



U.S. Department
of Transportation
**Federal Aviation
Administration**

May 24, 2017

Mr. Joel St. Aubin
State of Alaska, Department of Transportation and Public Facilities
PO Box 196900
Anchorage, AK 99519

Dear Mr. St. Aubin:

The Willow Airport, Willow, AK, Airport Layout Plan (ALP), bearing your signature, is approved. A signed copy of the approved ALP is enclosed.

An aeronautical study (ASN: 2016-AAL-385-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, aviation easements, letters of agreement or other means.

This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

Please attach this letter to the Airport Layout Plan and retain it in the airport. We wish you great success in your plans for the development of the airport.

Sincerely;



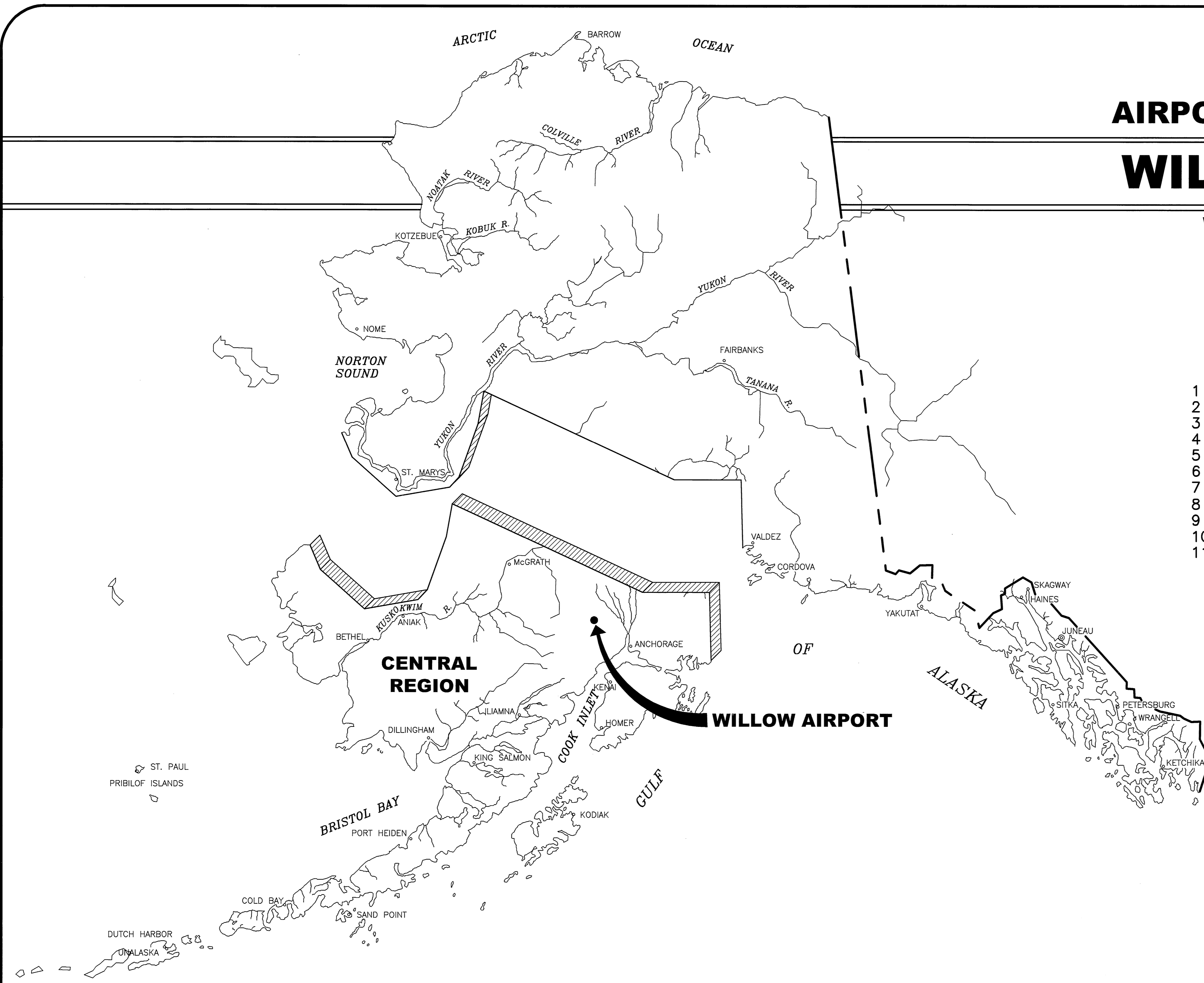
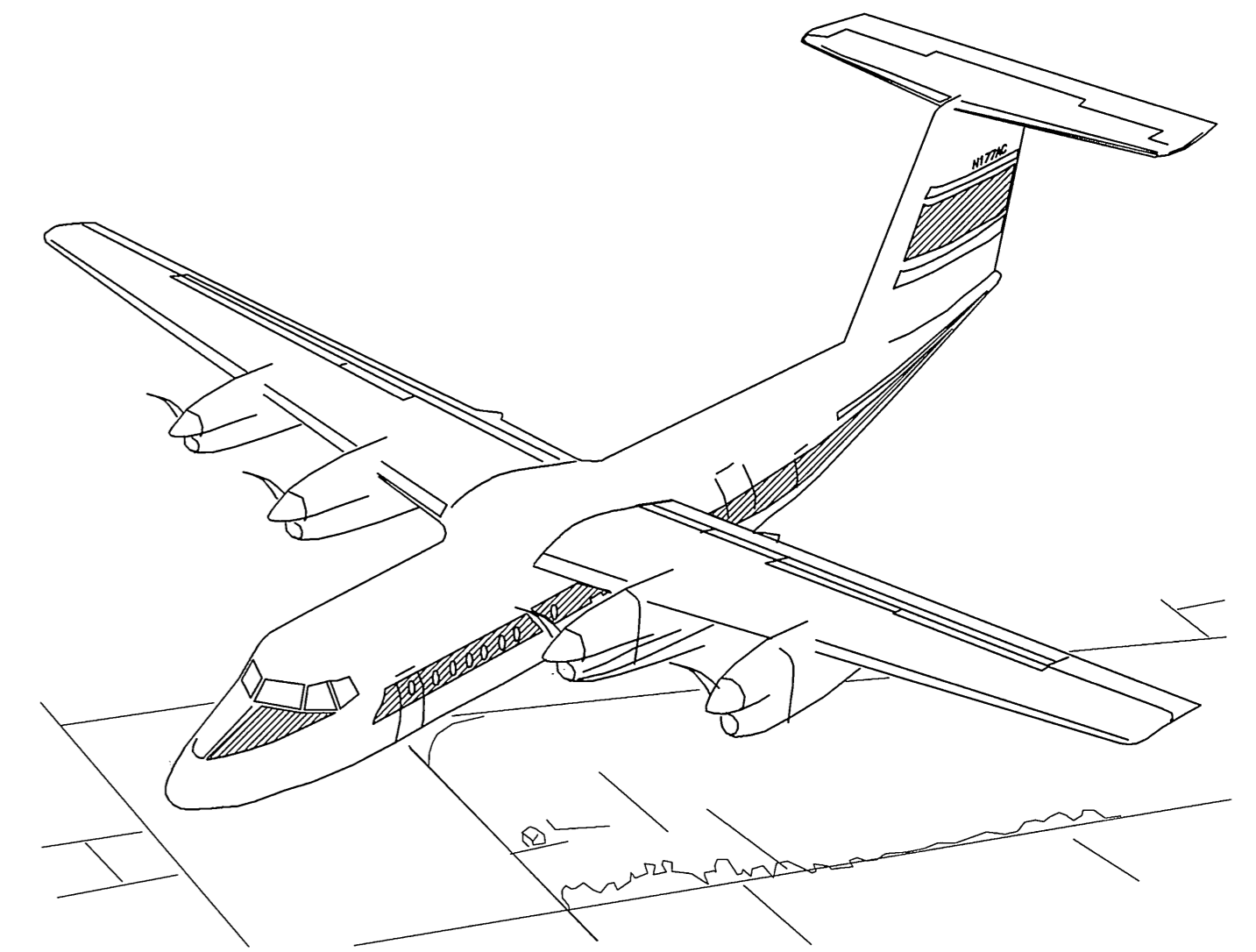
Patricia Oien,
Lead Capacity Planner
Alaskan Region Airports Division

Enclosure:
Signed copy of Airport Layout Plan

AIRPORT LAYOUT PLAN FOR WILLOW AIRPORT WILLOW, ALASKA 2017

DRAWING INDEX

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**SPONSORED BY
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
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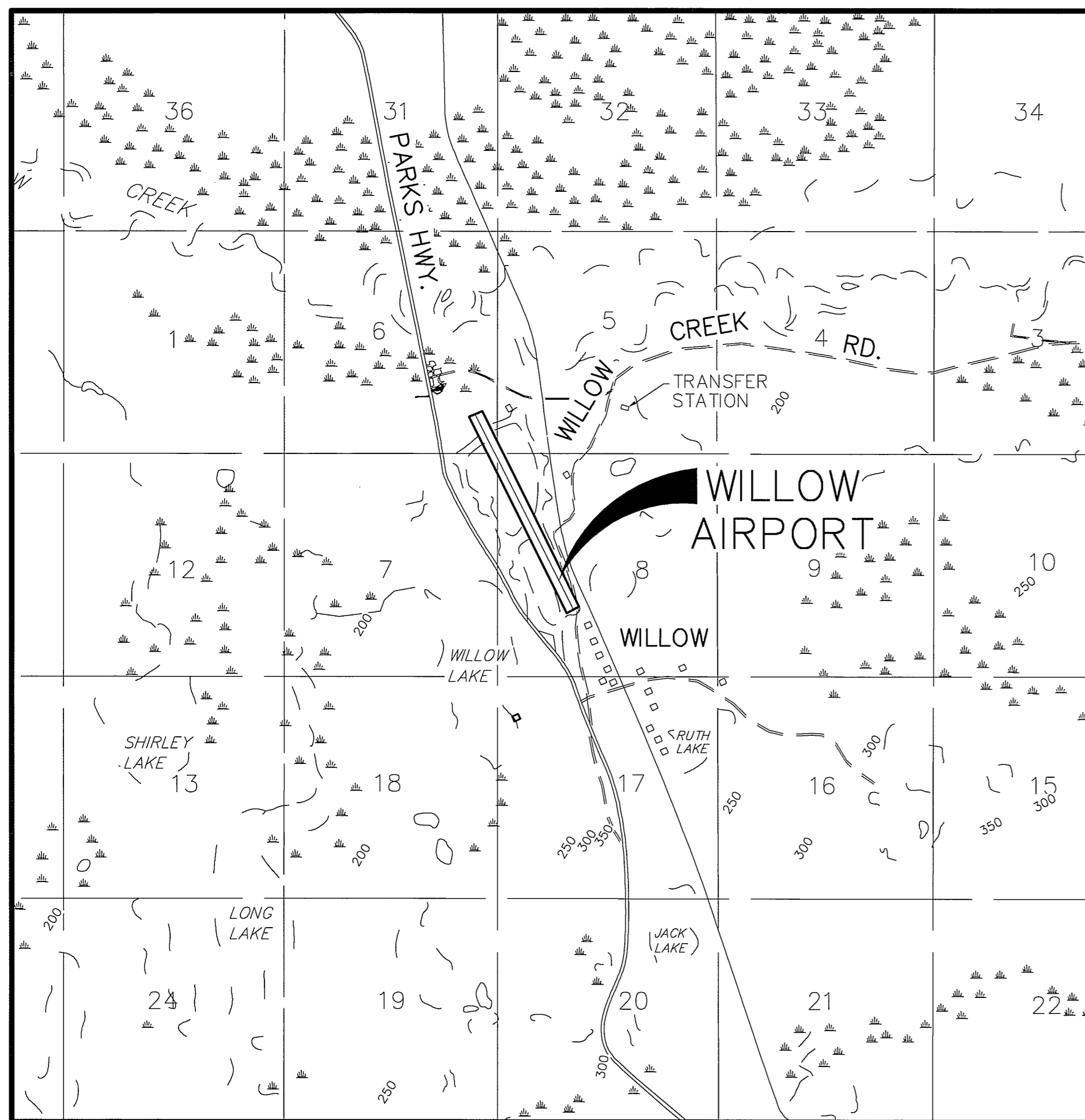
APPROVED *[Signature]* **DATE** 5/22/17
WOLFGANG E. JUNGE, P.E. **REGIONAL PRECONSTRUCTION ENGINEER**

