

AIRPORT DATA		
ITEM	EXISTING	FUTURE
AIRPORT ELEVATION (MSL)	20.0'	SAME
AIRPORT REFERENCE POINT (A.R.P.)	LAT. 58°05'46.3" LONG. 135°24'31.5"	SAME
NORMAL MAXIMUM TEMPERATURE	77°	SAME
TAXIWAY LIGHTING	M.I.T.L.	SAME
RAMP LIGHTING	NONE	SAME
AIRPORT APPROACH CATEGORY	B	SAME
AIRPLANE DESIGN GROUP	II	SAME
SERVICE LEVEL	COMMERCIAL	SAME
BUILDING RESTRICTION LINE (BRL)	1,157' LT. 250' RT.	SAME
TAXIWAY WIDTH/SAFETY AREA WIDTH	35' / 80'	SAME
THRESHOLD RUNWAY 6	LAT. 58°05'42.81"N LONG. 135°25'02.17"W	SAME
THRESHOLD RUNWAY 24	LAT. 58°05'49.83N LONG. 135°24'00.88"W	SAME

RUNWAY DATA		
ITEM	EXISTING	FUTURE
EFFECTIVE GRADIENT %	0.03	SAME
% WIND COVERAGE	NO DATA	T.B.D.
INSTRUMENT RUNWAY	NONE	NPI
PAVEMENT SURFACE	ASPHALT CONCRETE	SAME
PAVEMENT STRENGTH	SINGLE WHEEL GEAR 12,500 LB.	SAME
APPROACH SURFACES	20:1 / 20:1	SAME
RUNWAY LIGHTING	M.I.R.L.	SAME
RUNWAY MARKING	VISUAL	SAME
NAVIGATIONAL AIDS	PAPI, REIL ROTATING BEACON	SAME
RUNWAY DESIGNATION	6-24	5-23
RUNWAY DIMENSIONS	75' X 3,370'	SAME
RUNWAY SAFETY AREA DIMENSION	150' X 3,990'	SAME
RUNWAY TYPE	UTILITY	SAME

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET AND INDEX
2	AIRPORT LAYOUT PLAN
3	AIRPORT AIRSPACE
4	OBSTRUCTIONS TABLE
5	AIRPORT AIRSPACE APPROACH PROFILE RW 5
6	AIRPORT AIRSPACE APPROACH PROFILE RW 23
7	INNER PORTION APPROACH SURFACE
8	TERMINAL AREA DRAWING
9	LAND USE PLAN
10	AIRPORT PROPERTY PLAN
11	AIRPORT PROPERTY PLAN
12	WETLANDS DELINEATION
13	NARRATIVE REPORT

LEGEND		
	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
BUILDING RESTRICTION LINE	--- BRL ---	--- BRL ---
RUNWAY PROTECTION ZONE	--- RPZ ---	--- RPZ ---
RUNWAY OBJECT FREE AREA	--- ROFA ---	--- ROFA ---
RUNWAY SAFETY AREA	--- RSA ---	--- RSA ---
RUNWAY OBSTACLE FREE ZONE	--- ROFZ ---	--- ROFZ ---
TAXIWAY OBJECT FREE AREA	--- TOFA ---	--- TOFA ---
TAXIWAY SAFETY AREA	--- TSA ---	--- TSA ---
AIRPORT REFERENCE POINT (ARP)	⊙	⊙
RUNWAYS / TAXIWAYS	———	———
ROADWAYS	———	———
SHORELINE	~~~~~	~~~~~
LEASELOTS	-----	-----
PAPI	⊙⊙⊙⊙	●●●●
OMNI-DIRECTIONAL REIL	⊙	⊙
ROTATING BEACON	⊙	⊙
LIGHTED WINDCONE	⊙	⊙
THRESHOLD	⊙	⊙
TREE	⊙	⊙
TREELINE	~~~~~	~~~~~
FENCE	———	———
CONTOURS	~~~~~ 30	~~~~~
BUILDING	▭	▭
SURVEY MONUMENTS	⊙	⊙
SEGMENTED CIRCLE	⊙	⊙
HOLD LINE	~~~~~	~~~~~

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PLANNED: DLM
DRAWN: CMB
CHECKED: DLM

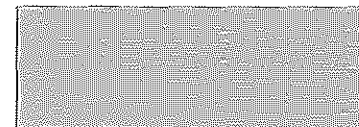
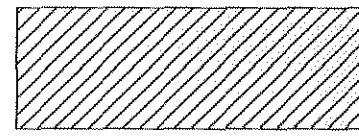
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHCOST REGION PLANNING

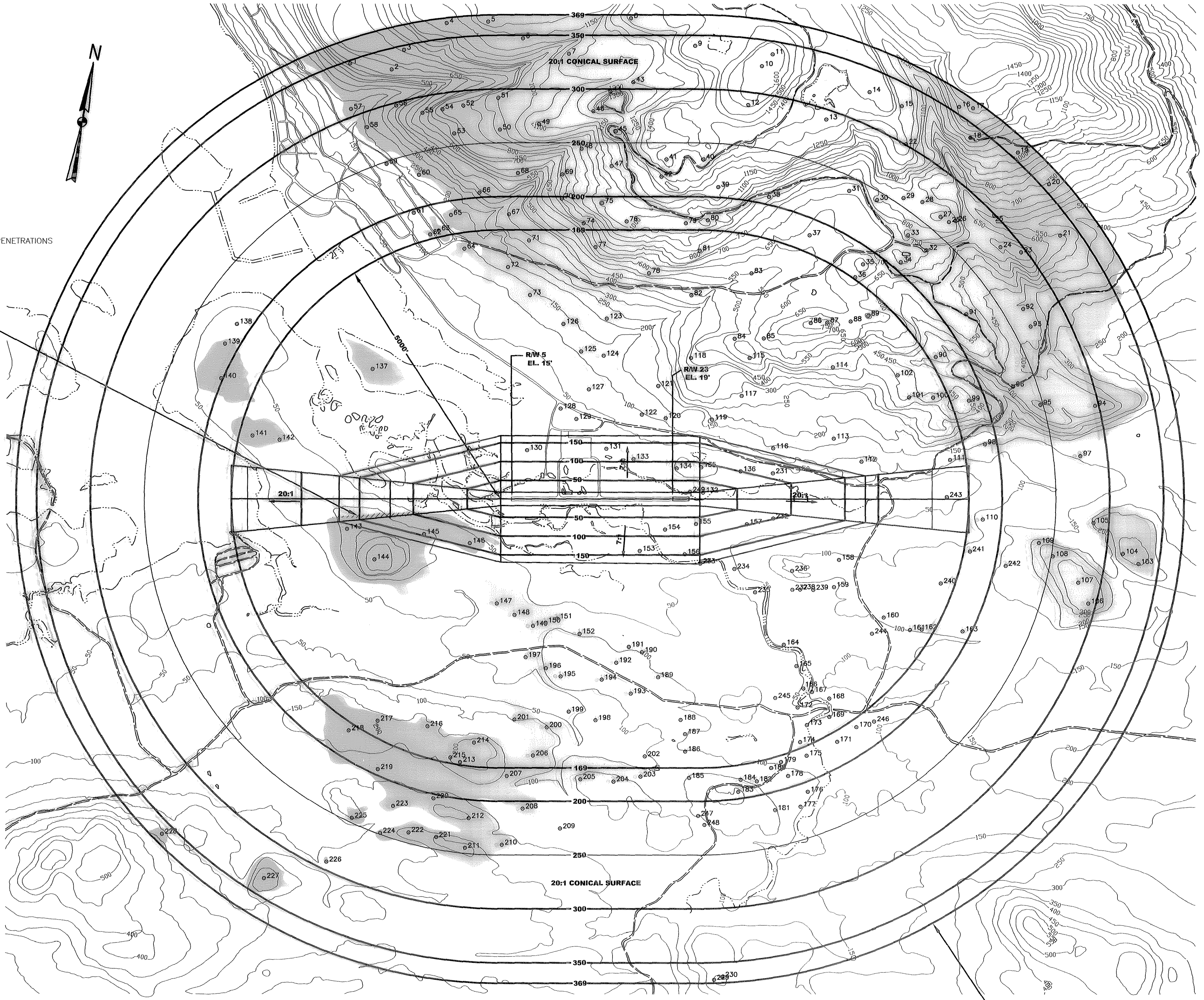
PREVIOUS REVISION DATE: 08/02/04
APPROVED: *[Signature]* DATE: 10/3/2018
VERNE SKAGERBERG, TRANSPORTATION PLANNER
CHIEF OF PLANNING

FAA AIRSPACE REVIEW NO: (ORIGINAL 03-AAL-071-NRA)
FAA APPROVAL DATE: (ORIGINAL 3/30/04)
BY: AS-BUILT *[Signature]* 11-14-18
FAA AIRPORT DIVISION, ALASKA REGION, AAL-800
SUBJECT TO CONDITIONS IN LETTER DATED: 3/30/04
PREVIOUS ALP FAA APPROVAL DATE: ~~08/02/04~~ 3/30/04

HOONAH AIRPORT
TITLE SHEET AND INDEX

SHEET
1 OF
13

 PART 77 PENETRATIONS
 THRESHOLD SITING SURFACE PENETRATIONS



NOTE: OBSTRUCTIONS LISTED ON SHEET 4.

1000' 500' 0 1000' 2000' 3000'

SCALE: 1 IN = 1000 FT.
CONTOUR INTERVAL: 10 FT.


LIMITS OF RECOMMENDED PART 77 HEIGHT ZONING

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PLANNED: DLM
 DRAWN: CMB
 CHECKED: DLM

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION PLANNING

PREVIOUS REVISION DATE: 07/19/01
 APPROVED:  DATE: 3/2/04
 VERNE SKAGERBERG, TRANSPORTATION PLANNER FOR
 ANDY HUGHES, CHIEF OF PLANNING

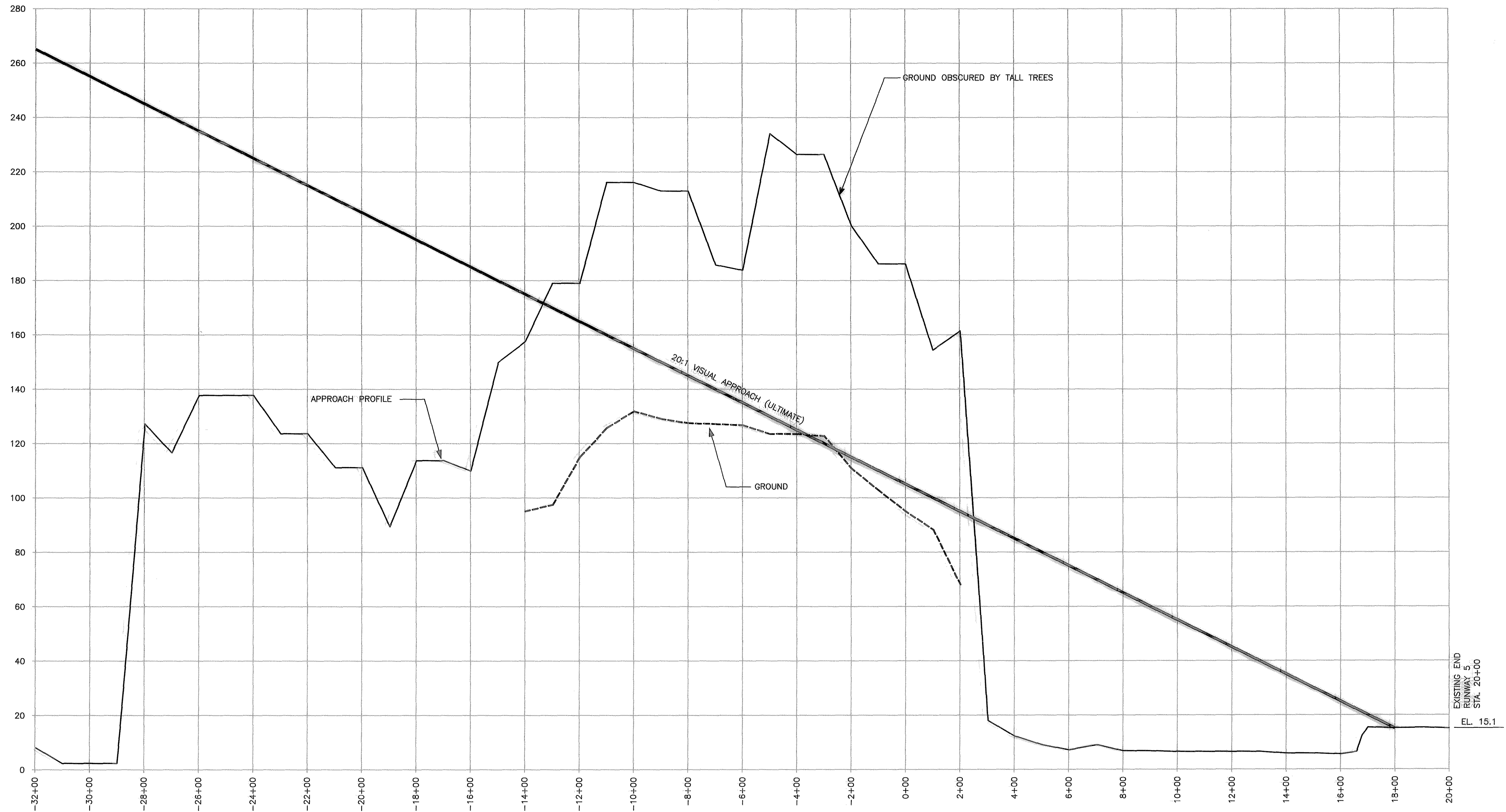
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 FAA APPROVAL DATE: 2/20/04
 BY: 
 FAA AIRPORT DIVISION, ALASKA REGION, AAL-600
 SUBJECT TO CONDITIONS IN LETTER DATED: 2/20/04
 PREVIOUS ALP FAA APPROVAL DATE: 07/24/01

