

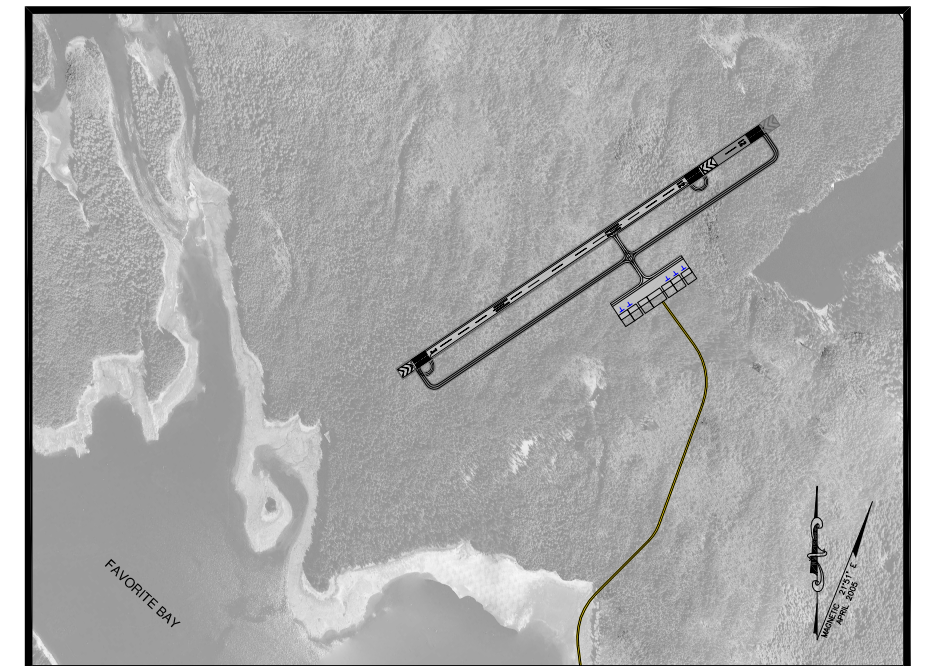
# Angoon Airport

Angoon, Alaska

## Airport Layout Plan Drawing Set

### Sheet Index

SHEET 1 OF 11:	TITLE SHEET
SHEET 2 OF 11:	AIRPORT LAYOUT PLAN
SHEET 3 OF 11:	FAR PART 77 AIRSPACE PLAN: RUNWAY 3-21 - OPENING DAY
SHEET 4 OF 11:	FAR PART 77 AIRSPACE PLAN: INNER APPROACH, RUNWAY 3-21 - FUTURE
SHEET 5 OF 11:	FAR PART 77 AIRSPACE PLAN: OUTER APPROACH, RUNWAY 3 - FUTURE
SHEET 6 OF 11:	INNER RUNWAY APPROACH SURFACES: RUNWAY 3-21
SHEET 7 OF 11:	TERMINAL AREA PLAN
SHEET 8 OF 11:	LAND USE / PROPERTY & OCCUPANCY PLAN
SHEET 9 OF 11:	WETLAND PLAN
SHEET 10 OF 11:	AIRPORT PROPERTY MAP (EXHIBIT 'A')
SHEET 11 OF 11:	NARRATIVE REPORT

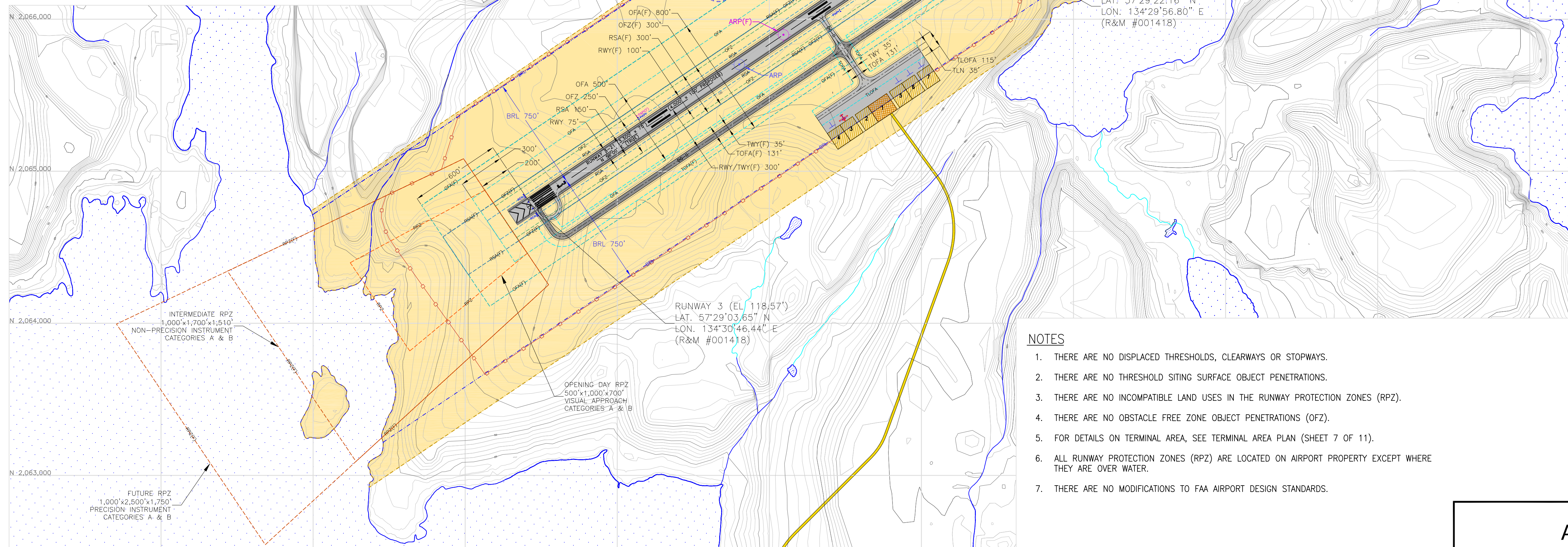




RUNWAY DATA TABLE			
ITEM	OPENING DAY	PROPOSED	
RUNWAY CLASSIFICATION	RUNWAY 3: OTHER THAN UTILITY RUNWAY 21: OTHER THAN UTILITY	NO CHANGE	
INSTRUMENT RUNWAY	RUNWAY 3: VISUAL RUNWAY 21: VISUAL	PRECISION INSTRUMENT	
FAR PART 77 APPROACH SLOPE	RUNWAY 3: 20:1 RUNWAY 21: 20:1	NO CHANGE	
APPROACH VISIBILITY MINIMUMS	RUNWAY 3: > 3/4 STATUTE MILE RUNWAY 21: > 3/4 STATUTE MILE	< 3/4 STATUTE MILE	
RUNWAY MARKING TYPE	RUNWAY 3: NON-PRECISION RUNWAY 21: NON-PRECISION	PRECISION	
TRUE BEARING	RUNWAY 3: N 56°00' E RUNWAY 21: N 56°00' E	NO CHANGE	
RUNWAY GRADIENT	RUNWAY 3: 0.75% RUNWAY 21: 0.75%	NO CHANGE	
MAGNETIC DECLINATION	YR 2005: 21°51' E YR 2010: 21°27' E	NO CHANGE	
PAVEMENT DESIGN STRENGTH	SINGLE GEAR: 12,500 LBS DUAL GEAR: 30,000 LBS	NO CHANGE	
PERCENT WIND COVERAGE (12 MPH)	RUNWAY 3: 97.02% RUNWAY 21: 97.02%	NO CHANGE	
RUNWAY DIMENSIONS	WIDTH: 3,300' LENGTH: 75'	4,000' 100'	
RUNWAY SAFETY AREA (RSA)	WIDTH: 150' LENGTH BEYOND RWY END: 300'	300' 600'	
THRESHOLD COORDINATES	RWY 3: LATITUDE: 57°29'03.65" N LONGITUDE: 134°30'46.44" E RWY 21: LATITUDE: 57°29'22.16" N LONGITUDE: 134°29'56.80" E	RWY 3: NO CHANGE RWY 21: NO CHANGE	RWY 21: 57°29'26.09" N 134°29'46.27" E
RUNWAY END COORDINATES	RWY 3: LATITUDE: 57°29'03.65" N LONGITUDE: 134°30'46.44" E RWY 21: LATITUDE: 57°29'22.16" N LONGITUDE: 134°29'56.80" E	RWY 3: NO CHANGE RWY 21: NO CHANGE	RWY 21: 57°29'26.09" N 134°29'46.27" E
RUNWAY TOUCHDOWN ZONE ELEVATION	RUNWAY 3: 118.57' RUNWAY 21: 143.32'	NO CHANGE	
RUNWAY LIGHTING TYPE	RUNWAY 3: MIRL RUNWAY 21: MIRL	NO CHANGE	
RUNWAY PROTECTION ZONE (RPZ)	RUNWAY 3: 500' x 1,000' x 700' RUNWAY 21: 500' x 1,000' x 700'	1,000' x 2,500' x 1,750' NO CHANGE	
RUNWAY OBJECT FREE AREA (OFA)	WIDTH: 500' LENGTH BEYOND RWY END: 300'	800' 600'	
RUNWAY OBJECT FREE ZONE (OFZ)	WIDTH: 250' LENGTH BEYOND RWY END: 200'	300' 200'	
VISUAL APPROACH AIDS	RUNWAY 3: REIL, PAPI, ODALS RUNWAY 21: REIL, PAPI	NO CHANGE	
INSTRUMENT APPROACH AIDS	RUNWAY 3: NONE RUNWAY 21: NONE	GPS/WAAS GPS/WAAS	

AIRPORT DATA TABLE		
ITEM	OPENING DAY	PROPOSED
ICAO AND NATIONAL AIRPORT IDENTIFIERS	TBD	NO CHANGE
FAA SITE NUMBER	TBD	NO CHANGE
AIRPORT ELEVATION (MSL)	130.94'	133.57'
AIRPORT REFERENCE POINT (ARP)*	LATITUDE: 57°29'12.91" N LONGITUDE: 134°30'21.62" E	57°29'14.87" N 134°30'16.36" E
MEAN MAXIMUM TEMPERATURE	50.1	NO CHANGE
AIRPORT AND TERMINAL NAVAIDS	ASOS	NO CHANGE
AIRPORT DESIGN GROUP	B-II	NO CHANGE
AIRPORT APPROACH CATEGORY	VISUAL	PRECISION
TAXIWAY LIGHTING	MIL	NO CHANGE
TAXIWAY MARKING	CENTERLINE, EDGE MARKING, DIRECTIONAL SIGNAGE	NO CHANGE
SURVEY SOURCE AND TYPE	R&M ENGINEERING, JUNE 2001	NO CHANGE