RECOMMENDED *[Signature]* **DATE** 5/19/2017
JOEL G. ST. AUBIN, P.E. **DESIGN SECTION CHIEF**

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 5/24/17
By: *[Signature]* DATE: 5/24/17
FAA, AIRPORTS DIVISION
ALASKAN DIVISION OF THE FAA, AAL-601

FAA AIRSPACE REVIEW NUMBER
2016-AAL-385-NRA

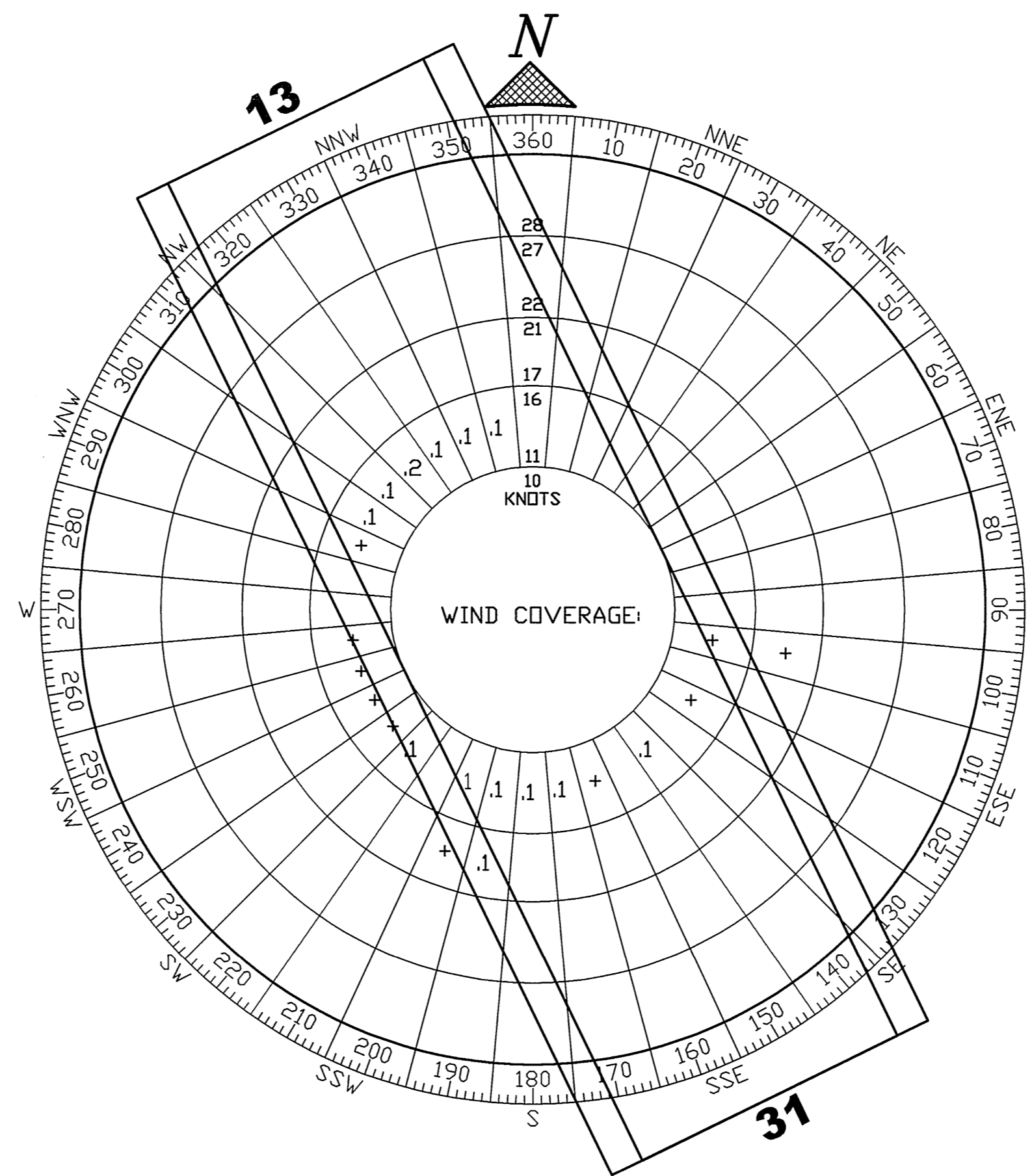
**WILLOW AIRPORT
WILLOW, ALASKA
AIRPORT LAYOUT PLAN
SHEET 1 OF 11**



VICINITY MAP

1:1/2 MILE
 T 19 N, R 04 W, SEC. 5-8, 17, 18
 SEWARD MERIDIAN
 U.S.G.S. TYONEK (C-1), (D-1), ALASKA

NOTE:
 Conversion from LOCAL (US FEET) to STATE PLANE, ZONE 4, NAD83 (US FEET):
 1. Scale Local Plane Coordinates using: 0.9999
 2. Translate Resulting Coordinates using: +2700008.2840 N, +1600009.7451 E
 A local ground coordinate system is based on traverses performed by AKDOT.
 Station AKDOT GPS 30 1989, a brass disk on a stainless steel rod located at the south end of the Willow Airport, has coordinates of:
 N 130779.8945
 E 31658.2447
 Station MSB GPS 16 1985, an NOS Brass cap clamped to the top of a stainless steel rod, located west of the Willow Airport, has coordinates of:
 N 132528.4204
 E 30817.8735
 and bears N 25°40'11" W 1939.99 Feet. Said line is the Basis of Bearing, NAD83 STATE PLANE Grid.



WIND DATA

WIND COVERAGE 99.56% WITH 10.5 KNOT CROSSWIND COMPONENT - B-II AIRPORT REFERENCE CODE
 WIND COVERAGE 99.77% WITH 13 KNOT CROSSWIND COMPONENT - B-II AIRPORT REFERENCE CODE
 TRUE BEARING 154 - 334
 WILLOW AIRPORT RUNWAY ALIGNMENT

SOURCE: ALASKA STATE CLIMATE CENTER, ENVIRONMENT AND RESOURCES INSTITUTE, UNIVERSITY OF ALASKA ANCHORAGE

PERIOD: 5/31/1996 - 2/28/1999

NON-STANDARD CONDITIONS

ITEM	EXISTING	STANDARD	ULTIMATE
RUNWAY SEPARATION	N/A	700'	250'
OBSTRUCTIONS (TREES)	NUMEROUS	NONE	REMOVE

DECLARED DISTANCES

RUNWAY END ID	TORA	TODA	ASDA	LDA	APPROACH END RSA LENGTH	STOP END RSA LENGTH	RSA LENGTH	DATE OF APPROVAL
RW 13	4400	4400	4400	4400	300	300	5000	
RW 31	4400	4400	4400	4000	300	300	5000	

**BASIC DATA TABLE
 RUNWAY DATA**

ITEM	13 / 31		SKI RUNWAY
	EXISTING	ULTIMATE	PROPOSED
AIRCRAFT APPROACH CATEGORY	B	B	A
AIRCRAFT DESIGN GROUP	II	II	I (SMALL AIRCRAFT)
APPROACH SURFACES	34:1 - 34:1	34:1 - 34:1	20:1
EFFECTIVE GRADE	0.34%	0.33%	0.27%
FAR PART 77 APPROACH CATEGORY	NPI	NPI	NPI
GEODETIC POSITIONS (N.A.D. 83)			
NORTH THRESHOLD	LAT. 61°45'35.44"N LONG. 150°03'26.41"W	61°45'35.44"N 150°03'26.41"W	61°45'13.17"N 150°03'08.95"W
DISPLACED THRESHOLD 31	LAT. 61°45'00.14"N LONG. 150°02'49.55"W	ABANDONED	N/A
SOUTH THRESHOLD	LAT. 61°44'56.61"N LONG. 150°02'45.87"W	61°44'53.96"N 150°02'43.11"W	61°44'55.52"N 150°02'50.52"W
INSTRUMENT RUNWAY	RNAV(GPS)	RNAV(GPS)	RNAV(GPS)
PAVEMENT STRENGTH	N/A	N/A	N/A
ROFA LENGTH BEYOND DEPARTURE END	300'	300'	240'
RSA LENGTH BEYOND DEPARTURE END	300'	300'	240'
RUNWAY DIMENSION	75' x 4400'	75' x 4700'	60' x 2000'
RUNWAY LIGHTING	MIRL	MIRL	NONE
RUNWAY MARKING	NONE	VISUAL	REFL. CONES
RUNWAY NAVIGATION AIDS	NONE	NONE	NONE
RUNWAY PROTECTION ZONES	500'x700'x1000'	500'x700'x1000'	250'x450'x1000'
RUNWAY OBJECT FREE AREA DIMENSION	500' x 5000'	500' x 5300'	250' x 2480'
RUNWAY OBSTACLE FREE ZONE DIMENSION	250' x 4800'	250' x 5100'	250' x 2400'
RUNWAY SAFETY AREA DIMENSION	150' x 5000'	150' x 5300'	120' x 2480'
RUNWAY SURFACE	GRAVEL	ASPHALT PVMT.	GRAVEL
AIRPLANE GEAR CONFIG/PAVE STRENGTH x1000lbs	N/A	S72, D105	N/A
PAVEMENT STRENGTH BY PCN	N/A	27/F/B/Y/U	N/A
RUNWAY TYPE	>UTILITY	>UTILITY	UTILITY
TOUCHDOWN ZONE ELEVATION NAVD88	208.7' / 215.3'	210.5' / 215.9'	209.2'
TRUE MEAN BEARING	N26°17'00"W	N26°17'00"W	N26°17'00"W
VISIBILITY MINIMUM	[1 MILE]	[1 MILE]	[1 MILE]
% WIND COVERAGE	10.5 KNOTS 99.56 13 KNOTS 99.77	99.56 99.77	99.56 99.77

AIRPORT DATA

ITEM	EXISTING	ULTIMATE
AIRPORT AND TERMINAL NAVIGATION AIDS	NONE	NONE
AIRPORT ELEVATION (M.S.L.)	215.3'	215.9'
AIRPORT NAVIGATION AIDS	ROT. BEACON	ROT. BEACON
AIRPORT REFERENCE CODE	B-II	B-II
AIRPORT REFERENCE POINT (A.R.P.) (NAD 83)	LAT. 61°45'16.03"N LONG. 150°03'06.14"W	61°45'11.61"N 150°03'03.26"W
FAA SITE NUMBER	50878.*A	50878.*B
ICAO AIRPORT IDENTIFIERS	PAUO	PAUO
MEAN MAX. TEMPERATURE, HOTTEST MONTH (JULY)		68°F
MAGNETIC DECLINATION, YEAR		17°12'E, 2015
NATIONAL AIRPORT IDENTIFIERS	UUO	UUO
RAMP LIGHTING	NONE	NONE
TAXIWAY LIGHTING	MITL	MITL

LEGEND

ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (A.R.P.)		
ANTENNA		
AVIGATION & HAZARD EASEMENT		
BLUFF		
BUILDINGS		
BUILDING RESTRICTION LINE		
CONTOURS		
FENCE		
MALSF		
OBJECT FREE AREA		
OBSTACLE FREE ZONE		
PROPERTY LINE		
REIL		
ROADWAYS		
ROTATING BEACON		
RUNWAY SAFETY AREA		
SHORELINE		
THRESHOLD		
TREELINE		
TREES		
VASI		
WIND CONE AND SEGMENTED CIRCLE		

