U.S. Department
of Transportation

**Federal Aviation
Administration**

Alaskan Region

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

June 17, 2010

Mr. Ryan Anderson, P.E.
Design Section Chief
Northern Region Department of Transportation
and Public Facilities, State of Alaska
2301 Peger Road
Fairbanks, Alaska 99709-5399

Dear Mr. Anderson:

Valdez Pioneer Field; Valdez, Alaska
Airport Layout Plan Conditional Approval
Airspace Case 2003AAL-50NRA

We have completed our review of the Valdez Pioneer Field Airport Layout Plan (ALP), and find it acceptable from a planning standpoint.

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.

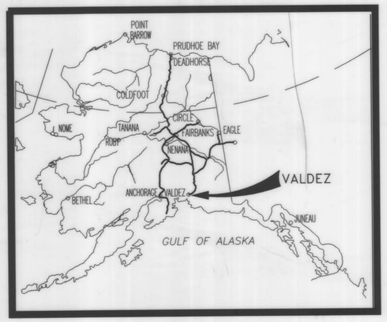
When airport construction, alteration, or deactivation is undertaken, such action requires FAA notification and review in accordance with the provisions of Part 77 and Part 157 of the Federal Aviation Regulations. In addition, all airport construction must be completed in accordance with FAA Advisory 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 Matt Freeman at 271-5455.

Sincerely,

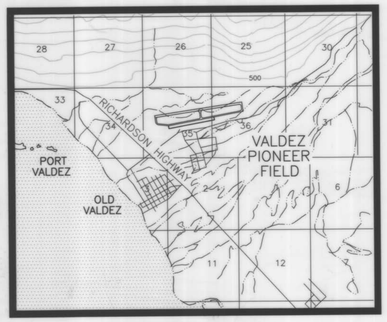
James W. Lomen
Deputy Division Manager, Airports Division

Enclosure
Valdez Pioneer Field ALP



LOCATION MAP

NO SCALE



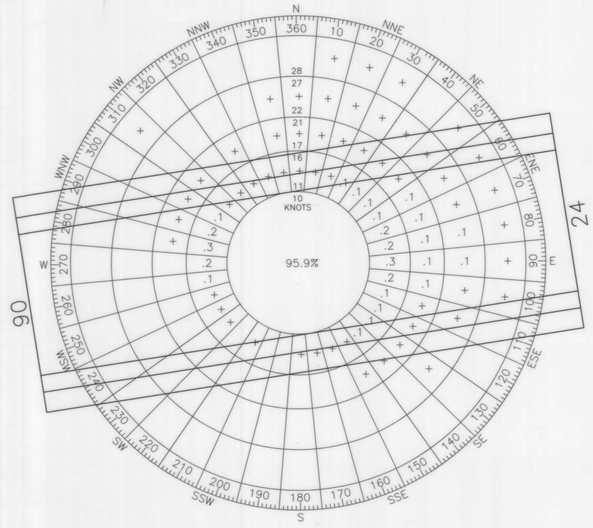
VICINITY MAP

T8S & T9S,R5W & R6W, C.R.M.
USGS VALDEZ (A-6 & A-7) 1960

SHEET INDEX

TAXIWAY TABLE

TAXIWAY	T/W WIDTH	T/W SAFETY AREA WIDTH
A	75'/90'	150'
C	90'	150'
D	90'	150'



WIND ROSE

WIND DATA

CROSSWIND COMPONENT	WIND COVERAGE	AIRPORT REFERENCE CODE
10.5 KNOTS	99.36%	A-I & B-I
13.0 KNOTS	99.66%	A-II & B-II
16.0 KNOTS	99.83%	A-III, B-III, & C-I THROUGH D-III

WIND DATA PERIOD: JAN 1997 - NOV 2003
WIND DATA SOURCE: VALDEZ PIONEER FIELD AWOS, DATA OBTAINED FROM THE WESTERN REGIONAL CLIMATE CENTER

NON-STANDARD CONDITIONS

ITEM	EXISTING	STANDARD	ULTIMATE
RUNWAY MAXIMUM LONGITUDINAL GRADE STA. 70+19 TO 86+44	1.00%	0.8%	1.00%

AIRPORT SURVEY CONTROL

POINT	STATION	OFFSET	NORTHING	EASTING	ELEVATION
101	41+85.71	348.06' RT.	15983.52	16059.20	63.32
103	39+73.69	1298.02' RT.	15012.64	15990.15	
603	30+24.84	1395.91' RT.	14775.36	15066.24	
	21+44.00	0.00	16025.49	13988.45	
	86+44.00	0.00	16987.76	20416.83	

NOTES

NO OFZ OBJECT PENETRATIONS.

NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.

DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES IN US SURVEY FEET.

THE COORDINATES IN THE AIRPORT SURVEY CONTROL TABLE ARE A LOCAL COORDINATE SYSTEM BASED ON POINT 101.

THE ELEVATIONS ARE BASED ON SECONDARY AIRPORT CONTROL STATION VDZA (ELEV. 71.78). THIS MONUMENT WAS DESTROYED.

BASIS OF BEARINGS IS THE RUNWAY CENTERLINE OF N. 81°29'12" E. TAKEN FROM THE 2-5-74 VALDEZ AIRPORT PROPERTY PLAN. SEE RECORD OF SURVEY PLAT, PLAT NO. 2007-5, VALDEZ RECORDING DISTRICT.

THE GEODETIC COORDINATES WERE CALCULATED BY USKH FROM USKH SURVEY CONTROL TIES TO GPS CONTROL MONUMENTS. NAD83

RUNWAY DATA

ITEM			RUNWAY 6-24 EXISTING	RUNWAY 6-24 ULTIMATE
RUNWAY SURFACE			ASPHALT	SAME
PAVEMENT STRENGTH	SINGLE WHEEL (S)	kg	34,020	SAME
		(lb.)	75,000	SAME
	DUAL WHEEL (D)	kg	90,720	SAME
		(lb.)	200,000	SAME
	DUAL TANDEM (DT)	kg	136,080	SAME
		(lb.)	300,000	SAME
EFFECTIVE GRADE			1.08%	SAME
% WIND COVERAGE			99.83% @ 16 KNOTS	SAME
APPROACH / VISIBILITY MINIMUMS			≥1 MILE	SAME
RUNWAY MARKING			6-PIR, 24-NPI	SAME
RUNWAY LIGHTING			H.I.R.L.	SAME
NAVIGATION APPROACH AIDS			6-PAPI, LOC/DME, MALSR	SAME
			24-PAPI, REILS	
RUNWAY DIMENSION			150' x 6500'	SAME
RUNWAY SAFETY AREA (RSA)				
- WIDTH			500'	SAME
- LENGTH BEYOND RUNWAY END			1000'	SAME
RUNWAY OBJECT FREE AREA (ROFA)				
- WIDTH			800'	SAME
- LENGTH BEYOND RUNWAY END			1000'	SAME
RUNWAY OBSTACLE FREE ZONE (ROFZ)				
- WIDTH			400'	SAME
- LENGTH BEYOND RUNWAY END			200'	SAME
RUNWAY PROTECTION ZONE (RPZ)			500'x1010'x1700'	SAME
RUNWAY 6 TOUCHDOWN ZONE ELEVATION			80.2'	SAME
RUNWAY 24 TOUCHDOWN ZONE ELEVATION			121.0'	SAME
THRESHOLD 6 STA. 21+44.00		LAT.	61°07'58.32"N	SAME
		LONG.	146°15'46.57"W	SAME
THRESHOLD 24 STA. 86+44.00		LAT.	61°08'08.03"N	SAME
		LONG.	146°13'35.72"W	SAME

AIRPORT DATA

ITEM	EXISTING	ULTIMATE
NATIONAL AIRPORT IDENTIFIER	VDZ	SAME
AIRPORT ELEVATION (NGVD29)	121.02'	SAME
AIRPORT REFERENCE CODE (ARC)	C-III	SAME
MEAN MAX. TEMPERATURE, HOTTEST MONTH (AUGUST)	61.1°	N/A
TAXIWAY LIGHTING	M.I.T.L.	SAME
AIRPORT AND TERMINAL NAVIGATION AIDS	AWOS/NDB/BEACON	SAME
COMMUNICATION AIDS	RCO	SAME
WEATHER FACILITIES	AWOS	SAME
MAGNETIC DECLINATION, APRIL 2009	20°36'E	N/A
AIRPORT REFERENCE POINT (A.R.P.) LAT.		61°08'03.17"N
STA. 53+94.00 LONG.		146°14'41.14"W