HOONAH AIRPORT
 AIRPORT AIRSPACE

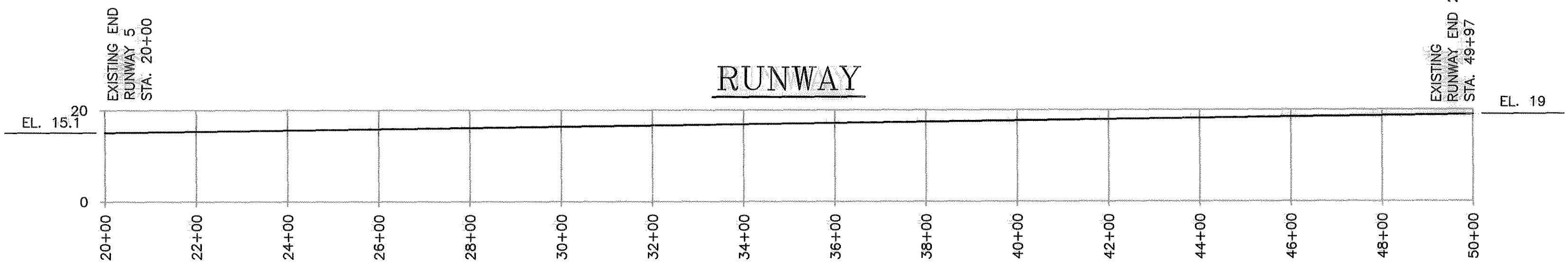
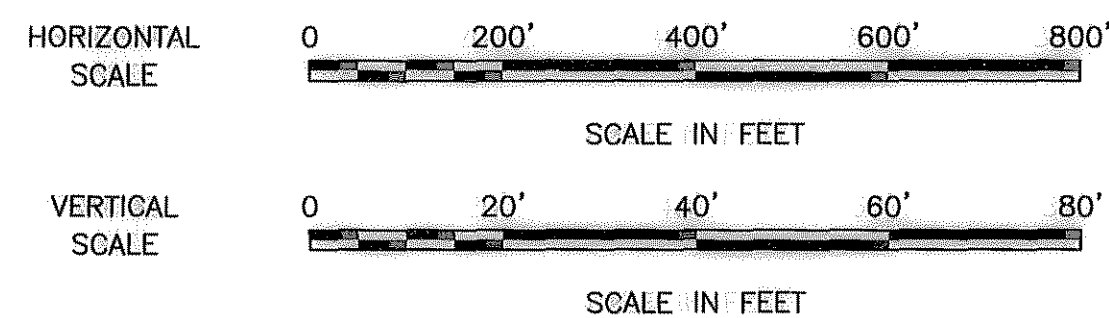
SHEET
 3 OF
 13