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

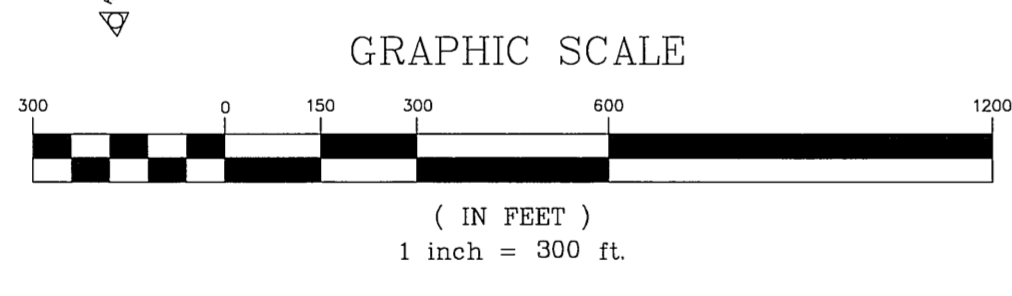
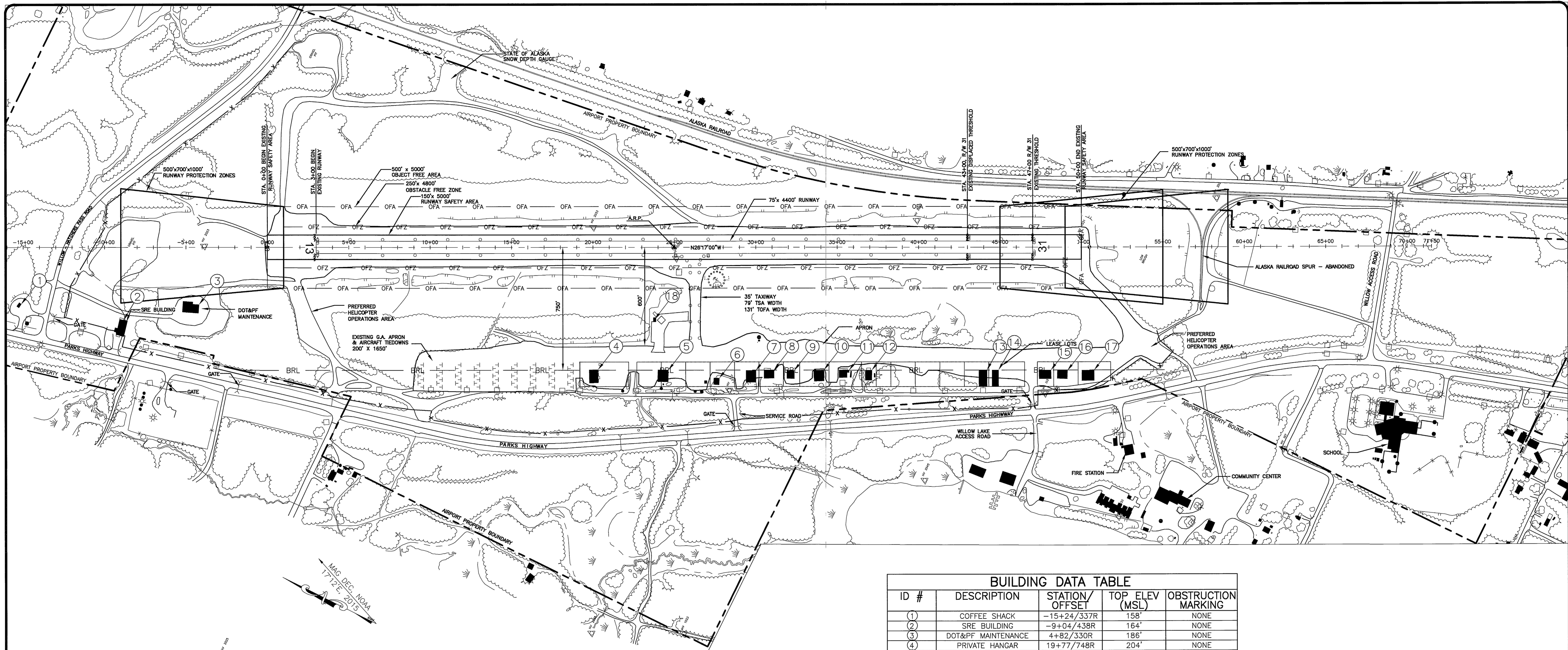
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WILLOW AIRPORT
 WILLOW, ALASKA
 AIRPORT LAYOUT PLAN
 VICINITY MAP AND DATA TABLES

SHEET
 2
 OF
 11

FILE:
 DATE:

BY _____ DATE _____ REVISIONS _____



- NOTE**
1. NO OFZ OBJECT PENETRATION.
 2. NO LINE OF SIGHT OBSTRUCTIONS FOR RW 13-31

BUILDING DATA TABLE

ID #	DESCRIPTION	STATION/ OFFSET	TOP ELEV (MSL)	OBSTRUCTION MARKING
1	COFFEE SHACK	-15+24/337R	158'	NONE
2	SRE BUILDING	-9+04/438R	164'	NONE
3	DOT&PF MAINTENANCE	4+82/330R	186'	NONE
4	PRIVATE HANGAR	19+77/748R	204'	NONE
5	PRIVATE HANGAR	23+99/747R	206'	NONE
6	PRIVATE HANGAR	27+42/797R	208'	NONE
7	PRIVATE HANGAR	29+41/751R	204'	NONE
8	PRIVATE HANGAR	30+50/748R	203'	NONE
9	PRIVATE HANGAR	31+91/751R	203'	NONE
10	PRIVATE HANGAR	33+55/750R	202'	NONE
11	PRIVATE HANGAR	35+11/749R	202'	NONE
12	PRIVATE HANGAR	36+73/751R	202'	NONE
13	PRIVATE HANGAR	43+70/750R	205'	NONE
14	PRIVATE HANGAR	44+52/750R	206'	NONE
15	PRIVATE HANGAR	47+40/750R	212'	NONE
16	PRIVATE HANGAR	48+52/752R	214'	NONE
17	PRIVATE HANGAR	50+02/751R	215'	NONE
18	AVIATION FUEL	23+75/440R	212'	NONE

*BUILDING ELEVATIONS ESTIMATED. NO SURVEY PERFORMED.

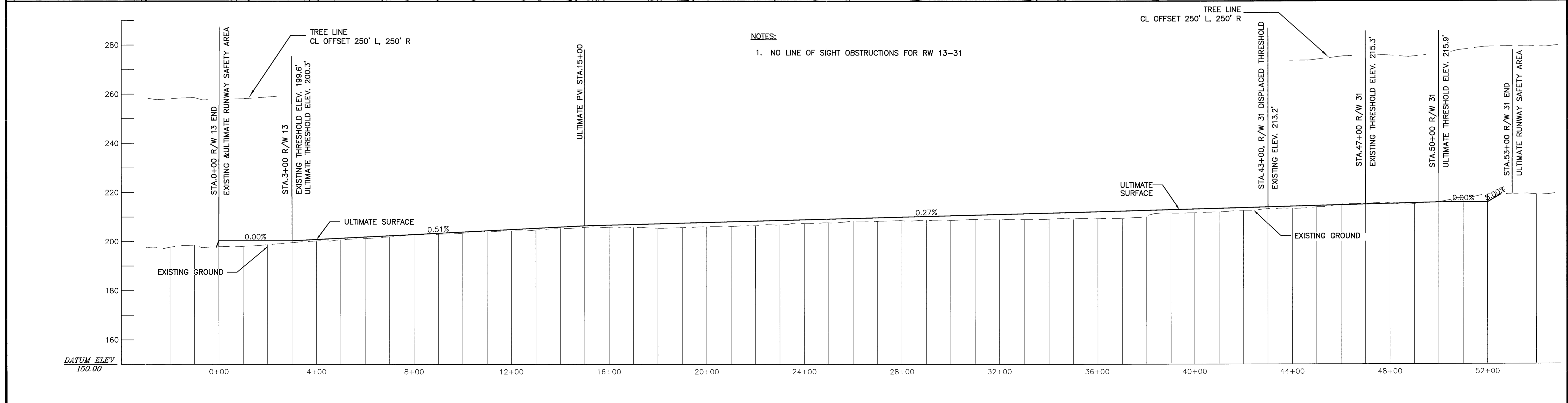
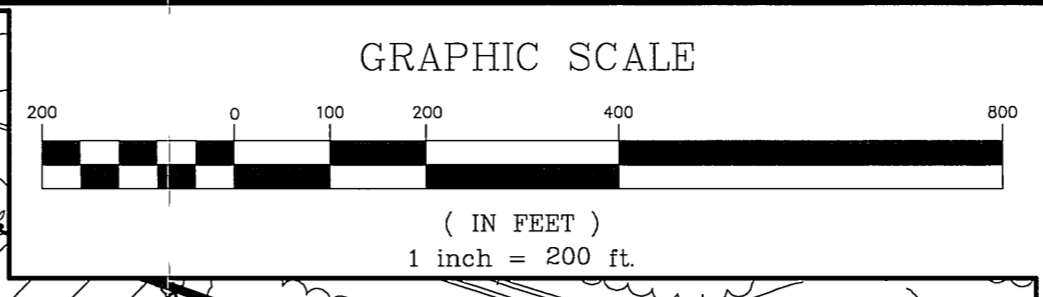
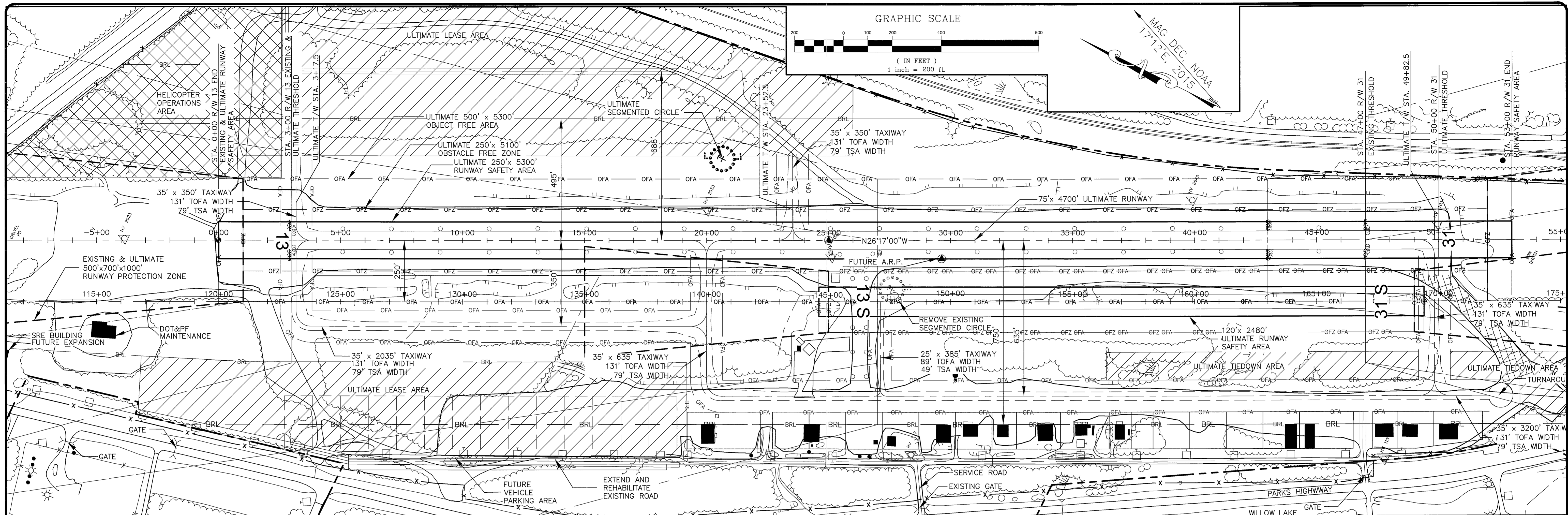
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STATE OF ALASKA
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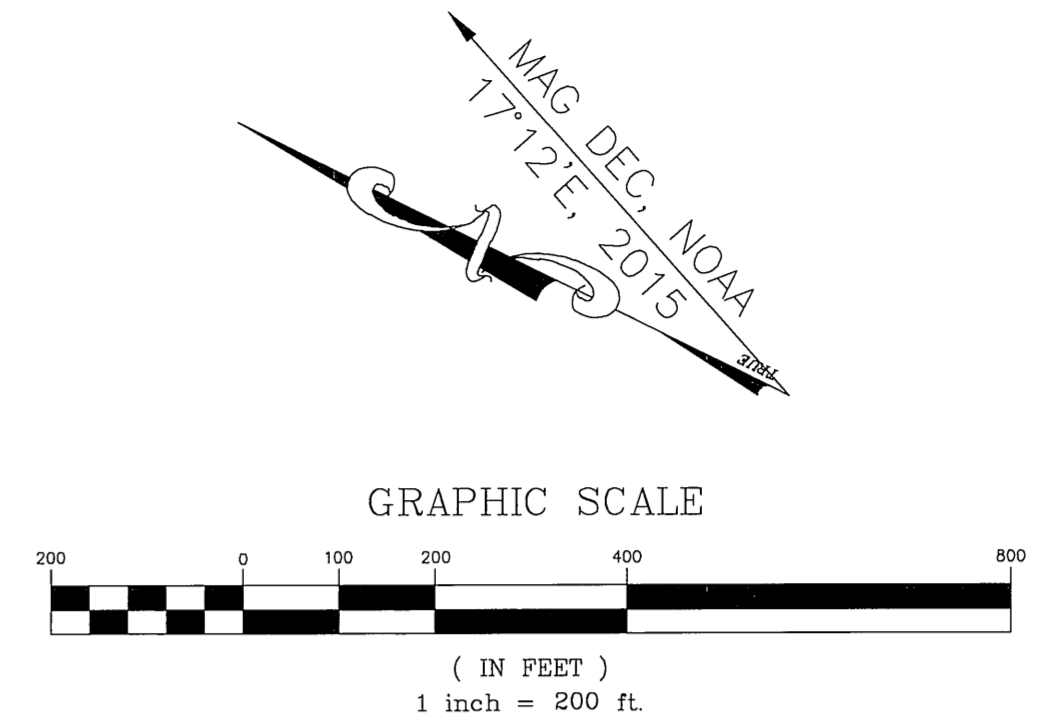
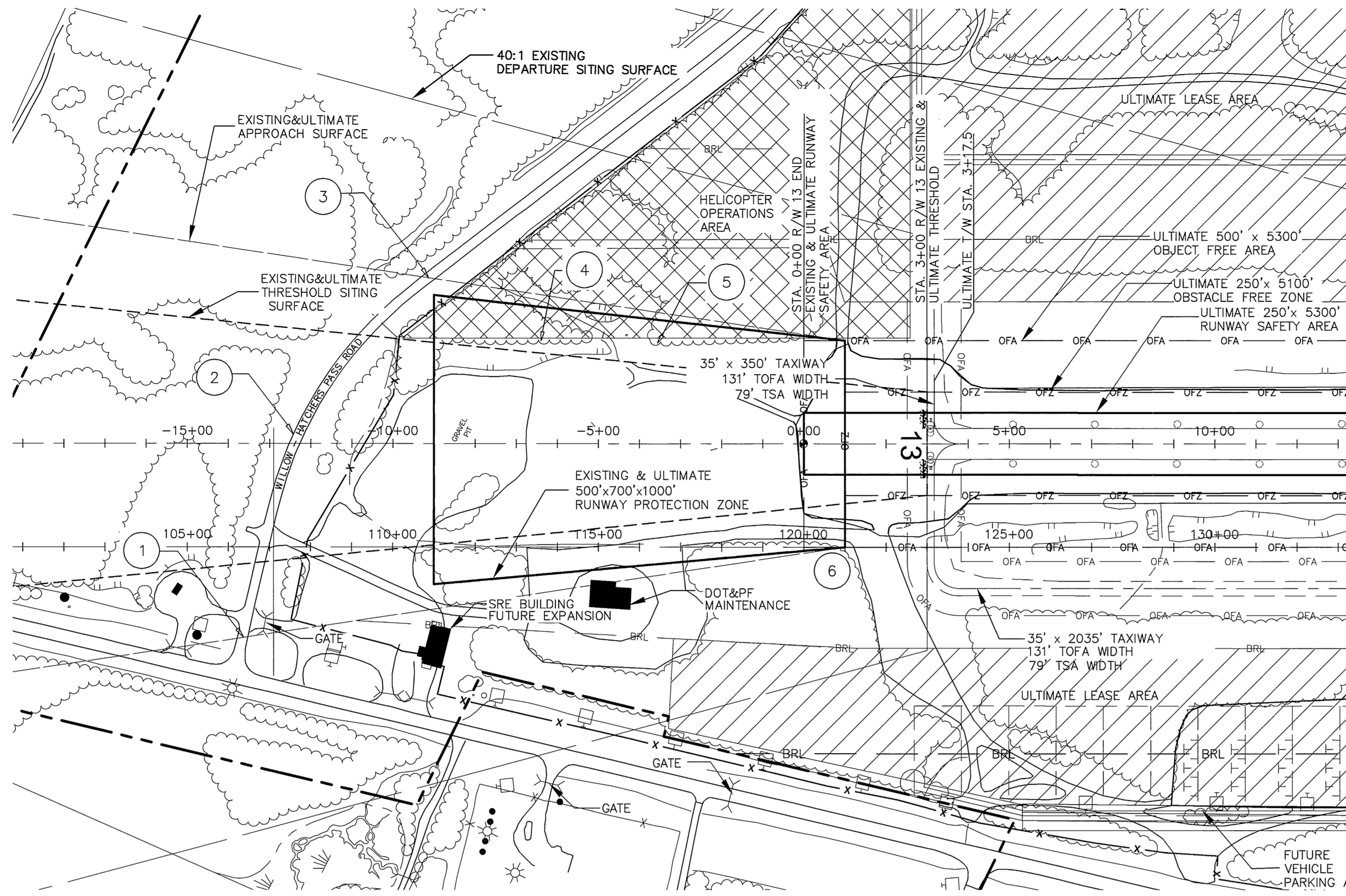
WILLOW AIRPORT
WILLOW, ALASKA
AIRPORT LAYOUT PLAN