LEGEND

ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (A.R.P.)		
BUILDINGS		
BUILDING RESTRICTION LINE		SAME
CONTOURS	100	SAME
FENCING	X X X	X X X
LEASE LOT LINES		SAME
MONUMENT		SAME
PROPERTY LINE		
REIL		
ROADWAYS		SAME
ROTATING BEACON		SAME
SECURITY GATE		SAME
SHORELINE		SAME
THRESHOLD LIGHTS		SAME
PAPI		SAME
WIND CONE		SAME
SEGMENTED CIRCLE		SAME

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DESIGN JGL
DRAWN SMT
CHECKED ZWS

BY	DATE	REVISIONS
	5/09	AS-BUILT
	9/28/04	FAA APPROVED

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION

APPROVED _____ DATE 5/11/2010
RYAN F. ANDERSON, P.E. DESIGN GROUP CHIEF

AIRPORT LAYOUT PLAN APPROVED
BY LETTER DATED: 6-17-10
AIRPORTS DIVISION,
ALASKAN REGION, AAL-601
AIRSPACE REVIEW #03AAL-50NRA

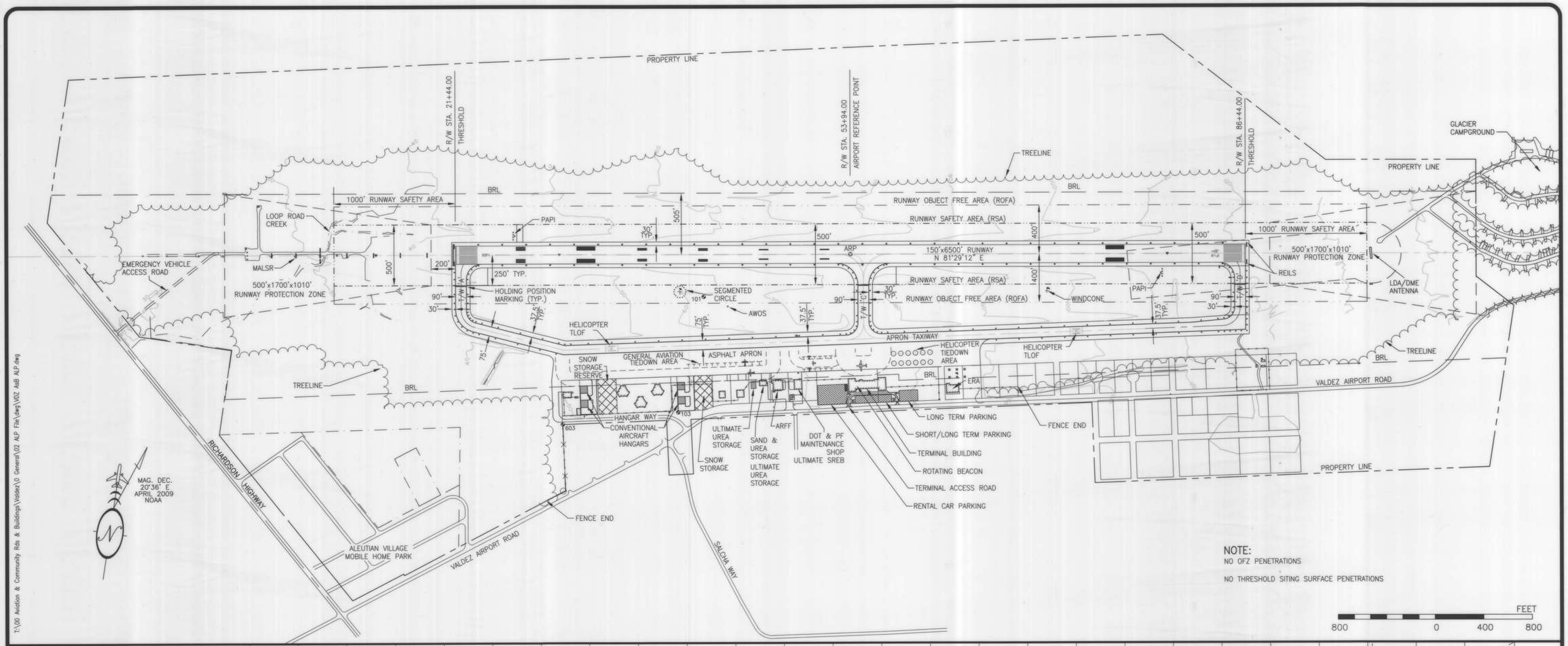
THIS ALP SUPESEDES ALP SIGNED 9/28/04.

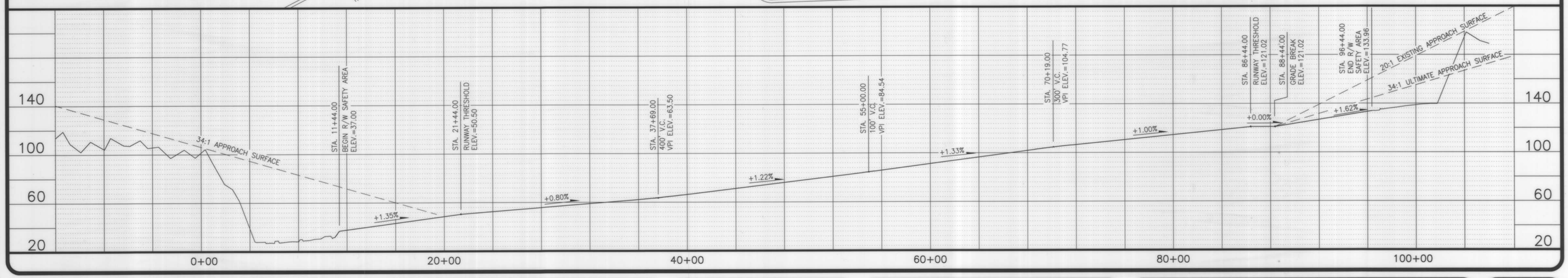
THIS ALP IS BASED ON THE FOLLOWING PROJECT(S) RECORD DRAWINGS:
VALDEZ PIONEER FIELD AIRPORT IMPROVEMENTS, 65911
VALDEZ PIONEER FIELD AIRPORT IMPROVEMENTS, 76880
VALDEZ SAND & UREA STORAGE SHED, 61860, 62619

VALDEZ PIONEER FIELD

VICINITY MAP, WINDROSE AND DATA TABLES

SHEET 1 OF 7





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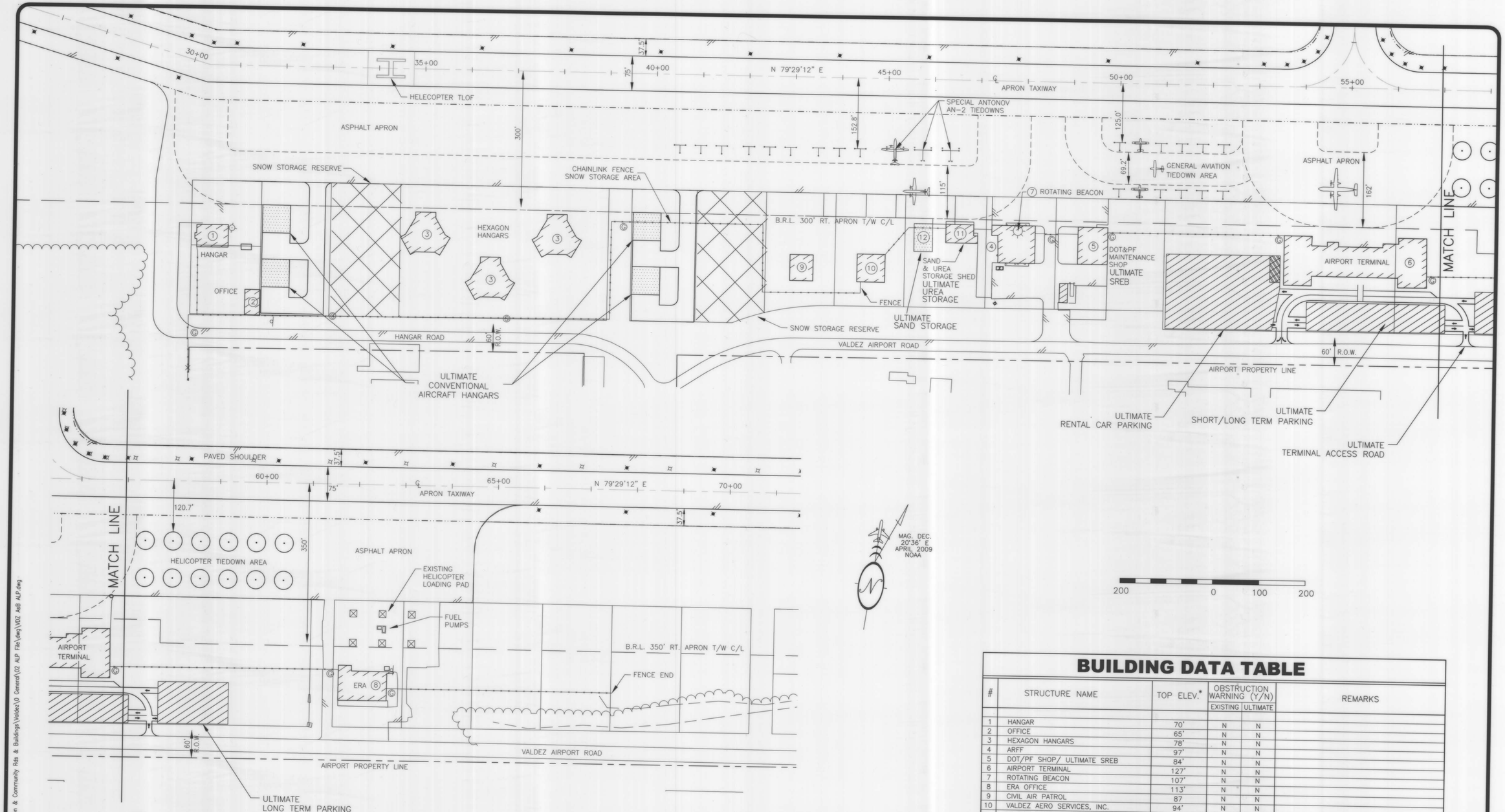
VALDEZ PIONEER FIELD