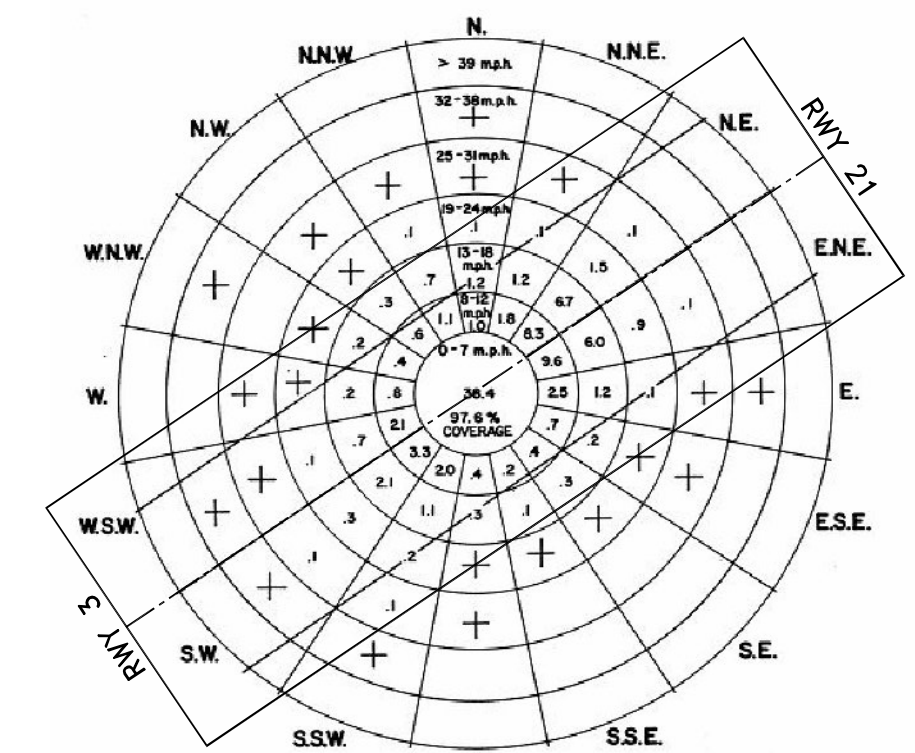
AIRPORT FACILITIES	
NUMBER	DESCRIPTION
1	TERMINAL LEASE LOT
2	FBO LEASE LOT
3	FUTURE LEASE LOT
4	FUTURE LEASE LOT
5	FUTURE LEASE LOT
6	FUTURE LEASE LOT
7	FUTURE LEASE LOT



REGIONAL MAP



VICINITY MAP



NATIONAL WEATHER SERVICE STATION ANGOON, ALASKA

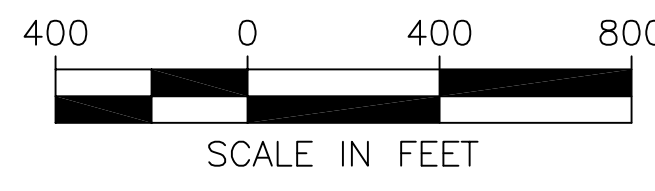
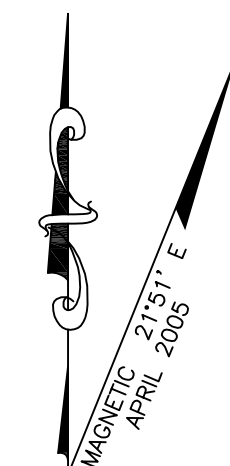
ALL-WEATHER WIND COVERAGE	
CROSSWIND	RWY 3-21
12 MPH	97.02%
18 MPH	99.86%
24 MPH	100.00%

SOURCE: ANGOON AIRPORT RECONNAISSANCE STUDY, ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, FEBRUARY 1993

- NOTES**
1. THERE ARE NO DISPLACED THRESHOLDS, CLEARWAYS OR STOPWAYS.
  2. THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
  3. THERE ARE NO INCOMPATIBLE LAND USES IN THE RUNWAY PROTECTION ZONES (RPZ).
  4. THERE ARE NO OBSTACLE FREE ZONE OBJECT PENETRATIONS (OFZ).
  5. FOR DETAILS ON TERMINAL AREA, SEE TERMINAL AREA PLAN (SHEET 7 OF 11).
  6. ALL RUNWAY PROTECTION ZONES (RPZ) ARE LOCATED ON AIRPORT PROPERTY EXCEPT WHERE THEY ARE OVER WATER.
  7. THERE ARE NO MODIFICATIONS TO FAA AIRPORT DESIGN STANDARDS.

LEGEND		
FACILITY	OPENING DAY	PROPOSED
AIRPORT REFERENCE POINT (ARP)		
TERMINAL LEASE LOT		NA
LEASE LOT		NA
BUILDING RESTRICTION LINE (BRL)		NA
FENCING		NA
PROPERTY LINE		NA
ROAD		NA
AIRFIELD PAVEMENT		NA
WIND CONE/SEGMENTED CIRCLE		NA
THRESHOLD		NA
PAPI		NA
WATER		NA
TOPOGRAPHIC CONTOUR		NA

ABBREVIATIONS	
ARP	AIRPORT REFERENCE POINT
OFZ	OBSTACLE FREE ZONE
OFA	RUNWAY OBJECT FREE AREA
PAPI	PRECISION APPROACH PATH INDICATOR
REIL	RUNWAY END INDICATOR LIGHTS
RPZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA
TLOFA	TAXIWAY OBJECT FREE AREA
TOFA	TAXIWAY OBJECT FREE AREA
(F)	FUTURE



FEDERAL AVIATION ADMINISTRATION  
THIS AIRPORT DRAWING IS APPROVED BY:  
SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
SOUTHEAST REGION  
THIS AIRPORT DRAWING IS APPROVED BY:  
SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_

REVISIONS				
NO.	DESCRIPTION	BY	APP.	DATE

**AIRPORT LAYOUT PLAN**

**ANGOON AIRPORT**  
Angoon, Alaska

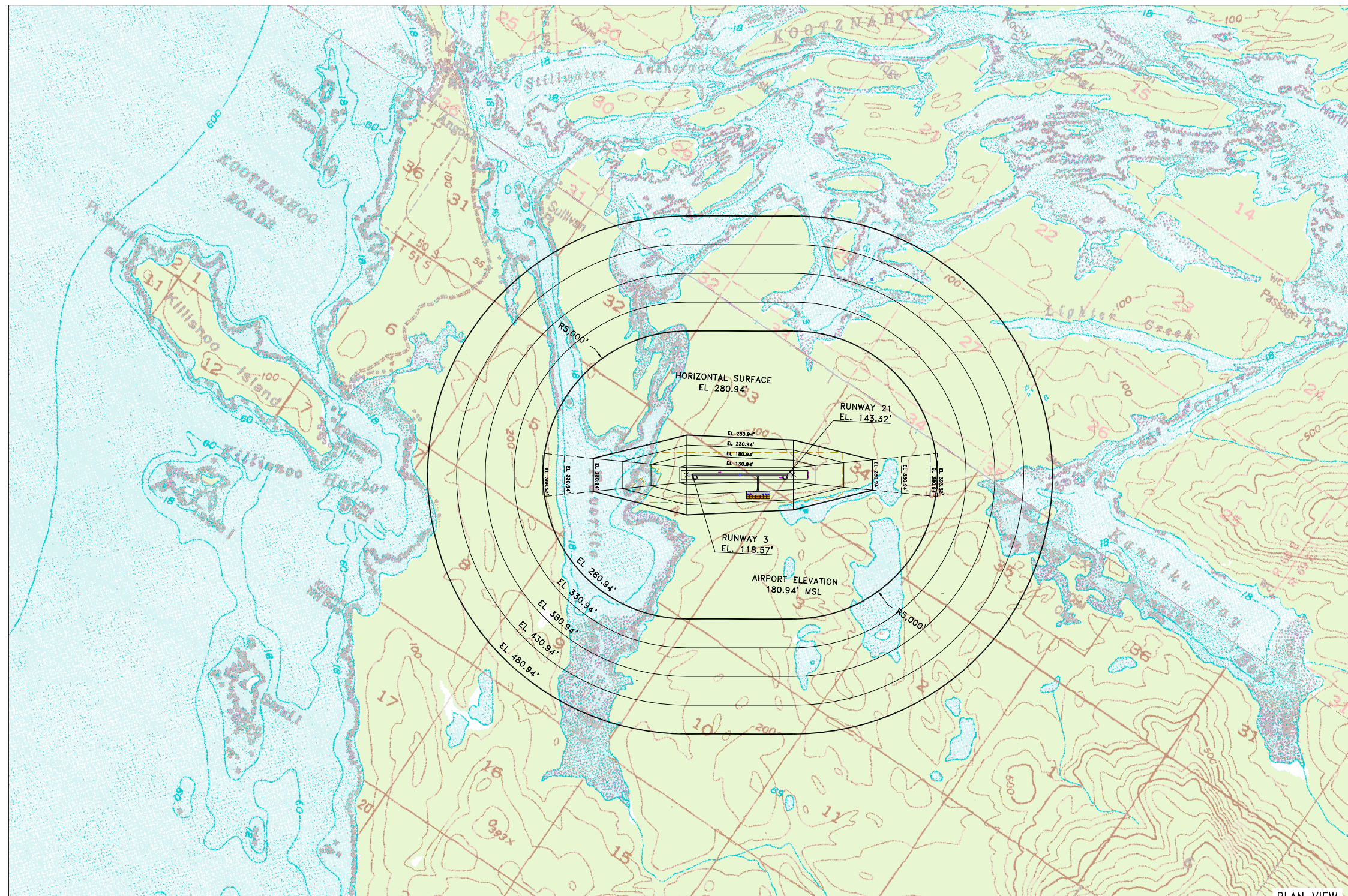
**DRAFT**

DESIGNED BY:	RLO	DATE:	JUNE 2006
DRAWN BY:	RLO		
CHECKED BY:	JJY		
PROJECT MANAGER:	JJY		

**SHEET 2 OF 11**

PAGE





PLAN VIEW

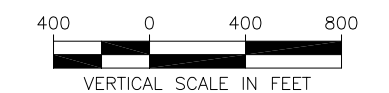
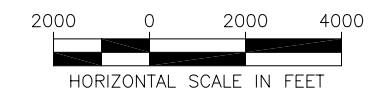
PROFILE VIEW

OBSTRUCTIONS*				
#	ITEM	EL	PNTR	CORRECTIVE ACTION
-	-	-	-	-

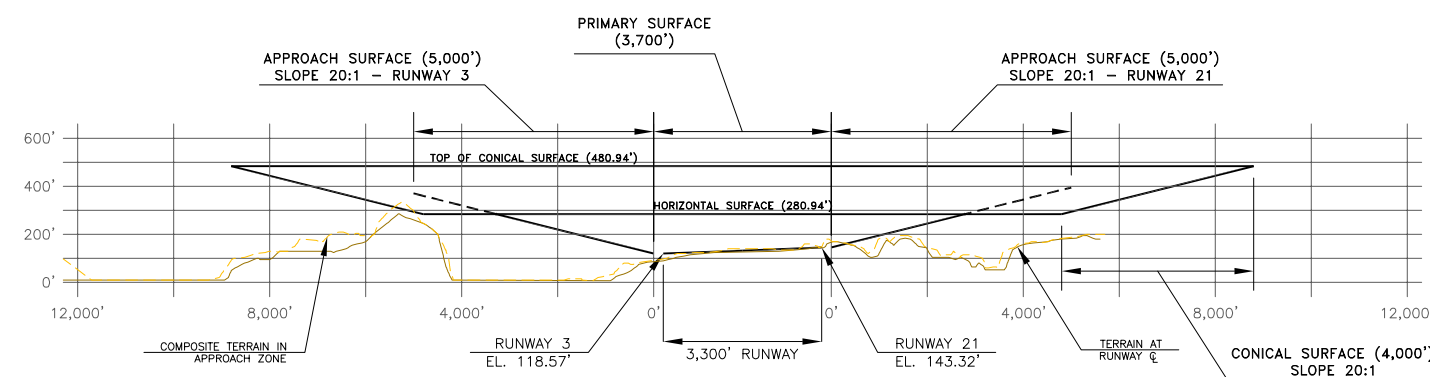
\* OBSTRUCTIONS LISTED ARE ESTIMATES ONLY. FURTHER FIELD SURVEYS ARE REQUIRED TO IDENTIFY ALL OBSTRUCTIONS.

