

Angoon Airport

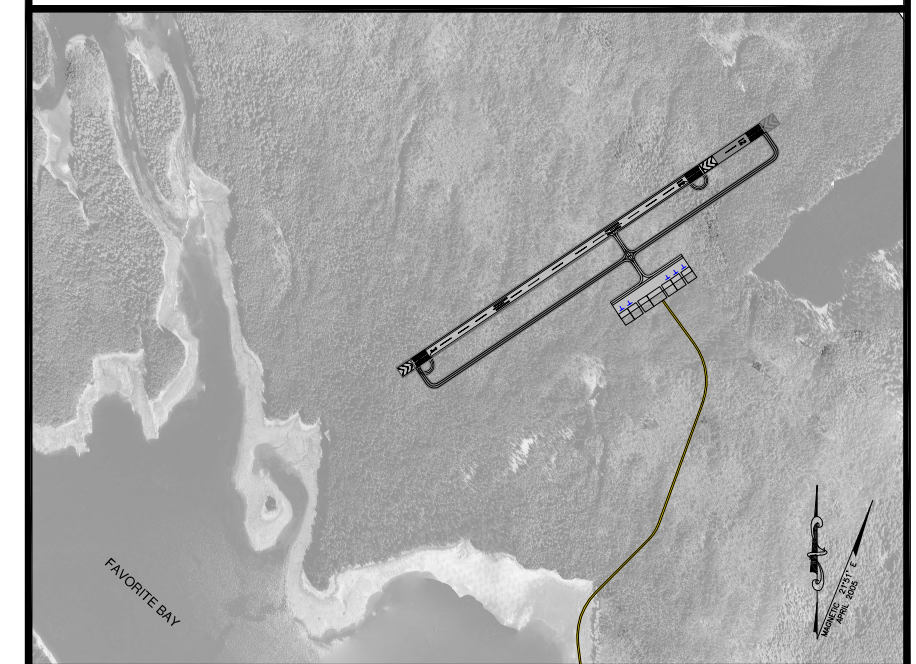
Angoon, Alaska

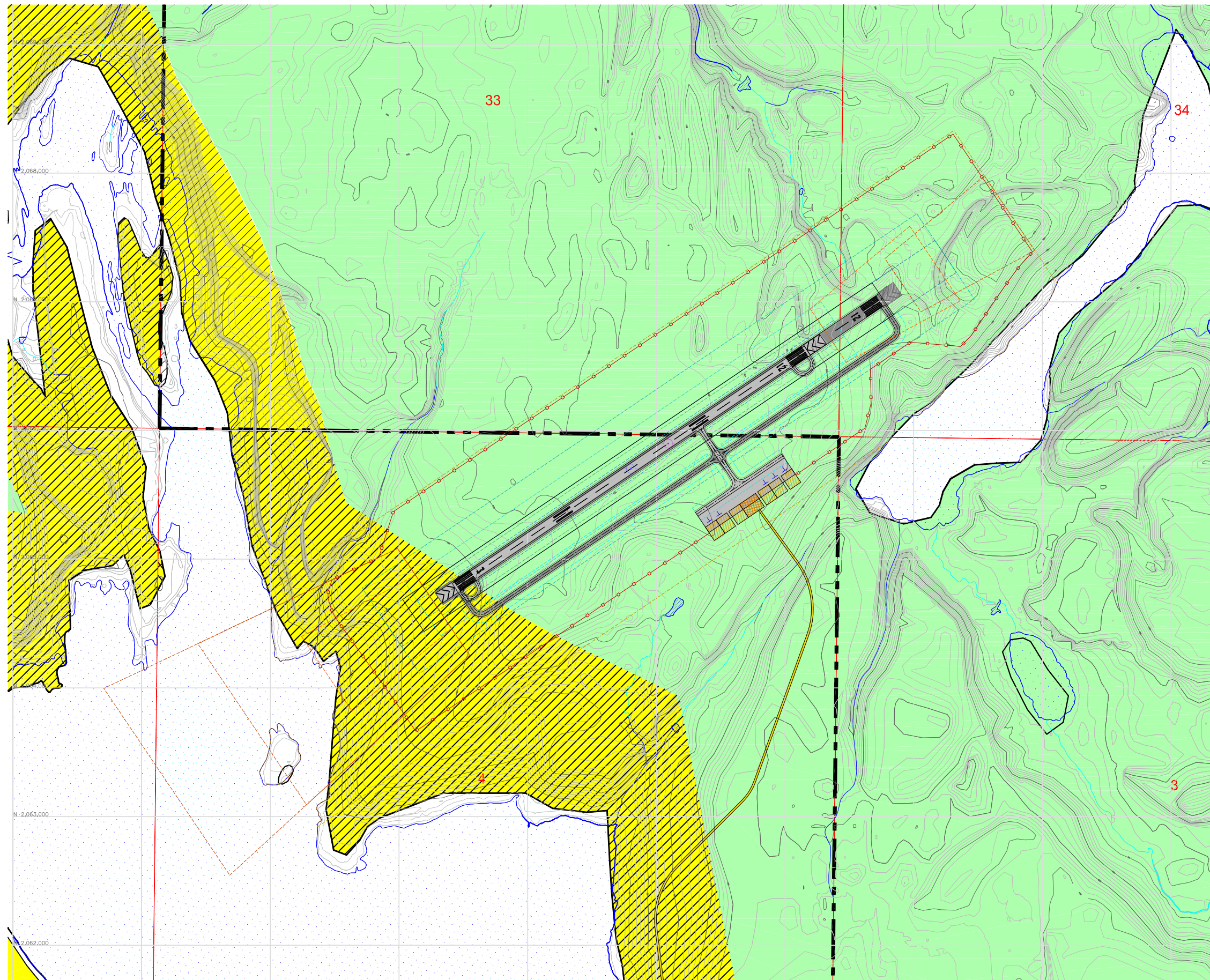
Airport Layout Plan Drawing Set

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Airport Location





LEGEND		
FACILITY	OPENING DAY	PROPOSED
AIRPORT REFERENCE POINT (ARP)		NA
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		
KOOTZNOODIN INCORPORATED CORRIDOR LANDS		
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.