EXISTING LAYOUT PLAN



NOTES:
1. NO LINE OF SIGHT OBSTRUCTIONS FOR RW 13-31

FILE: DATE:		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION	DATE _____ DESIGN _____ DRAWN _____ CHECKED _____	WILLOW AIRPORT WILLOW, ALASKA AIRPORT LAYOUT PLAN RUNWAY 13-31 PLAN & PROFILE	SHEET 5 OF 11						
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:10%;">BY</th> <th style="width:10%;">DATE</th> <th style="width:80%;">REVISIONS</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		BY	DATE	REVISIONS							
BY	DATE	REVISIONS									



RUNWAY 13-31 INNER APPROACH SURFACE DATA

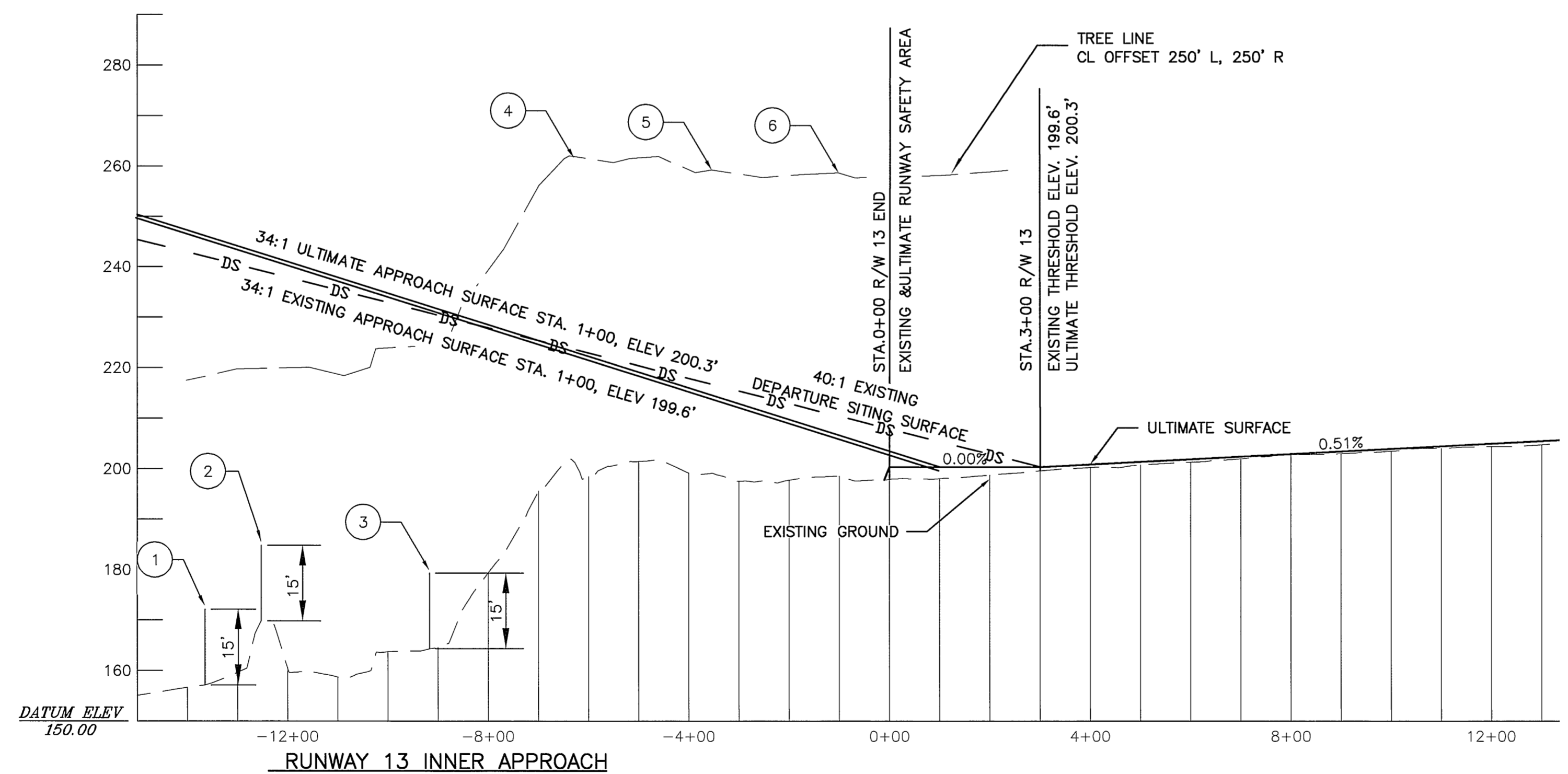
No.	STATION	OFFSET	OBJECT	OBJECT ELEVATION	PART 77 ELEVATION	VERTICAL CLEARANCE	AMOUNT OF PENETRATION	DISPOSITION
1	-13+63	469' R	ROAD	175'	241'	66'	NONE	TO REMAIN
2	-12+42	0	ROAD	185'	237'	52'	NONE	TO REMAIN
3	-9+10	403' L	ROAD	200'	228'	28'	NONE	TO REMAIN
4	-10+00 to -5+00	250' L	TREES	224' - 262'	VARIES	VARIES	0' - 30'	TO BE REMOVED
5	-3+80 to 0+00	250' L	TREES	258' - 259'	VARIES	VARIES	0' - 30'	TO BE REMOVED