NOTES:

- ELEVATION IN FEET ABOVE MEAN SEA LEVEL (MSL) AT TOP OF OBJECT. THIS VALUE INCLUDES 15 FEET ADDED TO NON-INTERSTATE ROADWAYS, 17 FEET ADDED TO INTERSTATE HIGHWAYS, AND 23 FEET ADDED TO RAILROADS.
- US GEOLOGICAL SURVEY (USGS) DIGITAL RASTER GRAPHIC (DRG) PROJECTED IN UTM NAD 27, 7.5 MINUTE QUAD. USGS MAPS DATED 1951, REVISED 1997.



REVISIONS				
NO.	DESCRIPTION	BY	APP.	DATE



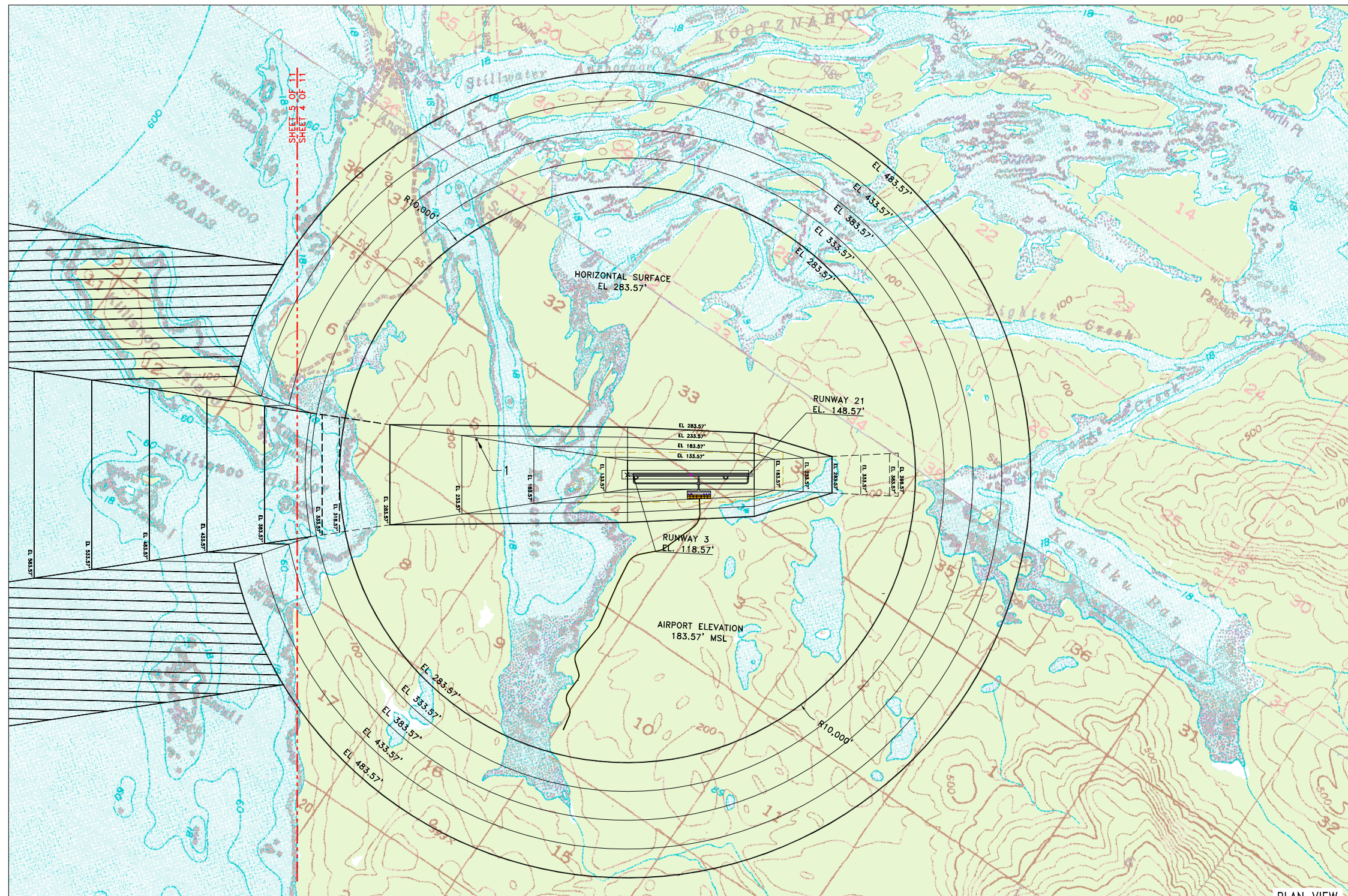
FAR PART 77 AIRSPACE PLAN  
RUNWAY 3-21 - OPENING DAY

**ANGOON AIRPORT**  
Angoon, Alaska

**DRAFT**

DESIGNED BY:	RLO	DATE:	JUNE 2006	PAGE
DRAWN BY:	RLO	SHEET 3 OF 11		
CHECKED BY:	JJY			
PROJECT MANAGER:	JJY			

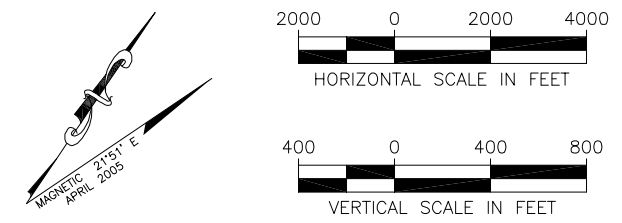




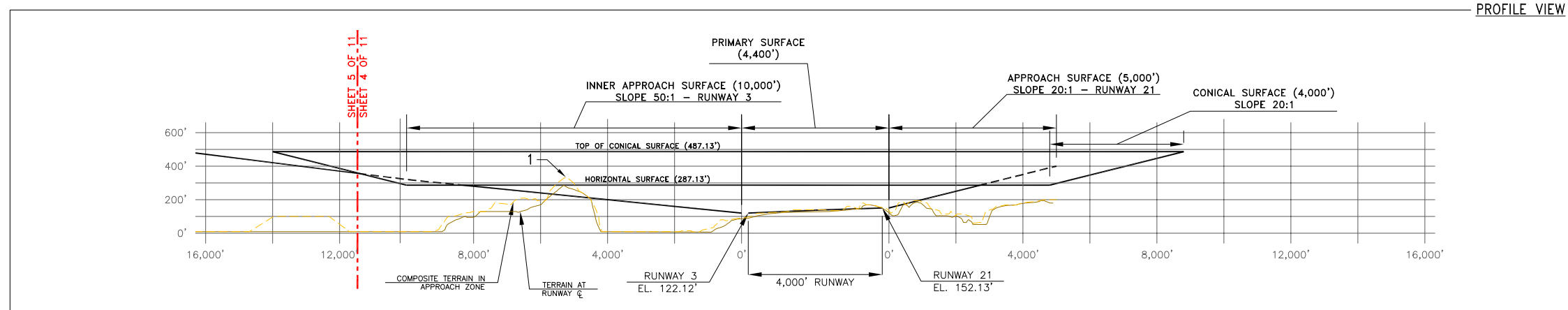
OBSTRUCTIONS*			
#	ITEM	EL	CORRECTIVE ACTION
1	GROUND	333'	110' TO BE REMOVED

\* OBSTRUCTIONS LISTED ARE ESTIMATES ONLY. FURTHER FIELD SURVEYS ARE REQUIRED TO IDENTIFY ALL OBSTRUCTIONS.

- NOTES:
- ELEVATION IN FEET ABOVE MEAN SEA LEVEL (MSL) AT TOP OF OBJECT. THIS VALUE INCLUDES 15 FEET ADDED TO NON-INTERSTATE ROADWAYS, 17 FEET ADDED TO INTERSTATE HIGHWAYS, AND 23 FEET ADDED TO RAILROADS.
  - US GEOLOGICAL SURVEY (USGS) DIGITAL RASTER GRAPHIC (DRG) PROJECTED IN UTM NAD 27, 7.5 MINUTE QUAD. USGS MAPS DATED 1951, REVISED 1997.