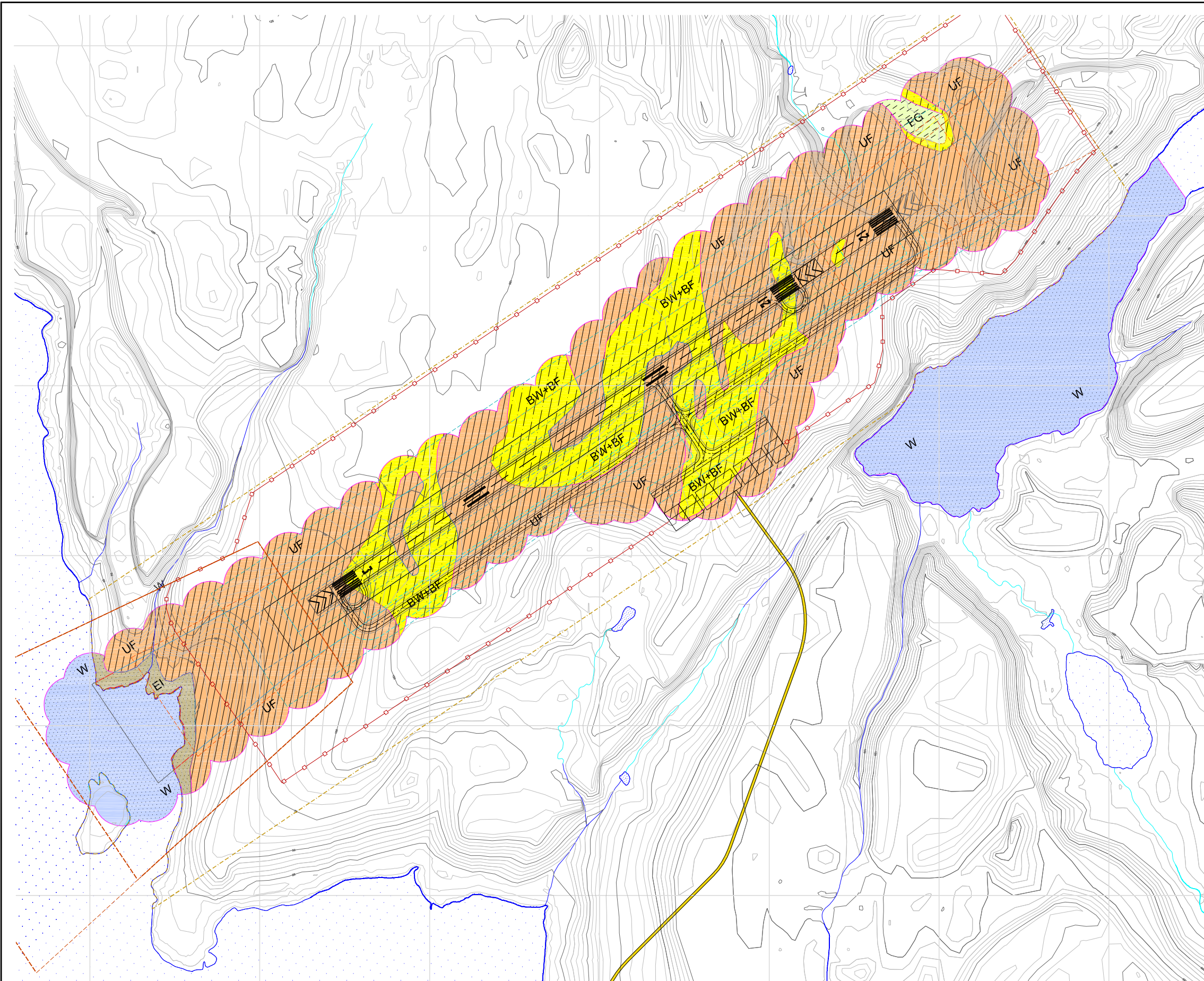


AIRPORT PROPERTY MAP

ANGOON AIRPORT
 Angoon, Alaska

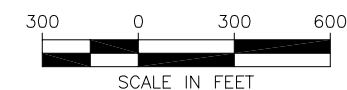
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LEGEND

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

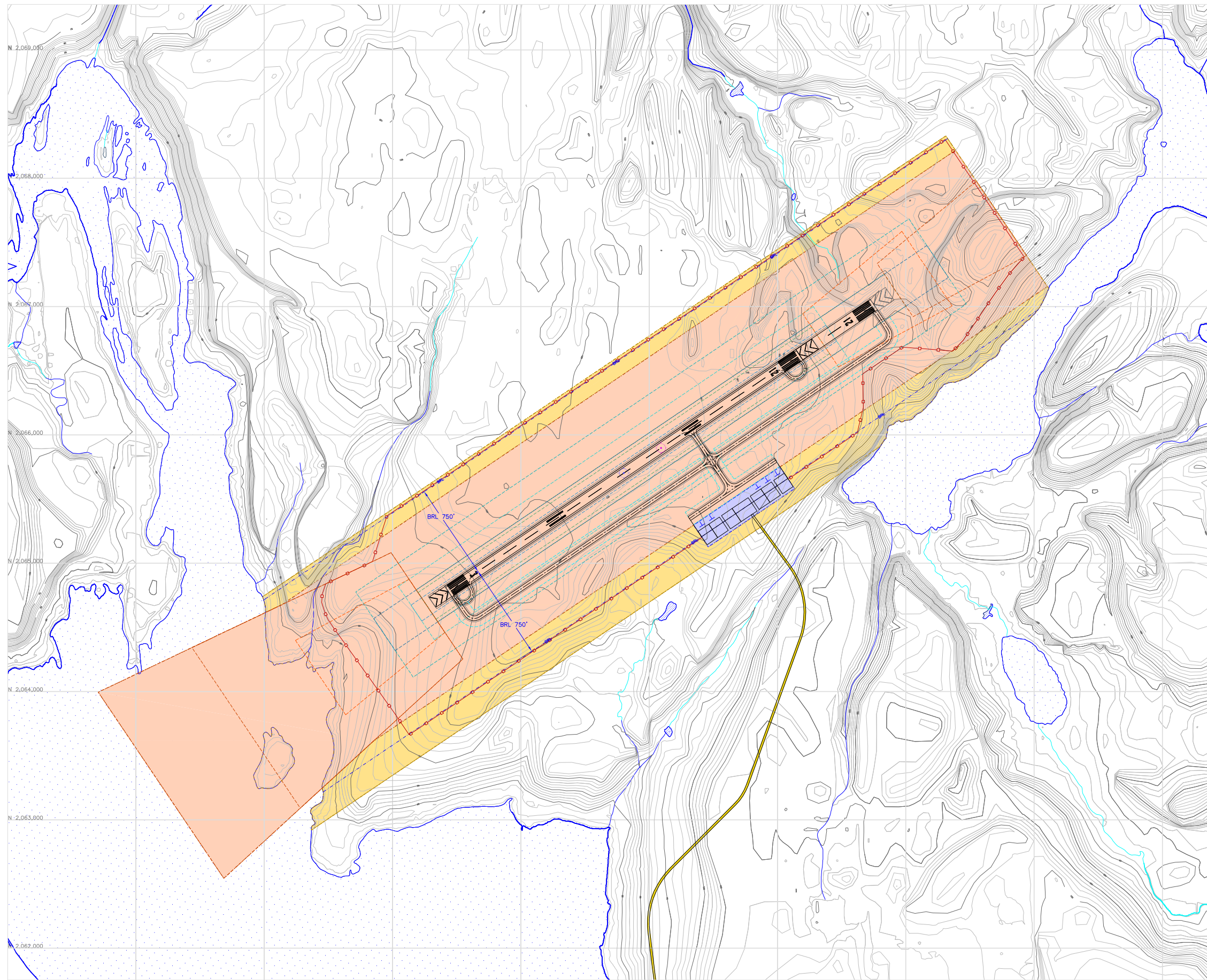


WETLAND PLAN

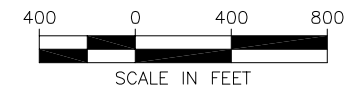
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Angoon, Alaska

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LEGEND		
FACILITY	OPENING DAY	PROPOSED
AIRPORT REFERENCE POINT (ARP)		NA
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		
AIRCRAFT OPERATIONS AREA (AOA)		
TERMINAL AREA		
RESERVED FOR FUTURE AVIATION DEVELOPMENT		

