



## FACT SHEET

November 2025

# Airport Layout Plan (ALP)

An ALP is a planning document that illustrates an airport's existing infrastructure, as well as future facilities accommodating forecasted operations. The ALP details critical data about aircraft operational areas (runways, taxiways, and aprons), land use and support features like hangars, roads, and lease lots. The ALP also documents information about navigational aids (NAVAIDs) and airspace obstructions to inform the development of instrument flight procedures.

## Understanding the Importance of ALPs in Alaska

An approved ALP is required to receive funding from the Federal Aviation Administration (FAA), such as the Airport Improvement Program (AIP). Remote conditions make airport construction in Alaska costly, making AIP funding critical to sustaining the 235 rural airports operated by DOT&PF. Given the scale of this system and limited resources, most of the Department's smaller airport

ALPs are updated independently of full master plans—a streamlined approach that allows DOT&PF to keep critical planning documents current and aligned with FAA

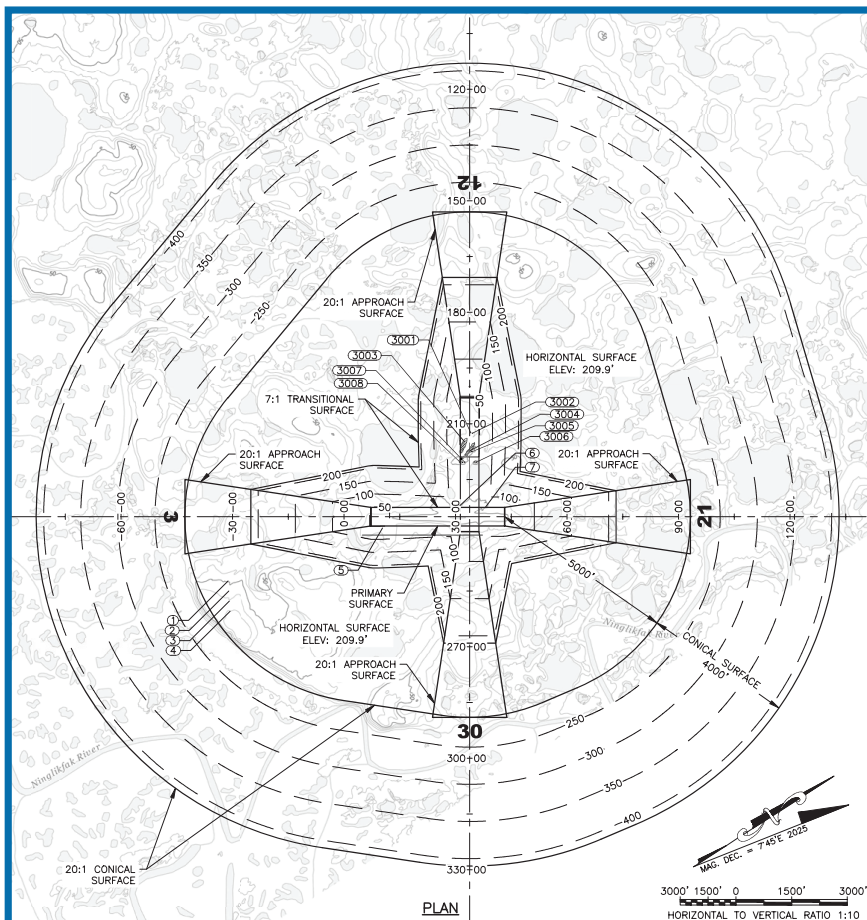
requirements, but without the time and cost of a full master plan. Beyond funding, ALPs provide a guide to ensure project development or proposed land uses do not conflict with long-term plans for the airport or create non-standard conditions.