REVISIONS			
NO.	DESCRIPTION	BY	DATE



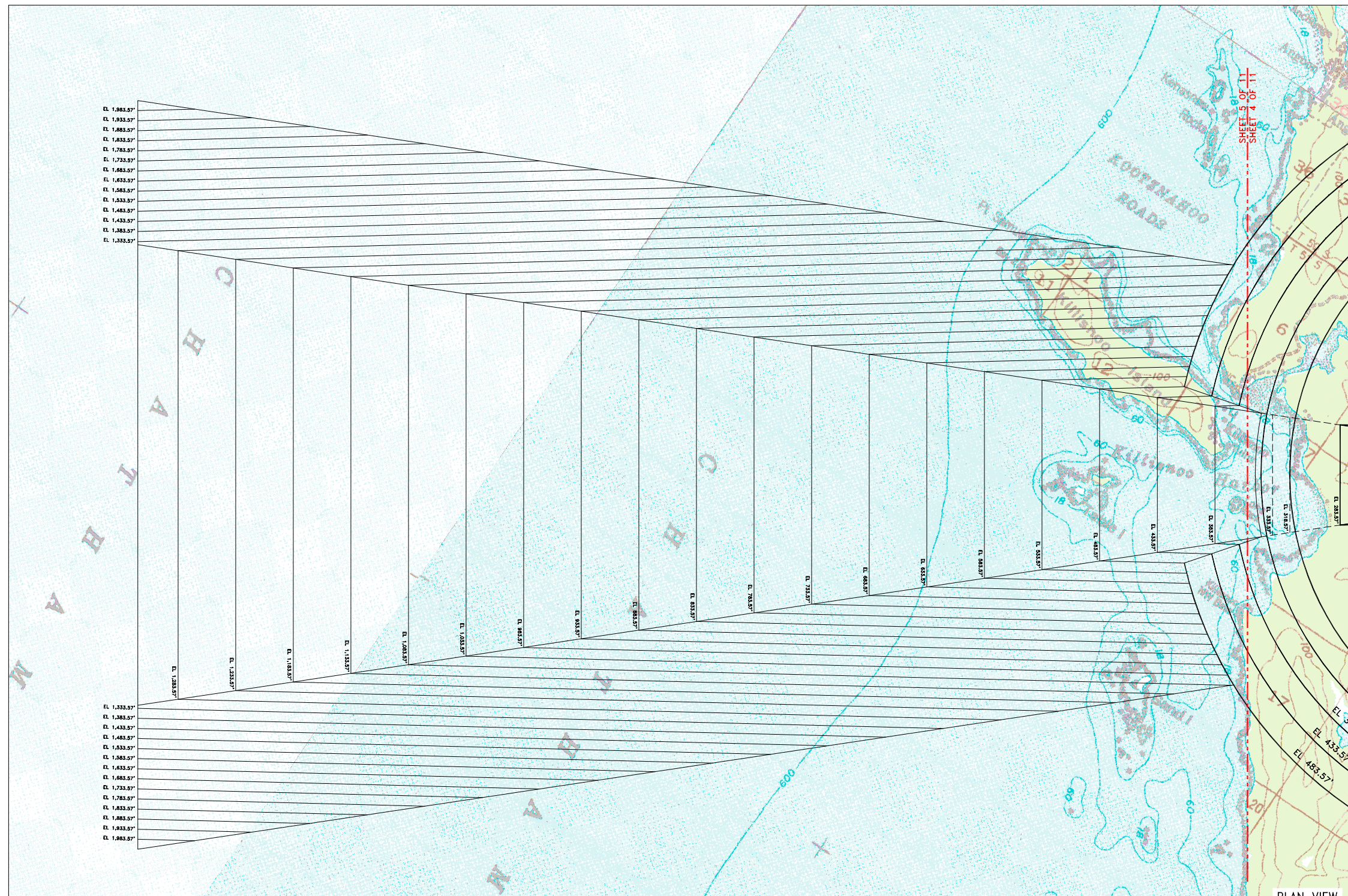
FAR PART 77 AIRSPACE PLAN  
INNER APPROACH, RUNWAY 3-21 - FUTURE

**ANGOON AIRPORT**  
Angoon, Alaska

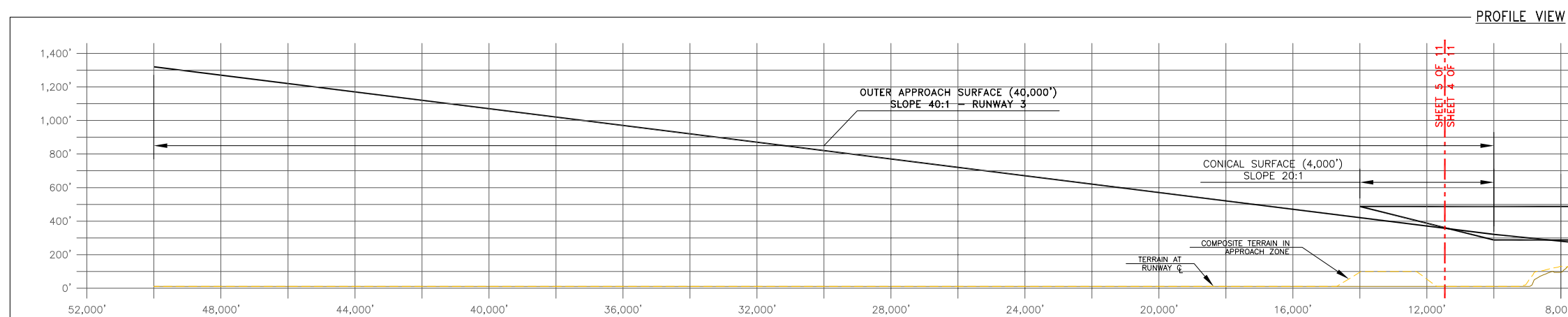
**DRAFT**

DESIGNED BY: RLO	DATE: JUNE 2006	PAGE
DRAWN BY: RLO	SHEET 4 OF 11	
CHECKED BY: JJY		
PROJECT MANAGER: JJY		





PLAN VIEW

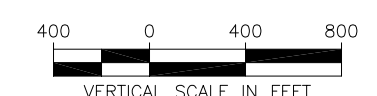
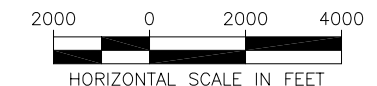


PROFILE VIEW

OBSTRUCTIONS*				
#	ITEM	EL	PNTR	CORRECTIVE ACTION
--	--	--	--	--

\* OBSTRUCTIONS LISTED ARE ESTIMATES ONLY. FURTHER FIELD SURVEYS ARE REQUIRED TO IDENTIFY ALL OBSTRUCTIONS.

- NOTES:
- ELEVATION IN FEET ABOVE MEAN SEA LEVEL (MSL) AT TOP OF OBJECT. THIS VALUE INCLUDES 15 FEET ADDED TO NON-INTERSTATE ROADWAYS, 17 FEET ADDED TO INTERSTATE HIGHWAYS, AND 23 FEET ADDED TO RAILROADS.
  - US GEOLOGICAL SURVEY (USGS) DIGITAL RASTER GRAPHIC (DRG) PROJECTED IN UTM NAD 27, 7.5 MINUTE QUAD. USGS MAPS DATED 1951, REVISED 1997.