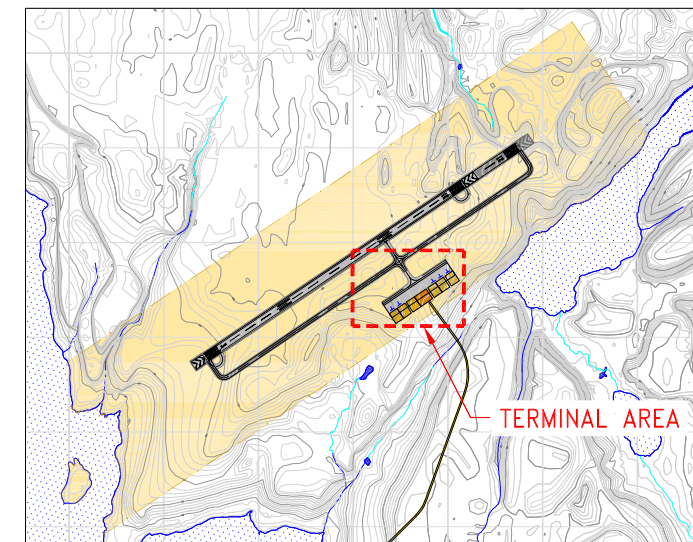
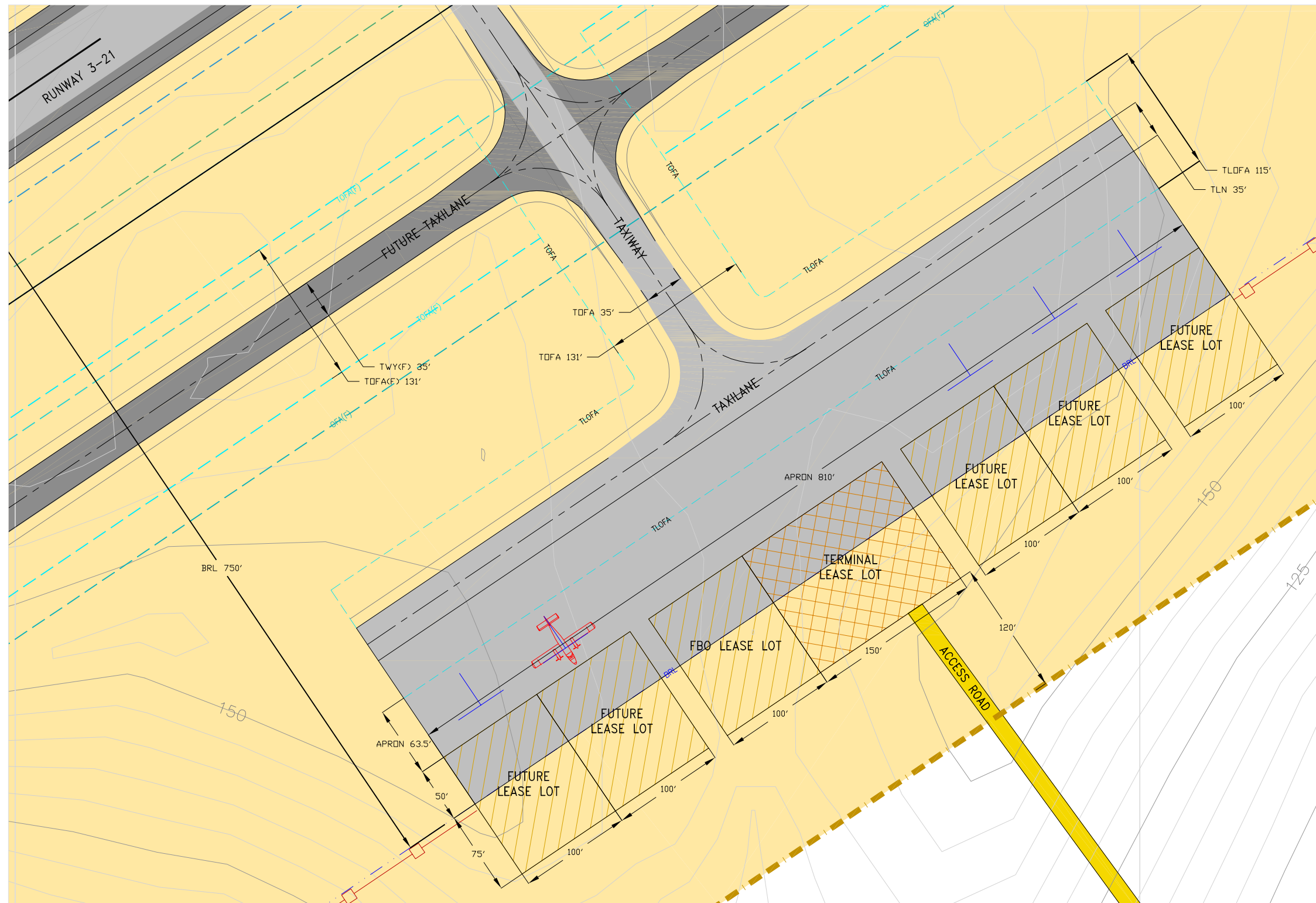


LAND USE /
PROPERTY AND OCCUPANCY PLAN

ANGOON AIRPORT
Angoon, Alaska

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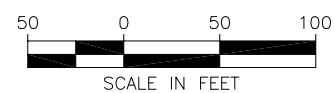
NOTES

1. LOCATION OF 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		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 TAXILANE OBJECT FREE AREA
- TOFA TAXIWAY OBJECT FREE AREA
- (F) FUTURE



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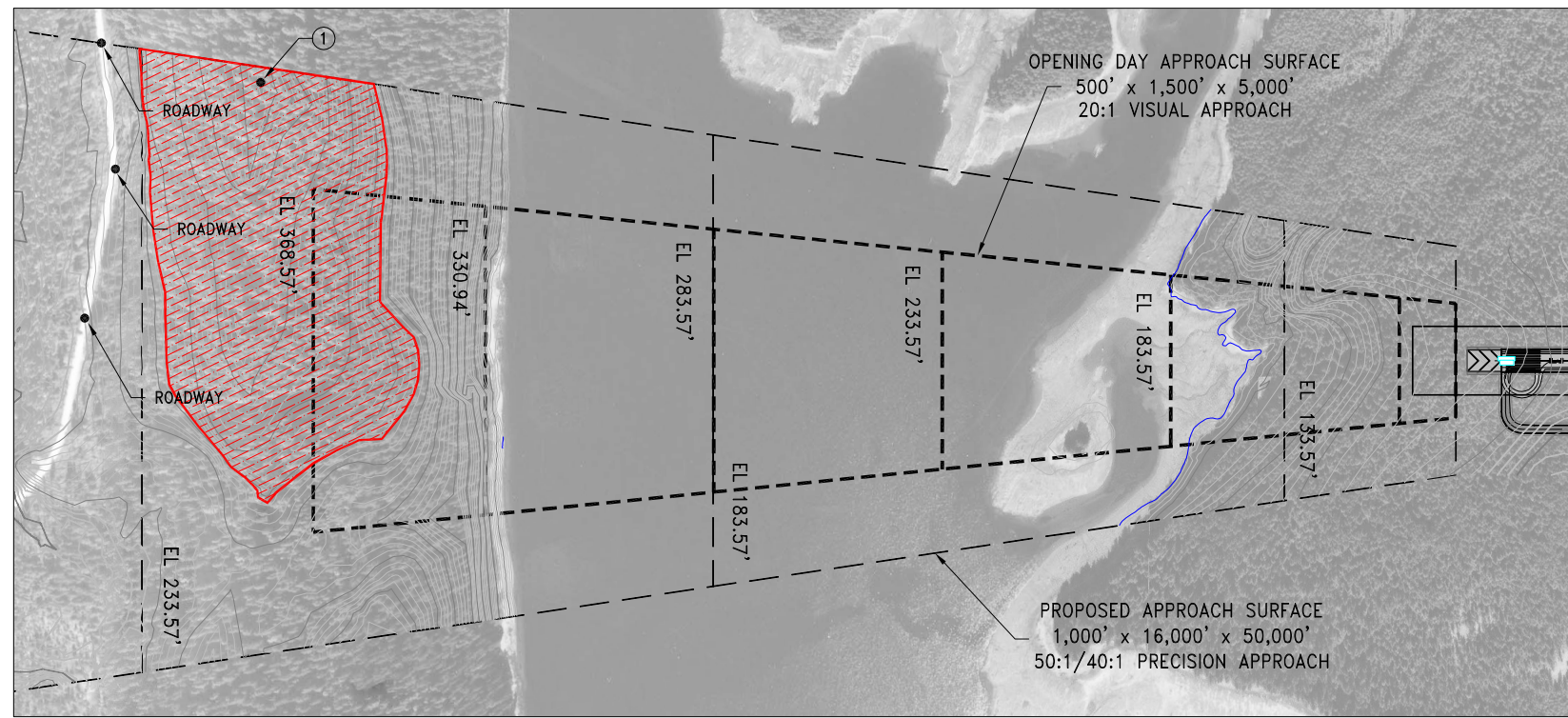
TERMINAL AREA PLAN