EXISTING AND ULTIMATE AIRPORT LAYOUT PLAN AIRPORT PLAN AND RUNWAY PROFILE

SHEET 2 OF 7



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BUILDING DATA TABLE

#	STRUCTURE NAME	TOP ELEV.*	OBSTRUCTION WARNING (Y/N)		REMARKS
			EXISTING	ULTIMATE	
1	HANGAR	70'	N	N	
2	OFFICE	65'	N	N	
3	HEXAGON HANGARS	78'	N	N	
4	ARFF	97'	N	N	
5	DOT/PF SHOP/ ULTIMATE SREB	84'	N	N	
6	AIRPORT TERMINAL	127'	N	N	
7	ROTATING BEACON	107'	N	N	
8	ERA OFFICE	113'	N	N	
9	CIVIL AIR PATROL	87	N	N	
10	VALDEZ AERO SERVICES, INC.	94'	N	N	
11	VALDEZ SAND & UREA STORAGE SHED ULTIMATE UREA STORAGE SHED	93'	N	N	
12	ULTIMATE SAND STORAGE SHED	93'	N	N	

*ELEVATIONS ARE APPROXIMATE

DESIGN

DRAWN

CHECKED

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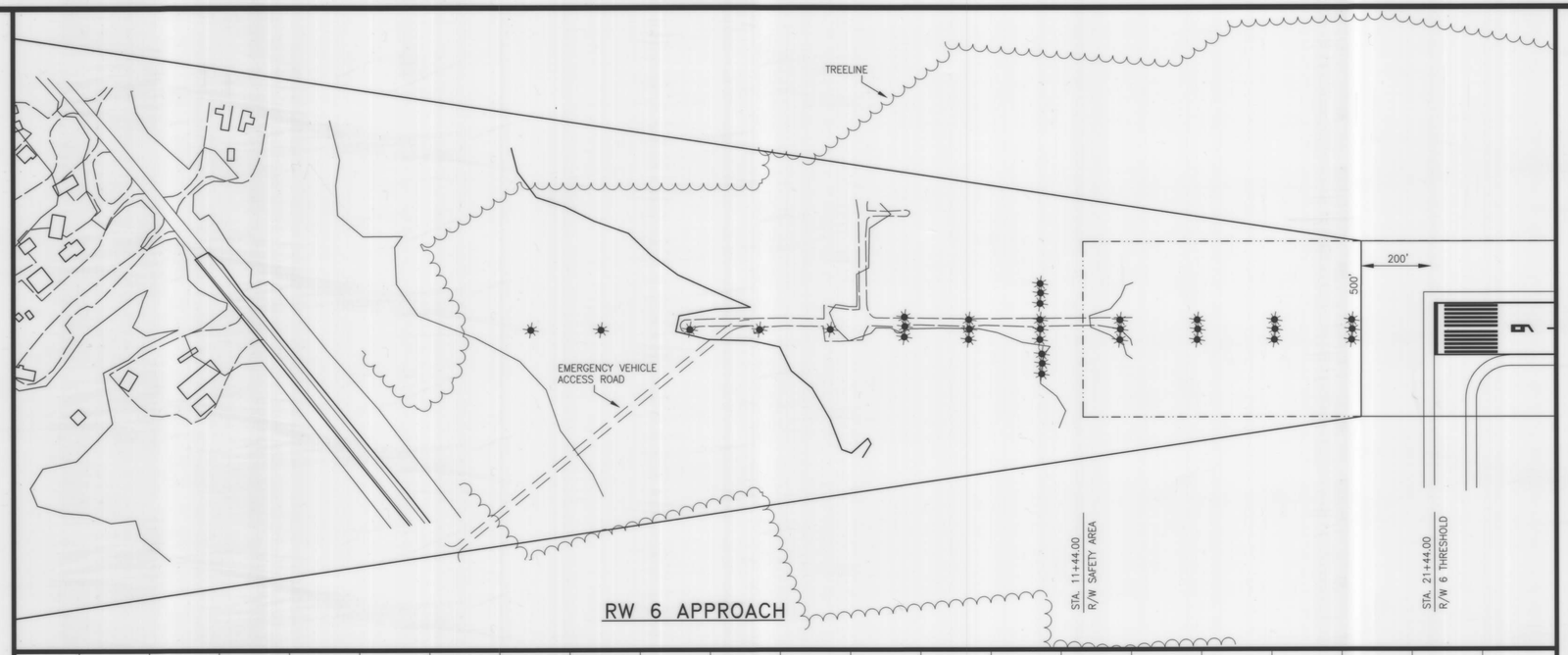
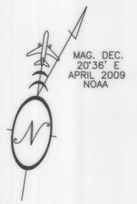
VALDEZ PIONEER FIELD