REVISIONS				
NO.	DESCRIPTION	BY	APP.	DATE

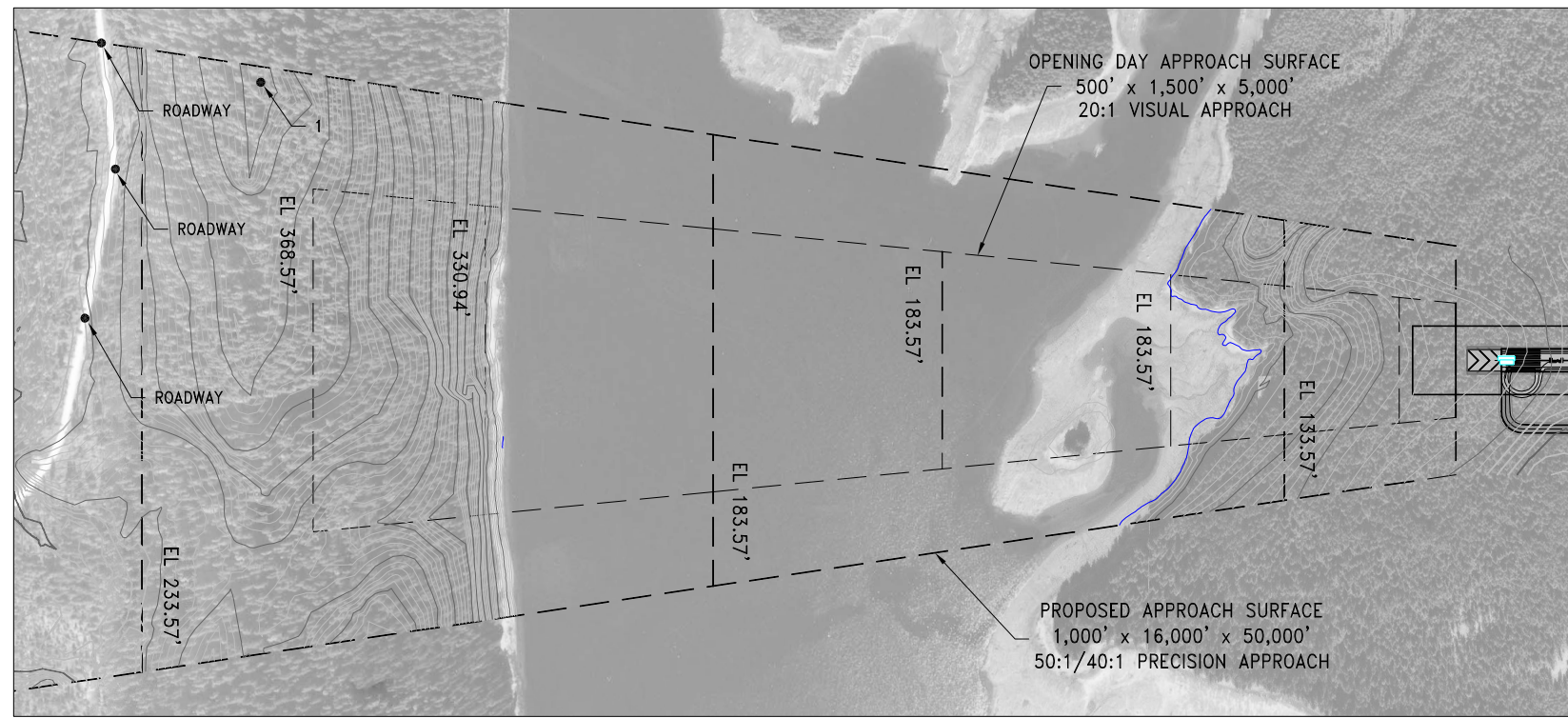
FAR PART 77 AIRSPACE PLAN  
OUTER APPROACH, RUNWAY 3 - FUTURE

**ANGOON AIRPORT**  
Angoon, Alaska

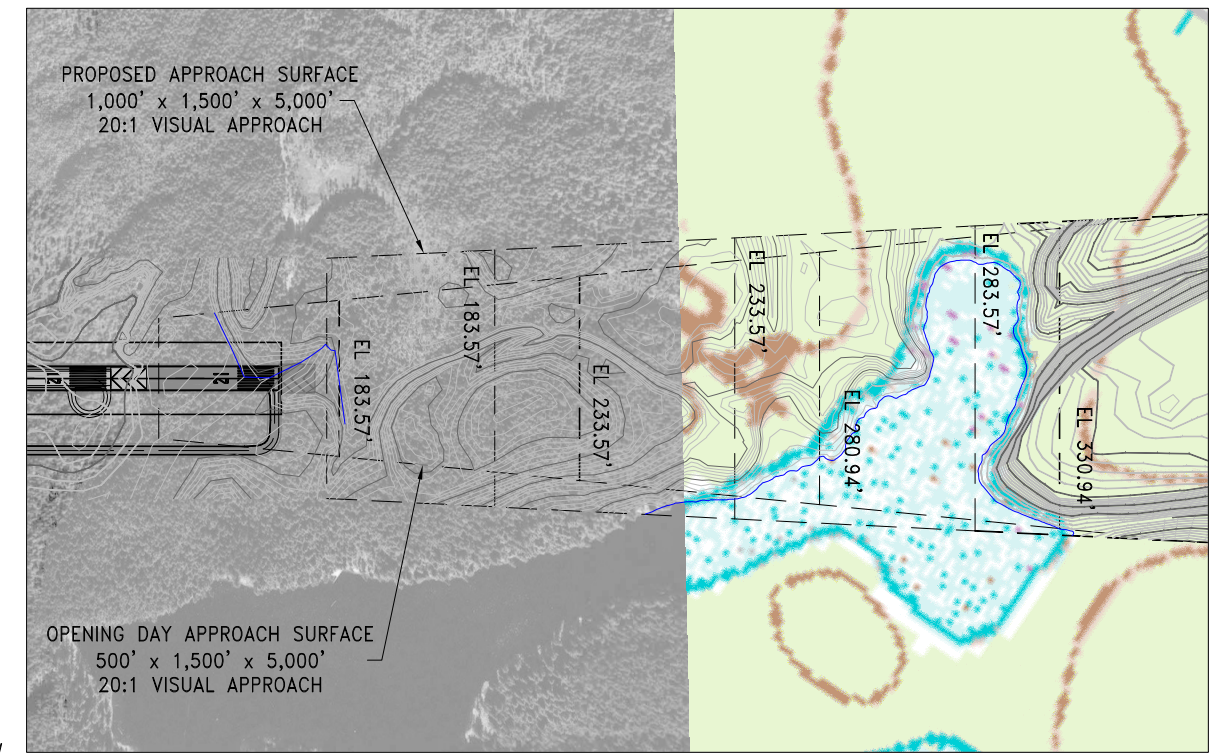
**DRAFT**

DESIGNED BY: RLO	DATE: JUNE 2006	PAGE
DRAWN BY: RLO	SHEET 5 OF 11	
CHECKED BY: JJY		
PROJECT MANAGER: JJY		



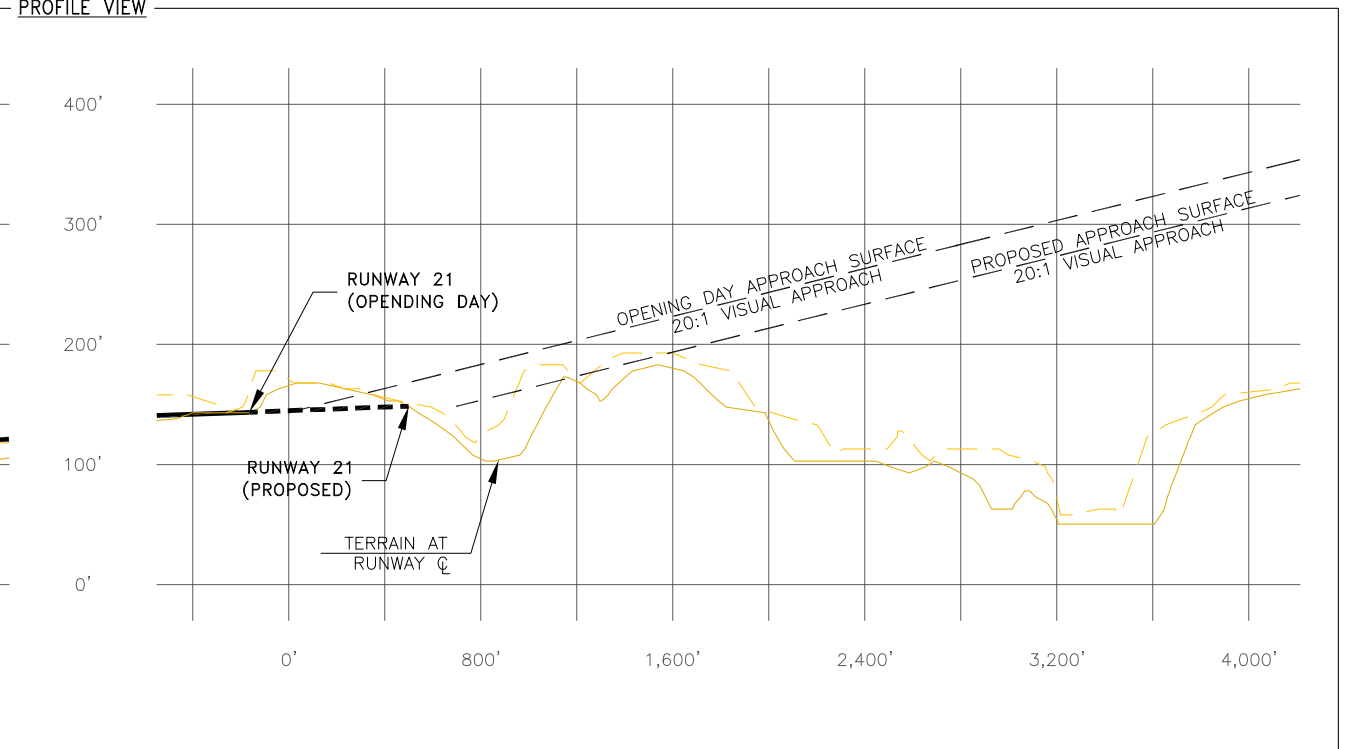
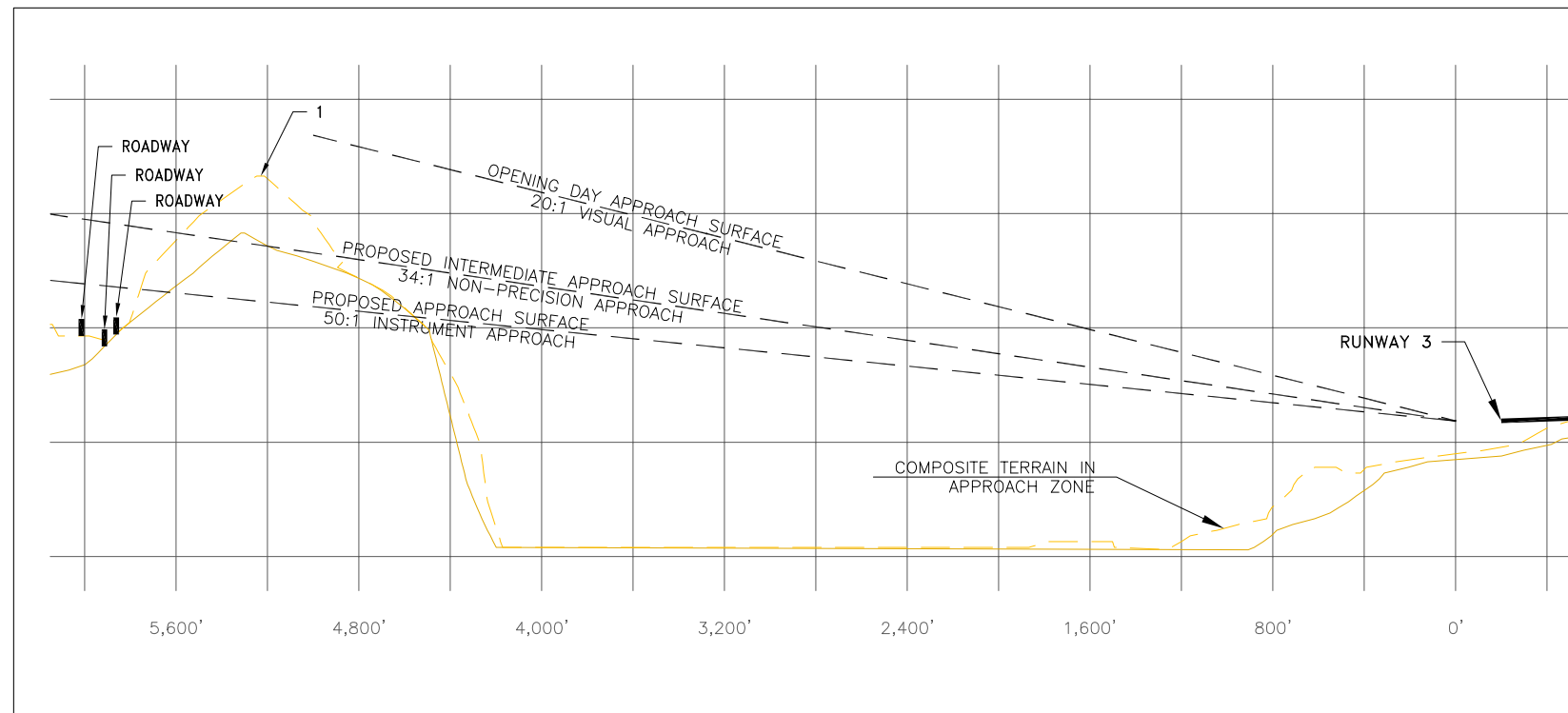


RUNWAY 3



RUNWAY 21

PLAN VIEW  
PROFILE VIEW

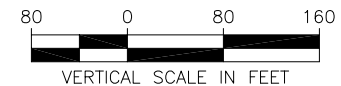
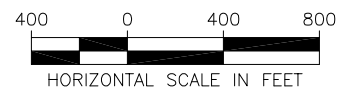


OBSTRUCTIONS*				
#	ITEM	EL	PNTR	CORRECTIVE ACTION
1	GROUND	333'	110'	TO BE REMOVED

\* OBSTRUCTIONS LISTED ARE ESTIMATES ONLY. FURTHER FIELD SURVEYS ARE REQUIRED TO IDENTIFY ALL OBSTRUCTIONS.

NOTES:

- ELEVATION IN FEET ABOVE MEAN SEA LEVEL (MSL) AT TOP OF OBJECT. THIS VALUE INCLUDES 15 FEET ADDED TO NON-INTERSTATE ROADWAYS, 17 FEET ADDED TO INTERSTATE HIGHWAYS, AND 23 FEET ADDED TO RAILROADS.
- SOURCE OF AERIAL PHOTO: R&M ENGINEERING DATED APRIL 20, 2001.
- US GEOLOGICAL SURVEY (USGS) DIGITAL RASTER GRAPHIC (DRG) PROJECTED IN UTM NAD 27, 7.5 MINUTE QUAD. USGS MAPS DATED 1951, REVISED 1997.