ANGOON AIRPORT

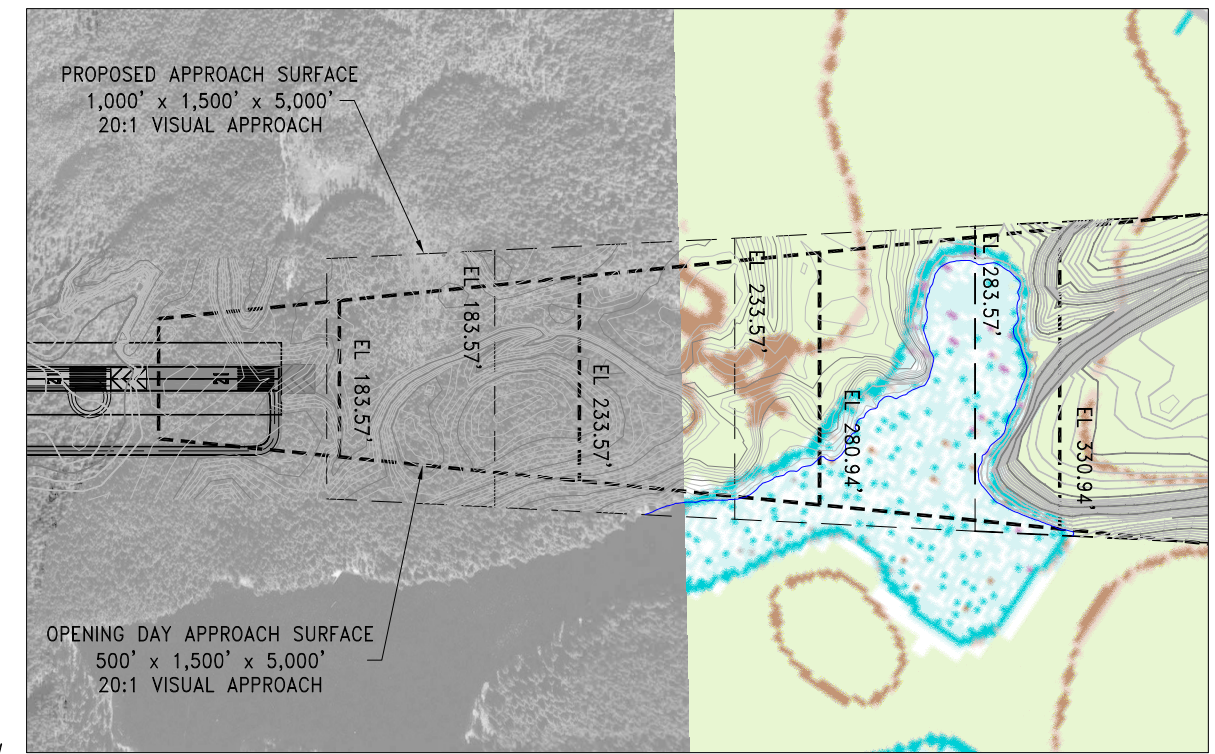
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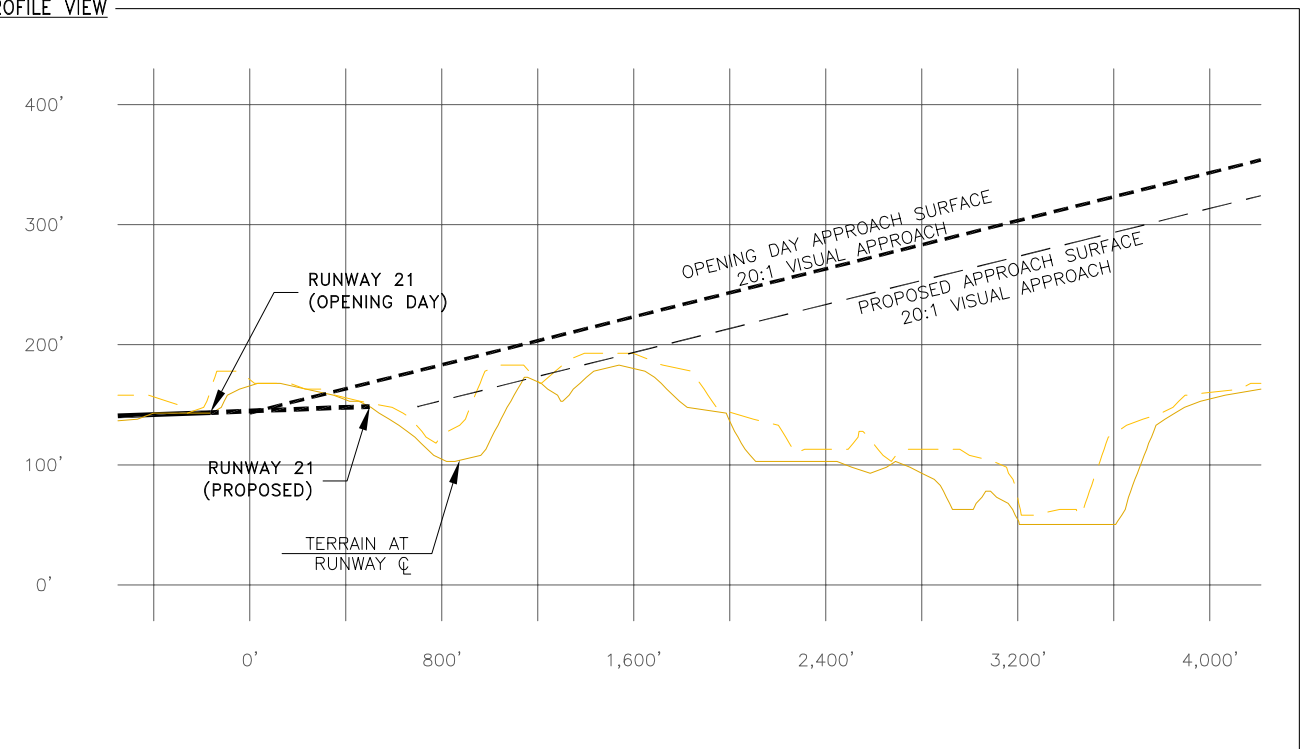
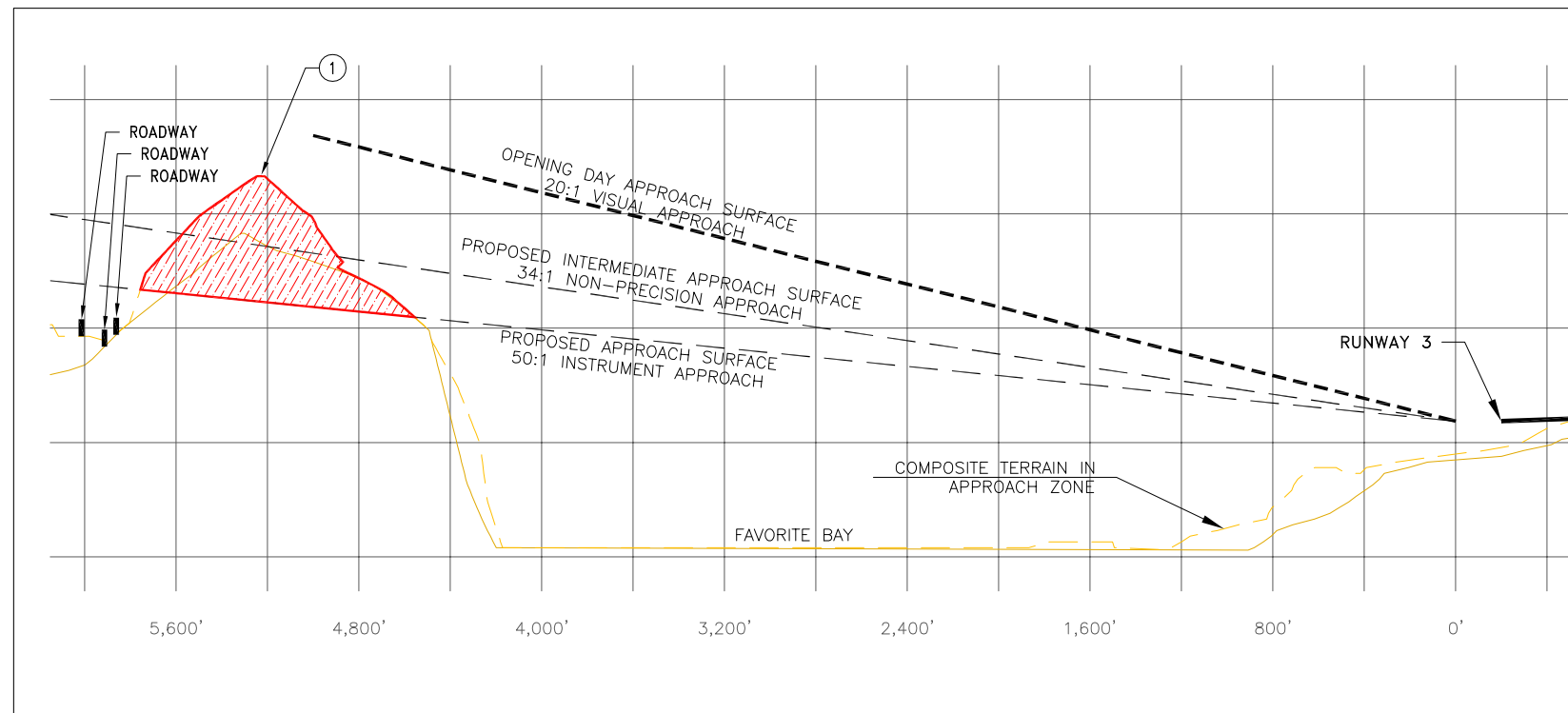