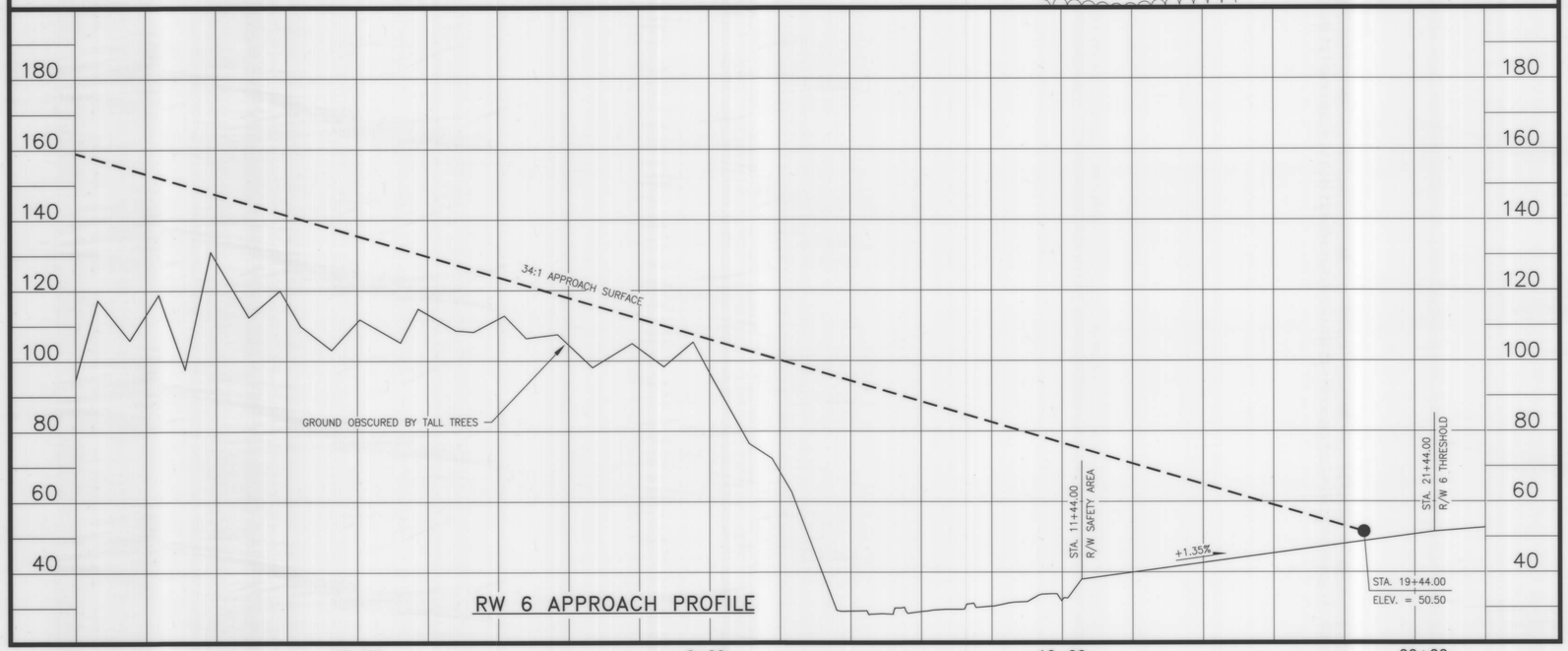
EXISTING/ULTIMATE TERMINAL AREA PLAN

SHEET 3 OF 7



RW 6 APPROACH





RW 6 APPROACH PROFILE

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DESIGN

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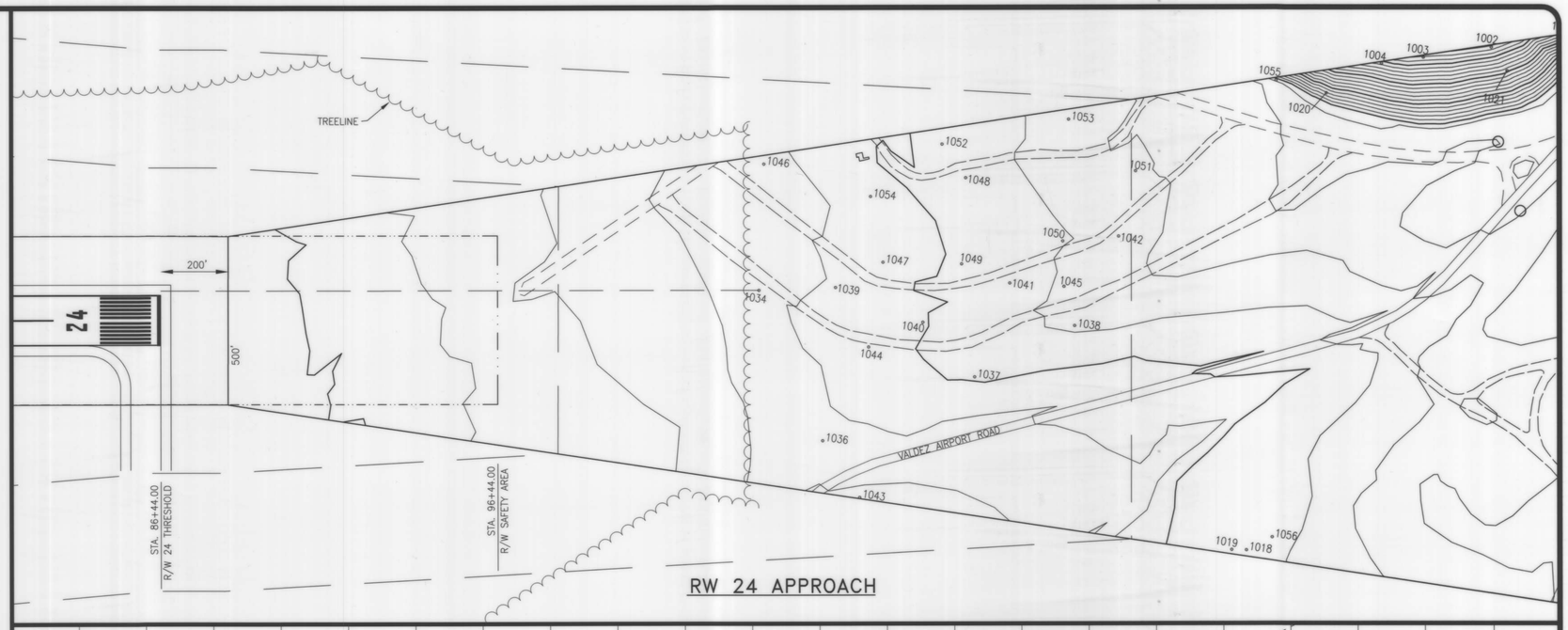
VALDEZ PIONEER FIELD

