, 765' LT.	BUSINESS	63.3'	−21.1	TRANSITIONAL
44	506+18, 755' LT.	HOUSE	47.2'	−35.7'	TRANSITIONAL
109	568+82, 800' LT.	ASOS	38.2'	−37.1'	TRANSITIONAL
111	572+93 & 173.33, C/L	LOCALIZER	36.45'	−2.4'	APPROACH
112	570.56, LEFT	GAS LINE	27'	−8.2'	PRIMARY
113	570+56, RIGHT	GAS LINE	27'	−8.2'	PRIMARY

FAR PART 77 PENETRATIONS

NO.	R/W STA, OFFSET	STRUCTURE	TOP ELEV.	PENETRATION	SURFACE	DISPOSITION
11b	494+29, 553' LT.	POWER POLE	73.8'	+9.7'	APPROACH	TO BE REMOVED
110	573+47, 466' LT.	DME ANTENNA	39.5'	+1.4'	APPROACH	FIXED BY FUNCTION

DESIGN
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CHECKED

BY	DATE	REVISIONS
CAT	10/3/02	ULTIMATE DESIGN CHANGES
	7/10/01	FAA APPROVED

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION–DESIGN AND ENGINEERING SERVICES
APPROVED
PATRICIA D. MILLER, P.E. — DESIGN GROUP CHIEF
DATE 9/18/08

AIRPORT LAYOUT PLAN APPROVED
BY LETTER DATED: 9/24/08
AIRPORTS DIVISION,
ALASKAN REGION, AAL–610
AIRSPACE REVIEW #01AAL–021NRA

BUILDING ELEVATIONS AND LOCATIONS WERE DERIVED FROM A SURVEY COMPLETED BY DOT & PF PERSONNEL IN 2000.

WILEY POST/WILL ROGERS MEMORIAL AIRPORT
BARROW, ALASKA
ULTIMATE
R/W 7–25 INNER APPROACHES

SHEET 7 OF 8

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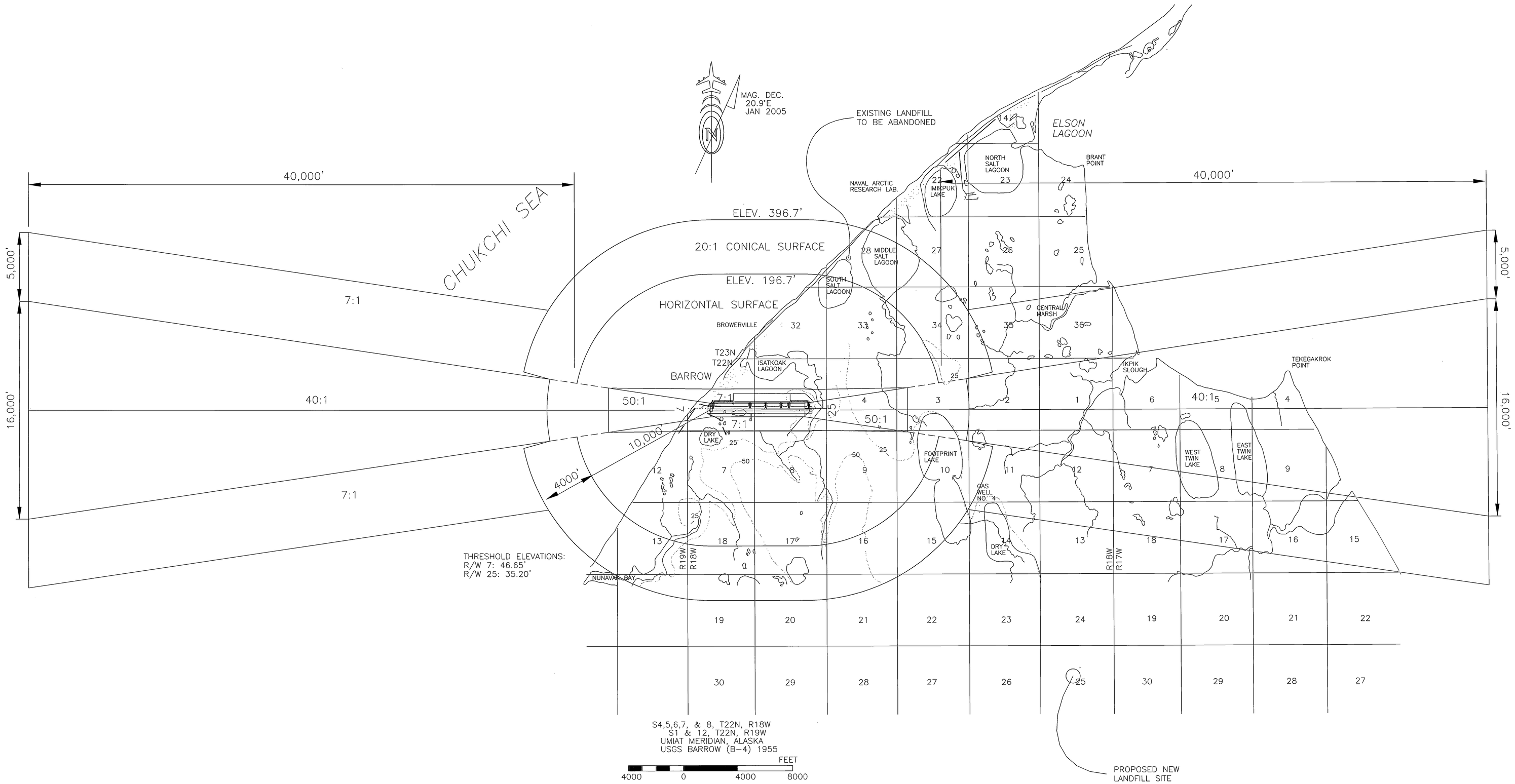

T:\00 Aviation & Community Rds & Buildings\Barrow\0 General\02 ALP File\Barrow08ALP-2478of8-8-airspace

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION

APPROVED _____ DATE 9/18/08
PATRICIA D. MILLER, P.E. DESIGN GROUP CHIEF

AIRPORT LAYOUT PLAN APPROVED
BY LETTER DATED: 9/24/08

AIRPORTS DIVISION,
ALASKAN REGION, AAL-610
AIRSPACE REVIEW #01AAL-021NRA

NOTE:
REFER TO THE INNER PORTION OF THE APPROACH SURFACE PLAN VIEW DETAILS FOR CLOSE-IN OBSTRUCTIONS.

WILEY POST/WILL ROGERS MEMORIAL AIRPORT

BARROW, ALASKA

AIRSPACE

SHEET 8 OF 8