RUNWAY 3



RUNWAY 21

PLAN VIEW
PROFILE VIEW



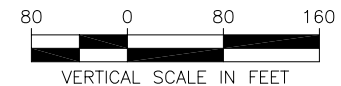
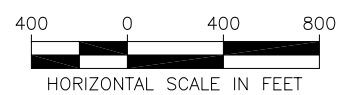
OBSTRUCTIONS*				
#	ITEM	EL	PNTR	CORRECTIVE ACTION
1	GROUND	333'	110'	TO BE REMOVED

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

ESTIMATED AREA OF GROUND PENETRATION INTO PART 77 SURFACES

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.

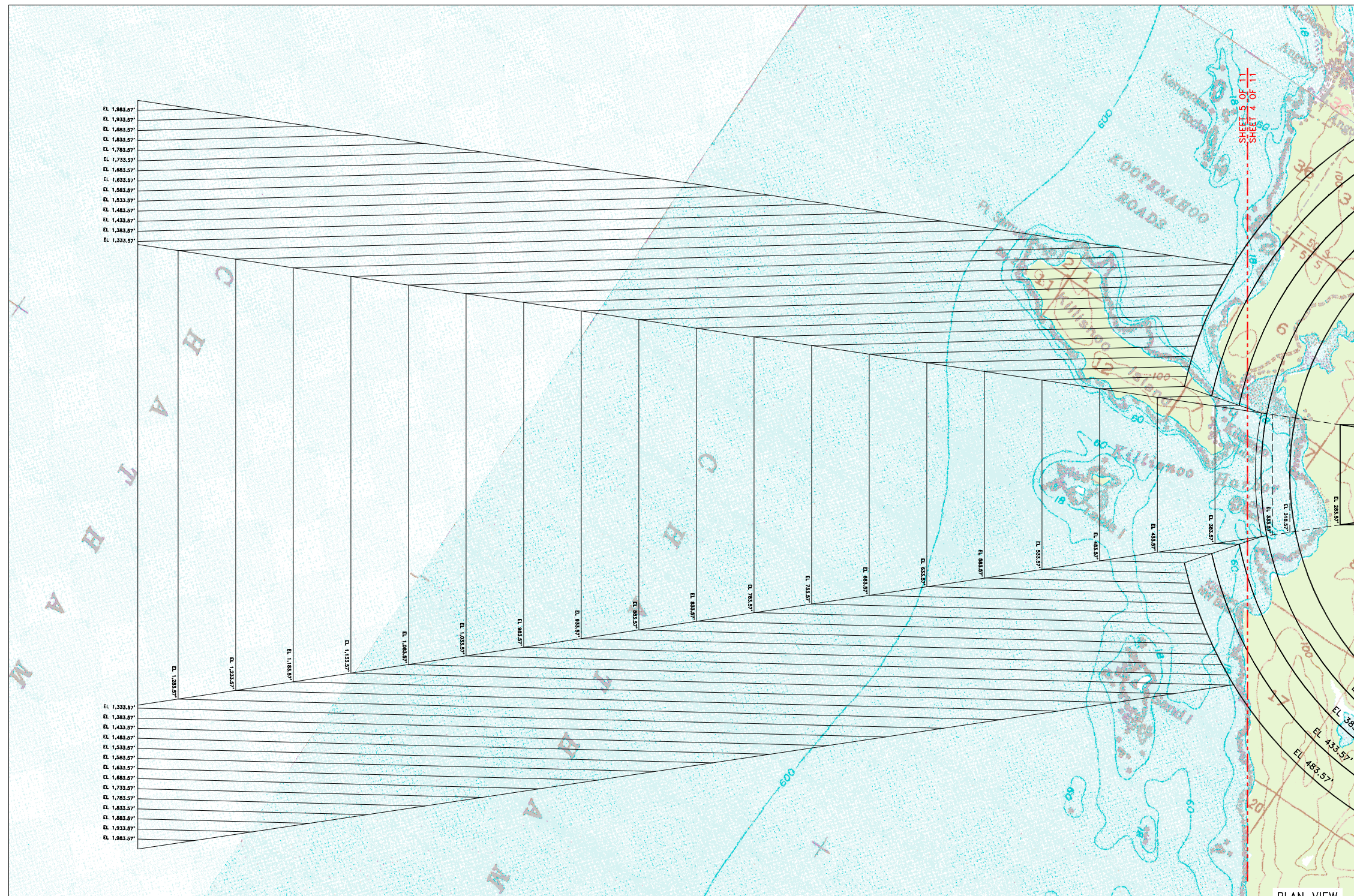


INNER RUNWAY APPROACH SURFACES
RUNWAY 3-21

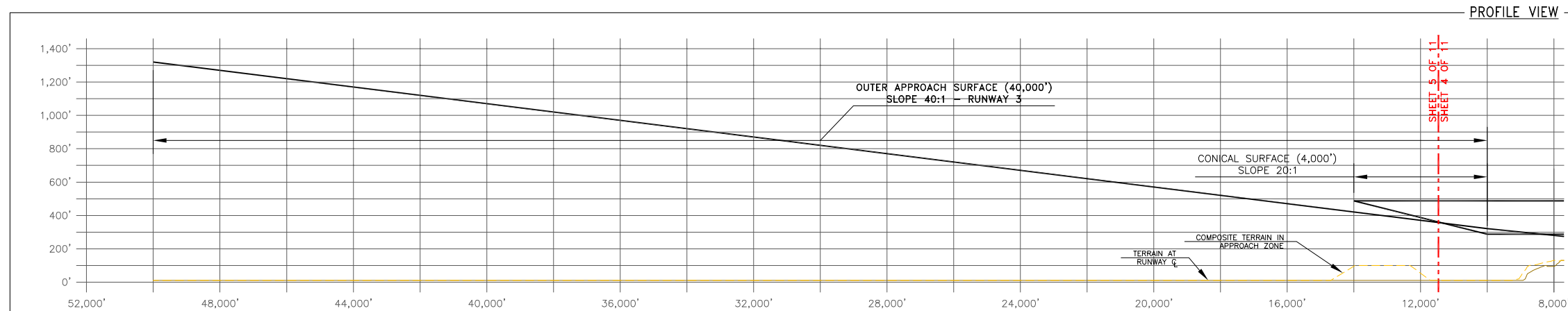
ANGOON AIRPORT
Angoon, Alaska

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PLAN VIEW

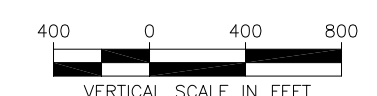
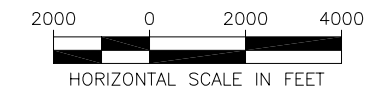