INNER RUNWAY APPROACH SURFACES  
RUNWAY 3-21

**ANGOON AIRPORT**  
Angoon, Alaska

DRAFT

REVISIONS				
NO.	DESCRIPTION	BY	APP.	DATE

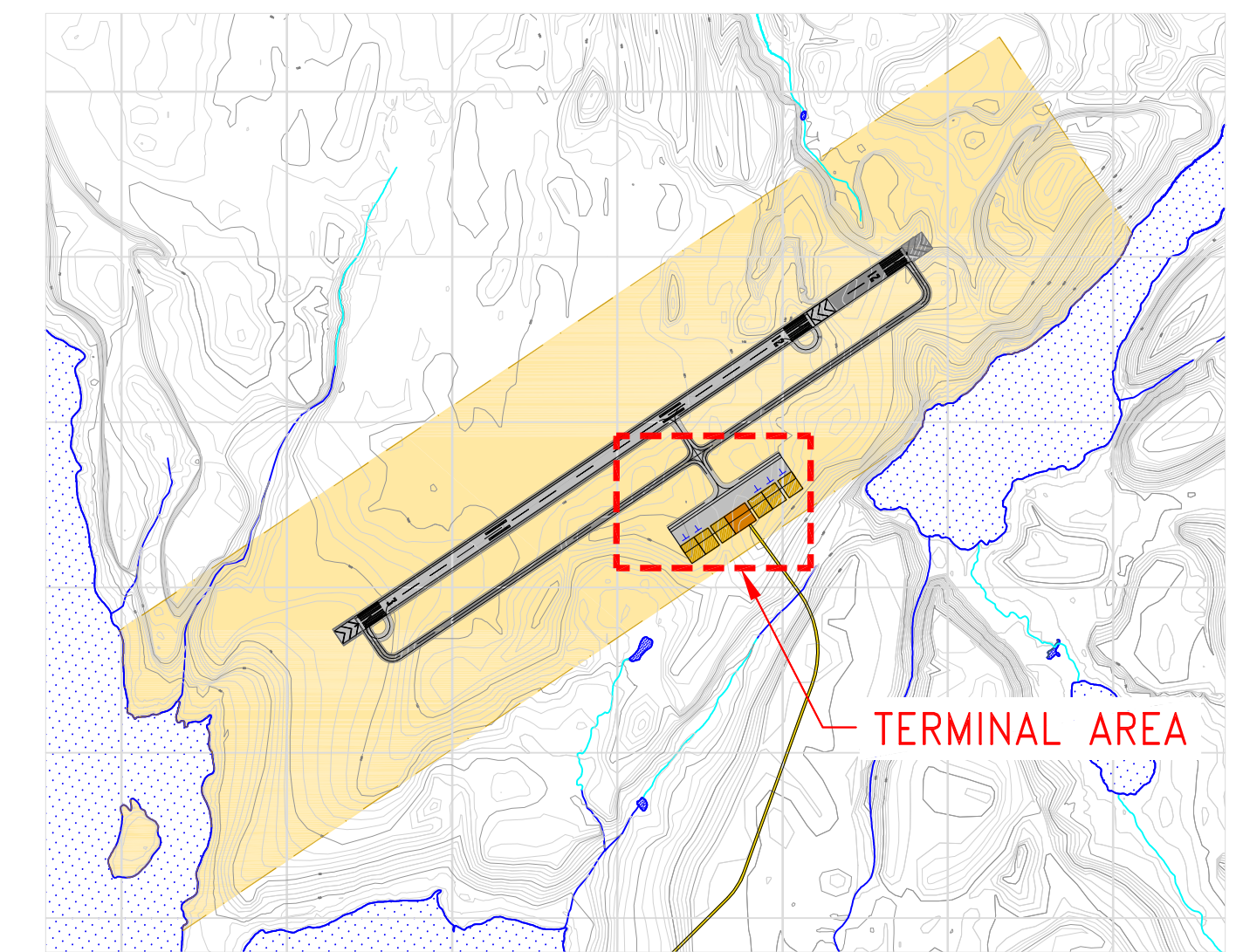
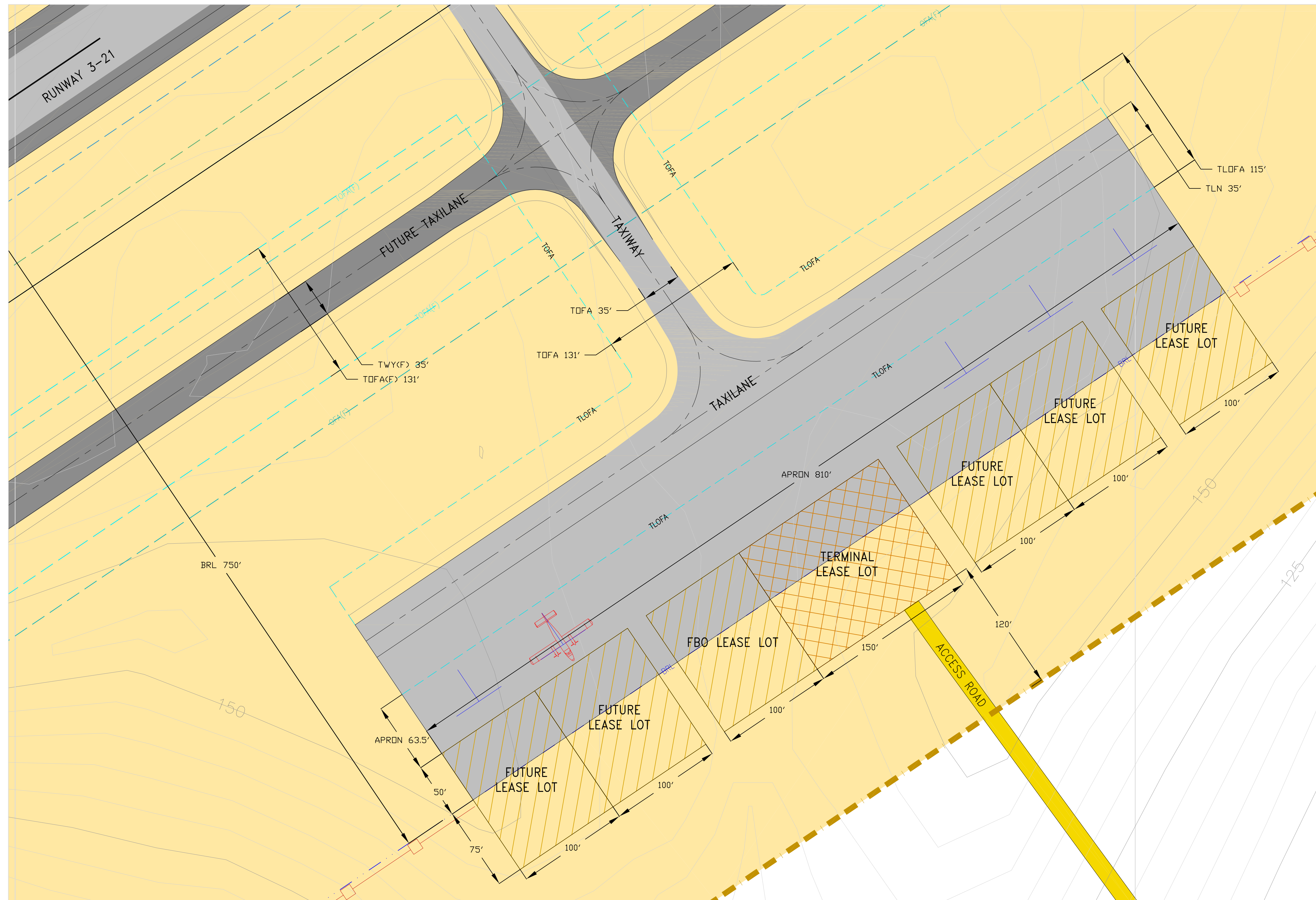
DESIGNED BY: RLO  
DRAWN BY: RLO  
CHECKED BY: JJY  
PROJECT MANAGER: JJY

DATE: JUNE 2006

SHEET 6 OF 11

PAGE





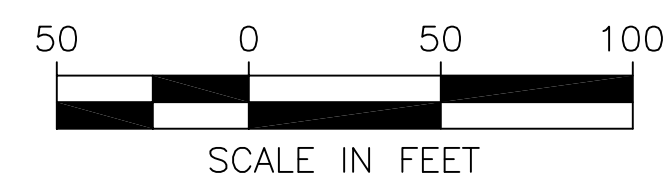
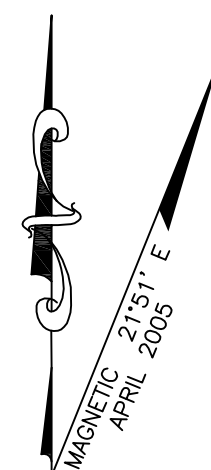
**NOTES**

1. FENCING IN TERMINAL AREA TO BE DETERMINED AS LOTS ARE DEVELOPED.

LEGEND		
FACILITY	OPENING DAY	PROPOSED
AIRPORT REFERENCE POINT (ARP)		
TERMINAL LEASE LOT		NA
LEASE LOT		NA
BUILDING RESTRICTION LINE (BRL)		NA
FENCING		NA
PROPERTY LINE		NA
ROAD		NA
AIRFIELD PAVEMENT		
WIND CONE/SEGMENTED CIRCLE		NA
THRESHOLD		
PAPI		
WATER		NA
TOPOGRAPHIC CONTOUR		NA

**ABBREVIATIONS**

- ARP AIRPORT REFERENCE POINT
- OFZ OBSTACLE FREE ZONE
- OFA RUNWAY OBJECT FREE AREA
- PAPI PRECISION APPROACH PATH INDICATOR
- REIL RUNWAY END INDICATOR LIGHTS
- RPZ RUNWAY PROTECTION ZONE
- RSA RUNWAY SAFETY AREA
- TLOFA TAXILANE OBJECT FREE AREA
- TOFA TAXIWAY OBJECT FREE AREA
- (F) FUTURE



REVISIONS				
NO.	DESCRIPTION	BY	APP.	DATE

TERMINAL AREA PLAN

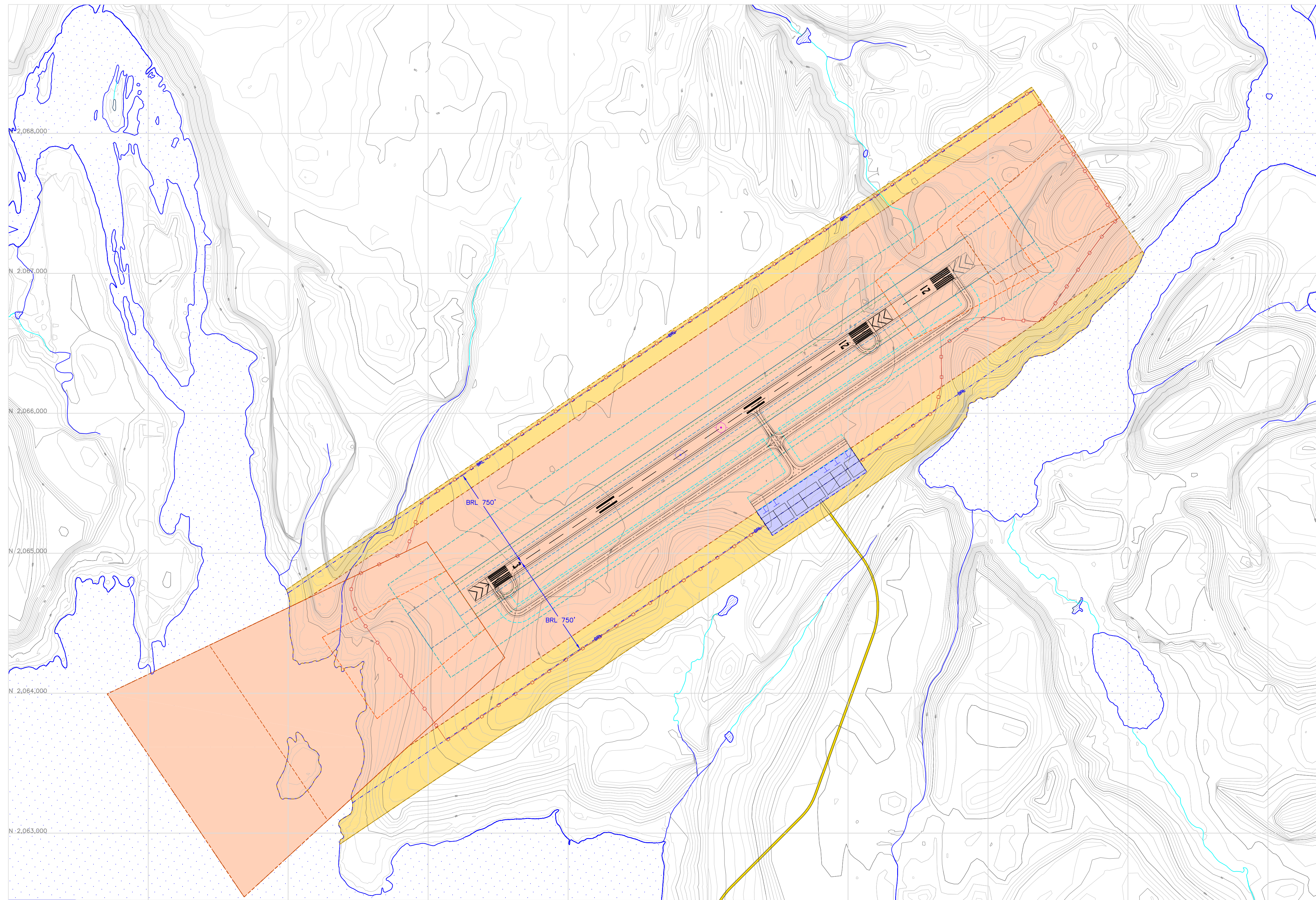
# ANGOON AIRPORT

Angoon, Alaska

DRAFT

DESIGNED BY: RLO	DATE: JUNE 2006
DRAWN BY: RLO	<p><b>SHEET 7 OF 11</b></p>
CHECKED BY: JJY	
PROJECT MANAGER: JJY	



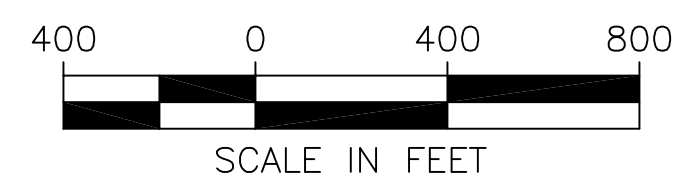
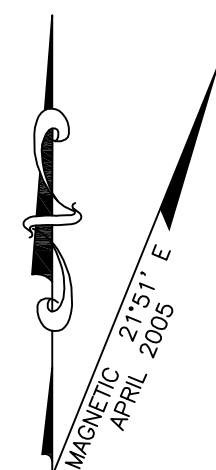