OBSTRUCTION TABLE				OBSTRUCTION TABLE				OBSTRUCTION TABLE				OBSTRUCTION TABLE				OBSTRUCTION TABLE			
Description	Elev. (MSL)	Obstruction	Recommendation	Description	Elev. (MSL)	Obstruction	Recommendation	Description	Elev. (MSL)	Obstruction	Recommendation	Description	Elev. (MSL)	Obstruction	Recommendation	Description	Elev. (MSL)	Obstruction	Recommendation
1. TREE	EL. 623	275' obstruction to 20:1 Conical Surface	To Remain	59. TREE	EL. 263	15' obstruction to 20:1 Conical Surface	To Remain	117. TREE	EL. 371	202' obstruction to the Horizontal surface	To Remain	175. TREE	EL. 214	36' obstruction to 20:1 Conical Surface	To Remain	233. TREE	EL. 207	38' obstruction to 7:1 Transitional Surface	Remove
2. TREE	EL. 709	378' obstruction to 20:1 Conical Surface	To Remain	60. TANK	EL. 242	12' obstruction to 20:1 Conical Surface	To Remain	118. TREE	EL. 581	412' obstruction to the Horizontal surface	To Remain	176. TREE	EL. 223	13' obstruction to 20:1 Conical Surface	To Remain	234. TREE	EL. 225	56' obstruction to the Horizontal surface	To Remain
3. TREE	EL. 909	563' obstruction to 20:1 Conical Surface	To Remain	61. TREE	EL. 201	4' obstruction to 20:1 Conical Surface	To Remain	119. GROUND	EL. 219	50' obstruction to the Horizontal surface	To Remain	177. TREE	EL. 242	21' obstruction to 20:1 Conical Surface	To Remain	235. TREE	EL. 184	15' obstruction to the Horizontal surface	To Remain
4. TREE	EL. 1207	843' obstruction to 20:1 Conical Surface	To Remain	62. TREE	EL. 193	20' obstruction to 20:1 Conical Surface	To Remain	120. TREE	EL. 202	33' obstruction to the Horizontal surface	To Remain	178. TREE	EL. 204	15' obstruction to 20:1 Conical Surface	To Remain	236. TREE	EL. 207	38' obstruction to the Horizontal surface	To Remain
5. TREE	EL. 1309	946' obstruction to 20:1 Conical Surface	To Remain	63. TREE	EL. 222	47' obstruction to 20:1 Conical Surface	To Remain	121. TREE	EL. 309	140' obstruction to the Horizontal surface	To Remain	179. TREE	EL. 185	10' obstruction to 20:1 Conical Surface	To Remain	237. TREE	EL. 196	27' obstruction to the Horizontal surface	To Remain
6. TREE	EL. 1234	887' obstruction to 20:1 Conical Surface	To Remain	64. TREE	EL. 209	40' obstruction to the Horizontal surface	To Remain	122. TREE	EL. 187	18' obstruction to the Horizontal surface	To Remain	180. TREE	EL. 206	29' obstruction to 20:1 Conical Surface	To Remain	238. TREE	EL. 195	28' obstruction to the Horizontal surface	To Remain
7. TREE	EL. 1204	871' obstruction to 20:1 Conical Surface	To Remain	65. TREE	EL. 288	101' obstruction to 20:1 Conical Surface	To Remain	123. TREE	EL. 298	129' obstruction to the Horizontal surface	To Remain	181. TREE	EL. 247	30' obstruction to 20:1 Conical Surface	To Remain	239. TREE	EL. 174	5' obstruction to the Horizontal surface	To Remain
8. TREE	EL. 1490	1124' obstruction to 20:1 Conical Surface	To Remain	66. TREE	EL. 502	298' obstruction to 20:1 Conical Surface	To Remain	124. TREE	EL. 259	90' obstruction to the Horizontal surface	To Remain	182. TREE	EL. 228	41' obstruction to 20:1 Conical Surface	To Remain	240. TREE	EL. 194	25' obstruction to the Horizontal surface	To Remain
9. TREE	EL. 1604	1264' obstruction to 20:1 Conical Surface	To Remain	67. TREE	EL. 477	294' obstruction to 20:1 Conical Surface	To Remain	125. TREE	EL. 244	75' obstruction to the Horizontal surface	To Remain	183. TREE	EL. 281	88' obstruction to 20:1 Conical Surface	To Remain	241. TREE	EL. 213	38' obstruction to 20:1 Conical Surface	To Remain
10. TREE	EL. 1773	1448' obstruction to 20:1 Conical Surface	To Remain	68. TREE	EL. 736	514' obstruction to 20:1 Conical Surface	To Remain	126. TREE	EL. 220	51' obstruction to the Horizontal surface	To Remain	184. TREE	EL. 248	65' obstruction to 20:1 Conical Surface	To Remain	242. TREE	EL. 230	20' obstruction to 20:1 Conical Surface	To Remain
11. TREE	EL. 1765	1427' obstruction to 20:1 Conical Surface	To Remain	69. TREE	EL. 911	690' obstruction to 20:1 Conical Surface	To Remain	127. TREE	EL. 207	38' obstruction to the Horizontal surface	To Remain	185. TREE	EL. 230	52' obstruction to 20:1 Conical Surface	To Remain	243. TREE	EL. 170	1' obstruction to 20:1 Conical Surface	To Remain
12. TREE	EL. 1703	1415' obstruction to 20:1 Conical Surface	To Remain	70. TREE	EL. 921	723' obstruction to 20:1 Conical Surface	To Remain	128. TREE	EL. 178	9' obstruction to the Horizontal surface	To Remain	186. TREE	EL. 180	11' obstruction to the Horizontal surface	To Remain	244. TREE	EL. 187	18' obstruction to the Horizontal surface	To Remain
13. TREE	EL. 1437	1140' obstruction to 20:1 Conical Surface	To Remain	71. TREE	EL. 454	285' obstruction to the Horizontal surface	To Remain	129. TREE	EL. 179	10' obstruction to the Horizontal surface	To Remain	187. TREE	EL. 179	10' obstruction to the Horizontal surface	To Remain	245. TREE	EL. 170	1' obstruction to the Horizontal surface	To Remain
14. TREE	EL. 1528	1200' obstruction to 20:1 Conical Surface	To Remain	72. TREE	EL. 254	85' obstruction to the Horizontal surface	To Remain	130. TREE	EL. 142	34' obstruction to 7:1 Transitional Surface	Remove	188. TREE	EL. 174	5' obstruction to the Horizontal surface	To Remain	246. TREE	EL. 186	5' obstruction to the Horizontal surface	To Remain
15. TREE	EL. 1512	1183' obstruction to 20:1 Conical Surface	To Remain	73. TREE	EL. 265	96' obstruction to the Horizontal surface	To Remain	131. TREE	EL. 147	20' obstruction to 7:1 Transitional Surface	Remove	189. TREE	EL. 191	22' obstruction to the Horizontal surface	To Remain	247. TREE	EL. 240	26' obstruction to 20:1 Conical Surface	To Remain
16. TREE	EL. 1440	1083' obstruction to 20:1 Conical Surface	To Remain	74. TREE	EL. 839	663' obstruction to 20:1 Conical Surface	To Remain	132. TREE	EL. 59	41' obstruction to 20:1 Nonprecision Approach	Remove	190. TREE	EL. 186	17' obstruction to the Horizontal surface	To Remain	248. TREE	EL. 224	1' obstruction to 20:1 Conical Surface	To Remain
17. GROUND	EL. 1365	100' obstruction to 20:1 Conical Surface	To Remain	75. GROUND	EL. 1008	814' obstruction to 20:1 Conical Surface	To Remain	133. TREE	EL. 160	58' obstruction to 7:1 Transitional Surface	Remove	191. TREE	EL. 179	10' obstruction to the Horizontal surface	To Remain	249. TREE	EL. 63	43' obstruction to 7:1 Transitional Surface	Remove
18. GROUND	EL. 1172	835' obstruction to 20:1 Conical Surface	To Remain	76. GROUND	EL. 1052	875' obstruction to 20:1 Conical Surface	To Remain	134. TREE	EL. 166	84' obstruction to 7:1 Transitional Surface	Remove	192. TREE	EL. 202	33' obstruction to the Horizontal surface	To Remain				
19. GROUND	EL. 1026	669' obstruction to 20:1 Conical Surface	To Remain	77. TREE	EL. 808	639' obstruction to the Horizontal surface	To Remain	135. TREE	EL. 172	85' obstruction to 7:1 Transitional Surface	Remove	193. TREE	EL. 213	44' obstruction to the Horizontal surface	To Remain				
20. TREE	EL. 853	495' obstruction to 20:1 Conical Surface	To Remain	78. TREE	EL. 652	483' obstruction to the Horizontal surface	To Remain	136. TREE	EL. 147	47' obstruction to 7:1 Transitional Surface	Remove	194. TREE	EL. 231	62' obstruction to the Horizontal surface	To Remain				
21. TREE	EL. 621	287' obstruction to 20:1 Conical Surface	To Remain	79. GROUND	EL. 1022	847' obstruction to 20:1 Conical Surface	To Remain	137. TREE	EL. 296	127' obstruction to the Horizontal surface	To Remain	195. TREE	EL. 198	29' obstruction to the Horizontal surface	To Remain				
22. TREE	EL. 1437	1136' obstruction to 20:1 Conical Surface	To Remain	80. TREE	EL. 1068	890' obstruction to 20:1 Conical Surface	To Remain	138. TREE	EL. 214	1' obstruction to 20:1 Conical Surface	To Remain	196. TREE	EL. 191	22' obstruction to the Horizontal surface	To Remain				
23. GROUND	EL. 743	450' obstruction to 20:1 Conical Surface	To Remain	81. TREE	EL. 905	736' obstruction to the Horizontal surface	To Remain	139. TREE	EL. 231	18' obstruction to 20:1 Conical Surface	To Remain	197. TREE	EL. 172	3' obstruction to the Horizontal surface	To Remain				
24. GROUND	EL. 729	445' obstruction to 20:1 Conical Surface	To Remain	82. TREE	EL. 547	378' obstruction to the Horizontal surface	To Remain	140. TREE	EL. 216	14' obstruction to 20:1 Conical Surface	To Remain	198. TREE	EL. 180	11' obstruction to the Horizontal surface	To Remain				
25. GROUND	EL. 896	630' obstruction to 20:1 Conical Surface	To Remain	83. TREE	EL. 644	475' obstruction to the Horizontal surface	To Remain	141. TREE	EL. 206	37' obstruction to the Horizontal surface	To Remain	199. TREE	EL. 170	1' obstruction to the Horizontal surface	To Remain				
26. TREE	EL. 929	658' obstruction to 20:1 Conical Surface	To Remain	84. TREE	EL. 691	522' obstruction to the Horizontal surface	To Remain	142. TREE	EL. 191	22' obstruction to the Horizontal surface	To Remain	200. TREE	EL. 180	11' obstruction to the Horizontal surface	To Remain				
27. GROUND	EL. 908	644' obstruction to 20:1 Conical Surface	To Remain	85. GROUND	EL. 639	470' obstruction to the Horizontal surface	To Remain	143. TREE	EL. 232	75' obstruction to the Horizontal surface	To Remain	201. TREE	EL. 198	29' obstruction to the Horizontal surface	To Remain				
28. GROUND	EL. 898	633' obstruction to 20:1 Conical Surface	To Remain	86. GROUND	EL. 785	616' obstruction to the Horizontal surface	To Remain	144. TREE	EL. 385	216' obstruction to the Horizontal surface	To Remain	202. TREE	EL. 180	11' obstruction to the Horizontal surface	To Remain				
29. GROUND	EL. 896	639' obstruction to 20:1 Conical Surface	To Remain	87. GROUND	EL. 773	604' obstruction to the Horizontal surface	To Remain	145. TREE	EL. 183	59' obstruction to 7:1 Transitional Surface	Remove	203. TREE	EL. 205	28' obstruction to 20:1 Conical Surface	To Remain				
30. GROUND	EL. 856	613' obstruction to 20:1 Conical Surface	To Remain	88. GROUND	EL. 705	536' obstruction to the Horizontal surface	To Remain	146. TREE	EL. 155	20' obstruction to 7:1 Transitional Surface	Remove	204. TREE	EL. 234	53' obstruction to 20:1 Conical Surface	To Remain				
31. TREE	EL. 874	636' obstruction to 20:1 Conical Surface	To Remain	89. GROUND	EL. 709	540' obstruction to the Horizontal surface	To Remain	147. TREE	EL. 201	32' obstruction to the Horizontal surface	To Remain	205. TREE	EL. 240	60' obstruction to 20:1 Conical Surface	To Remain				
32. GROUND	EL. 724	492' obstruction to 20:1 Conical Surface	To Remain	90. GROUND	EL. 433	257' obstruction to 20:1 Conical Surface	To Remain	148. TREE	EL. 182	13' obstruction to the Horizontal surface	To Remain	206. TREE	EL. 185	16' obstruction to the Horizontal surface	To Remain				
33. GROUND	EL. 813	581' obstruction to 20:1 Conical Surface	To Remain	91. GROUND	EL. 583	363' obstruction to 20:1 Conical Surface	To Remain	149. TREE	EL. 183	14' obstruction to the Horizontal surface	To Remain	207. TREE	EL. 224	47' obstruction to 20:1 Conical Surface	To Remain				
34. GROUND	EL. 761	553' obstruction to 20:1 Conical Surface	To Remain	92. TREE	EL. 529	261' obstruction to 20:1 Conical Surface	To Remain	150. TREE	EL. 187	18' obstruction to the Horizontal surface	To Remain	208. TREE	EL. 225	18' obstruction to 20:1 Conical Surface	To Remain				
35. GROUND	EL. 760	575' obstruction to 20:1 Conical Surface	To Remain	93. GROUND	EL. 433	165' obstruction to 20:1 Conical Surface	To Remain	151. TREE	EL. 189	20' obstruction to the Horizontal surface	To Remain	209. TREE	EL. 240	15' obstruction to 20:1 Conical Surface	To Remain				
36. TREE	EL. 803	632' obstruction to 20:1 Conical Surface	To Remain	94. TREE	EL. 577	280' obstruction to 20:1 Conical Surface	To Remain	152. TREE	EL. 184	15' obstruction to the Horizontal surface	To Remain	210. TREE	EL. 272	32' obstruction to 20:1 Conical Surface	To Remain				
37. TREE	EL. 723	538' obstruction to 20:1 Conical Surface	To Remain	95. TREE	EL. 540	293' obstruction to 20:1 Conical Surface	To Remain	153. TREE	EL. 166	27' obstruction to 7:1 Transitional Surface	Remove	211. TREE	EL. 341	96' obstruction to 20:1 Conical Surface	To Remain				
38. TREE	EL. 976	769' obstruction to 20:1 Conical Surface	To Remain	96. GROUND	EL. 430	200' obstruction to 20:1 Conical Surface	To Remain	154. TREE	EL. 187	107' obstruction to 7:1 Transitional Surface	Remove	212. TREE	EL. 276	59' obstruction to 20:1 Conical Surface	To Remain				
39. GROUND	EL. 1181	971' obstruction to 20:1 Conical Surface	To Remain	97. TREE	EL. 304	29' obstruction to 20:1 Conical Surface	To Remain	155. TREE	EL. 133	68' obstruction to 7:1 Transitional Surface	Remove	213. TREE	EL. 298	123' obstruction to the Horizontal surface	To Remain				
40. GROUND	EL. 1410	1175' obstruction to 20:1 Conical Surface	To Remain	98. TREE	EL. 238	49' obstruction to 20:1 Conical Surface	To Remain	156. TREE	EL. 160	12' obstruction to 7:1 Transitional Surface	Remove	214. TREE	EL. 295	126' obstruction to the Horizontal surface	To Remain				
41. GROUND	EL. 1453	1218' obstruction to 20:1 Conical Surface	To Remain	99. TREE	EL. 539	353' obstruction to 20:1 Conical Surface	To Remain	157. TREE	EL. 132	35' obstruction to 7:1 Transitional Surface	Remove	215. TREE	EL. 278	109' obstruction to the Horizontal surface	To Remain				
42. TREE	EL. 1392	1173' obstruction to 20:1 Conical Surface	To Remain	100. TREE	EL. 582	413' obstruction to the Horizontal surface	To Remain	158. TREE	EL. 189	20' obstruction to the Horizontal surface	To Remain	216. TREE	EL. 218	49' obstruction to the Horizontal surface	To Remain				
43. TREE	EL. 1293	987' obstruction to 20:1 Conical Surface	To Remain	101. TREE	EL. 579	410' obstruction to the Horizontal surface	To Remain	159. TREE	EL. 180	11' obstruction to the Horizontal surface	To Remain	217. TREE	EL. 254	85' obstruction to the Horizontal surface	To Remain				
44. TREE	EL. 1297	999' obstruction to 20:1 Conical Surface	To Remain	102. TREE	EL. 556	387' obstruction to the Horizontal surface	To Remain	160. TREE	EL. 180	11' obstruction to the Horizontal surface	To Remain	218. TREE	EL. 321	145' obstruction to 20:1 Conical Surface	To Remain				
45. GROUND	EL. 1260	999' obstruction to 20:1 Conical Surface	To Remain	103. TREE	EL. 397	66' obstruction to 20:1 Conical Surface	To Remain	161. TREE	EL. 205	36' obstruction to the Horizontal surface	To Remain	219. TREE	EL. 230	35' obstruction to 20:1 Conical Surface	To Remain				
46. TREE	EL. 1300	1021' obstruction to 20:1 Conical Surface	To Remain	104. TREE	EL. 423	107' obstruction to 20:1 Conical Surface	To Remain	162. TREE	EL. 193	24' obstruction to the Horizontal surface	To Remain	220. TREE	EL. 282	78' obstruction to 20:1 Conical Surface	To Remain				
47. GROUND	EL. 1138	909' obstruction to 20:1 Conical Surface	To Remain	105. TREE	EL. 370	84' obstruction to 20:1 Conical Surface	To Remain	163. TREE	EL. 221	29' obstruction to 20:1 Conical Surface	To Remain	221. TREE	EL. 299	60' obstruction to 20:1 Conical Surface	To Remain				
48. TREE	EL. 1004	759' obstruction to 20:1 Conical Surface	To Remain	106. TREE	EL. 469	176' obstruction to 20:1 Conical Surface	To Remain	164. TREE	EL. 184	15' obstruction to the Horizontal surface	To Remain	222. TREE	EL. 285	45' obstruction to 20:1 Conical Surface	To Remain				
49. TREE	EL. 1171	904' obstruction to 20:1 Conical Surface	To Remain	107. TREE	EL. 438	158' obstruction to 20:1 Conical Surface	To Remain	165. TREE	EL. 172	3' obstruction to the Horizontal surface	To Remain	223. TREE	EL. 266	45' obstruction to 20:1 Conical Surface	To Remain				
50. TREE	EL. 1034	771' obstruction to 20:1 Conical Surface	To Remain	108. TREE	EL. 372	121' obstruction to 20:1 Conical Surface	To Remain	166. TREE	EL. 189	20' obstruction to the Horizontal surface	To Remain	224. TREE	EL. 255	6' obstruction to 20:1 Conical Surface	To Remain				
51. TREE	EL. 1066	774' obstruction to 20:1 Conical Surface	To Remain	109. TREE	EL. 307	71' obstruction to 20:1 Conical Surface	To Remain	167. TREE	EL. 191	22' obstruction to the Horizontal surface	To Remain	225. TREE	EL. 283	37' obstruction to 20:1 Conical Surface	To Remain				
52. TREE	EL. 967	681' obstruction to 20:1 Conical Surface	To Remain	110. TREE	EL. 210	27' obstruction to 20:1 Conical Surface	To Remain	168. TREE	EL. 183	14' obstruction to the Horizontal surface	To Remain	226. TREE	EL. 303	11' obstruction to 20:1 Conical Surface	To Remain				
53. TREE	EL. 917	656' obstruction to 20:1 Conical Surface	To Remain	111. TREE	EL. 192	23' obstruction to the Horizontal surface	To Remain	169. TREE	EL. 204	35' obstruction to the Horizontal surface	To Remain	227. TREE	EL. 399	65' obstruction to 20:1 Conical Surface	To Remain				
54. TREE	EL. 924	639' obstruction to 20:1 Conical Surface	To Remain	112. TREE	EL. 222	53' obstruction to the Horizontal surface	To Remain	170. TREE	EL. 193	17' obstruction to 20:1 Conical Surface	To Remain	228. TREE	EL. 364	3' obstruction to 20:1 Conical Surface	To				

RUNWAY 5



Notes:
 APPROACH PROFILE IS A COMPOSITE PROFILE OF HIGHEST TERRAIN & VEGETATION ALONG APPROACH SURFACE.
 PROFILE DATA COMPILED USING PHOTOGRAMMETRIC PROCEDURES USING PHOTOGRAPHY DATED AUGUST 15, 1997.