## Plan Development

Guidelines for ALP development are outlined in [FAA Advisory Circular \(AC\) 150/5070-6B, Airport Master Plans, Chapter 10 & Appendix F<sup>1</sup>](#) and [FAA AC 150/5300-13B, Airport Design<sup>2</sup>](#). For smaller airports—especially in Alaska—previously approved ALPs are often updated as part of a construction project, as conditions change. Many rural airports rely on ALPs as their primary planning document. This is particularly true for those not certified under [14 CFR Part 139<sup>3</sup>](#), which outlines stricter

## Critical Aircraft

The Critical Aircraft is the most demanding aircraft that regularly uses the airport, with a minimum of 500 annual operations. It defines the dimensional standards for airport elements, such as movement and safety areas for runways, taxiways, and aprons. See the AASP's [Critical Aircraft White Paper<sup>4</sup>](#) for more information.



The Airport Airspace sheet in an ALP depicts the air above the airport that must be kept clear for safe aircraft operations.

## ALP Content

<b>Cover Sheet</b>	Provides a map depicting the airport situated in the surrounding area, an index of sheets, a legend and the ALP's approval date
<b>Narrative</b>	An outline of the design basis and justification for proposed development or changes. Narratives include a basic forecast of airport operations, a basis for proposed development, rationale for any FAA Airport Design Standards modifications, and a summary of proposed development.
<b>Data Sheet</b>	Tabulated information for the airport, such as identifier name/numbers, geographical coordinates, and NAVAIDs. Data sheets also include more unique elements, like the wind rose, which depicts the amount of wind coverage for runways, based on prevalent wind speeds and directions over time. More specifically to airport elements, the data sheet includes information on existing and future runways, taxiway, and apron configurations, including dimensions of movement and safety areas, surface type, pavement strength, effective grade, and critical elevations.
<b>Layout Plans</b> <i>See page 3</i>	Graphical depiction of the limits of movement and safety areas for runway, taxiway, and aprons. The layout plan also includes the locations of buildings and NAVAIDs. Also shown are Runway Protection Zone (RPZ) limits, which are designed to prevent obstacles from interfering with operations during approach, landing, and takeoff. The details and linework shown on these sheets vary based on development status. <b>Existing:</b> Current airport conditions. <b>Near Term:</b> Proposed conditions from improvement or construction projects within the next 0–5 years. <b>Ultimate:</b> Long-term development plans are often associated with less immediate needs
<b>Airport Airspace</b> <i>See page 1</i>	Depiction of topography and features that obstruct airspace, as defined by federal standards. Approach surfaces can vary in horizontal distance between 5,000 and 50,000 feet, depending on type of approach surface, such as visual runways or runways with precision instrument approach procedures. These sheets often show an extensive topographical area. They include critical airspace obstruction information, such as description, obstruction elevation, surface penetration amount, disposition, and timeline to correct.
<b>Inner Approach Surfaces</b> <i>See page 3</i>	Plan and profile views of the inner portion of the approach surface to the runway up to 100 feet above the runway threshold elevation. This more focused view of the approach surface also identifies any surface penetrations or obstructions.
<b>Departure Surfaces</b>	Plan and profile views that depict the full horizontal and vertical extent of applicable departure surfaces on runways that are designated for instrument departures.
<b>Terminal Area</b>	Provides an enlarged plan view of terminal facilities such as aprons, buildings, hangars, parking lots, and roads. These drawings are generally not included on smaller non-hub airports. When included they may also depict passenger terminal areas, general aviation facilities, and cargo facilities.
<b>Airport Property Map/Exhibit A</b>	Illustrates the existing airport property boundary, identifies land interest held by the airport sponsor, the land needed for ultimate development, and parcel information. Larger airports may have multiple sheets and include leasing and terminal information. Exhibit As are legal documents that contain the same information as property plans but also include details such as acquisition methods, funding sources, and federal obligations tied to the land.
<b>Land Use</b>	Depiction of on- and off-airport land uses and zoning around the airport. The major focus of this sheet is on-airport items, such as airfield movement/non-movement areas, terminal areas and buildings, property usage, and public ramps; however, it also includes off-airport elements, such as property usage and zoning. For airports with larger aircraft and operations, land uses are included for properties at least to 65 DNL (noise) contour.

requirements based on estimated passenger loadings and scheduled service.