PROFILE VIEW

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

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

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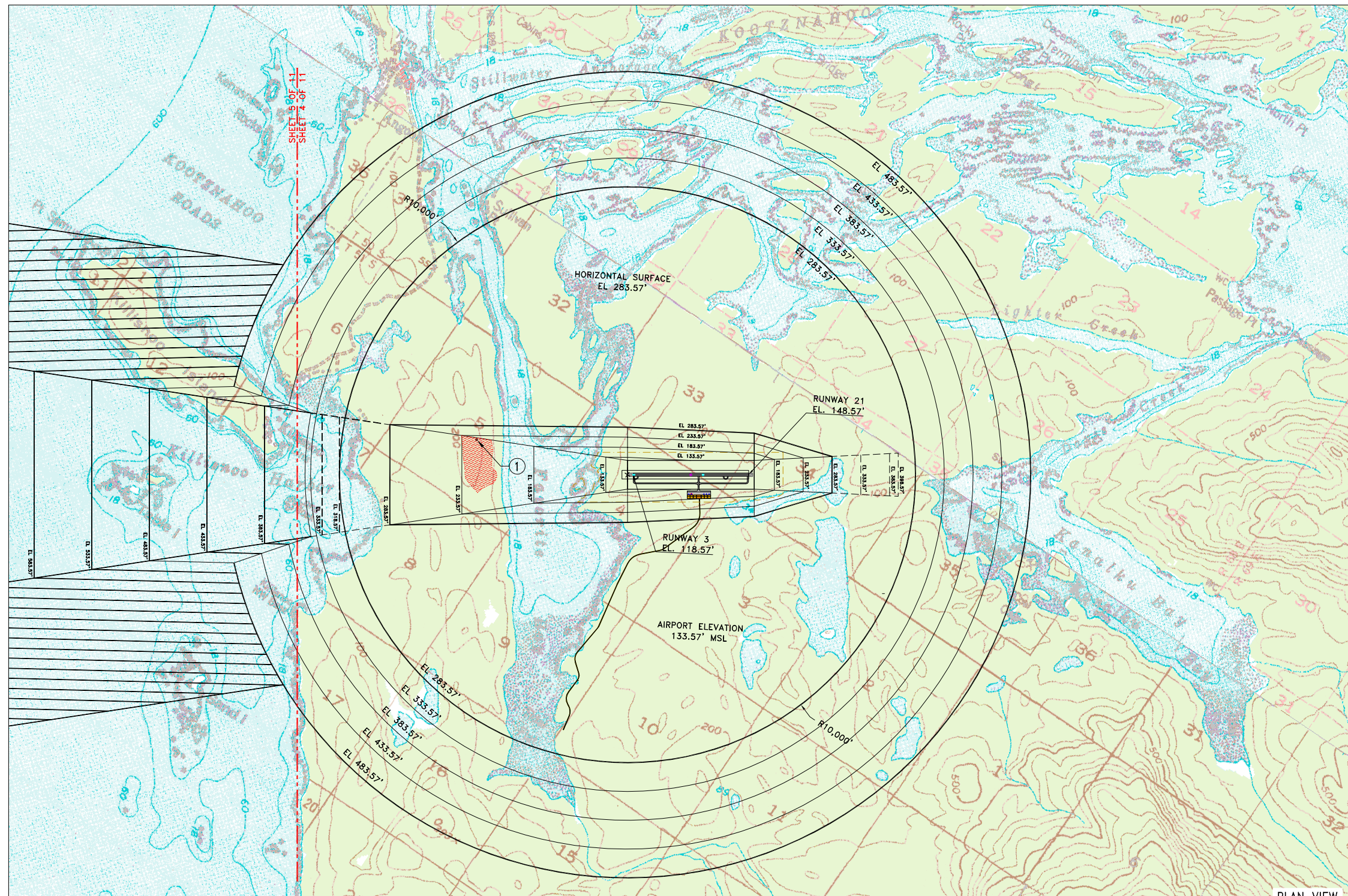
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FAR PART 77 AIRSPACE PLAN
OUTER APPROACH, RUNWAY 3 - FUTURE

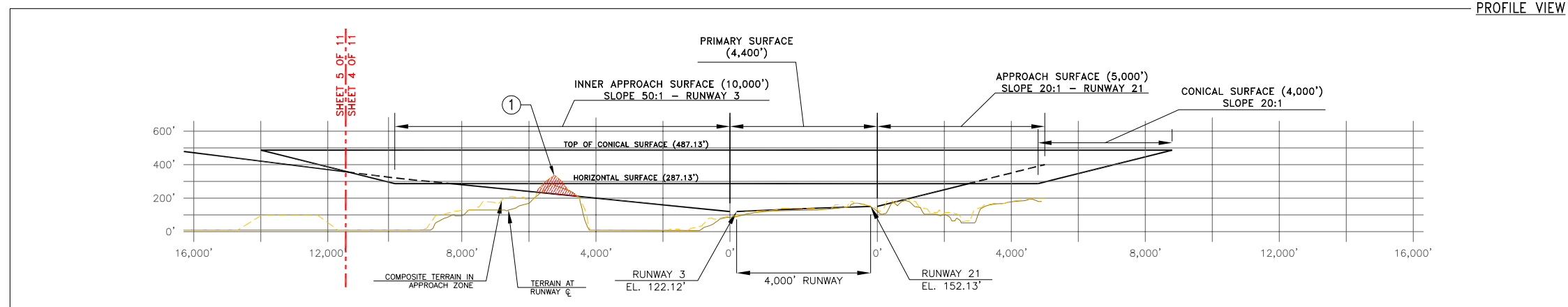
ANGOON AIRPORT

Angoon, Alaska

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PLAN VIEW



PROFILE VIEW

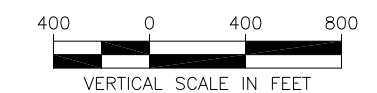
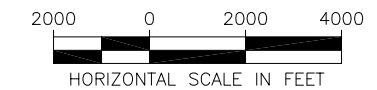
OBSTRUCTIONS*				
#	ITEM	EL	PNTR	CORRECTIVE ACTION
1	GROUND	333'	116'	TO BE REMOVED