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PLANNED: DLM
 DRAWN: CMB
 CHECKED: DLM

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION PLANNING

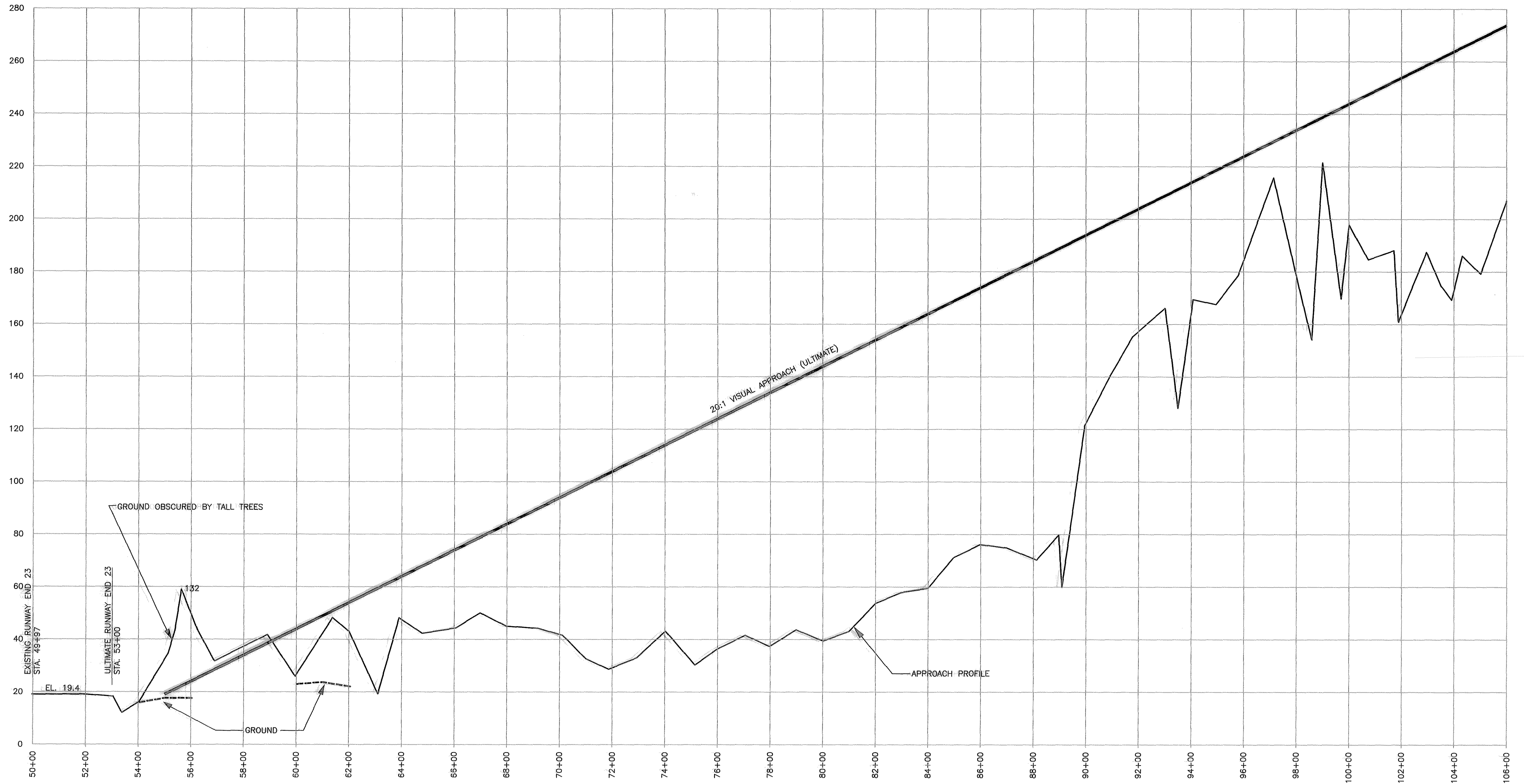
PREVIOUS REVISION DATE: 07/19/01
 APPROVED: *[Signature]* DATE: 3/2/04
 VERNE SKAGERBERG, TRANSPORTATION PLANNER FOR
 ANDY HUGHES, CHIEF OF PLANNING

FAA AIRSPACE REVIEW NO: 03-AAL-071-NRA
 FAA APPROVAL DATE: 3/22/04
 BY: *[Signature]*
 FAA AIRPORT DIVISION, ALASKA REGION, AAL-600
 SUBJECT TO CONDITIONS IN LETTER DATED: 1/24/04
 PREVIOUS ALP FAA APPROVAL DATE: 07/24/01

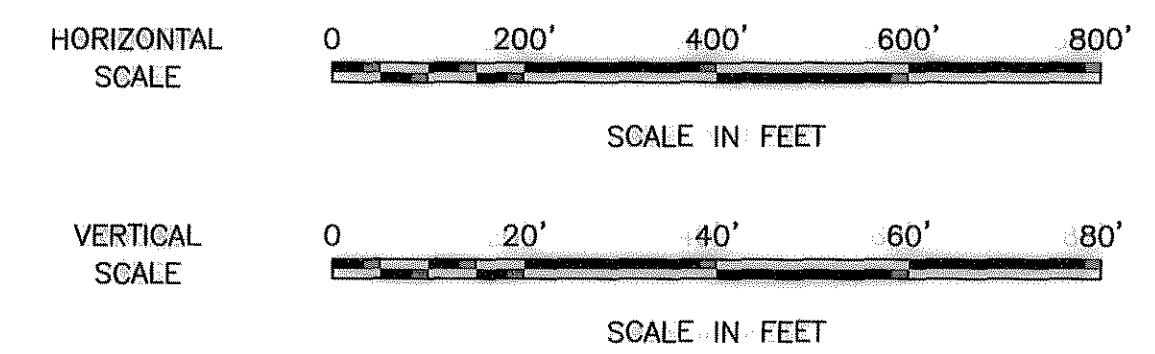
HOONAH AIRPORT
 AIRPORT AIRSPACE
 APPROACH PROFILE RW 5

SHEET
5
 OF
13

RUNWAY 23



Notes:
 APPROACH PROFILE IS A COMPOSITE PROFILE OF HIGHEST TERRAIN & VEGETATION ALONG APPROACH SURFACE.
 PROFILE DATA COMPILED USING PHOTOGRAMMETRIC PROCEDURES USING PHOTOGRAPHY DATED AUGUST 15, 1997.



OBSTRUCTION TABLE			
Description	Elevation (MSL)	Obstruction	Recommendation
132. Tree	El. 59	41' obstruction to 20:1 Nonprecision Approach	Remove

PLANNED: DLM
 DRAWN: CMB
 CHECKED: DLM

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION PLANNING

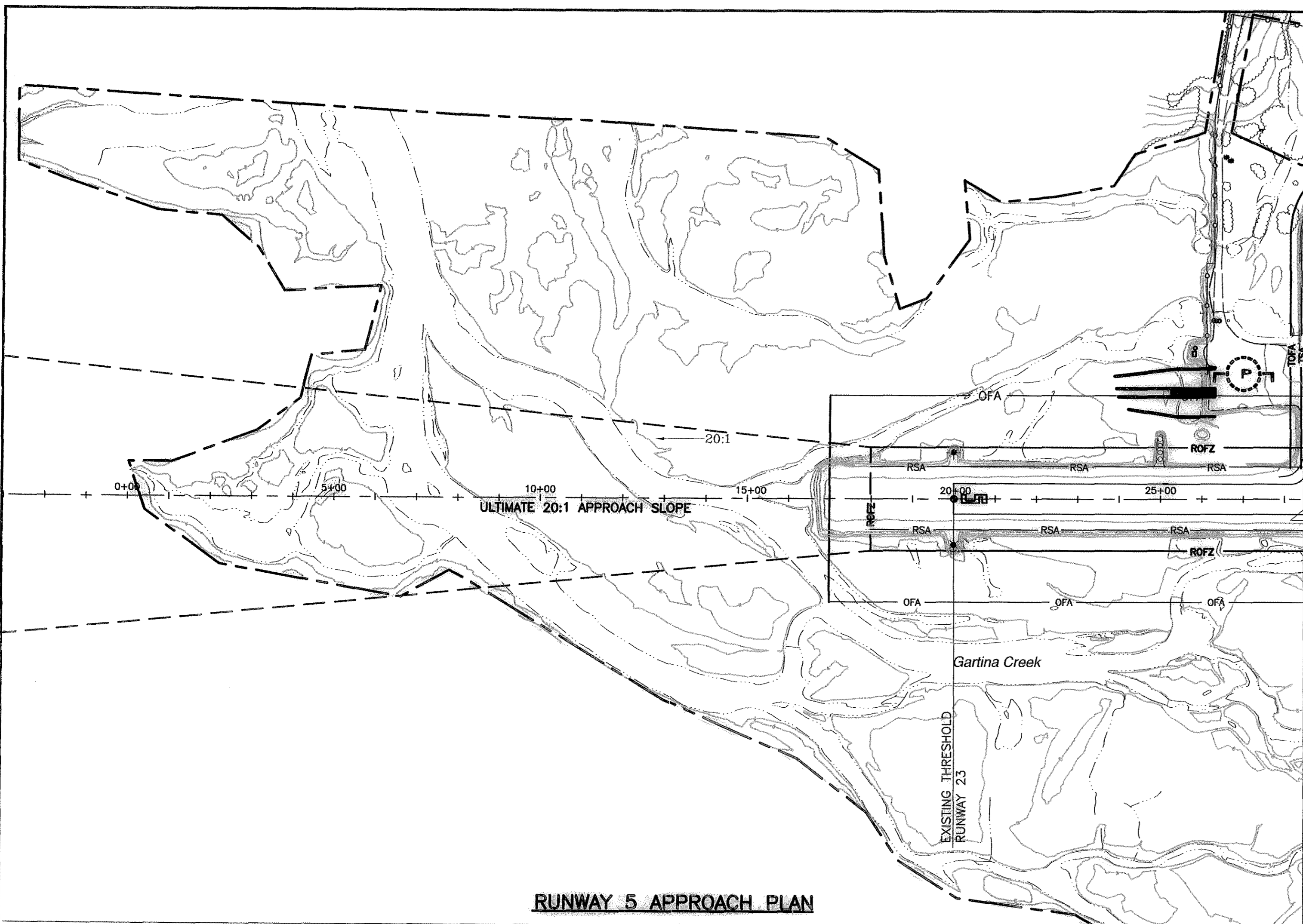
PREVIOUS REVISION DATE: 07/19/01
 APPROVED: *[Signature]* DATE: 3/2/04
 VERNE SKAGERBERG, TRANSPORTATION PLANNER FOR
 ANDY HUGHES, CHIEF OF PLANNING

FAA AIRSPACE REVIEW NO: 03-AAL-071-NRA
 FAA APPROVAL DATE: 3/20/04
 BY: *[Signature]*
 FAA AIRPORT DIVISION, ALASKA REGION, AAL-600
 SUBJECT TO CONDITIONS IN LETTER DATED: 3/30/04
 PREVIOUS ALP FAA APPROVAL DATE: 07/24/01