VERTICAL CLEARANCES ARE BASED ON ULTIMATE APPROACH SURFACES

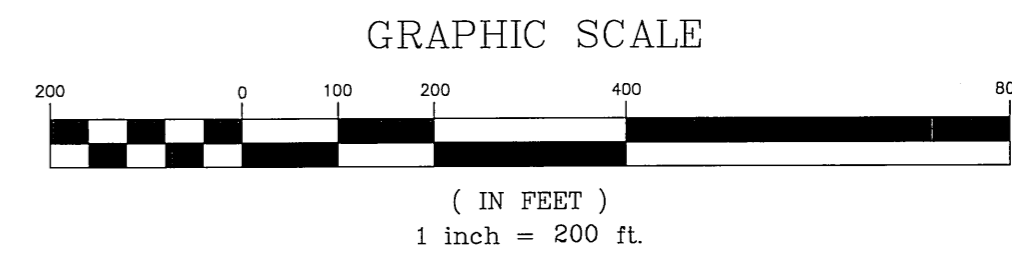
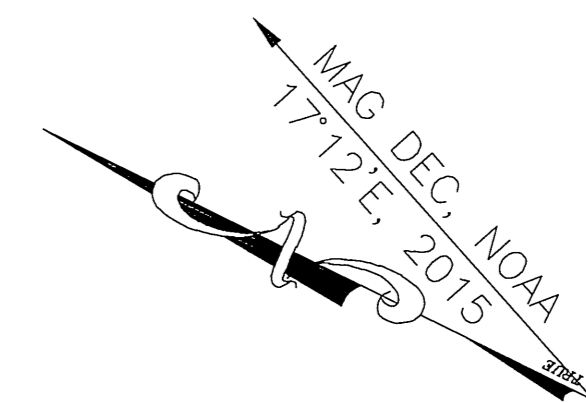
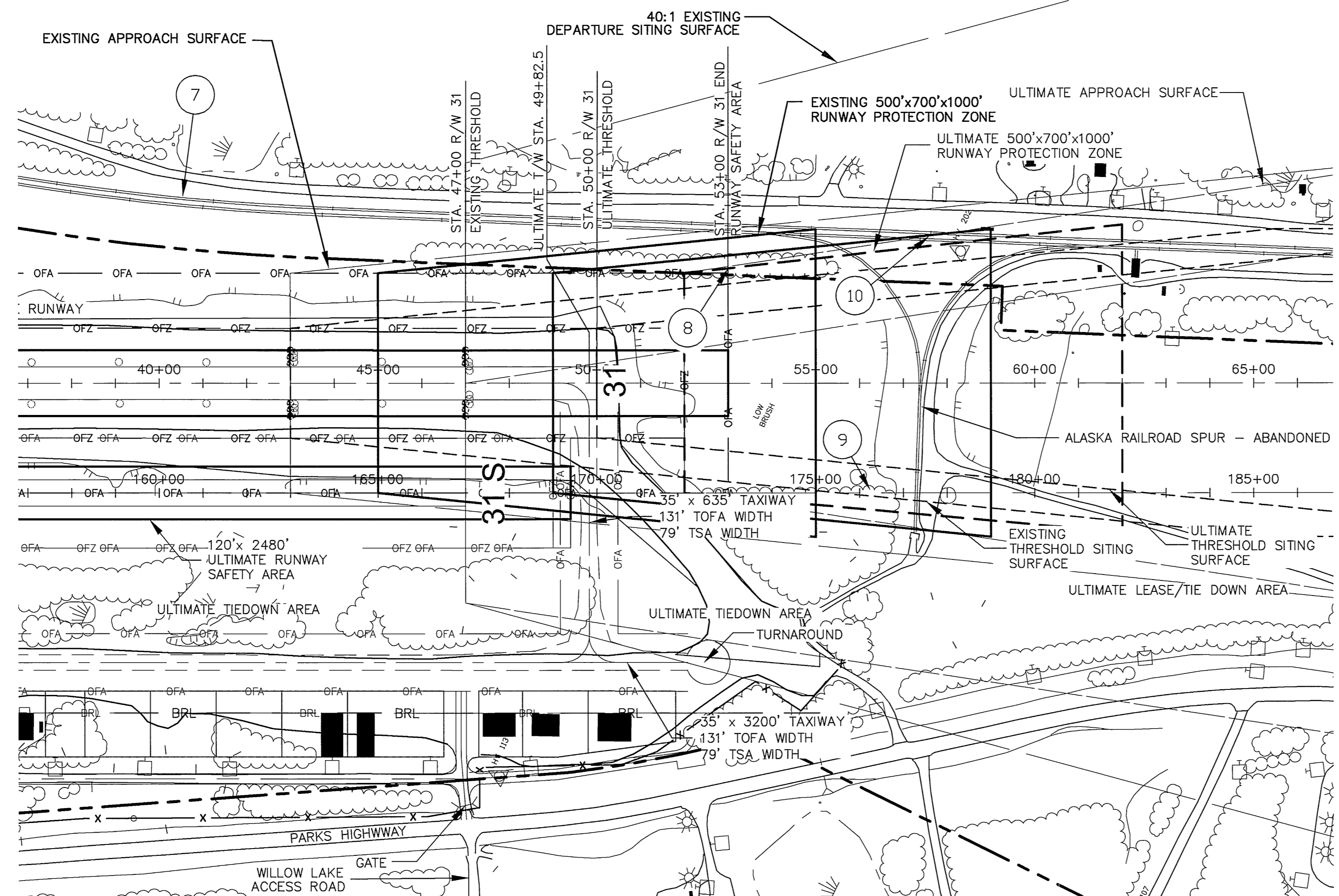
NOTES:
 1. THERE ARE OBJECT PENETRATIONS IN EXISTING AND ULTIMATE RUNWAY APPROACH END SITING SURFACE OF RUNWAY 13 (OBSTRUCTION No. 4), AS DEFINED IN FAA AC 150/5300-13A, CHANGE 1, CHAPTER 3, TABLE 3-2, LINE 2

RUNWAY 13-31 DEPARTURE SURFACE DATA

No.	STATION	OFFSET	OBJECT	OBJECT ELEVATION	ELEVATION	VERTICAL CLEARANCE	AMOUNT OF PENETRATION	DISPOSITION
4	-10+00 to -5+00	250' L	TREES	224' - 262'	VARIES	VARIES	48' - 60'	TO BE REMOVED
5	-3+80 to 3+00	250' L	TREES	258' - 259'	VARIES	VARIES	48' - 60'	TO BE REMOVED
6	-3+00 to 1+00	250' R	TREES	260'	VARIES	VARIES	38' - 50'	TO BE REMOVED



FILE: DATE:		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION	DATE _____ DESIGN _____ DRAWN _____ CHECKED _____	WILLOW AIRPORT WILLOW, ALASKA AIRPORT LAYOUT PLAN RUNWAY 13 INNER PORTION OF THE APPROACH SURFACES	SHEET 6 OF 11
BY _____ DATE _____ REVISIONS _____					



RUNWAY 13-31 INNER APPROACH SURFACE DATA

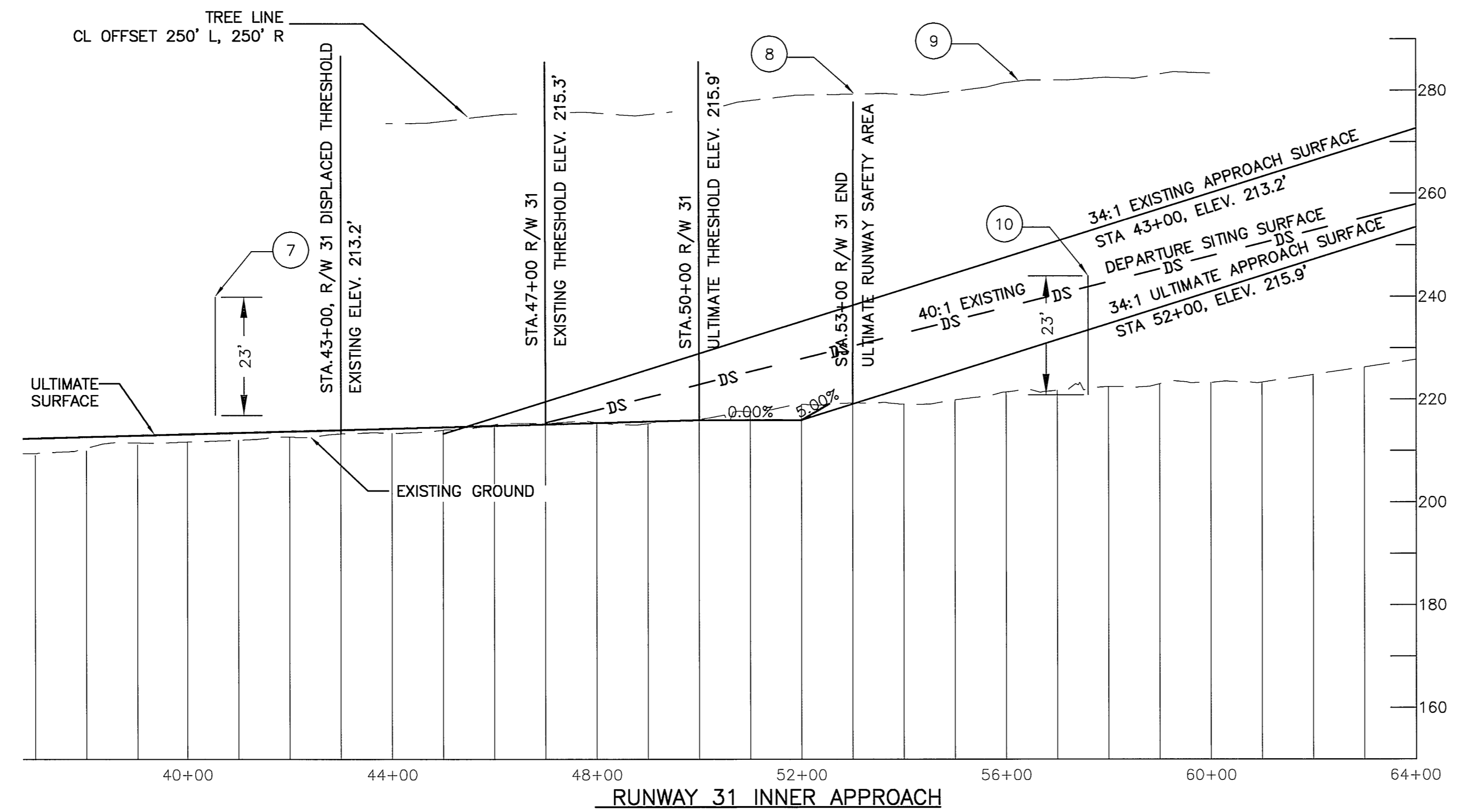
No.	STATION	OFFSET	OBJECT	OBJECT ELEVATION	PART 77 ELEVATION	VERTICAL CLEARANCE	AMOUNT OF PENETRATION	DISPOSITION
7	37+30 to 48+50	350'-425' L	RAILROAD	240' - 244'	VARIABLES	VARIABLES	0' - 10'	TO REMAIN
8	49+00 to 55+50	250' L	TREES	275' - 281'	VARIABLES	VARIABLES	0' - 30'	TO BE REMOVED
9	52+30 to 56+90	250' R	TREES	279' - 282'	VARIABLES	VARIABLES	0' - 30'	TO BE REMOVED
10	57+62	334' L	RAILROAD	244'	232'	N/A	12'	TO REMAIN

VERTICAL CLEARANCES ARE BASED ON ULTIMATE APPROACH SURFACES

NOTES:
 1. THERE ARE NO OBJECT PENETRATIONS IN ULTIMATE RUNWAY APPROACH END SITING SURFACE OF RUNWAY 31, AS DEFINED IN FAA AC 150/5300-13A, CHANGE 1, CHAPTER 3, TABLE 3-2, LINE 2.
 2. THERE ARE OBJECT PENETRATIONS IN EXISTING RUNWAY APPROACH END SITING SURFACE OF RUNWAY 31 (OBSTRUCTION No. 8), AS DEFINED IN FAA AC 150/5300-13A, CHANGE 1, CHAPTER 3, TABLE 3-2, LINE 2.