**LAND USE**

AIRCRAFT OPERATIONS AREA (AOA)	
TERMINAL AREA	
RESERVED FOR FUTURE AVIATION DEVELOPMENT	

**LEGEND**

FACILITY	OPENING DAY	PROPOSED
AIRPORT REFERENCE POINT (ARP)		
TERMINAL LEASE LOT		NA
LEASE LOT		NA
BUILDING RESTRICTION LINE (BRL)		NA
FENCING		NA
PROPERTY LINE		NA
ROAD		NA
AIRFIELD PAVEMENT	NA	NA
WIND CONE/SEGMENTED CIRCLE		NA
THRESHOLD		NA
PAPI		NA
WATER		NA
TOPOGRAPHIC CONTOUR		NA



**LAND USE /  
PROPERTY AND OCCUPANCY PLAN**

**ANGOON AIRPORT**  
Angoon, Alaska

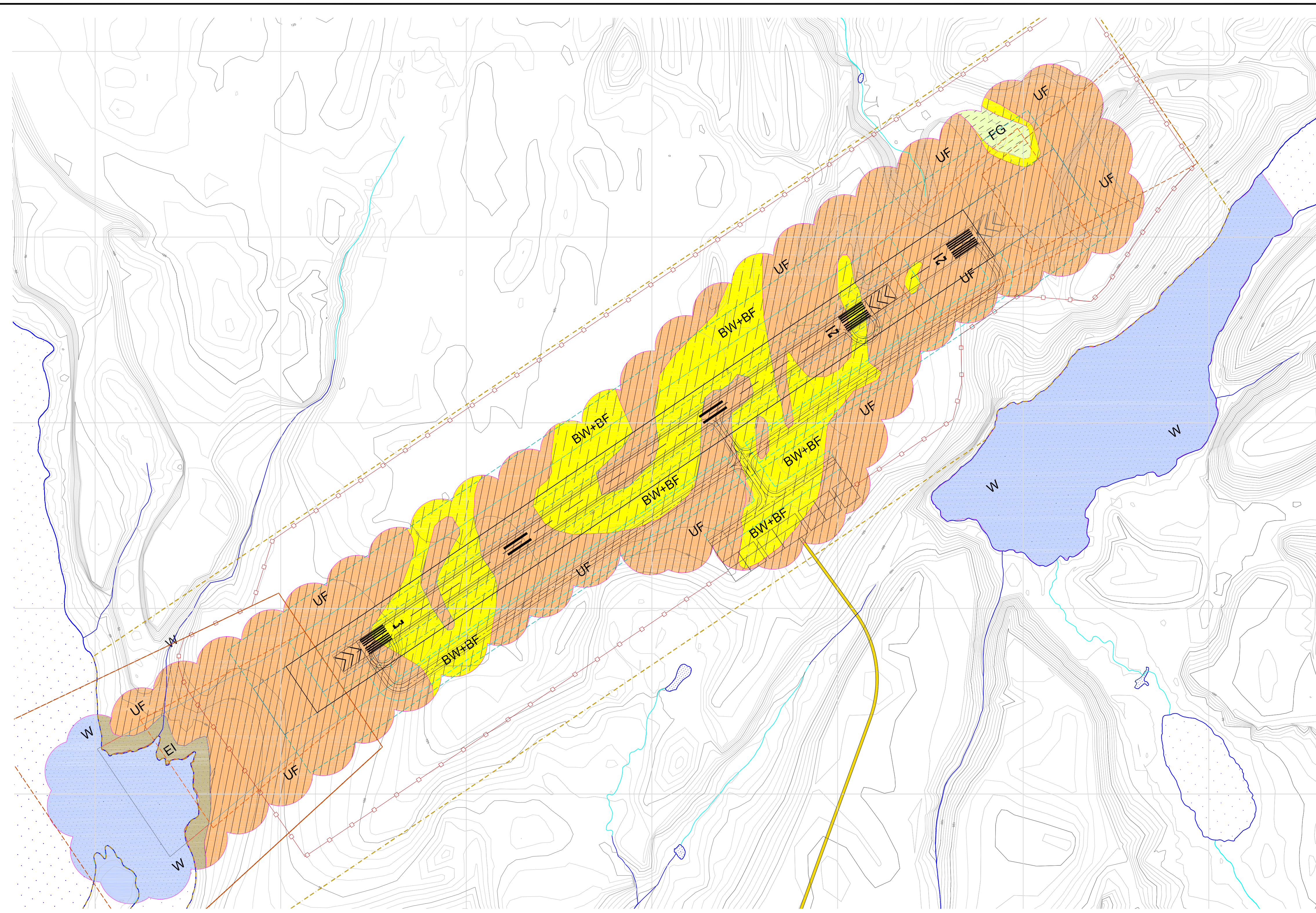
**DRAFT**

**REVISIONS**

NO.	DESCRIPTION	BY	APP.	DATE

DESIGNED BY:	RLO	DATE:	JUNE 2006
DRAWN BY:	RLO	SHEET 8 OF 11	PAGE
CHECKED BY:	JJY		
PROJECT MANAGER:	JJY		



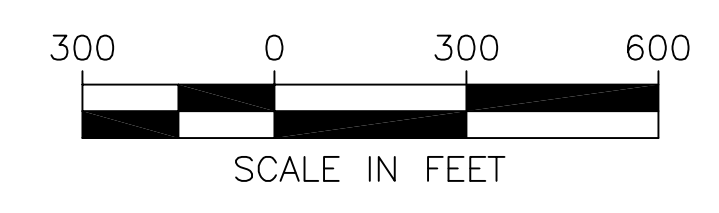
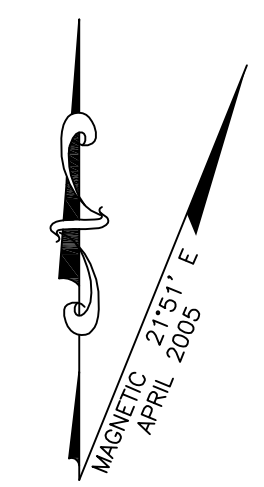


**LEGEND**

W		POND OR STREAM
UF		UPLAND FOREST
FW		FEN WOODLAND
FG		FEN GRAMINOID
BW+BF		BOG WOODLAND + BOG FOREST
EI		ESTUARINE INTERTIDAL

**LEGEND**

FACILITY	OPENING DAY	PROPOSED
AIRPORT REFERENCE POINT (ARP)	NA	NA
TERMINAL LEASE LOT		NA
LEASE LOT		NA
BUILDING RESTRICTION LINE (BRL)	NA	NA
FENCING		NA
PROPERTY LINE		NA
ROAD		NA
AIRFIELD PAVEMENT	NA	NA
WIND CONE/SEGMENTED CIRCLE		NA
THRESHOLD		NA
PAPI	NA	NA
WATER		NA
TOPOGRAPHIC CONTOUR		NA



**REVISIONS**

NO.	DESCRIPTION	BY	APP.	DATE

**WETLAND PLAN**

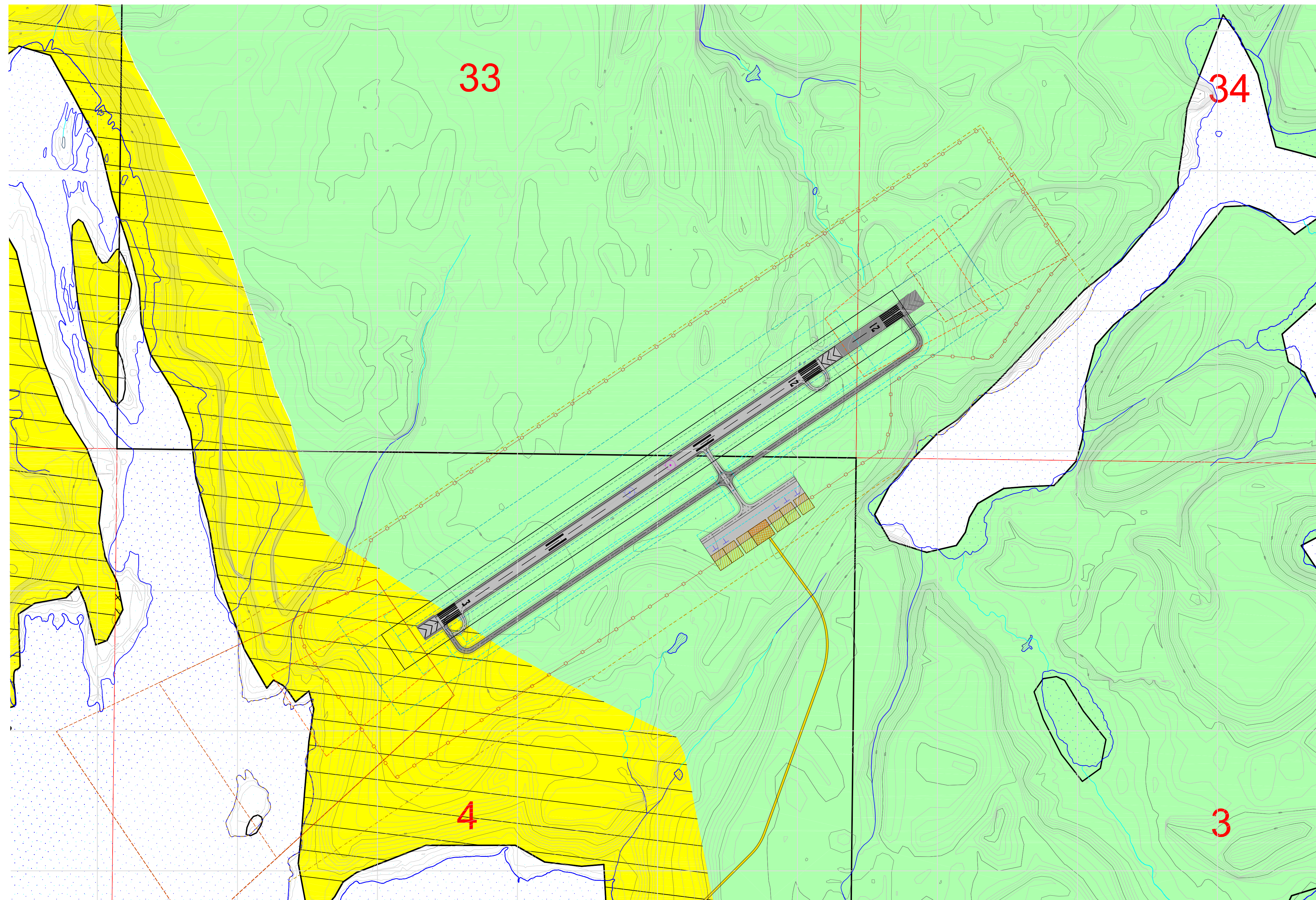
**ANGOON AIRPORT**  
Angoon, Alaska

**DRAFT**

DESIGNED BY: RLO	DATE: JUNE 2006
DRAWN BY: RLO	<b>SHEET 9 OF 11</b>
CHECKED BY: JJY	
PROJECT MANAGER: JJY	

PAGE

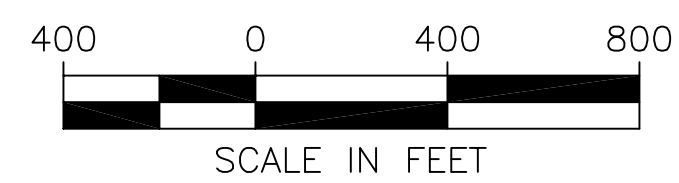
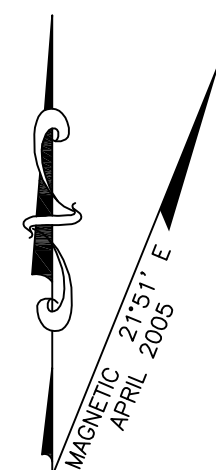