A key first step in the development process is a Critical Aircraft Determination. Once defined, the design team will:

- Reference FAA AC 150/5300-13B, Airport Design, to determine facility dimensions, separation, and layout requirements (i.e., runway and taxiway)
- Conduct an airspace analysis
- Assess land use and occupancy

Each ALP consists of a plan set and a narrative report (if conducted independently of a full Airport Master Plan). The table at left outlines common components of ALPs for non-hub airports. The exact quantity of sheets varies by airport, with some parts (such as a terminal plan) typically only included for larger hub airports.

ALPs organize proposed improvements into two planning phases: near-term and ultimate development. Near-term development, typically scheduled within the next 5 years, addresses immediate needs supported by current or imminent conditions. Near-term projects can range from runway expansion because of a change to larger aircraft, to a lighting rehabilitation project from deterioration of the existing lighting system. In contrast, ultimate development looks ahead 6 to 20 years. Ultimate development shown on an ALP generally falls into three categories: 1) speculation of long term growth (passenger and/or cargo) that will require expanded facilities, such as larger runway, apron, or a parallel taxiway; 2) routine projects like resurfacing; and 3) development needed to bring the airport into compliance with FAA standards, but with an extended timeline, such as a multi-parcel land purchase to facilitate airport development.

### Living Blueprints: Planning for Today and Tomorrow

ALPs are living documents that require updating to reflect changes in aircraft fleet, air carrier operations, technology, community expansion, or infrastructure improvements. These