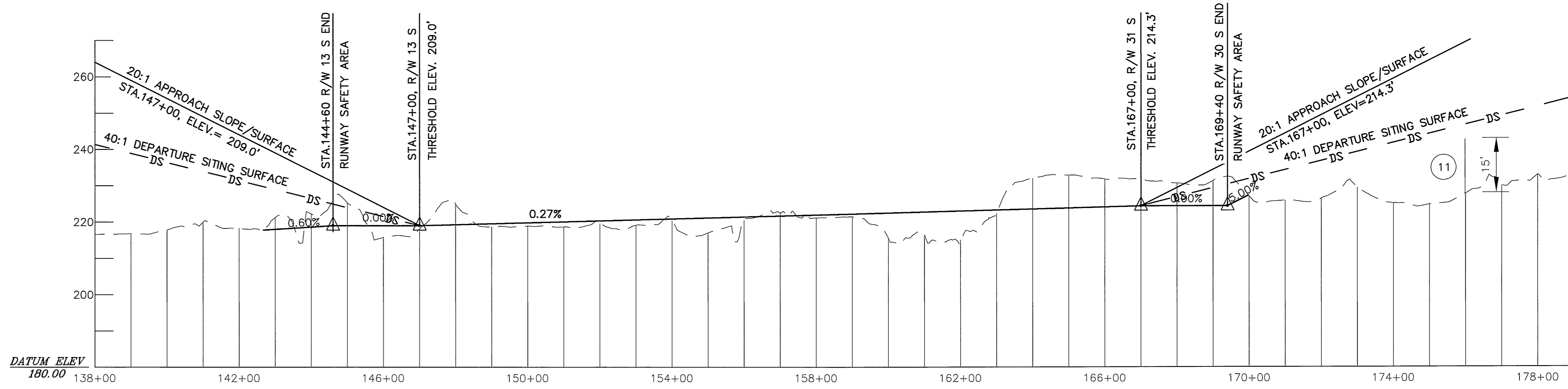
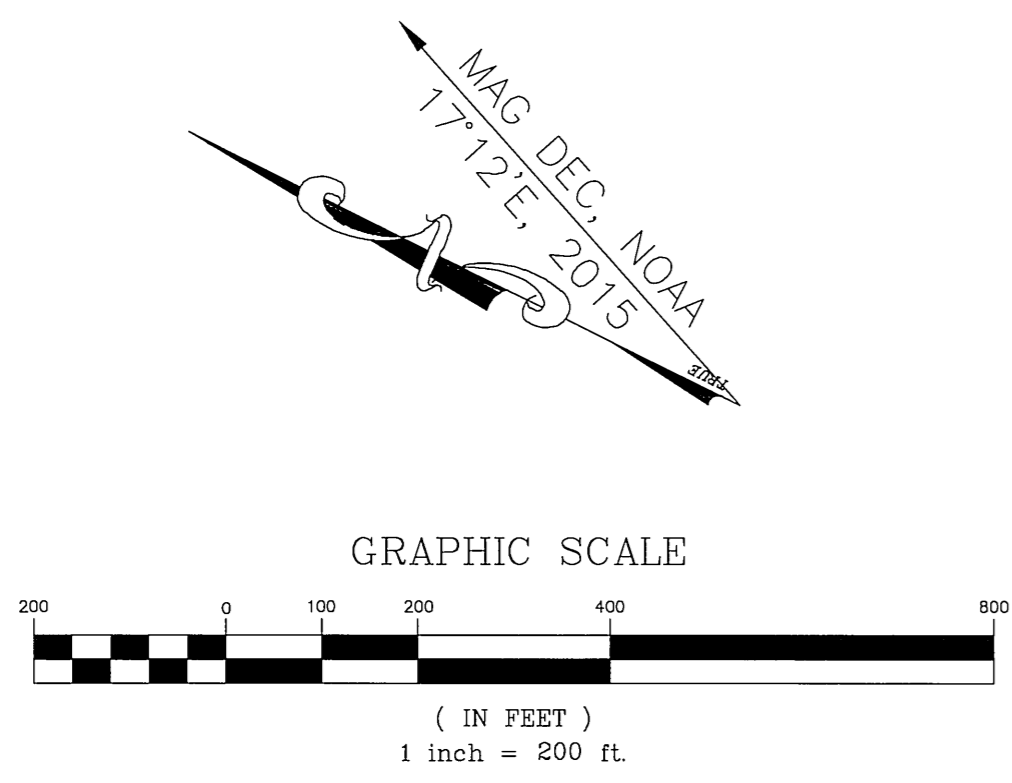
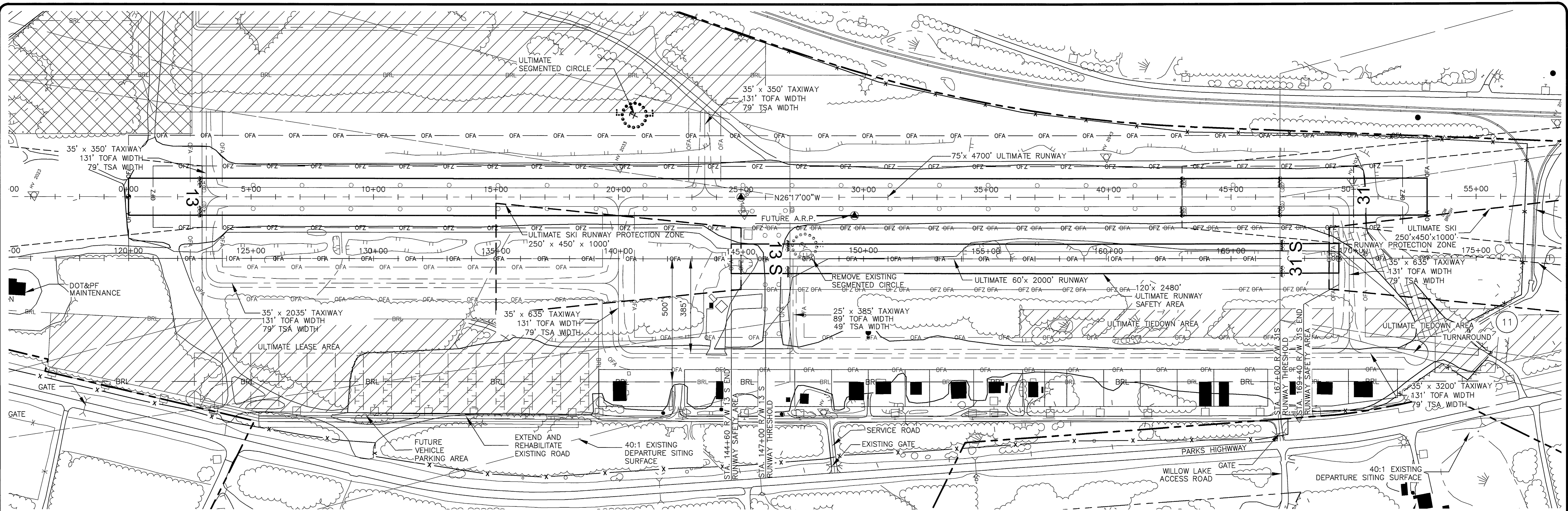
RUNWAY 13-31 DEPARTURE SURFACE DATA

No.	STATION	OFFSET	OBJECT	OBJECT ELEVATION	ELEVATION	VERTICAL CLEARANCE	AMOUNT OF PENETRATION	DISPOSITION
7	47+00 to 54+00	350'-425' L	RAILROAD	218'	VARIABLES	VARIABLES	0'-23'	TO REMAIN
8	47+00 to 55+50	250' L	TREES	275' - 281'	VARIABLES	VARIABLES	45'-60'	TO BE REMOVED
9	52+30 to 56+90	250' R	TREES	279' - 282'	VARIABLES	VARIABLES	35'-50'	TO BE REMOVED
10	57+62	334' L	RAILROAD	244'	240'	-4'	4'	TO REMAIN



RUNWAY 31 INNER APPROACH

FILE: DATE:		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION	DATE _____ DESIGN _____ DRAWN _____ CHECKED _____	WILLOW AIRPORT WILLOW, ALASKA AIRPORT LAYOUT PLAN RUNWAY 31 INNER PORTION OF THE APPROACH SURFACES	SHEET 7 OF 11
BY _____ DATE _____		REVISIONS _____			



SKI RUNWAY INNER APPROACH

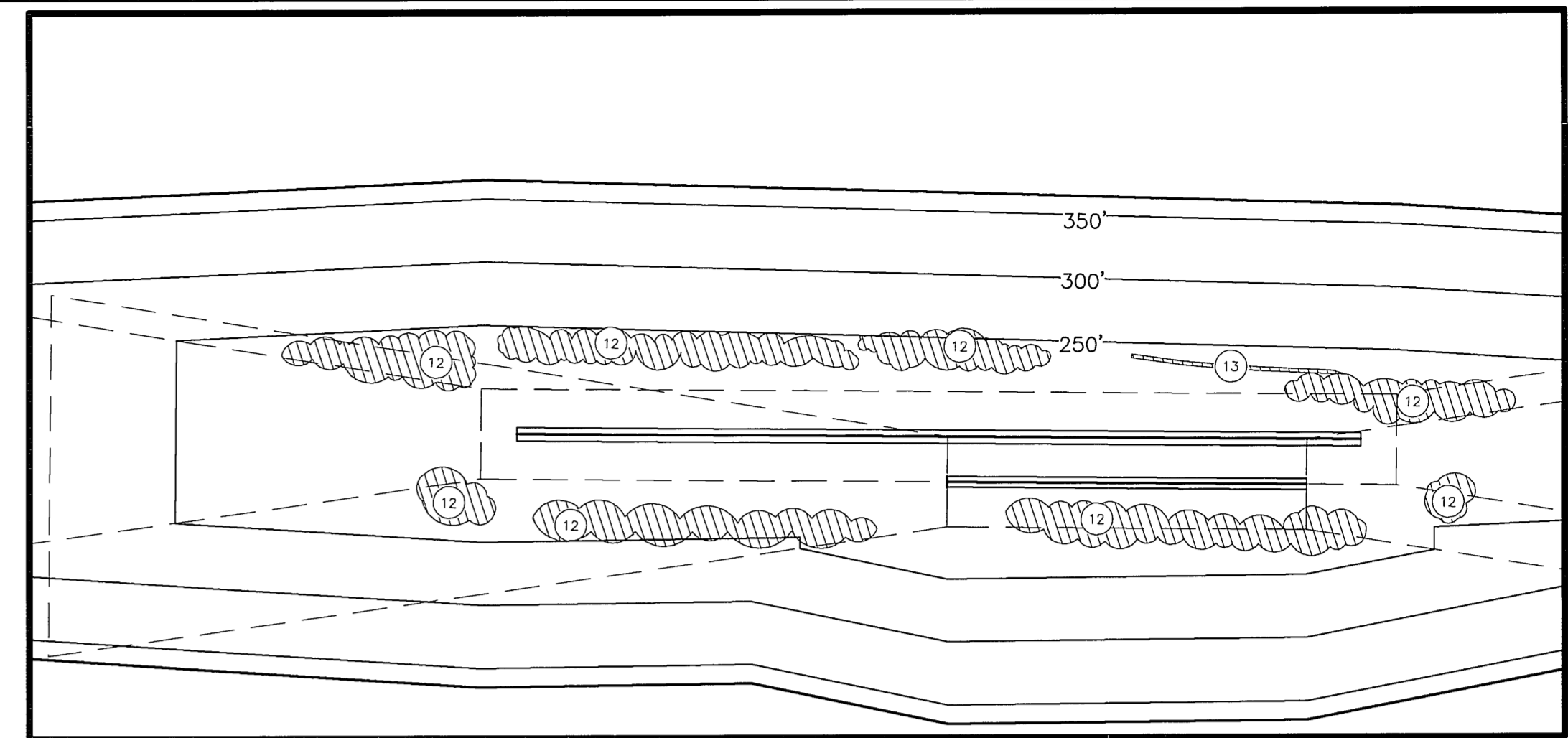
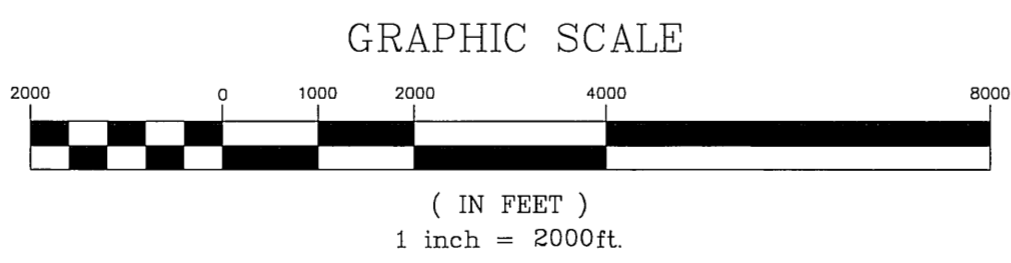
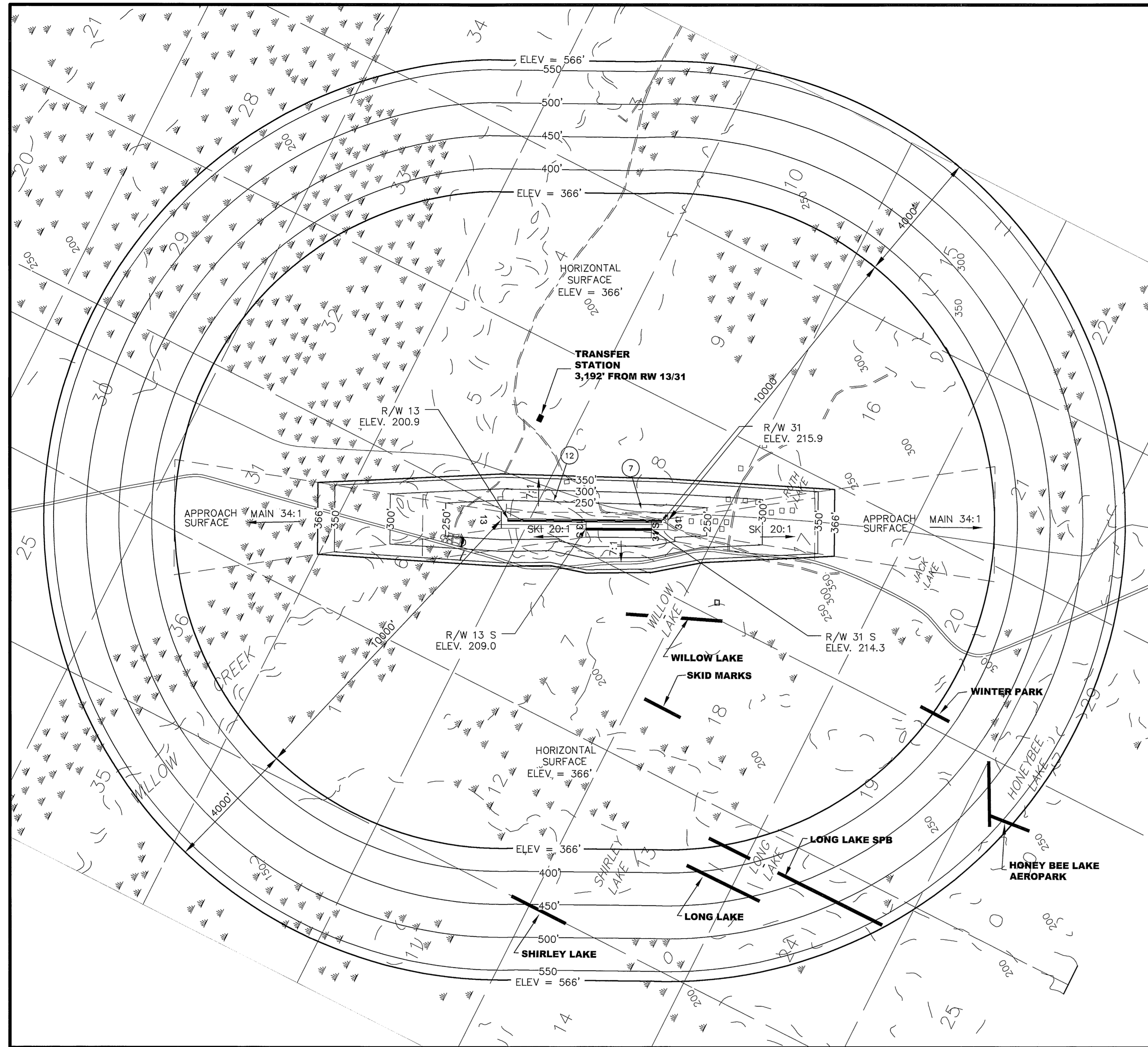
SKI RUNWAY INNER APPROACH SURFACE DATA