LEGEND	
PRIVATE	
KOOTZNOOWOO INCORPORATED CORRIDOR LANDS	
PUBLIC	
TONGASS NATIONAL FOREST, ADMIRALTY ISLAND NATIONAL MONUMENT	
ANGOON CORPORATE LIMITS	
SECTION NUMBER	33

NOTES:  
 1. LAND ACQUISITION MAY BE BY LAND EXCHANGE, LEASE OR PURCHASE. FUNDING WILL BE STATE AND FEDERAL FUNDING.

LEGEND		
FACILITY	OPENING DAY	PROPOSED
AIRPORT REFERENCE POINT (ARP)		
TERMINAL LEASE LOT		NA
LEASE LOT		NA
BUILDING RESTRICTION LINE (BRL)	NA	NA
FENCING		NA
PROPERTY LINE		NA
ROAD		NA
AIRFIELD PAVEMENT		
WIND CONE/SEGMENTED CIRCLE	NA	NA
THRESHOLD	NA	NA
PAPI	NA	NA
WATER		NA
TOPOGRAPHIC CONTOUR		NA



AIRPORT PROPERTY MAP

**ANGOON AIRPORT**  
 Angoon, Alaska

**DRAFT**

REVISIONS				
NO.	DESCRIPTION	BY	APP.	DATE

DESIGNED BY:	RLO	DATE:	JUNE 2006
DRAWN BY:	RLO	SHEET 10 OF 11	PAGE
CHECKED BY:	JJY		
PROJECT MANAGER:	JJY		



THE MATERIAL SHOWN ON THIS PLAN SHEET DESCRIBES THE RECOMMENDED DEVELOPMENT PROGRAM FOR THE ANGOON AIRPORT. THE PROGRAM COVERS A PERIOD OF 20 YEARS (2005 THROUGH 2025). DEVELOPMENT PHASING HAS BEEN DIVIDED INTO TWO PERIODS AS FOLLOWS:

**OPENING DAY** IT IS ASSUMED THAT THE NEW LAND BASED AIRPORT WILL OPEN AFTER ENVIRONMENTAL APPROVALS ARE RECEIVED AND FINAL DESIGN AND CONSTRUCTION COMPLETED. OPENING DAY CONDITIONS REFLECT THE AIRPORT BEING OPERATIONAL IN 2009.

**BUILD OUT** THE SECOND PHASE OF AIRPORT DEVELOPMENT REFLECTS THE LONG-RANGE BUILD OUT FOR THE FACILITY. ALTHOUGH THERE IS NO TIME FRAME ASSOCIATED WITH THIS, IT IS ASSUMED THAT THESE CONDITIONS WILL NOT BE REACHED UNTIL THE END OF THE TWENTY-YEAR PERIOD (2025).

### FORECAST SUMMARY

ACTIVITY CATEGORY	BASE YEAR (2004)	OPENING DAY (2009)	BUILD OUT
ENPLANED PASSENGERS	3,896	4,697	6,764
AIRCRAFT OPERATIONS			
LOCAL:	250	193	180
ITINERANT:	4,758	3,667	3,425
TOTAL:	5,008	3,860	3,605
CARGO/MAIL (POUNDS)	368,137	446,588	626,494
BASED AIRCRAFT	-	4	5
CRITICAL (DESIGN) AIRCRAFT	GRAND CARAVAN/PIPER NAVAJO	GRAND CARAVAN/PIPER NAVAJO	GRAND CARAVAN/PIPER NAVAJO
AIRCRAFT TYPE	-	TURBOPROP	TURBOPROP
APPROACH SPEED (KNOTS)	-	91-121	91-121
WINGSPAN (FEET)	-	52.1	52.1
WEIGHT (POUNDS)	-	3,600	3,600
AIRPORT REFERENCE CODE	-	B-II	B-II

THESE FORECASTS WERE DEVELOPED FROM AN EXAMINATION OF PRIOR FORECASTS, HISTORIC GROWTH TRENDS IN PAST AIR TRAFFIC AT THE ANGOON SEAPLANE BASE, AND POPULATION, ECONOMIC AND OTHER FACTORS IMPACTING AIR TRANSPORTATION DEMAND IN ANGOON. IN ADDITION, THE CONTENT OF INTERVIEWS WITH AIR CARRIERS SERVING ANGOON, COMMUNITY REPRESENTATIVES AND OTHER KNOWLEDGEABLE PARTIES WAS CONSIDERED. CONSIDERABLE PROFESSIONAL JUDGMENT WAS USED IN THE DEVELOPMENT OF THIS FORECAST.

### AIRPORT DESIGN CRITERIA

DESCRIPTOR	OPENING DAY	BUILD OUT
RUNWAY WIDTH	100 FEET	100 FEET
RUNWAY SHOULDER WIDTH	10 FEET	10 FEET
RUNWAY BLAST PAD WIDTH	120 FEET	120 FEET
RUNWAY BLAST PAD LENGTH	150 FEET	150 FEET
RUNWAY SAFETY AREA (RSA) WIDTH	300 FEET	300 FEET
RSA LENGTH (BEYOND RUNWAY END)	600 FEET	600 FEET
OBJECT FREE AREA (OFA) WIDTH	800 FEET	800 FEET
OFA LENGTH (BEYOND RUNWAY END)	600 FEET	600 FEET
RUNWAY CENTERLINE TO TAXIWAY CENTERLINE	300 FEET	300 FEET
TAXIWAY WIDTH	35 FEET	35 FEET
TAXIWAY EDGE SAFETY MARGIN	7.5 FEET	7.5 FEET
TAXIWAY SHOULDER WIDTH	10 FEET	10 FEET
TAXIWAY SAFETY AREA WIDTH	79 FEET	79 FEET
TAXIWAY OBJECT FREE AREA WIDTH	131 FEET	131 FEET
TAXILANE OBJECT FREE AREA AREA WIDTH	115 FEET	115 FEET

THESES CRITERIA ARE TAKEN FROM FAA ADVISORY CIRCULAR 150/5300-13 "AIRPORT DESIGN" FOR B-II AIRCRAFT. NO MODIFICATION TO THESE STANDARDS IS NEEDED.

### FORECAST SUMMARY

ANGOON IS LOCATED ON ADMIRALTY ISLAND IN SOUTHEAST ALASKA. THERE ARE NO ROADS TO OR FROM THIS CITY OF 505 YEAR-ROUND RESIDENTS MAKING IT ENTIRELY DEPENDENT ON AIR AND MARINE SERVICE AND FACILITIES. IT IS THE LARGEST COMMUNITY IN SOUTHEAST ALASKA WITHOUT DIRECT LAND BASED AIRPORT ACCESS, BEING CURRENTLY SERVED BY A STATE-OWNED SEAPLANE FLOAT. REGIONAL BARGE SERVICE AND STATE-RUN FERRY SERVICE IS LIMITED AND THE NEAREST COMMUNITY (SITKA) IS 5 1/2 HOURS AWAY BY FERRY. HELICOPTERS PROVIDE EMERGENCY TRANSPORT AND CURRENTLY LAND WHEREVER IT IS POSSIBLE. AN ANGOON AIRPORT WOULD IMPROVE;

1. AIR TRAVEL SAFETY RELIABILITY AND FREQUENCY;
2. PROVIDE FOR EMERGENCY MEDICAL NEEDS;
3. BETTER MEET CURRENT TRAVEL NEEDS AND LATENT TRAVEL DEMAND;
4. REDUCE THE COMMUNITY'S ISOLATION;
5. PROVIDE IMPROVED ACCESS TO THE ADMIRALTY ISLAND NATIONAL MONUMENT; AND
6. STIMULATE THE ECONOMY AND PROVIDE OPPORTUNITIES FOR EMPLOYMENT AND GROWTH.

AN AIRPORT ORIENTED WITH THE PREVAILING NORTHEAST-SOUTHWEST WINDS WILL ENHANCE SAFETY AND RELIABILITY OF AIR TRAVEL. THE PREVAILING NORTHEASTERLY WIND DIRECTION AND THE CROSSWIND ORIENTATION OF FAVORITE BAY MAKES LANDING IMPOSSIBLE AT TIMES. A SERIES OF ROCKS ABOUT 2,000 TO 3,000 FEET TO THE WEST/NORTHWEST OF THE SEAPLANE FLOAT IN FAVORITE BAY, THAT APPEAR AS RAPIDS AT LOW TIDE, CAN MAKE SEAPLANE LANDINGS HAZARDOUS. THERE IS NO LANDING LIGHT SYSTEM IN THE WATERWAY. NIGHT LANDING WITH A SEAPLANE IS PROHIBITED AT THIS FACILITY AND IS UNDESIRABLE EVEN IN AN EMERGENCY SITUATION. OPERATIONS ARE THUS CONFINED TO DAYLIGHT HOURS DURING FAVORABLE WEATHER CONDITIONS. A LIGHTED AIRPORT THAT PROVIDES WHEELED PLANE AND HELICOPTER ACCESS WITH APPROPRIATE NAVIGATIONAL AID SUPPORT WILL REDUCE RISK AND ENHANCE AIR TRAVEL SAFETY AND RELIABILITY.

### MODIFICATIONS TO STANDARDS

THERE ARE NO EXISTING NOR PROPOSED MODIFICATIONS TO STANDARDS

### THRESHOLD SITING RATIONALE

BOTH RUNWAY ENDS WILL HAVE STANDARD RUNWAY THRESHOLDS

## NARRATIVE REPORT

# ANGOON AIRPORT

Angoon, Alaska

DRAFT

REVISIONS				
NO.	DESCRIPTION	BY	APP.	DATE

DESIGNED BY: RLO  
 DRAWN BY: RLO  
 CHECKED BY: JJY  
 PROJECT MANAGER: JJY

DATE: JUNE 2006

SHEET 11 OF 11

PAGE