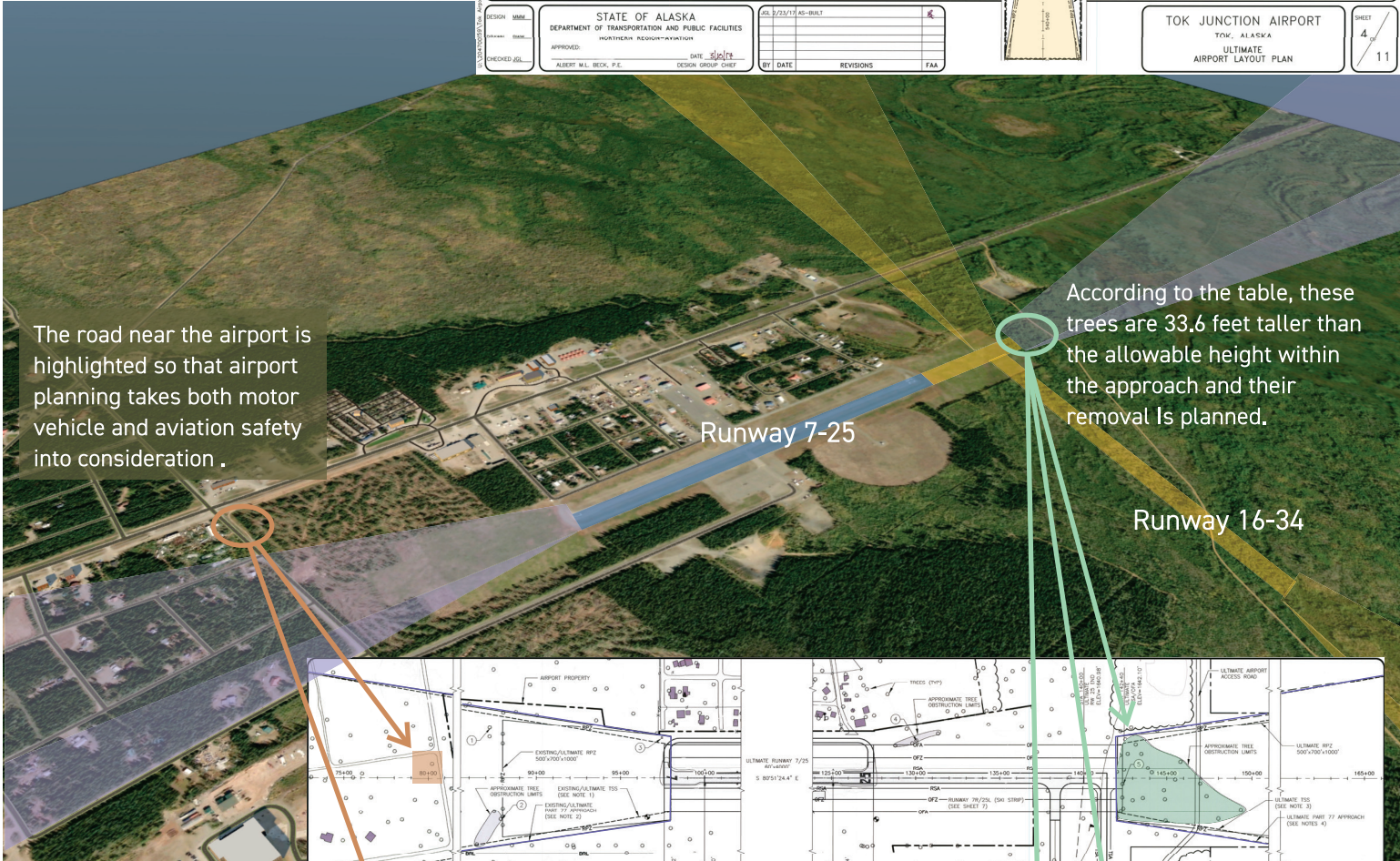
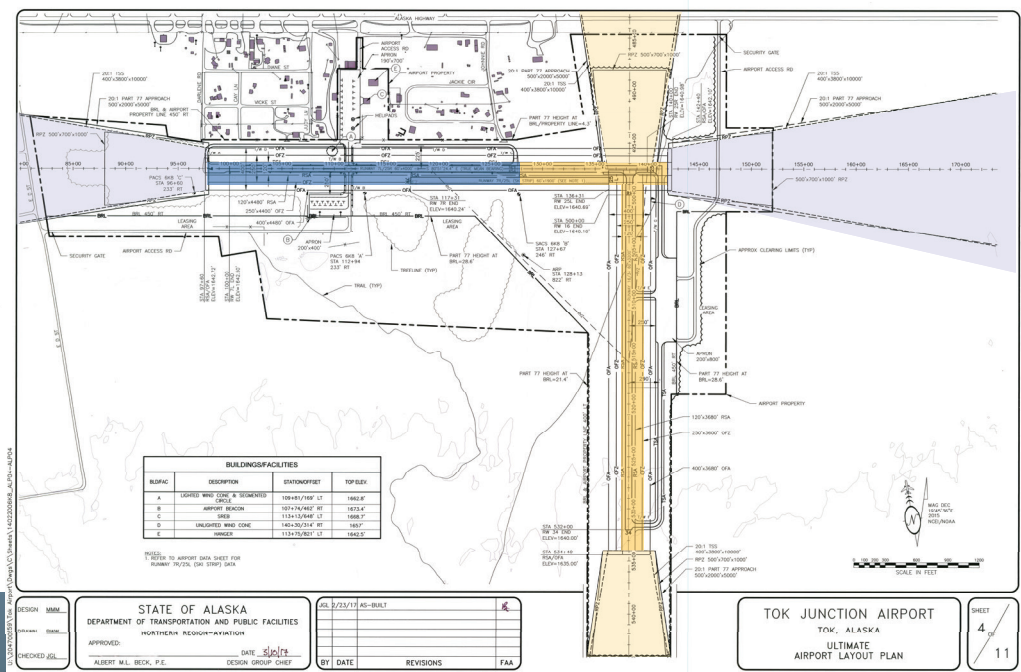
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# Case Study: Tok Junction Airport Layout Plan