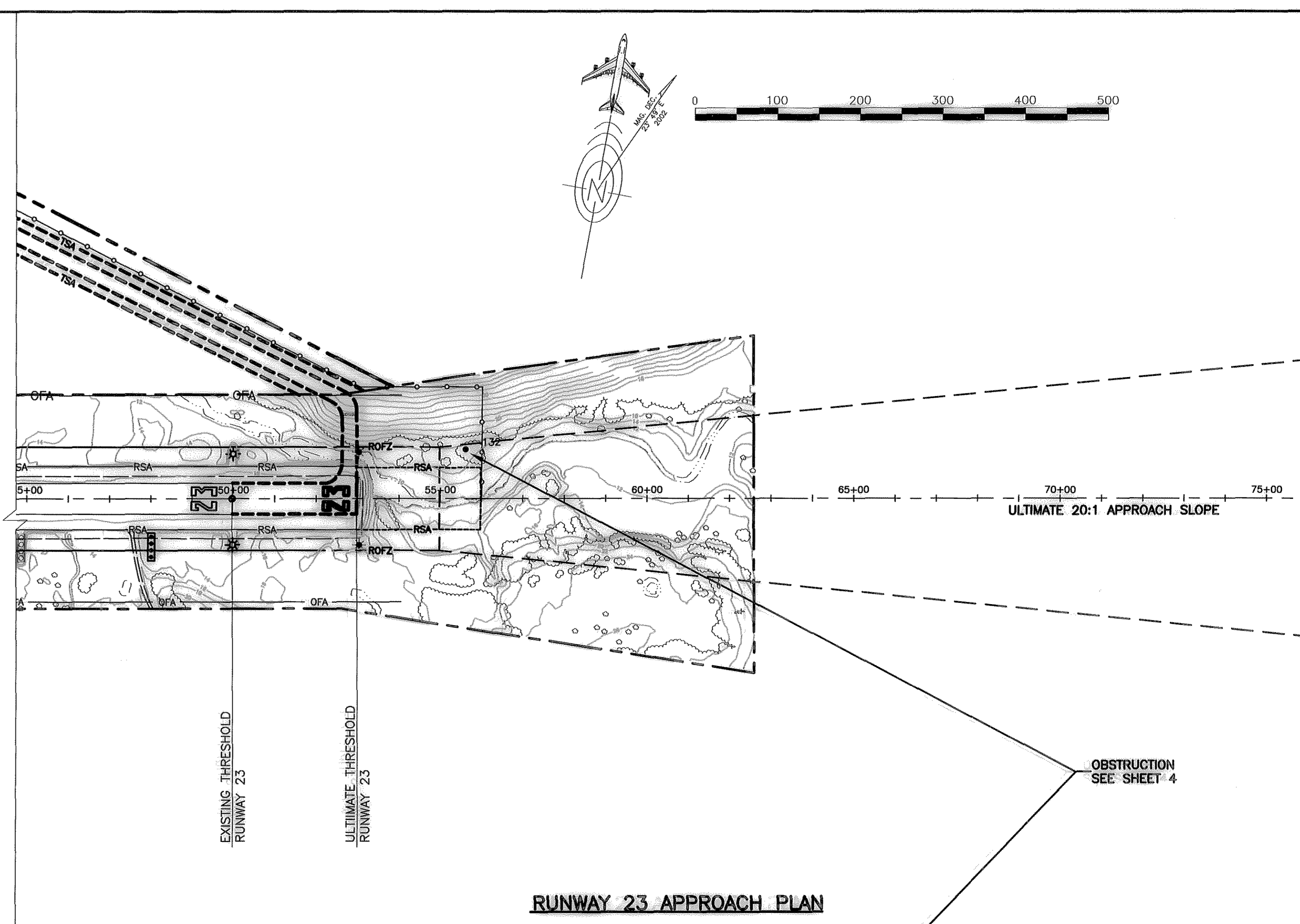
HOONAH AIRPORT
 AIRPORT AIRSPACE
 APPROACH PROFILE RW 23

SHEET
6
 OF
13

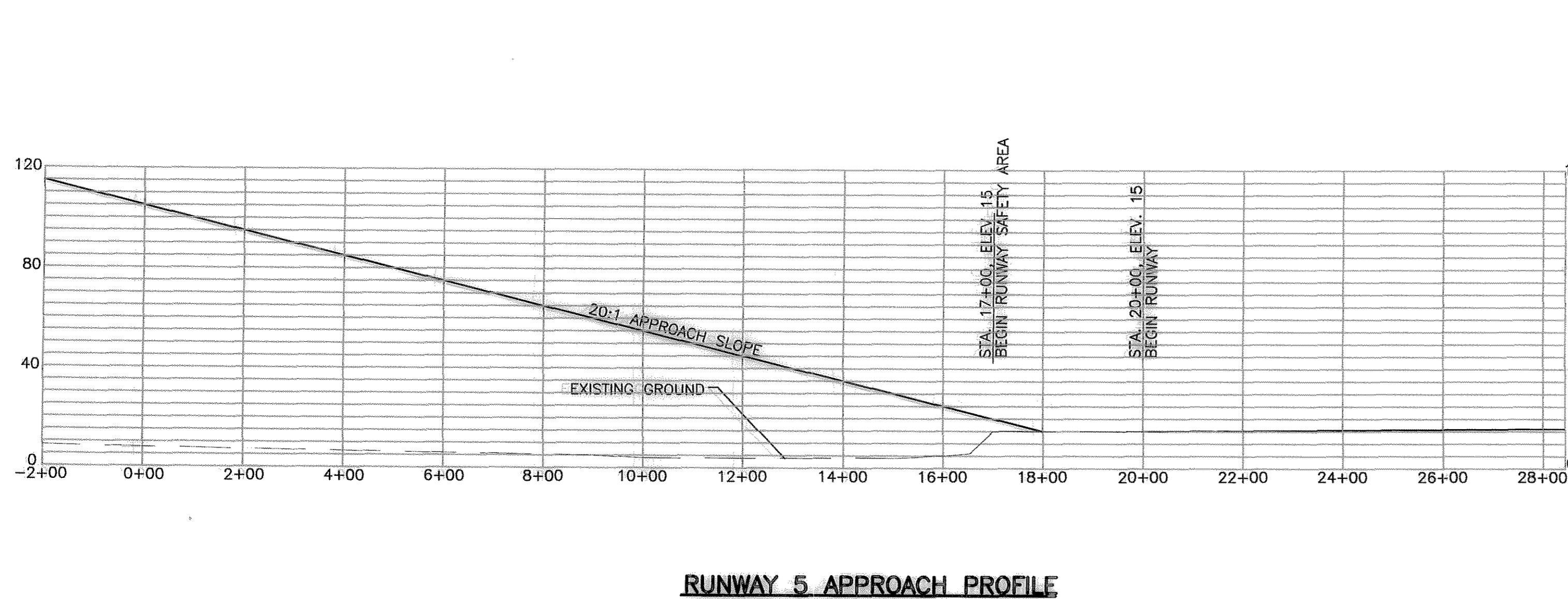
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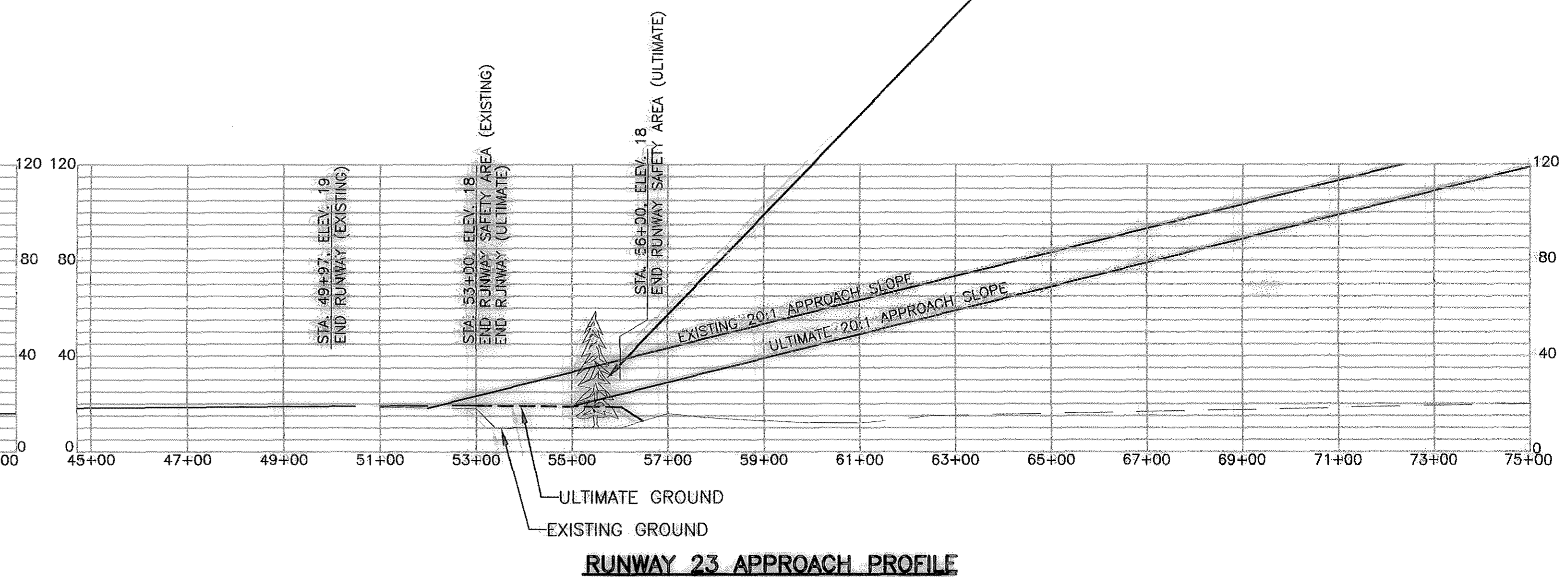
RUNWAY 5 APPROACH PLAN



RUNWAY 23 APPROACH PLAN



RUNWAY 5 APPROACH PROFILE



RUNWAY 23 APPROACH PROFILE

PLANNED: DLM
 DRAWN: CMB
 CHECKED: DLM

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION PLANNING

PREVIOUS REVISION DATE: 07/19/01
 APPROVED: *[Signature]* DATE: 3/2/04
 VERNE SKAGERBERG, TRANSPORTATION PLANNER FOR
 ANDY HUGHES, CHIEF OF PLANNING

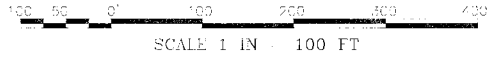
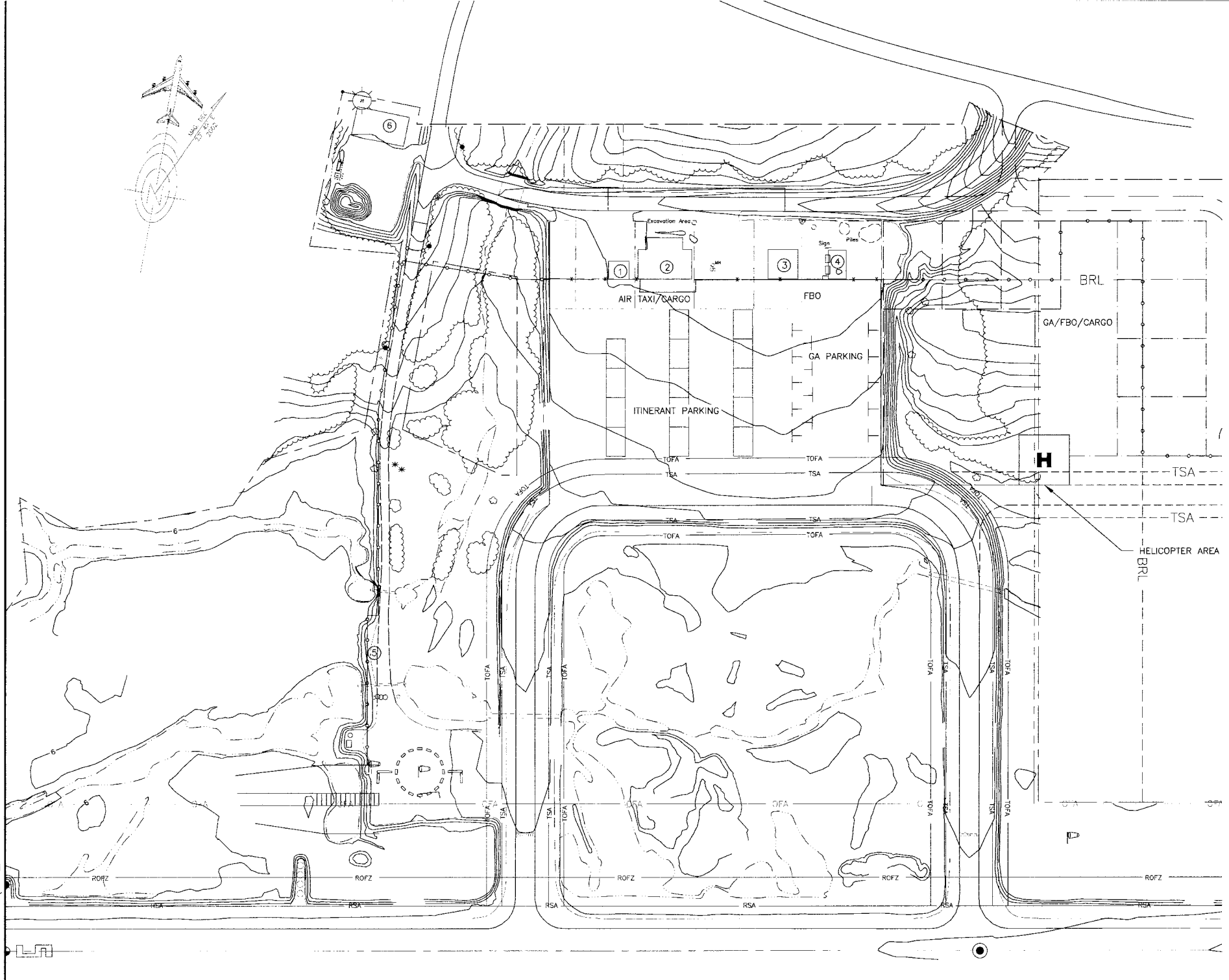
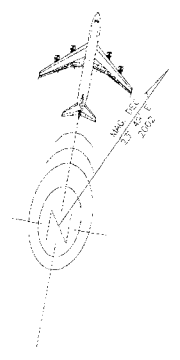
FAA AIRSPACE REVIEW NO: 03-AAL-071-NRA
 FAA APPROVAL DATE: 2/20/04
 BY: *[Signature]*
 FAA AIRPORT DIVISION, ALASKA REGION, AAL-600
 SUBJECT TO CONDITIONS IN LETTER DATED: 2/20/04
 PREVIOUS ALP FAA APPROVAL DATE: 07/24/01

HOONAH AIRPORT
 INNER PORTION
 APPROACH SURFACE

SHEET
 7
 OF
 13

Hoonah
 Terminal Area Drawing
 9/13

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BLDG. NO.	STRUCTURE NAME	TOP ELEV.	MARKING Y/N	REMARKS
1	TERMINAL BUILDING	-	Not Required	
2	PRIVATE HANGAR	-	Not Required	
3	PRIVATE HANGAR	-	Not Required	
4	PRIVATE HANGAR	-	Not Required	
5	ASOS	-	Not Required	
6	SREB	61'	Not Required	

PLANNED: V.S.
 DRAWN:
 CHECKED: V.S.