EXISTING/ULTIMATE INNER PORTION OF THE APPROACH SURFACE DRAWING, RUNWAY 6

SHEET 4 OF 7

FEET
400 0 200 400

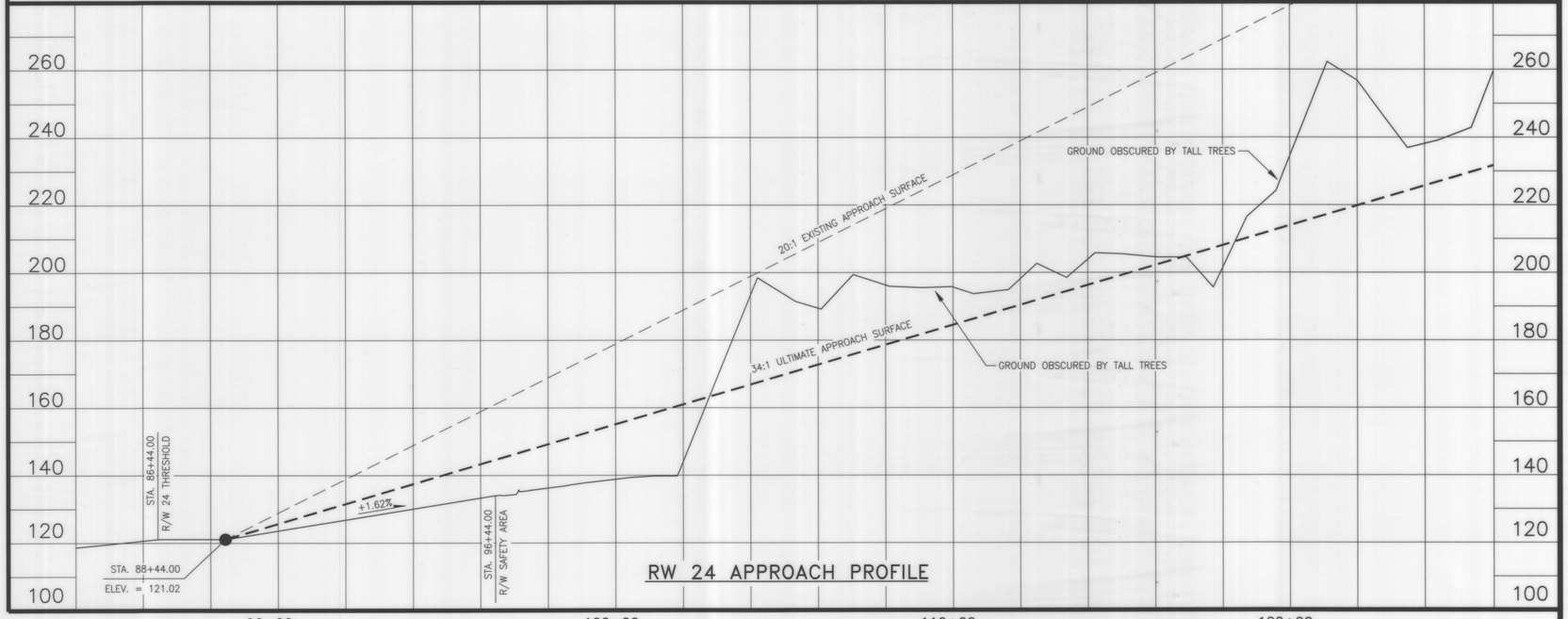


RW 24 APPROACH

VALDEZ PIONEER FIELD OBSTRUCTION POINTS

PT #	DESCRIPTION	ELEVATION	PENETRATION	SURFACE	RECOMMENDATION
1001	TREE	238.89	0.76	OB_EAST_APPROACH	TO REMAIN
1002	TREE	243.10	11.69	OB_EAST_APPROACH	TO REMAIN
1003	TREE	235.06	9.60	OB_EAST_APPROACH	TO REMAIN
1004	TREE	225.77	3.96	OB_EAST_APPROACH	TO REMAIN
1018	TREE	216.36	6.46	OB_EAST_APPROACH	TO REMAIN
1019	TREE	216.47	7.86	OB_EAST_APPROACH	TO REMAIN
1020	TREE	262.20	45.21	OB_EAST_APPROACH	TO REMAIN
1021	TREE	269.57	36.79	OB_EAST_APPROACH	TO REMAIN
1034	TREE	198.36	31.01	OB_EAST_APPROACH	TO REMAIN
1036	TREE	189.22	16.32	OB_EAST_APPROACH	TO REMAIN
1037	TREE	193.47	7.31	OB_EAST_APPROACH	TO REMAIN
1038	TREE	196.22	1.29	OB_EAST_APPROACH	TO REMAIN
1039	TREE	184.18	10.14	OB_EAST_APPROACH	TO REMAIN
1040	TREE	195.50	13.85	OB_EAST_APPROACH	TO REMAIN
1041	TREE	194.75	5.48	OB_EAST_APPROACH	TO REMAIN
1042	TREE	201.49	2.71	OB_EAST_APPROACH	TO REMAIN
1043	TREE	193.55	17.42	OB_EAST_APPROACH	TO REMAIN
1044	TREE	192.04	15.13	OB_EAST_APPROACH	TO REMAIN
1045	TREE	199.91	5.90	OB_EAST_APPROACH	TO REMAIN
1046	TREE	189.07	21.27	OB_EAST_APPROACH	TO REMAIN
1047	TREE	194.07	15.89	OB_EAST_APPROACH	TO REMAIN
1048	TREE	197.31	11.89	OB_EAST_APPROACH	TO REMAIN
1049	TREE	193.81	8.76	OB_EAST_APPROACH	TO REMAIN
1050	TREE	199.30	5.40	OB_EAST_APPROACH	TO REMAIN
1051	TREE	205.51	5.24	OB_EAST_APPROACH	TO REMAIN
1052	TREE	195.73	12.37	OB_EAST_APPROACH	TO REMAIN
1053	TREE	198.32	3.89	OB_EAST_APPROACH	TO REMAIN
1054	TREE	187.49	10.39	OB_EAST_APPROACH	TO REMAIN
1055	TREE	224.06	11.50	OB_EAST_APPROACH	TO REMAIN
1056	TREE	216.25	4.10	OB_EAST_APPROACH	TO REMAIN

NOTE: OBSTRUCTIONS TO REMAIN WITHIN THE INNER APPROACH RESULT IN AN OBSTRUCTION CLEARANCE SLOPE OF 20.4:1



RW 24 APPROACH PROFILE

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DESIGN_____
DRAWN_____
CHECKED_____

BY	DATE	REVISIONS
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	9/28/04	FAA APPROVED

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION

APPROVED: Ryan Anderson
RYAN F. ANDERSON, P.E. — DESIGN GROUP CHIEF
DATE 5/11/2010

AIRPORT LAYOUT PLAN APPROVED
BY LETTER DATED: 6-17-10
Patricia Lemieux
AIRPORTS DIVISION,
ALASKAN REGION, AAL-601
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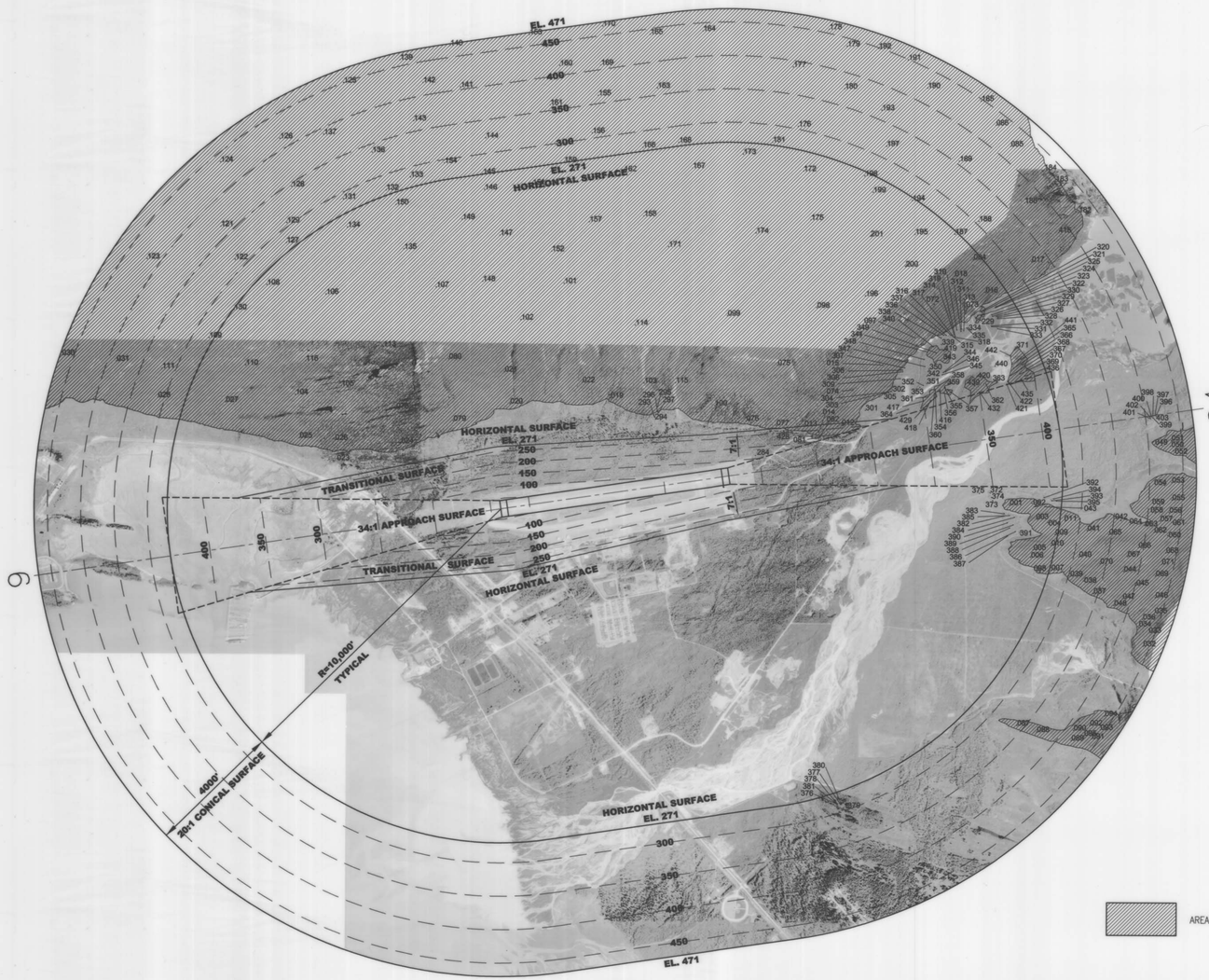
VALDEZ PIONEER FIELD

EXISTING/ULTIMATE INNER PORTION OF THE APPROACH SURFACE DRAWING, RUNWAY 24

SHEET 5 OF 7



MAG. DEC.
20°36' E
APRIL 2009
NOAA

AREAS OF SURFACE PENETRATION

FEET
4000 0 2000 4000

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VALDEZ PIONEER FIELD OBSTRUCTION POINTS