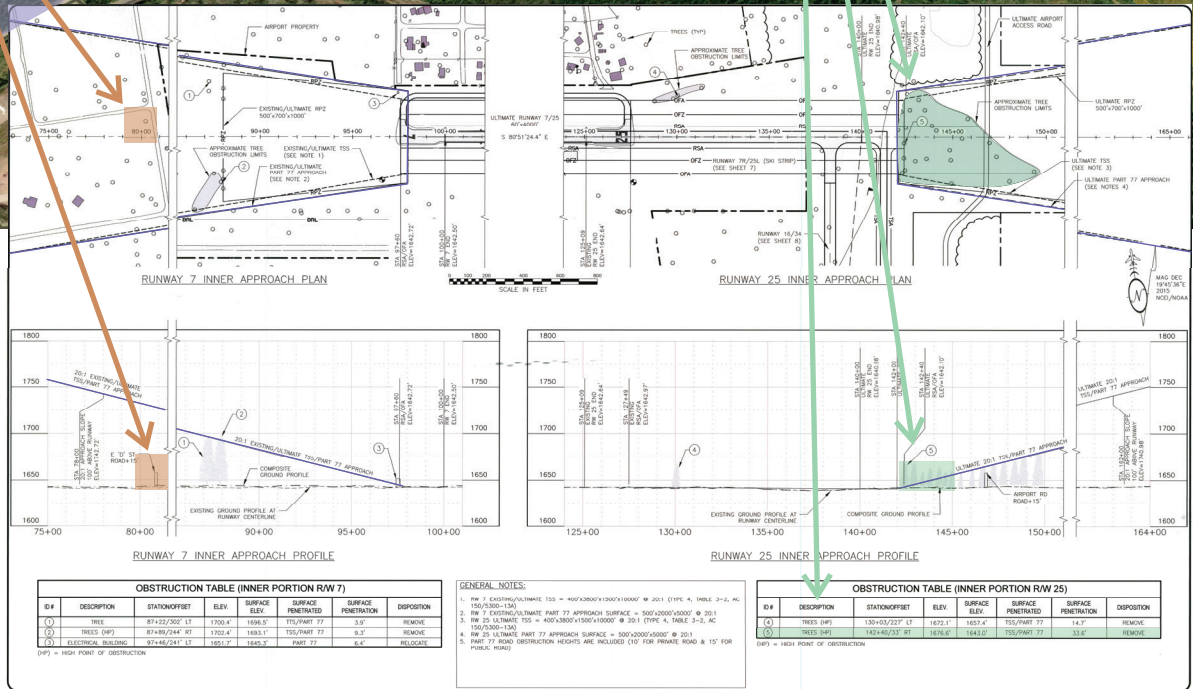
## Ultimate Layout Plan

The ultimate layout plan of Tok Junction Airport shows lengthening Runway 7-25 and constructing Runway 16-34. For visual reference, the existing runway is shown in blue with the proposed ultimated development shown in yellow and purple.



## Inner Approach Surfaces

The Ultimate Inner Approach Surface sheet lists and locates the obstructions to the approach surfaces and shows that three new approach surfaces will be developed for the ultimate layout: the east approach of Runway 7-25 and the approaches for the new Runway 16-34.





updates help airports stay responsive while maintaining compliance with FAA standards.

## What Triggers an ALP Update

Depending on the scope and complexity, ALP updates can range from:

- Small pen and ink changes for minor changes
- Post-construction as-builts. As-builts are generated at the end of a construction project to reflect the newly constructed condition. These updates ensure an accurate record of current conditions
- Pre-design planning
- Airport Master Plan
- New airport development

Larger updates can require airport survey, alternative evaluation, and more time to complete. During this process, the design team reevaluates the critical aircraft and subsequent changes to the airport dimensions, airspace, land use, and occupancy. Larger aircraft and precision approaches require more space, so the design team must consider these factors when updating the ALP.

## Community Involvement

From large-scale capital improvement projects and AMPs to smaller ALP updates, public involvement is a vital part of the project development process. Gathering public input enables planners and designers to define project scopes for proposed improvements that meet the community's needs and identify trends in changing aircraft fleet mixes. The extent of public involvement for a project varies based on the project's size and scope. For instance, larger airport improvement projects generally include dedicated efforts to solicit comments from community resources, such as airport managers, industry groups, air traffic controllers, medevac operators, air carriers, and local pilots operating at

an airport. Conversely, ALP updates with minor changes often limit coordination to FAA and/or DOT&PF sections, such as maintenance and operations, right-of-way, or environmental.