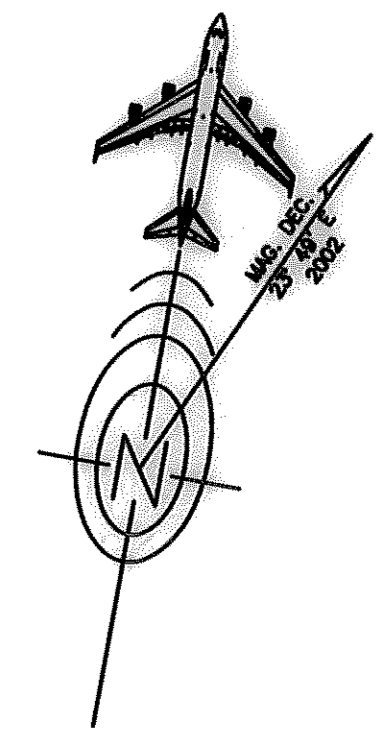
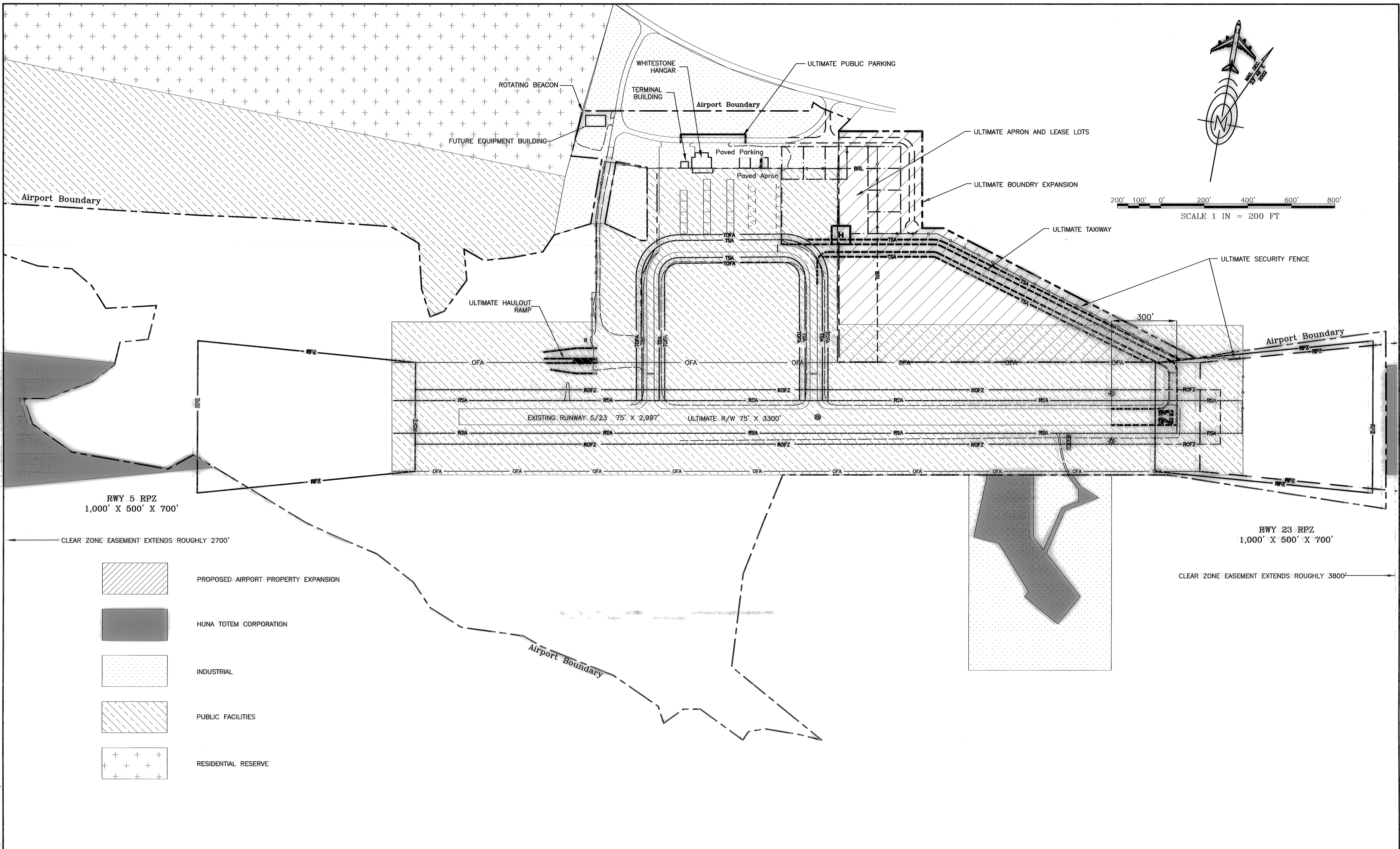
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION PLANNING

PREVIOUS REVISION DATE: March 2, 2004
 APPROVED: *[Signature]* DATE: 6/15/06
 VERNE SKAGERBERG, TRANSPORTATION PLANNER FOR
 ANDY HUGHES, CHIEF OF PLANNING

FAA AIRSPACE REVIEW NO: 03-AAL-071-NRA
 FAA APPROVAL DATE: 6/29/06
 BY: *[Signature]*
 FAA AIRPORT DIVISION, ALASKA REGION, AAL-600
 SUBJECT TO CONDITIONS IN LETTER DATED: -
 PREVIOUS ALP FAA APPROVAL DATE: March 30, 2004

HOONAH AIRPORT
 TERMINAL AREA DRAWING

SHEET
 8
 OF
 13



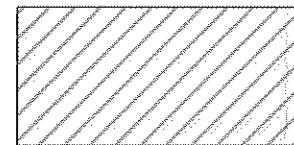
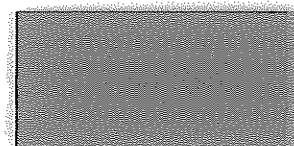
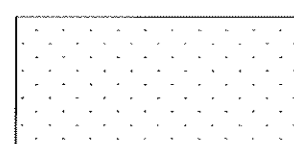

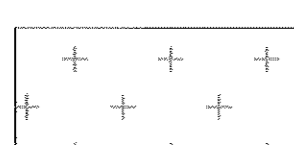
200' 100' 0' 200' 400' 600' 800'
SCALE 1 IN = 200 FT

RWY 5 RPZ
1,000' X 500' X 700'

CLEAR ZONE EASEMENT EXTENDS ROUGHLY 2700'

RWY 23 RPZ
1,000' X 500' X 700'


CLEAR ZONE EASEMENT EXTENDS ROUGHLY 3800'




-  PROPOSED AIRPORT PROPERTY EXPANSION
-  HUNA TOTEM CORPORATION
-  INDUSTRIAL
-  PUBLIC FACILITIES
-  RESIDENTIAL RESERVE

I:\669400\Drawings\ALP_Feb_04\ALP9.DWG

PLANNED: DLM
DRAWN: CMB
CHECKED: DLM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION PLANNING

PREVIOUS REVISION DATE: 07/19/01
APPROVED:  DATE: 3/2/04
VERNE SKAGERBERG, TRANSPORTATION PLANNER FOR
ANDY HUGHES, CHIEF OF PLANNING

FAA AIRSPACE REVIEW NO: 03-AAL-071-NRA
FAA APPROVAL DATE: 
BY: 
FAA AIRPORT DIVISION, ALASKA REGION, AAL-600
SUBJECT TO CONDITIONS IN LETTER DATED: 
PREVIOUS ALP FAA APPROVAL DATE: 07/24/01

HOONAH AIRPORT
LAND USE PLAN

SHEET
9 OF
13

LINE	LENGTH	BEARING	LINE	LENGTH	BEARING
L1	341.47	N26°19'21"W	L46	63.59	S60°22'22"W
L2	363.10	N03°12'29"E	L47	174.28	S23°47'25"W
L3	332.14	N11°50'41"W	L48	142.72	S17°52'52"E
L4	494.63	N09°41'51"E	L49	100.24	N77°46'56"W
L5	430.36	N04°44'15"W	L50	130.85	S75°29'38"W
L6	533.39	N63°25'54"W	L51	141.84	S64°35'03"W
L7	102.89	N85°43'22"E	L52	96.42	S26°22'41"W
L8	156.14	S88°57'50"E	L53	210.67	S61°59'44"W
L9	78.12	N65°55'25"E	L54	214.51	N78°10'04"W
L10	44.60	N22°28'46"E	L55	164.19	N08°17'37"E
L11	240.71	S68°42'42"E	L56	147.86	N82°40'03"W
L12	75.65	N79°13'47"E	L57	272.81	S33°59'02"W
L13	105.04	N46°14'04"E	L58	133.97	N67°39'03"W
L14	78.05	S27°18'50"E	L59	102.21	N04°56'26"E
L15	245.64	S69°07'24"E	L60	162.47	S55°04'03"W
L16	463.07	S79°14'10"E	L61	112.29	S35°18'58"W
L17	282.94	N87°21'35"E	L62	73.26	S77°19'17"W
L18	165.87	S68°27'58"E	L63	60.09	S77°47'50"W
L19	142.63	S49°30'31"E	L64	42.00	N02°18'15"E
L20	205.01	S64°41'16"E	L65	44.84	S72°59'10"E
L21	197.58	S79°33'18"E	L66	133.69	S76°48'29"E
L22	275.79	S75°18'34"E	L67	67.78	S29°44'09"W
L23	256.03	S72°31'30"E	L68	30.89	N70°52'42"E
L24	237.56	S68°16'07"E	L69	59.93	N87°30'00"E
L25	132.18	N49°11'23"E	L70	60.17	N87°30'00"E
L26	447.18	N87°51'40"E	L71	139.53	S59°58'13"E
L27	214.71	S68°15'20"E	L72	101.65	S44°10'33"E
L28	124.09	S32°21'44"E	L73	123.48	S41°20'10"W
L29	111.02	S75°10'18"W	L74	63.55	N87°25'53"W
L30	220.25	S56°11'34"W	L75	153.57	N12°33'00"W
L31	128.16	S42°51'29"W	L76	91.80	N12°32'52"W
L32	99.88	S01°34'15"E	L77	285.28	S12°08'11"E
L33	134.03	S71°30'18"W	L78	73.62	S50°31'53"E
L34	160.96	S03°03'53"W	L79	210.91	N11°24'57"E
L35	230.01	N76°06'54"E	L80	81.61	N56°42'09"E
L36	116.59	S47°51'49"E	L81	50.00	N12°08'11"W
L37	128.96	S61°30'31"E	L82	86.98	N48°09'49"W
L38	155.01	N83°37'35"E	L83	68.59	N48°09'49"W
L39	240.50	S82°55'33"E	L84	94.34	N70°07'51"W
L40	284.99	S86°41'39"E	L85	166.21	N56°42'09"E
L41	147.60	S12°33'00"E	L86	213.22	N11°24'57"E
L42	2134.92	S81°02'06"W	L87	252.54	N50°31'53"W
L43	143.05	N69°26'42"W	L88	164.07	N26°53'16"E
L44	212.40	N15°09'36"W	L89	200.00	S63°06'44"E
L45	134.97	N32°40'59"W	L90	30.00	S26°53'16"W
			L91	260.47	S43°49'55"E