PT #	DESCRIPTION	ELEVATION	PENETRATION	SURFACE	RECOMMENDATION
1	BRUSH	317.11	46.11	HORIZONTAL	TO REMAIN
2	BRUSH	332.05	61.05	HORIZONTAL	TO REMAIN
3	BRUSH	431.61	160.61	HORIZONTAL	TO REMAIN
4	BRUSH	471.76	200.76	HORIZONTAL	TO REMAIN
5	BRUSH	492.59	221.59	HORIZONTAL	TO REMAIN
6	BRUSH	408.03	137.03	HORIZONTAL	TO REMAIN
7	BRUSH	388.65	114.91	CONICAL	TO REMAIN
8	BRUSH	301.87	30.87	HORIZONTAL	TO REMAIN
9	BRUSH	356.86	85.86	HORIZONTAL	TO REMAIN
10	BRUSH	458.63	187.63	HORIZONTAL	TO REMAIN
11	BRUSH	436.73	157.39	CONICAL	TO REMAIN
12	BRUSH	378.60	119.02	TRANSITIONAL	TO REMAIN
13	BRUSH	365.76	94.76	HORIZONTAL	TO REMAIN
14	BRUSH	295.74	56.65	TRANSITIONAL	TO REMAIN
15	BRUSH	660.68	389.68	HORIZONTAL	TO REMAIN
16	BRUSH	783.27	512.27	HORIZONTAL	TO REMAIN
17	BRUSH	780.42	453.55	CONICAL	TO REMAIN
18	BRUSH	1427.38	1156.38	HORIZONTAL	TO REMAIN
19	BRUSH	335.30	64.30	HORIZONTAL	TO REMAIN
20	BRUSH	445.77	174.77	HORIZONTAL	TO REMAIN
21	BRUSH	1104.28	833.28	HORIZONTAL	TO REMAIN
22	BRUSH	680.24	409.24	HORIZONTAL	TO REMAIN
23	BRUSH	282.21	11.21	HORIZONTAL	TO REMAIN
24	BRUSH	387.73	116.73	HORIZONTAL	TO REMAIN
25	BRUSH	476.43	205.43	HORIZONTAL	TO REMAIN
26	BRUSH	484.85	213.85	HORIZONTAL	TO REMAIN
27	BRUSH	1035.76	764.76	HORIZONTAL	TO REMAIN
28	BRUSH	852.76	541.40	CONICAL	TO REMAIN
30	BRUSH	1335.95	867.71	CONICAL	TO REMAIN
31	BRUSH	1206.05	817.60	CONICAL	TO REMAIN
32	BRUSH	577.78	136.30	CONICAL	TO REMAIN
33	BRUSH	614.85	174.77	CONICAL	TO REMAIN
34	BRUSH	464.39	39.03	CONICAL	TO REMAIN
35	BRUSH	733.14	292.70	CONICAL	TO REMAIN
36	BRUSH	567.79	141.08	CONICAL	TO REMAIN
37	BRUSH	421.93	77.53	CONICAL	TO REMAIN
38	BRUSH	513.17	188.29	CONICAL	TO REMAIN
39	BRUSH	363.62	60.24	CONICAL	TO REMAIN
40	BRUSH	398.59	89.76	CONICAL	TO REMAIN
41	BRUSH	353.26	39.53	CONICAL	TO REMAIN
42	BRUSH	408.65	46.50	CONICAL	TO REMAIN
43	BRUSH	289.64	18.64	HORIZONTAL	TO REMAIN
44	BRUSH	709.28	330.03	CONICAL	TO REMAIN
45	BRUSH	803.14	400.80	CONICAL	TO REMAIN
46	BRUSH	789.86	355.02	CONICAL	TO REMAIN
47	BRUSH	625.96	237.58	CONICAL	TO REMAIN
48	BRUSH	415.17	35.93	CONICAL	TO REMAIN
49	BRUSH	479.91	59.07	CONICAL	TO REMAIN
50	BRUSH	513.34	79.66	CONICAL	TO REMAIN
51	BRUSH	490.55	54.77	CONICAL	TO REMAIN
52	BRUSH	471.30	33.19	CONICAL	TO REMAIN
53	BRUSH	524.24	89.98	CONICAL	TO REMAIN
54	BRUSH	519.97	96.60	CONICAL	TO REMAIN
55	BRUSH	478.13	42.56	CONICAL	TO REMAIN
56	BRUSH	500.40	67.92	CONICAL	TO REMAIN
57	BRUSH	498.43	78.23	CONICAL	TO REMAIN
58	BRUSH	458.83	47.26	CONICAL	TO REMAIN
59	BRUSH	448.84	31.53	CONICAL	TO REMAIN
60	BRUSH	504.14	70.02	CONICAL	TO REMAIN
61	BRUSH	505.59	67.76	CONICAL	TO REMAIN
62	BRUSH	501.71	88.43	CONICAL	TO REMAIN
63	BRUSH	445.76	47.52	CONICAL	TO REMAIN
64	BRUSH	416.60	40.71	CONICAL	TO REMAIN
65	BRUSH	436.43	89.69	CONICAL	TO REMAIN
66	BRUSH	645.41	252.02	CONICAL	TO REMAIN
67	BRUSH	664.06	284.17	CONICAL	TO REMAIN
68	BRUSH	643.70	208.32	CONICAL	TO REMAIN
69	BRUSH	745.89	318.72	CONICAL	TO REMAIN
70	BRUSH	508.50	166.35	CONICAL	TO REMAIN
71	BRUSH	696.49	264.18	CONICAL	TO REMAIN
72	BRUSH	1121.41	850.41	HORIZONTAL	TO REMAIN
73	BRUSH	428.35	157.35	HORIZONTAL	TO REMAIN
74	BRUSH	801.04	530.04	HORIZONTAL	TO REMAIN
75	BRUSH	1725.98	1454.98	HORIZONTAL	TO REMAIN
76	BRUSH	365.24	94.24	HORIZONTAL	TO REMAIN
77	BRUSH	368.73	97.73	HORIZONTAL	TO REMAIN
78	BRUSH	803.79	532.79	HORIZONTAL	TO REMAIN
79	BRUSH	518.35	247.35	HORIZONTAL	TO REMAIN
80	BRUSH	1305.89	1034.89	HORIZONTAL	TO REMAIN
81	BRUSH	233.40	16.10	TRANSITIONAL	TO REMAIN
82	BRUSH	240.30	22.44	TRANSITIONAL	TO REMAIN
84	BRUSH	1792.93	1521.93	HORIZONTAL	TO REMAIN
85	BRUSH	1112.35	691.29	CONICAL	TO REMAIN
86	BRUSH	1225.53	793.67	CONICAL	TO REMAIN
87	BRUSH	391.15	49.64	CONICAL	TO REMAIN
88	BRUSH	466.87	96.55	CONICAL	TO REMAIN
89	BRUSH	504.71	86.14	CONICAL	TO REMAIN

DESIGN DLM
DRAWN WJP
CHECKED DLM

BY	DATE	REVISIONS
	5/09	AS-BUILT
	9/28/04	FAA APPROVED

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION

APPROVED _____ DATE 5/11/2010
RYAN F. ANDERSON, P.E. DESIGN GROUP CHIEF

AIRPORT LAYOUT PLAN APPROVED
BY LETTER DATED: 6-17-10

AIRPORTS DIVISION,
ALASKAN REGION, AAL-601
AIRSPACE REVIEW #03AAL-50NRA

THIS ALP SUPESEDES ALP SIGNED 9/28/04.

THIS ALP IS BASED ON THE FOLLOWING PROJECT(S) RECORD DRAWINGS:
VALDEZ PIONEER FIELD AIRPORT IMPROVEMENTS, 65911
VALDEZ PIONEER FIELD AIRPORT IMPROVEMENTS, 76880
VALDEZ SAND & UREA STORAGE SHED, 61860, 62619