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

ESTIMATED AREA OF GROUND PENETRATION INTO PART 77 SURFACES

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.
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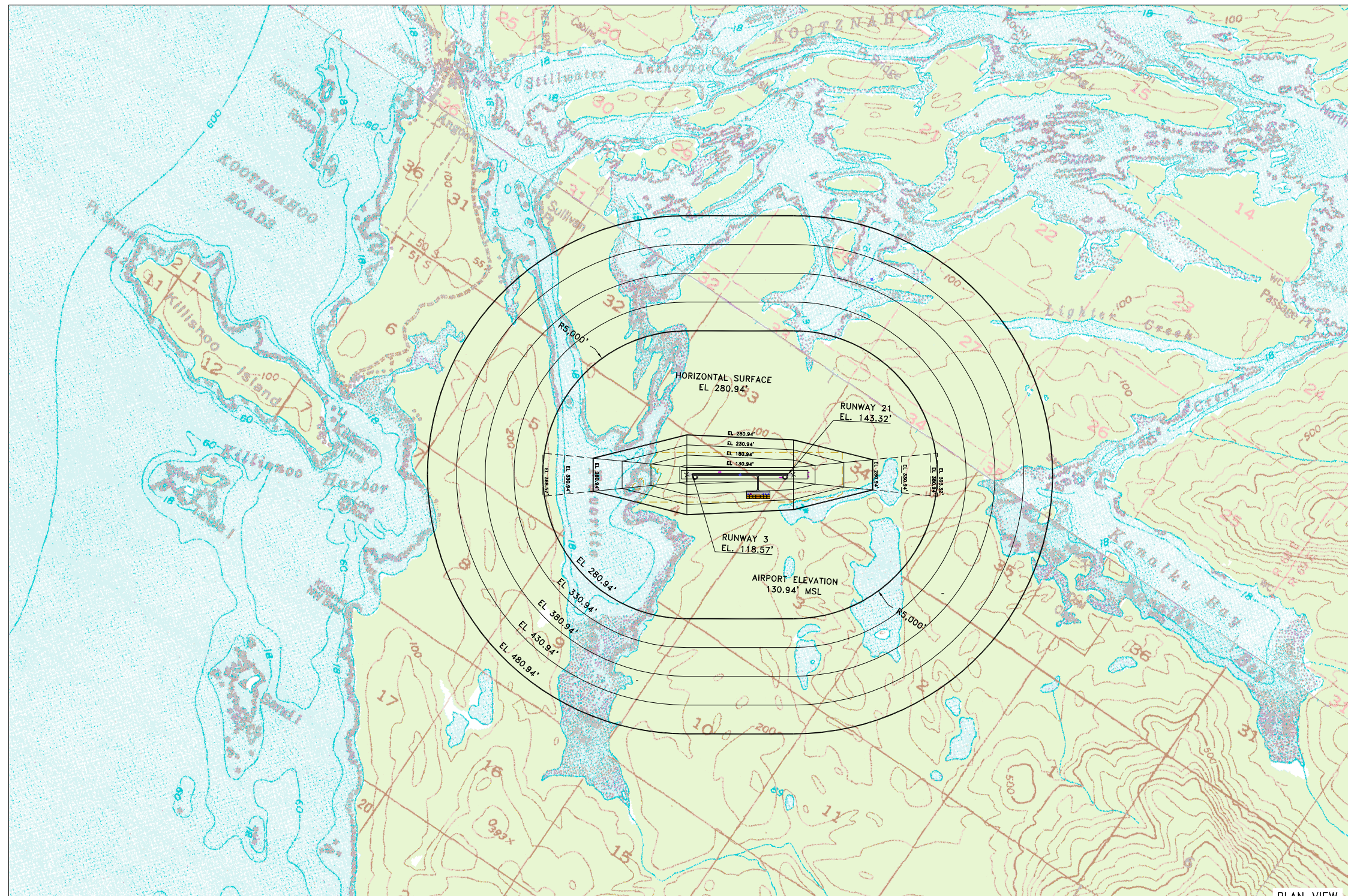


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FAR PART 77 AIRSPACE PLAN
INNER APPROACH, RUNWAY 3-21 - FUTURE

ANGOON AIRPORT
Angoon, Alaska

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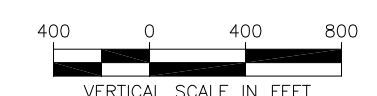
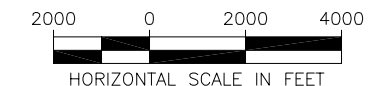
PLAN VIEW

PROFILE VIEW

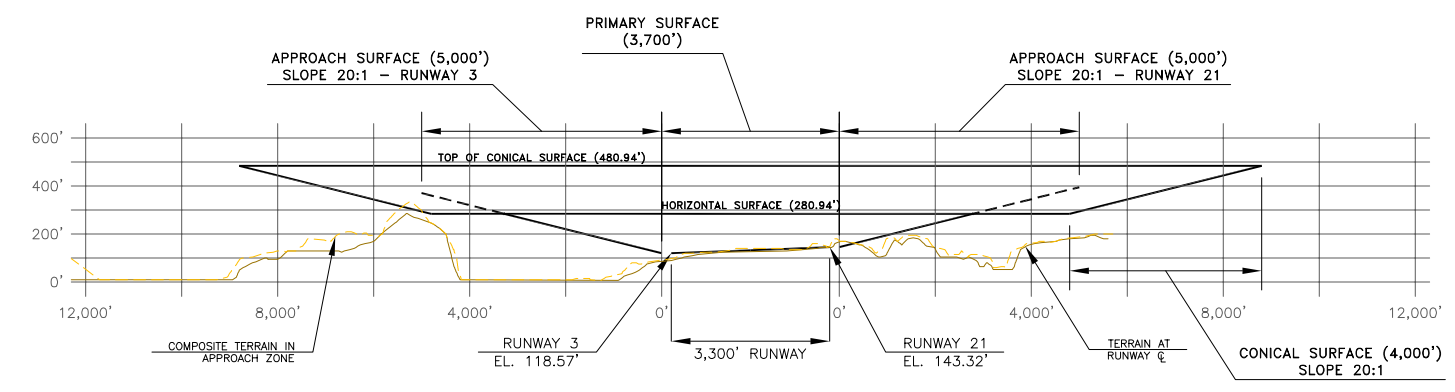
OBSTRUCTIONS*				
#	ITEM	EL	PNTR	CORRECTIVE ACTION
-	-	-	-	-
-	-	-	-	-

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

- NOTES:
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 - US GEOLOGICAL SURVEY (USGS) DIGITAL RASTER GRAPHIC (DRG) PROJECTED IN UTM NAD 27, 7.5 MINUTE QUAD. USGS MAPS DATED 1951, REVISED 1997.



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

ANGOON AIRPORT

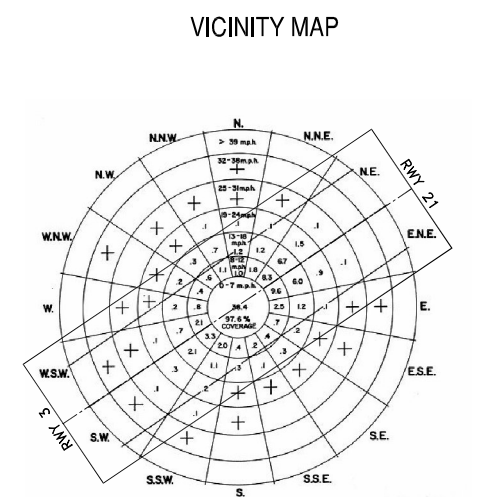
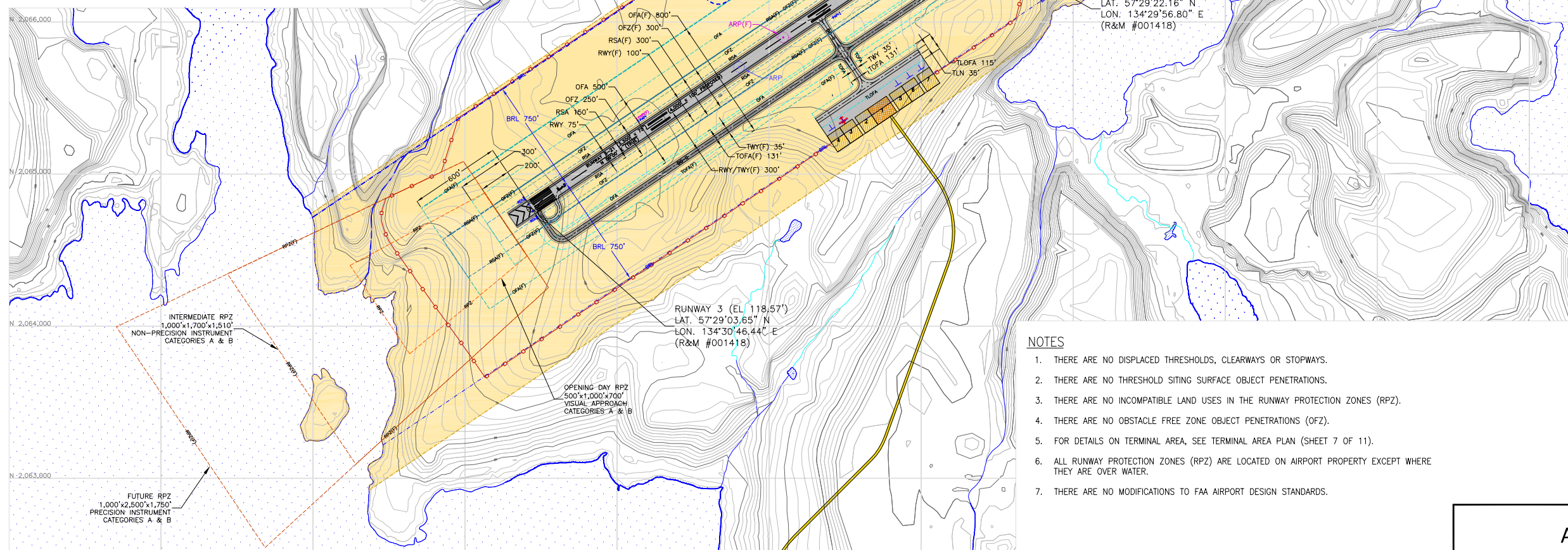
Angoon, Alaska