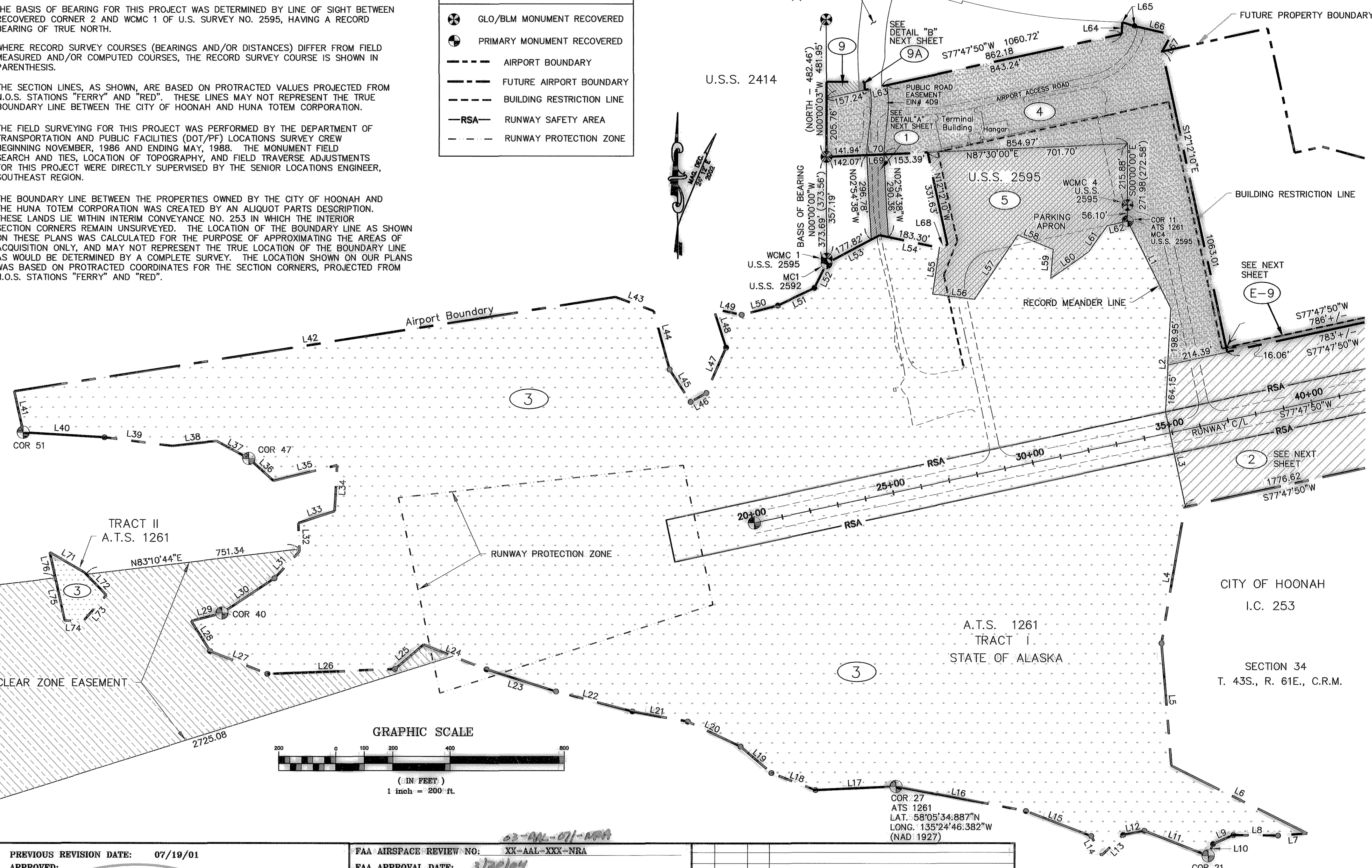
GENERAL NOTES

1. THE BASIS OF BEARING FOR THIS PROJECT WAS DETERMINED BY LINE OF SIGHT BETWEEN RECOVERED CORNER 2 AND WCMC 1 OF U.S. SURVEY NO. 2595, HAVING A RECORD BEARING OF TRUE NORTH.
2. WHERE RECORD SURVEY COURSES (BEARINGS AND/OR DISTANCES) DIFFER FROM FIELD MEASURED AND/OR COMPUTED COURSES, THE RECORD SURVEY COURSE IS SHOWN IN PARENTHESES.
3. THE SECTION LINES, AS SHOWN, ARE BASED ON PROTRACTED VALUES PROJECTED FROM N.O.S. STATIONS "FERRY" AND "RED". THESE LINES MAY NOT REPRESENT THE TRUE BOUNDARY LINE BETWEEN THE CITY OF HOONAH AND HUNA TOTEM CORPORATION.
4. THE FIELD SURVEYING FOR THIS PROJECT WAS PERFORMED BY THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES (DOT/PF) LOCATIONS SURVEY CREW BEGINNING NOVEMBER, 1986 AND ENDING MAY, 1988. THE MONUMENT FIELD SEARCH AND TIES, LOCATION OF TOPOGRAPHY, AND FIELD TRAVERSE ADJUSTMENTS FOR THIS PROJECT WERE DIRECTLY SUPERVISED BY THE SENIOR LOCATIONS ENGINEER, SOUTHEAST REGION.
5. THE BOUNDARY LINE BETWEEN THE PROPERTIES OWNED BY THE CITY OF HOONAH AND THE HUNA TOTEM CORPORATION WAS CREATED BY AN ALIQUOT PARTS DESCRIPTION. THESE LANDS LIE WITHIN INTERIM CONVEYANCE NO. 253 IN WHICH THE INTERIOR SECTION CORNERS REMAIN UNSURVEYED. THE LOCATION OF THE BOUNDARY LINE AS SHOWN ON THESE PLANS WAS CALCULATED FOR THE PURPOSE OF APPROXIMATING THE AREAS OF ACQUISITION ONLY, AND MAY NOT REPRESENT THE TRUE LOCATION OF THE BOUNDARY LINE AS WOULD BE DETERMINED BY A COMPLETE SURVEY. THE LOCATION SHOWN ON OUR PLANS WAS BASED ON PROTRACTED COORDINATES FOR THE SECTION CORNERS, PROJECTED FROM N.O.S. STATIONS "FERRY" AND "RED".

LEGEND

- GLO/BLM MONUMENT RECOVERED
- PRIMARY MONUMENT RECOVERED
- AIRPORT BOUNDARY
- FUTURE AIRPORT BOUNDARY
- BUILDING RESTRICTION LINE
- RSA - RUNWAY SAFETY AREA
- RUNWAY PROTECTION ZONE

RIGHT OF WAY ACQUIRED FOR DOT/PF PROJECT NO. RS-0918(4)



PREVIOUS REVISION DATE: 07/19/01	FAA AIRSPACE REVIEW NO: XX-AAL-XXX-NRA
APPROVED: <i>[Signature]</i> DATE: 3/2/04	FAA APPROVAL DATE: 3/2/04
VERNE SKAGERBERG, TRANSPORTATION PLANNER FOR ANDY HUGHES, CHIEF OF PLANNING	BY: <i>[Signature]</i> DATE: 3/2/04
	SUBJECT TO CONDITIONS IN LETTER DATED: 3/2/04
	PREVIOUS AIP FAA APPROVAL DATE: DATE 7/24/01
	REV. DATE BY REVISIONS

AIRPORT PROPERTY STATUS

PARCEL NO.	ACREAGE	GRANTOR	GRANTEE	INTEREST/COMMENTS	DATE AQUIRED	BOOK&PAGE	AIP NO. / REMARKS
1	0.396	JERALDINE ROSE THOMSEN	STATE OF ALASKA	QUIT CLAIM DEED	1-30-70	25/255-256	
E-1	35.85 49.50 (ORIG.)	HUNA TOTEM CORPORATION	STATE OF ALASKA	EASEMENT DEED-PERMIT, AVIGATION & HAZARD EASEMENT & RIGHT OF WAY	9-17-81	86/641-643	3-02-0125-0291
E-1A	65.31	HUNA TOTEM CORPORATION	STATE OF ALASKA	EASEMENT DEED-PERMIT, AVIGATION & HAZARD EASEMENT & RIGHT OF WAY	9-17-81	86/641-643	3-02-0125-0292
2	20.254	HUNA TOTEM CORPORATION	STATE OF ALASKA	QUIT CLAIM DEED ISSUED PURSUANT TO A.N.S.C.A., 14C4	7-17-84	66/290-292	
3	120.05	STATE OF ALASKA DNR	STATE OF ALASKA	I.L.M.T. - ADL#40211 EXPIRES 6/10/2036 ATS NO. 1261 (TR 1 & 2)	6-16-86	NOT RECORDED	
4	12.211	CITY OF HOONAH	STATE OF ALASKA	CORPORATION WARRANTY DEED	1-16-90	88/314-317	
5	6.061	JERALDINE ROSE THOMSEN	STATE OF ALASKA	WARRANTY DEED	3-6-91	94/386-389	
E-6	3.561	HUNA TOTEM CORPORATION	STATE OF ALASKA	CORPORATION EASEMENT FOR STREAM RECONSTRUCTION MITIGATION & MAINT.	4-8-91	94/394-397	3-02-0125-0291
7	12.091	HUNA TOTEM CORPORATION	STATE OF ALASKA	CORPORATION WARRANTY DEED	4-8-91	94/390-393	

AIRPORT PROPERTY STATUS

PARCEL NO.	ACREAGE	GRANTOR	GRANTEE	INTEREST/COMMENTS	DATE AQUIRED	BOOK&PAGE	AIP NO. / REMARKS
E-7	4.552	HUNA TOTEM CORPORATION	STATE OF ALASKA	CORPORATION EASEMENT TO MAINTAIN AIRPORT CLEARANCE ZONE	4-8-91	94/398-401	3-02-0125-0291
8	2.831	CITY OF HOONAH	STATE OF ALASKA	CORPORATION WARRANTY DEED	1-16-90	88/310-313	
E-8	3.979	CITY OF HOONAH	STATE OF ALASKA	CORPORATION EASEMENT TO MAINTAIN AIRPORT CLEARANCE ZONE	1-16-90	88/321-323	3-02-0125-0291
9	0.12	CITY OF HOONAH	STATE OF ALASKA	CORPORATION WARRANTY DEED	8-13-98	152/569-572	PURCHASED WITH STATE MAINTENANCE FUNDING
9A	0.01	CITY OF HOONAH	STATE OF ALASKA	CORPORATION DEED	9-13-90	93/657	PARCEL 35 HOONAH ARTERIAL STAGE II
E-9	0.599	CITY OF HOONAH	STATE OF ALASKA	CORPORATION EASEMENT TO MAINTAIN AIRPORT CLEARANCE ZONE & BUILDING RESTRICTION LINE	12-19-90	94/402	3-02-0125-0291
E-10	0.326	HUNA TOTEM CORPORATION	STATE OF ALASKA	CORPORATION EASEMENT TO MAINTAIN AIRPORT CLEARANCE ZONE & BUILDING RESTRICTION LINE	4-8-91	94/406	3-02-0125-0291
FUTURE	19.202	HUNA TOTEM CORPORATION	-	FUTURE PROPERTY ACQUISITION	-	-	-

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
HOONAH AIRPORT
AIRPORT PROPERTY PLAN

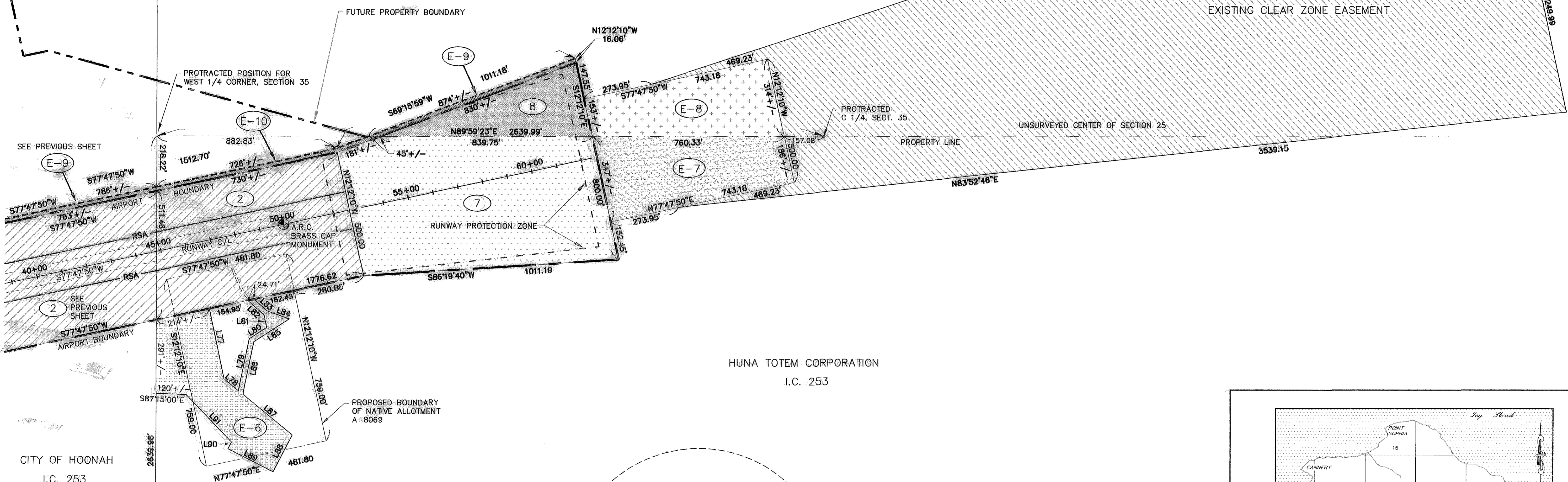
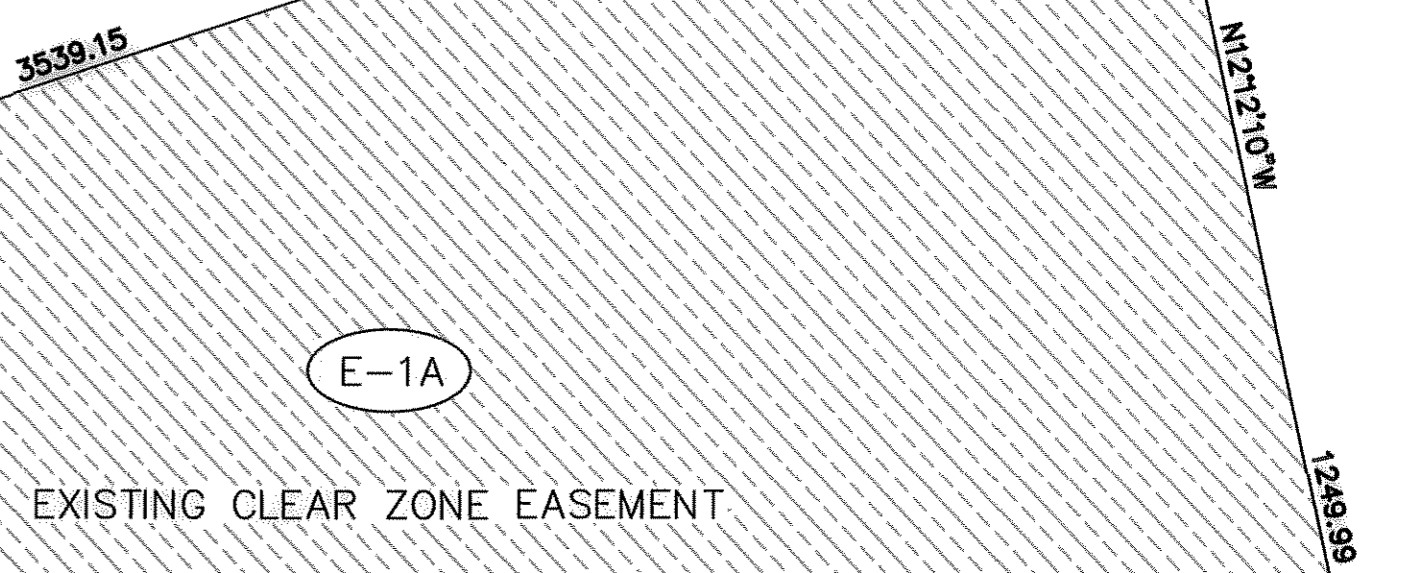
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CHECKED DATE SHEET 10 OF 13