VALDEZ PIONEER FIELD

ULTIMATE AIRPORT AIRSPACE DRAWING
(PART 77)
& OBSTRUCTION TABLES

SHEET 6 OF 7

VALDEZ PIONEER FIELD OBSTRUCTION POINTS

PT #	DESCRIPTION	ELEVATION	PENETRATION	SURFACE	RECOMMENDATION
90	BRUSH	463.82	51.74	CONICAL	TO REMAIN
91	BRUSH	650.34	208.84	CONICAL	TO REMAIN
92	BRUSH	571.73	144.03	CONICAL	TO REMAIN
93	BRUSH	650.67	206.20	CONICAL	TO REMAIN
94	BRUSH	504.92	66.27	CONICAL	TO REMAIN
95	BRUSH	565.41	135.76	CONICAL	TO REMAIN
97	GROUND	678.71	407.71	HORIZONTAL	TO REMAIN
98	GROUND	2664.71	2393.71	HORIZONTAL	TO REMAIN
99	GROUND	2947.42	2676.42	HORIZONTAL	TO REMAIN
100	GROUND	717.39	446.39	HORIZONTAL	TO REMAIN
101	GROUND	2645.88	2374.88	HORIZONTAL	TO REMAIN
102	GROUND	1992.12	1721.12	HORIZONTAL	TO REMAIN
103	GROUND	670.24	399.24	HORIZONTAL	TO REMAIN
104	GROUND	1135.08	864.08	HORIZONTAL	TO REMAIN
105	GROUND	1287.79	1016.79	HORIZONTAL	TO REMAIN
106	GROUND	2529.40	2258.40	HORIZONTAL	TO REMAIN
107	GROUND	2686.33	2415.33	HORIZONTAL	TO REMAIN
108	GROUND	2611.84	2340.84	HORIZONTAL	TO REMAIN
109	GROUND	1832.40	1554.59	HORIZONTAL	TO REMAIN
110	GROUND	1541.37	1270.37	HORIZONTAL	TO REMAIN
111	GROUND	1296.19	975.60	CONICAL	TO REMAIN
113	GROUND	1476.05	1205.05	HORIZONTAL	TO REMAIN
114	GROUND	1625.19	1354.19	HORIZONTAL	TO REMAIN
115	GROUND	763.23	492.23	HORIZONTAL	TO REMAIN
116	GROUND	1509.27	1238.27	HORIZONTAL	TO REMAIN
121	GROUND	3911.05	3544.29	CONICAL	TO REMAIN
122	GROUND	3125.71	2808.66	CONICAL	TO REMAIN
123	GROUND	3144.05	2723.81	CONICAL	TO REMAIN
124	GROUND	4703.29	4264.12	CONICAL	TO REMAIN
125	GROUND	3077.84	2626.43	CONICAL	TO REMAIN
126	GROUND	4664.99	4247.88	CONICAL	TO REMAIN
127	GROUND	3271.02	2987.94	HORIZONTAL	TO REMAIN
128	GROUND	3777.88	3431.18	CONICAL	TO REMAIN
129	GROUND	3535.91	3229.57	CONICAL	TO REMAIN
130	GROUND	2171.84	1900.84	HORIZONTAL	TO REMAIN
131	GROUND	4173.04	3881.19	CONICAL	TO REMAIN
132	GROUND	4234.06	3955.31	CONICAL	TO REMAIN
133	GROUND	3826.07	3539.90	CONICAL	TO REMAIN
134	GROUND	3611.21	3340.21	HORIZONTAL	TO REMAIN
135	GROUND	3476.27	3205.27	HORIZONTAL	TO REMAIN
136	GROUND	3861.23	3522.30	CONICAL	TO REMAIN
137	GROUND	3618.45	3226.78	CONICAL	TO REMAIN
139	GROUND	3951.82	3491.65	CONICAL	TO REMAIN
140	GROUND	4534.81	4066.19	CONICAL	TO REMAIN
141	GROUND	5089.30	4684.40	CONICAL	TO REMAIN
142	GROUND	4665.88	4245.90	CONICAL	TO REMAIN
143	GROUND	3969.95	3603.10	CONICAL	TO REMAIN
144	GROUND	4915.87	4591.62	CONICAL	TO REMAIN
145	GROUND	4503.70	4232.02	CONICAL	TO REMAIN
146	GROUND	4281.29	4010.30	HORIZONTAL	TO REMAIN
147	GROUND	3541.52	3270.53	HORIZONTAL	TO REMAIN
148	GROUND	2758.62	2487.62	HORIZONTAL	TO REMAIN
149	GROUND	3447.78	3176.78	HORIZONTAL	TO REMAIN
150	GROUND	4097.63	3826.63	HORIZONTAL	TO REMAIN
151	GROUND	3843.67	3572.67	HORIZONTAL	TO REMAIN
152	GROUND	3060.18	2789.18	HORIZONTAL	TO REMAIN
153	GROUND	3572.43	3104.30	CONICAL	TO REMAIN
154	GROUND	4094.24	3798.39	CONICAL	TO REMAIN

VALDEZ PIONEER FIELD OBSTRUCTION POINTS

PT #	DESCRIPTION	ELEVATION	PENETRATION	SURFACE	RECOMMENDATION
155	GROUND	5192.99	4829.94	CONICAL	TO REMAIN
156	GROUND	4907.01	4598.24	CONICAL	TO REMAIN
157	GROUND	3821.31	3550.31	HORIZONTAL	TO REMAIN
158	GROUND	3563.80	3292.80	HORIZONTAL	TO REMAIN
159	GROUND	4495.66	4224.31	CONICAL	TO REMAIN
160	GROUND	4420.18	4004.47	CONICAL	TO REMAIN
161	GROUND	3896.31	3537.02	CONICAL	TO REMAIN
162	GROUND	3894.96	3623.96	HORIZONTAL	TO REMAIN
163	GROUND	5293.19	4931.65	CONICAL	TO REMAIN
164	GROUND	5298.18	4859.56	CONICAL	TO REMAIN
165	GROUND	4379.22	3936.58	CONICAL	TO REMAIN
166	GROUND	4004.18	3727.49	CONICAL	TO REMAIN
167	GROUND	5231.42	4960.42	HORIZONTAL	TO REMAIN
168	GROUND	5016.65	4740.22	CONICAL	TO REMAIN
169	GROUND	4487.91	4080.33	CONICAL	TO REMAIN
170	GROUND	4169.87	3704.96	CONICAL	TO REMAIN
171	GROUND	3331.15	3060.15	HORIZONTAL	TO REMAIN
172	GROUND	5012.40	4741.40	HORIZONTAL	TO REMAIN
173	GROUND	4576.15	4305.15	HORIZONTAL	TO REMAIN
174	GROUND	3834.37	3563.37	HORIZONTAL	TO REMAIN
175	GROUND	4308.95	4037.95	HORIZONTAL	TO REMAIN
176	GROUND	3665.63	3360.53	CONICAL	TO REMAIN
177	GROUND	3709.34	3317.92	CONICAL	TO REMAIN
178	GROUND	4275.34	3818.42	CONICAL	TO REMAIN
179	GROUND	3667.72	3228.81	CONICAL	TO REMAIN
180	GROUND	3287.02	2910.21	CONICAL	TO REMAIN
181	GROUND	4230.26	3954.83	CONICAL	TO REMAIN
182	GROUND	474.07	46.82	CONICAL	TO REMAIN
183	GROUND	499.84	69.50	CONICAL	TO REMAIN
184	GROUND	547.95	118.60	CONICAL	TO REMAIN
185	GROUND	1253.55	805.13	CONICAL	TO REMAIN
186	GROUND	1525.66	1151.51	CONICAL	TO REMAIN
187	GROUND	2287.47	2016.47	HORIZONTAL	TO REMAIN
188	GROUND	2280.98	1975.24	CONICAL	TO REMAIN
189	GROUND	2480.92	2125.16	CONICAL	TO REMAIN
190	GROUND	1816.77	1392.56	CONICAL	TO REMAIN
191	GROUND	2408.42	1958.27	CONICAL	TO REMAIN
192	GROUND	3222.55	2772.85	CONICAL	TO REMAIN
193	GROUND	2824.95	2459.69	CONICAL	TO REMAIN
194	GROUND	3176.08	2905.08	HORIZONTAL	TO REMAIN
195	GROUND	2828.54	2557.54	HORIZONTAL	TO REMAIN
196	GROUND	2517.05	2246.05	HORIZONTAL	TO REMAIN
197	GROUND	3576.31	3257.43	CONICAL	TO REMAIN
198	GROUND	3979.55	3708.55	HORIZONTAL	TO REMAIN
199	GROUND	3763.00	3492.00	HORIZONTAL	TO REMAIN
200	GROUND	2518.54	2247.54	HORIZONTAL	TO REMAIN
201	GROUND	3338.32	3067.32	HORIZONTAL	TO REMAIN
284	TREE	175.57	12.39	TRANSITIONAL	TO REMAIN
293	TREE	306.55	35.55	HORIZONTAL	TO REMAIN
294	TREE	281.47	10.47	HORIZONTAL	TO REMAIN
295	TREE	359.03	88.03	HORIZONTAL	TO REMAIN
296	TREE	309.01	38.01	HORIZONTAL	TO REMAIN
297	TREE	296.93	25.93	HORIZONTAL	TO REMAIN
301	TREE	278.53	7.53	HORIZONTAL	TO REMAIN
302	TREE	284.28	13.28	HORIZONTAL	TO REMAIN
303	TREE	289.36	18.36	HORIZONTAL	TO REMAIN
304	TREE	288.06	17.06	HORIZONTAL	TO REMAIN
305	TREE	287.50	16.50	HORIZONTAL	TO REMAIN