No.	STATION	OFFSET	OBJECT	OBJECT ELEVATION	PART 77 ELEVATION	VERTICAL CLEARANCE	AMOUNT OF PENETRATION	DISPOSITION
11	175+93	219' L	ROAD	229'	259'	30'	NONE	TO REMAIN

VERTICAL CLEARANCES ARE BASED ON ULTIMATE APPROACH SURFACES. ASSUMES TREES AND TERRAIN WILL BE CLEAR DURING CONSTRUCTION.

- NOTE:**
- THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
 - NO LINE OF SIGHT OBSTRUCTIONS FOR 13S-31S.

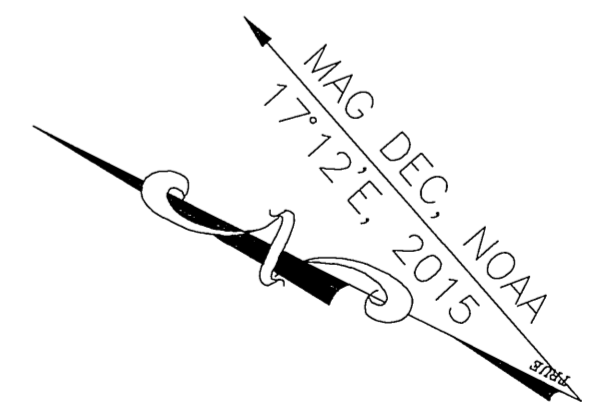
FILE: DATE:		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION	DATE _____ DESIGN _____ DRAWN _____ CHECKED _____	WILLOW AIRPORT WILLOW, ALASKA AIRPORT LAYOUT PLAN SKI RUNWAY INNER APPROACH SURFACE PLAN & PROFILE	SHEET 8 OF 11
BY _____ DATE _____		REVISIONS _____			



F.A.R. PART 77 IMAGINARY SURFACE OBSTRUCTION DETAILS
SCALE - 1":1000'

F.A.R. PART 77 IMAGINARY SURFACE OBSTRUCTION TABLE							
Obstruction ID	Description	Obstruction Elevation	Surface Penetrated	Part 77 Surface Elevation	Max. Amount of Penetration	Disposition	Stage
12	TREES	210'-260'	TRANSITIONAL	200' - 366'	60'	REMOVAL	NEAR-TERM
7	RAILROAD	240'-244'	TRANSITIONAL	200' - 366'	10'	REMAIN	>LONG-TERM

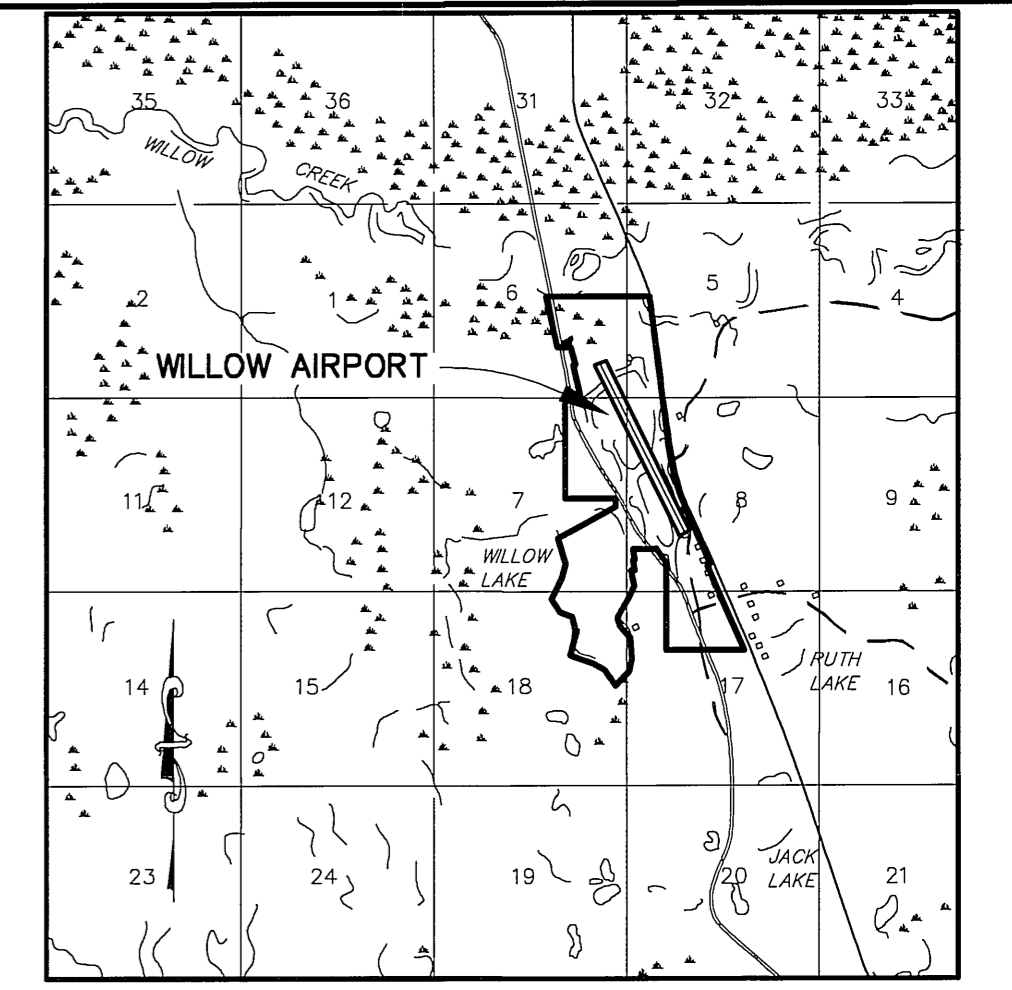
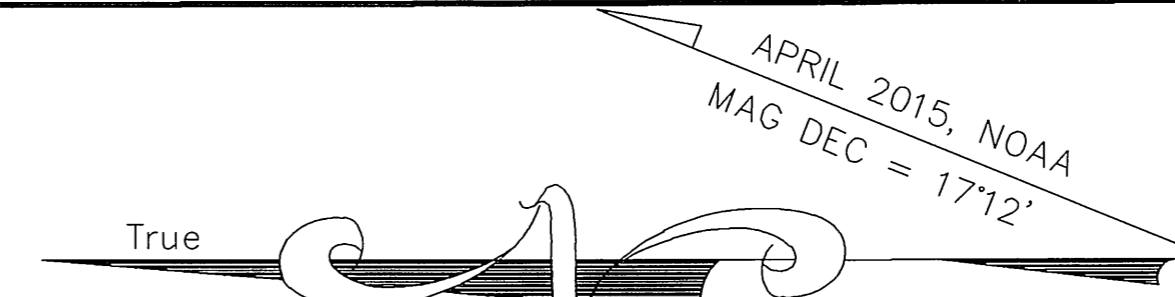
- NOTES:
1. OBSTRUCTION ELEVATIONS ARE ESTIMATED FROM PHOTO-BASED MAPPING TECHNIQS.
 2. ULTIMATE AIRPORT ELEVATION IS 215.9'
 3. USGS QUADRANGLE MAPS TYONEK C-1, D-1 AND ANCHORAGE C-8, D-8 ALONG WITH YEAR 2000 PHOTO-BASED MAPPING WERE USED FOR THE BASE MAP.
 4. THE LOCATION AND SIZE OF ALL PRIVATE AIRPORTS ARE APPROXIMATE.
 5. THE LOCATION OF THE TRANSFER STATION ARE APPROXIMATED FROM AERIAL PHOTOGRAPHY.
 6. REFER TO THE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE IN OBSTRUCTIONS.
 7. THERE ARE NO KNOWN LOCAL ZONING HEIGHT RESTRICTIONS.