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PROJECT MANAGER:	JJY			

RUNWAY DATA TABLE			
ITEM	OPENING DAY	PROPOSED	
RUNWAY CLASSIFICATION	RUNWAY 3: RUNWAY 21:	OTHER THAN UTILITY OTHER THAN UTILITY	NO CHANGE NO CHANGE
INSTRUMENT RUNWAY	RUNWAY 3: RUNWAY 21:	VISUAL VISUAL	PRECISION INSTRUMENT NO CHANGE
FAR PART 77 APPROACH SLOPE	RUNWAY 3: RUNWAY 21:	20:1 20:1	NO CHANGE NO CHANGE
APPROACH VISIBILITY MINIMUMS	RUNWAY 3: RUNWAY 21:	> 3/4 STATUTE MILE > 3/4 STATUTE MILE	NO CHANGE NO CHANGE
RUNWAY MARKING TYPE	RUNWAY 3: RUNWAY 21:	NON-PRECISION NON-PRECISION	PRECISION PRECISION
TRUE BEARING	RUNWAY 3: RUNWAY 21:	N 56°00' E N 56°00' E	NO CHANGE NO CHANGE
RUNWAY GRADIENT	RUNWAY 3: RUNWAY 21:	0.75% 0.75%	NO CHANGE NO CHANGE
MAGNETIC DECLINATION	YR 2005: YR 2010:	21°51' E 21°27' E	NO CHANGE NO CHANGE
PAVEMENT DESIGN STRENGTH	SINGLE GEAR: DUAL GEAR:	12,500 LBS 30,000 LBS	NO CHANGE NO CHANGE
PERCENT WIND COVERAGE (12 MPH)	WIDTH: LENGTH:	75' 3,300'	97.02% NO CHANGE
RUNWAY DIMENSIONS	WIDTH: LENGTH:	100' 3,300'	NO CHANGE NO CHANGE
RUNWAY SAFETY AREA (RSA)	WIDTH: LENGTH BEYOND RWY END:	150' 300'	300' 600'
THRESHOLD COORDINATES	RWY 3 LATITUDE: LONGITUDE:	RWY 21 LATITUDE: LONGITUDE:	RWY 3 LATITUDE: LONGITUDE:
RUNWAY END COORDINATES	RWY 3 LATITUDE: LONGITUDE:	RWY 21 LATITUDE: LONGITUDE:	RWY 3 LATITUDE: LONGITUDE:
RUNWAY TOUCHDOWN ZONE ELEVATION	RUNWAY 3: RUNWAY 21:	118.57' 143.32'	NO CHANGE NO CHANGE
RUNWAY LIGHTING TYPE	RUNWAY 3: RUNWAY 21:	MIRL MIRL	NO CHANGE NO CHANGE
RUNWAY PROTECTION ZONE (RPZ)	RUNWAY 3: RUNWAY 21:	500' x 1,000' x 700' 500' x 1,000' x 700'	1,000' x 2,500' x 1,750' NO CHANGE
RUNWAY OBJECT FREE AREA (OFA)	WIDTH: LENGTH BEYOND RWY END:	500' 300'	800' 600'
RUNWAY OBJECT FREE ZONE (OFZ)	WIDTH: LENGTH BEYOND RWY END:	250' 200'	300' 200'
VISUAL APPROACH AIDS	RUNWAY 3: RUNWAY 21:	REIL, PAPI REIL, PAPI	NO CHANGE NO CHANGE
INSTRUMENT APPROACH AIDS	RUNWAY 3: RUNWAY 21:	NONE 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: LONGITUDE:	57°29'14.87" N 134°30'21.62" E
MEAN MAXIMUM TEMPERATURE	62"	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

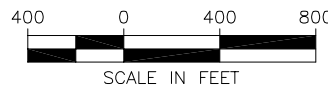
AIRPORT FACILITIES	
NUMBER	DESCRIPTION
1	TERMINAL LEASE LOT
2	FBO LEASE LOT
3	FUTURE LEASE LOT
4	FUTURE LEASE LOT
5	FUTURE LEASE LOT
6	FUTURE LEASE LOT
7	FUTURE LEASE LOT



- 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		
WIND CONE/SEGMENTED CIRCLE		NA
THRESHOLD		
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	TAXILANE 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

DESIGNED BY: RLO	DATE: JANUARY 2007
DRAWN BY: RLO	SHEET 2 OF 11
CHECKED BY: JJY	
PROJECT MANAGER: JJY	

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1. PROJECT GOALS

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 FOR ACCESS. IT IS THE LARGEST COMMUNITY IN SOUTHEAST ALASKA WITHOUT DIRECT LAND BASED AIRPORT ACCESS, BEING CURRENTLY SERVED BY AIRCRAFT USING 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. A NEW LAND BASED ANGOON AIRPORT WOULD:

1. IMPROVE 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 THE SAFETY AND RELIABILITY OF AIR TRAVEL. THE PREVAILING NORTHEASTERLY WIND DIRECTION AND THE CROSSWIND ORIENTATION OF THE SEAPLANE LANDING AREA ON 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, THAT APPEAR AS RAPIDS AT LOW TIDE. THESE CAN MAKE SEAPLANE LANDINGS HAZARDOUS. THERE ARE NO LANDING LIGHTS IN THE WATERWAY AND NIGHT LANDINGS ARE PROHIBITED. 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.

2. 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, HISTORICAL AIR TRAFFIC AT THE ANGOON SEAPLANE BASE, AND POPULATION, ECONOMIC AND OTHER FACTORS IDENTIFIED AS IMPACTING AIR TRANSPORTATION DEMAND IN ANGOON. IN ADDITION, THE CONTENT OF INTERVIEWS WITH AIR CARRIERS SERVING ANGOON (OR WITH THE POTENTIAL TO INITIATE SERVICE), COMMUNITY REPRESENTATIVES AND OTHER KNOWLEDGEABLE PARTIES WAS CONSIDERED. CONSIDERABLE PROFESSIONAL JUDGMENT WAS USED IN THE SELECTION OF THE FINAL FORECAST.

3. 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 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.

4. MODIFICATIONS TO STANDARDS

THERE ARE NO EXISTING NOR PROPOSED MODIFICATIONS TO STANDARDS

5. THRESHOLD SITING RATIONALE

BOTH RUNWAY ENDS WILL HAVE STANDARD RUNWAY THRESHOLDS

6. IMPLEMENTATION PLAN

THE MATERIAL SHOWN ON THIS PLAN SHEET DESCRIBES THE RECOMMENDED DEVELOPMENT PROGRAM FOR THE NEW LAND BASED 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 DESIGN AND FINAL CONSTRUCTION COMPLETED. OPENING DAY CONDITIONS REFLECT THE AIRPORT BEING OPERATIONAL IN 2009.

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

NARRATIVE REPORT

ANGOON AIRPORT
Angoon, Alaska

REVISIONS				
NO.	DESCRIPTION	BY	APP.	DATE

DESIGNED BY: RLO	DATE: JANUARY 2007
DRAWN BY: RLO	SHEET 11 OF 11
CHECKED BY: JJY	
PROJECT MANAGER: JJY	