VALDEZ PIONEER FIELD OBSTRUCTION POINTS

PT #	DESCRIPTION	ELEVATION	PENETRATION	SURFACE	RECOMMENDATION
306	TREE	292.01	21.01	HORIZONTAL	TO REMAIN
307	TREE	284.11	13.11	HORIZONTAL	TO REMAIN
308	TREE	281.97	10.97	HORIZONTAL	TO REMAIN
309	TREE	272.72	1.72	HORIZONTAL	TO REMAIN
310	TREE	291.32	20.32	HORIZONTAL	TO REMAIN
311	TREE	289.52	18.52	HORIZONTAL	TO REMAIN
312	TREE	287.06	16.06	HORIZONTAL	TO REMAIN
313	TREE	283.31	12.31	HORIZONTAL	TO REMAIN
314	TREE	279.91	8.91	HORIZONTAL	TO REMAIN
315	TREE	279.01	8.01	HORIZONTAL	TO REMAIN
316	TREE	277.40	6.40	HORIZONTAL	TO REMAIN
317	TREE	279.66	8.66	HORIZONTAL	TO REMAIN
318	TREE	277.40	6.40	HORIZONTAL	TO REMAIN
319	TREE	276.90	5.90	HORIZONTAL	TO REMAIN
320	TREE	301.78	30.78	HORIZONTAL	TO REMAIN
321	TREE	291.22	20.22	HORIZONTAL	TO REMAIN
322	TREE	290.62	19.62	HORIZONTAL	TO REMAIN
323	TREE	284.01	13.01	HORIZONTAL	TO REMAIN
324	TREE	283.21	12.21	HORIZONTAL	TO REMAIN
325	TREE	281.96	10.96	HORIZONTAL	TO REMAIN
326	TREE	274.80	3.80	HORIZONTAL	TO REMAIN
327	TREE	274.85	3.85	HORIZONTAL	TO REMAIN
328	TREE	274.90	3.90	HORIZONTAL	TO REMAIN
329	TREE	275.30	4.30	HORIZONTAL	TO REMAIN
330	TREE	274.80	3.80	HORIZONTAL	TO REMAIN
331	TREE	274.80	3.80	HORIZONTAL	TO REMAIN
332	TREE	274.90	3.90	HORIZONTAL	TO REMAIN
333	TREE	271.40	0.40	HORIZONTAL	TO REMAIN
334	TREE	280.71	9.71	HORIZONTAL	TO REMAIN
335	TREE	283.26	12.26	HORIZONTAL	TO REMAIN
336	TREE	281.16	10.16	HORIZONTAL	TO REMAIN
337	TREE	279.41	8.41	HORIZONTAL	TO REMAIN
338	TREE	276.75	5.75	HORIZONTAL	TO REMAIN
339	TREE	280.21	9.21	HORIZONTAL	TO REMAIN
340	TREE	302.78	31.78	HORIZONTAL	TO REMAIN
341	TREE	304.58	33.59	HORIZONTAL	TO REMAIN
342	TREE	290.84	19.84	HORIZONTAL	TO REMAIN
343	TREE	295.11	24.11	HORIZONTAL	TO REMAIN
344	TREE	276.69	5.69	HORIZONTAL	TO REMAIN
345	TREE	272.80	1.80	HORIZONTAL	TO REMAIN
346	TREE	274.19	3.20	HORIZONTAL	TO REMAIN
347	TREE	286.54	15.54	HORIZONTAL	TO REMAIN
348	TREE	292.86	21.86	HORIZONTAL	TO REMAIN
349	TREE	300.58	29.58	HORIZONTAL	TO REMAIN
350	TREE	275.74	4.74	HORIZONTAL	TO REMAIN
351	TREE	274.56	3.56	HORIZONTAL	TO REMAIN
352	TREE	277.58	6.58	HORIZONTAL	TO REMAIN
354	TREE	289.70	18.70	HORIZONTAL	TO REMAIN
355	TREE	301.60	30.61	HORIZONTAL	TO REMAIN
356	TREE	287.64	16.64	HORIZONTAL	TO REMAIN
357	TREE	294.77	23.77	HORIZONTAL	TO REMAIN
358	TREE	295.43	24.43	HORIZONTAL	TO REMAIN
359	TREE	307.12	36.12	HORIZONTAL	TO REMAIN
360	TREE	285.36	14.37	HORIZONTAL	TO REMAIN
361	TREE	282.28	11.28	HORIZONTAL	TO REMAIN
362	TREE	316.08	45.08	HORIZONTAL	TO REMAIN
363	TREE	303.07	32.07	HORIZONTAL	TO REMAIN
364	TREE	292.28	21.28	HORIZONTAL	TO REMAIN

VALDEZ PIONEER FIELD OBSTRUCTION POINTS

PT #	DESCRIPTION	ELEVATION	PENETRATION	SURFACE	RECOMMENDATION
365	TREE	295.97	24.97	HORIZONTAL	TO REMAIN
366	TREE	278.73	7.73	HORIZONTAL	TO REMAIN
367	TREE	292.61	21.61	HORIZONTAL	TO REMAIN
368	TREE	293.02	22.02	HORIZONTAL	TO REMAIN
369	TREE	291.67	20.68	HORIZONTAL	TO REMAIN
370	TREE	290.40	19.40	HORIZONTAL	TO REMAIN
371	TREE	288.79	17.79	HORIZONTAL	TO REMAIN
372	TREE	284.21	13.21	HORIZONTAL	TO REMAIN
373	TREE	278.93	7.93	HORIZONTAL	TO REMAIN
374	TREE	273.65	2.65	HORIZONTAL	TO REMAIN
375	TREE	275.15	4.15	HORIZONTAL	TO REMAIN
376	TREE	308.10	20.27	CONICAL	TO REMAIN
377	TREE	309.38	19.20	CONICAL	TO REMAIN
378	TREE	309.72	23.83	CONICAL	TO REMAIN
379	TREE	313.35	14.83	CONICAL	TO REMAIN
380	TREE	305.52	16.36	CONICAL	TO REMAIN
381	TREE	297.29	12.39	CONICAL	TO REMAIN
382	TREE	278.09	7.09	HORIZONTAL	TO REMAIN
383	TREE	275.85	4.85	HORIZONTAL	TO REMAIN
384	TREE	286.31	15.31	HORIZONTAL	TO REMAIN
385	TREE	290.88	19.88	HORIZONTAL	TO REMAIN
386	TREE	273.22	2.23	HORIZONTAL	TO REMAIN
388	TREE	271.63	0.63	HORIZONTAL	TO REMAIN
389	TREE	275.92	4.92	HORIZONTAL	TO REMAIN
390	TREE	280.42	9.42	HORIZONTAL	TO REMAIN
391	TREE	299.11	28.12	HORIZONTAL	TO REMAIN
392	TREE	302.71	31.71	HORIZONTAL	TO REMAIN
393	TREE	305.44	34.44	HORIZONTAL	TO REMAIN
394	TREE	302.99	31.99	HORIZONTAL	TO REMAIN
395	TREE	307.68	36.68	HORIZONTAL	TO REMAIN
396	TREE	484.12	66.24	CONICAL	TO REMAIN
397	TREE	479.93	64.45	CONICAL	TO REMAIN
398	TREE	472.51	60.24	CONICAL	TO REMAIN
399	TREE	466.64	54.77	CONICAL	TO REMAIN
400	TREE	459.50	49.48	CONICAL	TO REMAIN
401	TREE	446.08	37.91	CONICAL	TO REMAIN
402	TREE	444.19	36.57	CONICAL	TO REMAIN
403	TREE	469.16	51.64	CONICAL	TO REMAIN
415	TREE	805.35	420.17	CONICAL	TO REMAIN
416	TREE	298.82	27.82	HORIZONTAL	TO REMAIN
417	TREE	275.41	4.41	HORIZONTAL	TO REMAIN
418	TREE	276.98	5.98	HORIZONTAL	TO REMAIN
419	TREE	299.65	28.65	HORIZONTAL	TO REMAIN
420	TREE	313.21	42.21	HORIZONTAL	TO REMAIN
421	TREE	273.64	2.64	HORIZONTAL	TO REMAIN
422	TREE	273.58	2.58	HORIZONTAL	TO REMAIN
428	TREE	241.47	17.07	TRANSITIONAL	TO REMAIN
429	TREE	278.15	7.15	HORIZONTAL	TO REMAIN
432	TREE	325.92	54.92	HORIZONTAL	TO REMAIN
435	TREE	290.53	19.53	HORIZONTAL	TO REMAIN
436	TREE	303.53	32.53	HORIZONTAL	TO REMAIN
439	TREE	323.32	52.32	HORIZONTAL	TO REMAIN
440	TREE	275.92	4.92	HORIZONTAL	TO REMAIN
441	TREE	275.75	4.75	HORIZONTAL	TO REMAIN
442	TREE	275.58	4.58	HORIZONTAL	TO REMAIN

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DESIGN

DRAWN

CHECKED

BY	DATE	REVISIONS
	5/09	AS-BUILT
	9/28/04	FAA APPROVED

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION

APPROVED _____ DATE 5/11/2010
RYAN F. ANDERSON, P.E. DESIGN GROUP CHIEF

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BY LETTER DATED: 6-17-10
AIRPORTS DIVISION,
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VALDEZ PIONEER FIELD

OBSTRUCTION TABLES

SHEET 7 OF 7