FILE: DATE:		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION	DATE _____ DESIGN _____ DRAWN _____ CHECKED _____	WILLOW AIRPORT WILLOW, ALASKA AIRPORT LAYOUT PLAN AIRPORT AIRSPACE	SHEET 9 OF 11
BY _____ DATE _____ REVISIONS _____					

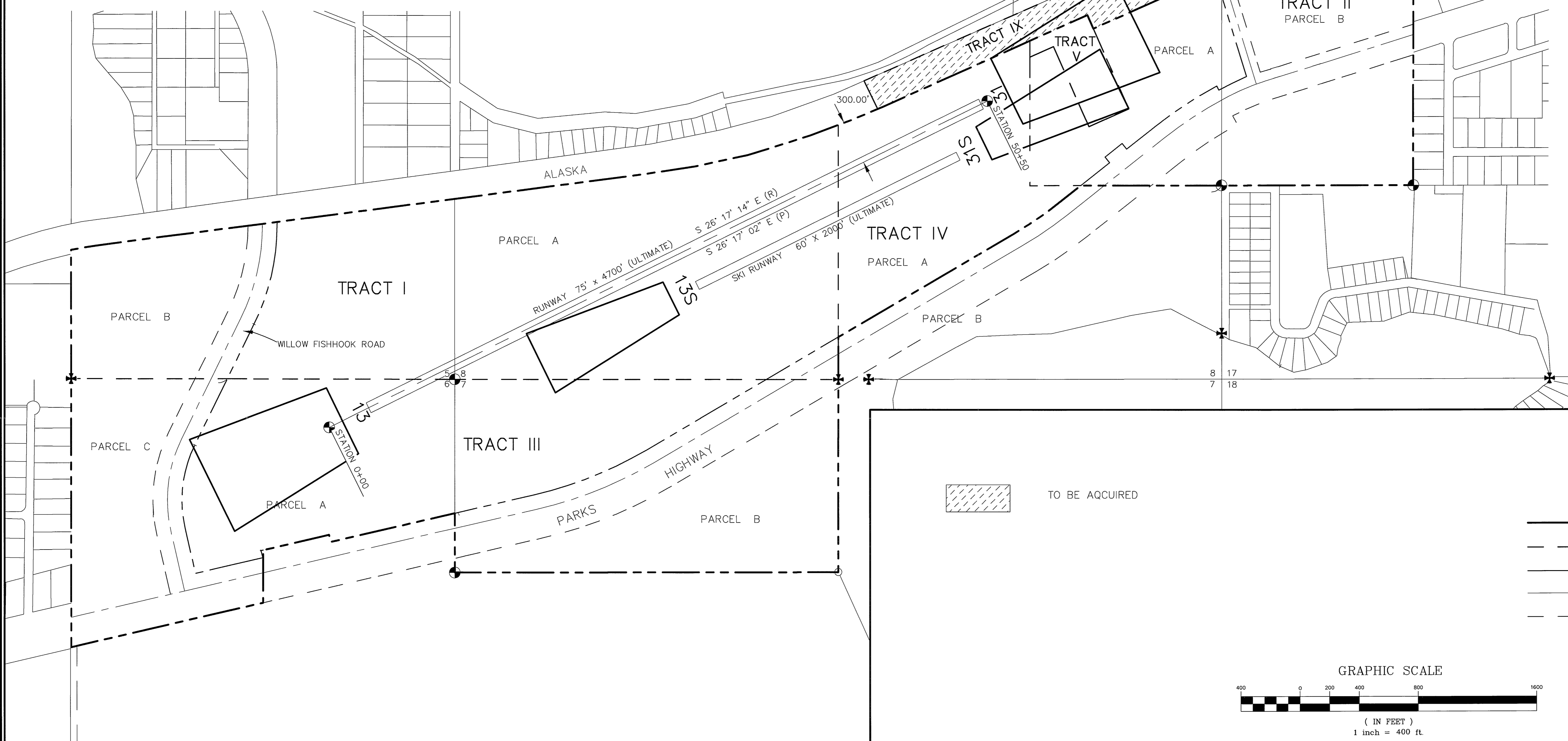
PROPERTY STATUS

TR	PCL	AREA	Grantor / Grantee	INTEREST / (Book-Page)	Date Acquired	Acquired Under AIP No./ADA No
I	A	120.50ac	USA/Territory of Alaska	QCD / (015-0110)	December 11, 1956	10329
	B	28.99	USA/Territory of Alaska	QCD / (015-0110)	December 11, 1956	
II	A	24.28	USA/Territory of Alaska	QCD / (015-0110)	December 11, 1956	10329
	B	60.24	USA/Territory of Alaska	QCD / (015-0110)	December 11, 1956	
III	A	73.12	State, DNR/State, DOT	ILMA/(911-0713)	August 21, 1997	
	B	54.65	State, DNR/State, DOT	ILMA/(911-0713)	August 21, 1997	
	C	37.36	State, DNR/State, DOT	ILMA/(911-0713)	August 21, 1997	
IV	A	41.94	State, DNR/State, DOT	ILMA/(911-0713)	August 21, 1997	
	B	17.63	State, DNR/State, DOT	ILMA/(911-0713)	August 21, 1997	
V		5.18	Alaska Railroad/AK, DOT	*Airspace Permit/(661-0048)	August 21, 1997	
VI				see note 3		
VII				see note 3		
VIII		146.30ac	State, DNR/State, DOT	ILMA/(5 misc-0060)	October 16, 1964	
IX		11.88ac	Alaska Railroad/AK, DOT	Airspace Permit	to be acquired	



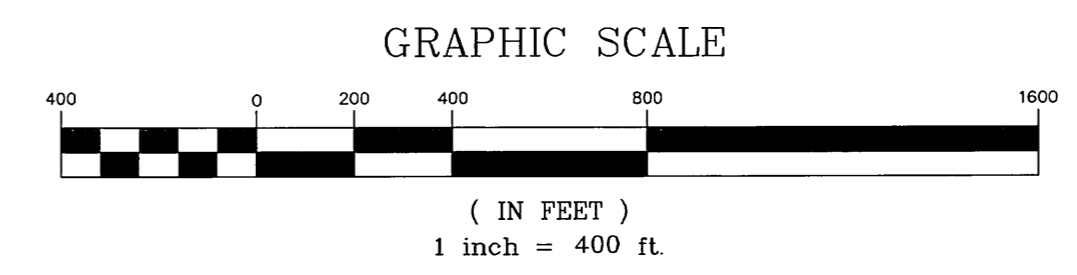
VICINITY MAP
 U.S.G.S. QUAD, TYONEK (C-1, D-1)
 T19N, R4W, SEWARD MERIDIAN, AK
 PALMER RECORDING DISTRICT
 1" = 1 MILE

- NOTES:
- All bearings shown are grid bearings based on the Willow Airport Boundary Survey dated August 8, 1977 and are adjusted to the Alaska State Plane coordinate system, zone 4. Multiply measured ground distances by a scale factor of 0.9998902 to reduce to grid distances.
 - Parcel descriptions are based on the following:
 a. State of Alaska, Dept of Public Works, Div of Aviation Willow Airport Boundary Survey, Dated August 8, 1977 and recorded with the Palmer Recording District (plat 77-79)
 b. State of Alaska, Dept of Public Works, Div of Highways, Right of Way Plats, Projects F-035-1 (Feb 8, 1961) and S-0580 (July 15, 1964)
 - Tract VI and VII no longer shown on property map. Tracts relinquished by State.



TO BE ACQUIRED

- LEGEND
- PROPERTY BOUNDARY
 - - - TRACT BOUNDARY
 - PARCEL BOUNDARY
 - CENTERLINE
 - RIGHT OF WAY
 - ⊕ ADA/DOT&PF MONUMENT
 - ⊕ GLO/BLM MONUMENT
 - IRON PIPE
 - (P) FROM PAUL PILCH SURVEY, 2000



BY	DATE	REVISIONS

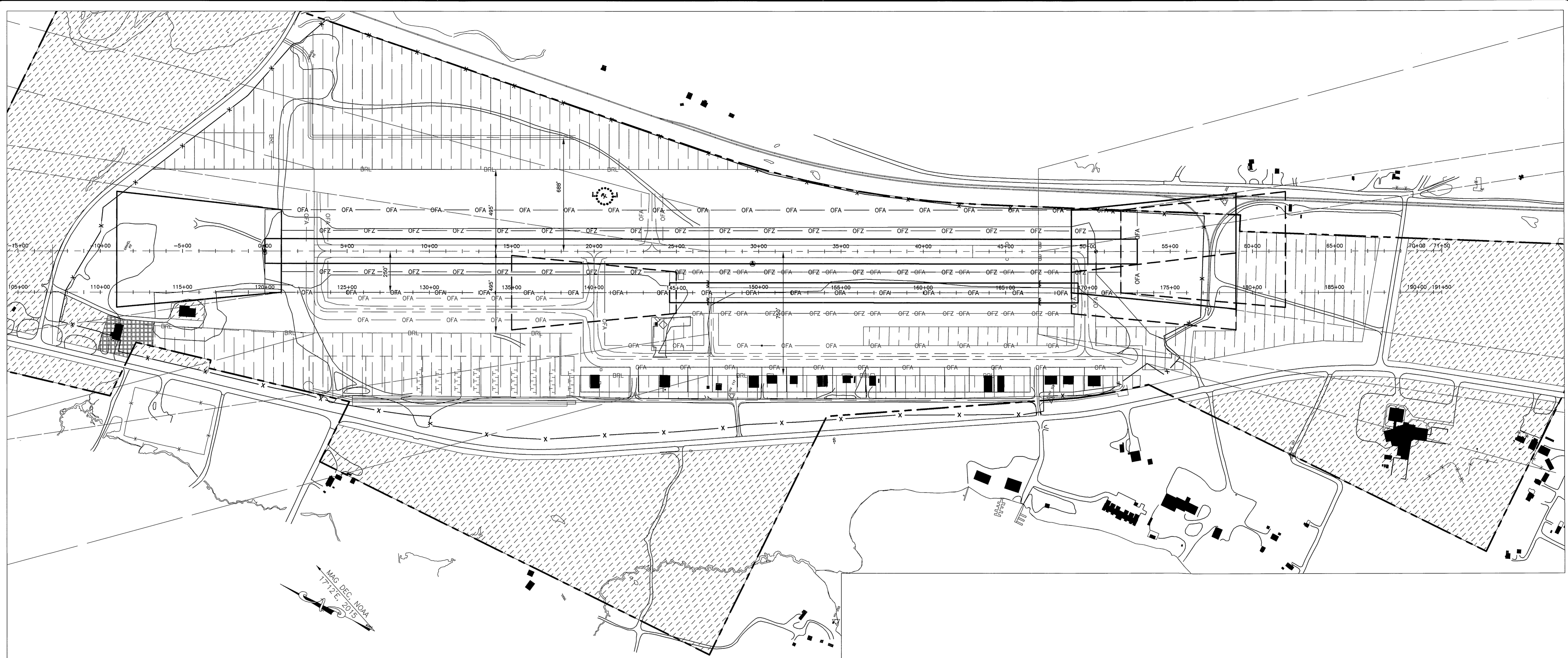
STATE OF ALASKA
**DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES**
 CENTRAL REGION

DATE _____
 DESIGN _____
 DRAWN _____
 CHECKED _____

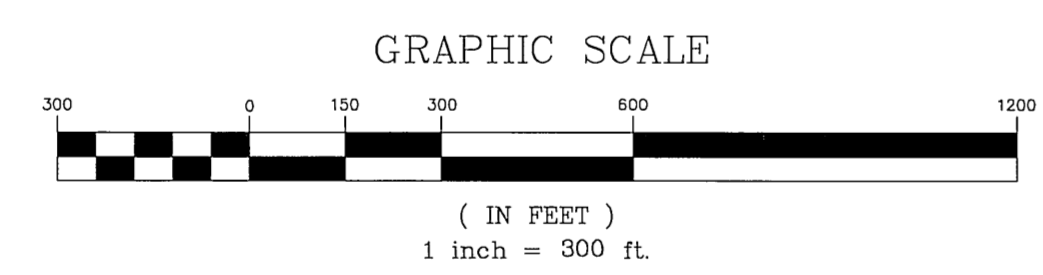
WILLOW AIRPORT
 WILLOW, ALASKA
 AIRPORT LAYOUT PLAN
 PROPERTY MAP

SHEET
10
 OF
11

FILE: g:\data\willow\row\willap.dwg
 DATE: 12-10-02



MAG. DEC. 1004
17712'E, 2015



PROPERTY LEGEND

- EXISTING PROPERTY BOUNDARY
- FUTURE AVIGATION EASEMENT
- AVIATION REVENUE AREA
- AVIATION OPERATIONS AREA
- AIRPORT MAINTENANCE AREA
- NON-AERONAUTICAL REVENUE SUPPORT AREA

FILE:
DATE:

BY	DATE	REVISIONS

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

DATE _____
DESIGN _____
DRAWN _____
CHECKED _____

WILLOW AIRPORT
WILLOW, ALASKA
AIRPORT LAYOUT PLAN
LAND USE MAP

SHEET
11
OF
11