## Navigating the ALP Approval Process

FAA approval of an ALP confirms that proposed improvements comply with applicable design standards and airspace requirements; however, that approval does not commit proposed improvements to funding. For example, an approved ALP may depict a runway extension that exceeds the requirements for current critical aircraft, meaning that extension would need to seek other funding to construct and maintain in the future. The review follows FAA Standard Operating Procedure (SOP) 2.00, *Standard Procedure for FAA Review and Approval of Airport Layout Plans*, which includes use of the ALP Review Checklist. If deficiencies are identified on the ALP, the sponsor must revise the plan to address FAA comments before approval. Sponsors must also agree to maintain the approved ALP and ensure any changes on the airport reflect existing conditions.

While an approved ALP does not guarantee funding, it is an essential piece relating to funding eligibility. Aligning project design with an approved ALP ensures eligibility for financial assistance and supports a smooth development process. Advancing design before ALP approval may complicate funding and introduce delays, so early

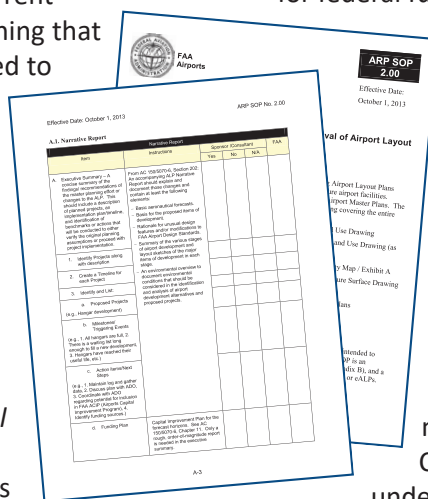
integration of planning and design efforts helps keep projects on track and positioned for success.

## A Plan Forward

ALPs are essential planning tools that depict existing and proposed airport facilities that serve as the airport's visual roadmap, ensuring development aligns with FAA standards for safety, efficiency, and long-term functionality. These plans are developed with public and stakeholder involvement and are required to justify improvements, guide decision-making, and establish eligibility for federal funding.

Understanding the ALP process helps communities stay informed about how airports grow and evolve to meet future needs. Public input plays a key role in shaping these plans, ensuring that airport development reflects local priorities while meeting the necessary requirements.

Current ALPs are available under the "Documents/Links" section for each Airport Facility on the [Alaska Aviation System Plan](https://www.alaskaaspp.com)<sup>5</sup> website, and specific airport contacts are listed under the Contacts tab.



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<sup>1</sup>[https://www.faa.gov/documentLibrary/media/Advisory\\_Circular/AC\\_150\\_5070-6B\\_with\\_chg\\_1&2.pdf](https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_150_5070-6B_with_chg_1&2.pdf)

<sup>2</sup>[https://www.faa.gov/documentLibrary/media/Advisory\\_Circular/AC-150-5300-13B-Airport-Design-Chg1-w-errata.pdf](https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC-150-5300-13B-Airport-Design-Chg1-w-errata.pdf)

<sup>3</sup> 14 CFR Part 139 requires the FAA to issue airport operating certifications to airports that: 1) Serve scheduled or unscheduled air carrier aircraft with more than 30 seats, 2) serve scheduled air carrier operations in aircraft with more than 9 seats but fewer than 31 seats, and 3) the FAA Administrator requires to have a certification.

<sup>4</sup>[https://www.alaskaaspp.com/media/4587/2024\\_02\\_29\\_final\\_critical\\_aircraft\\_final.pdf](https://www.alaskaaspp.com/media/4587/2024_02_29_final_critical_aircraft_final.pdf)

<sup>5</sup><https://www.alaskaaspp.com/>