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CRM
T43S R61E

HUNA TOTEM CORPORATION
I.C. 253

SECTION 35
T. 43S., R. 61E., C.R.M.



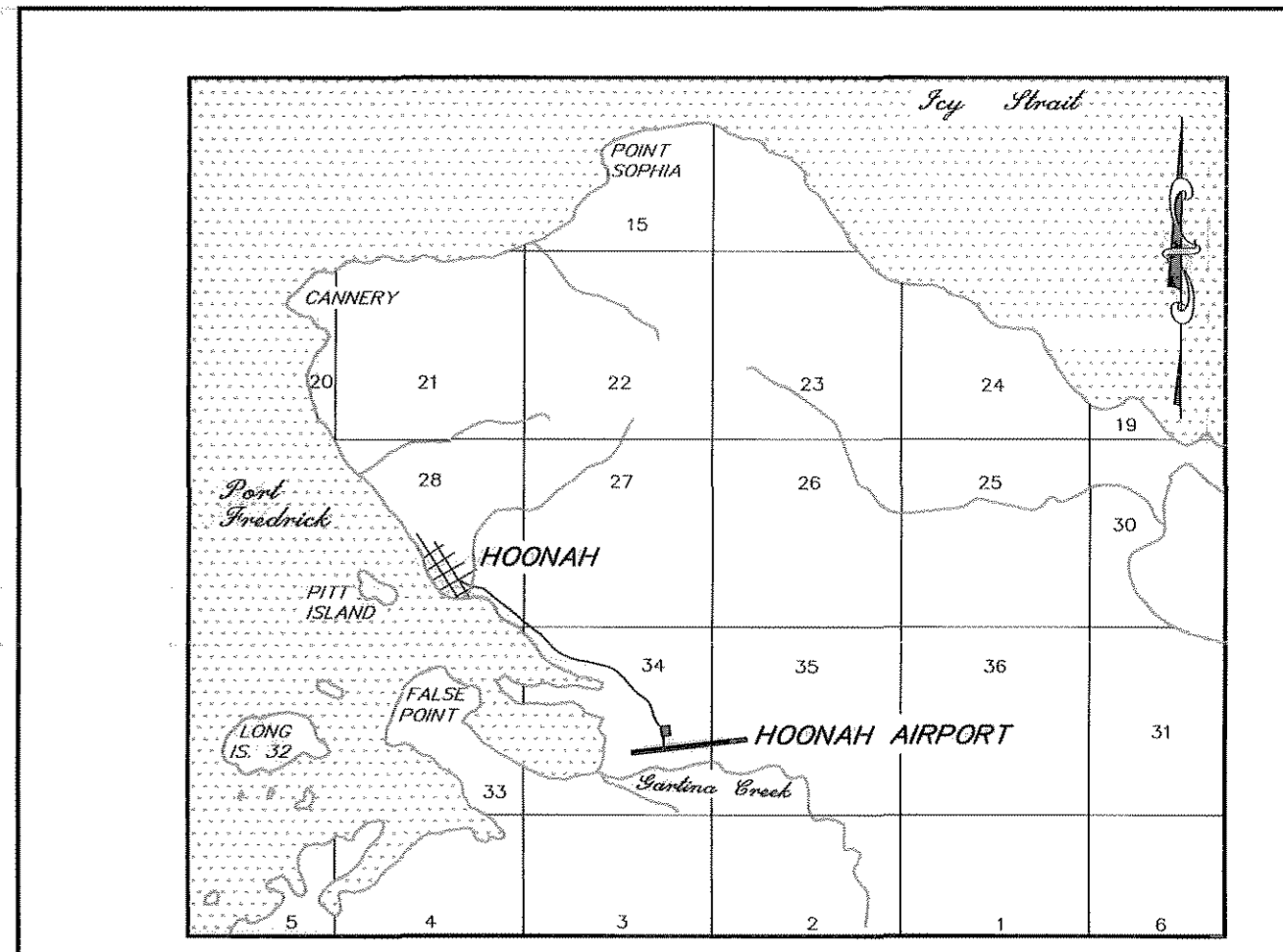
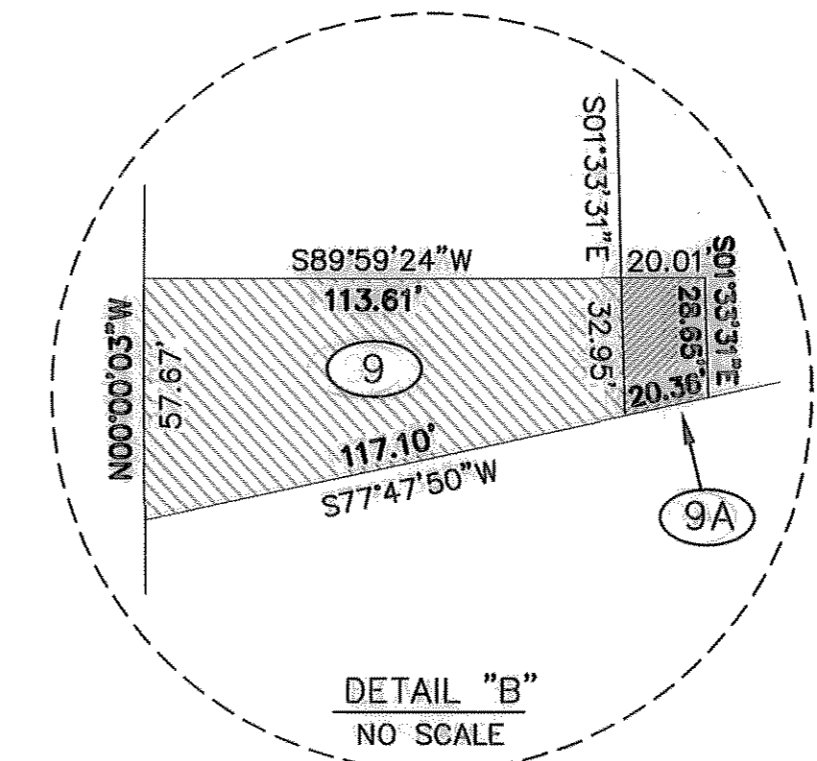
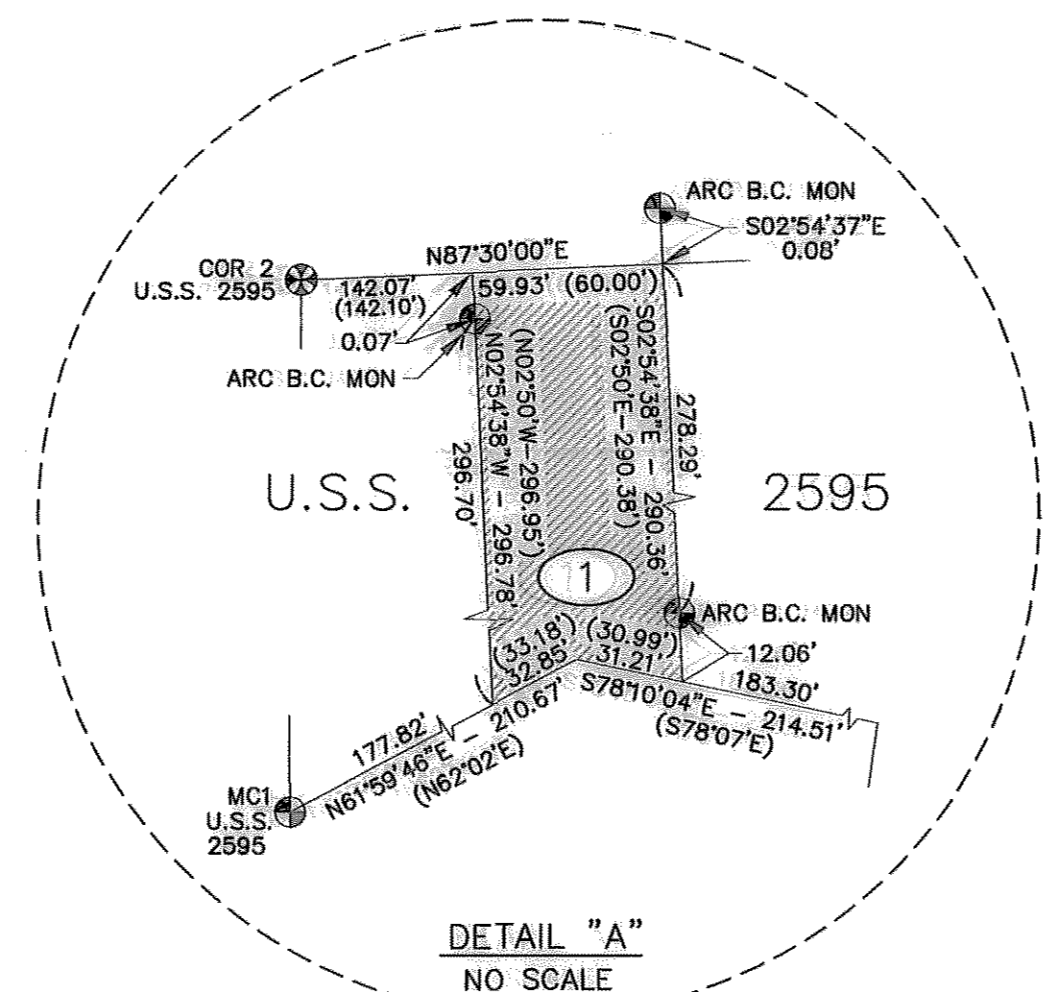
HUNA TOTEM CORPORATION
I.C. 253

CITY OF HOONAH
I.C. 253

SECTION 34
T. 43S., R. 61E., C.R.M.

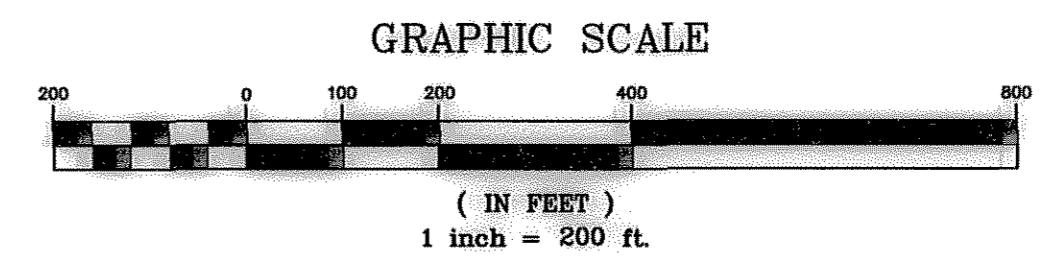
SECTION 35
T. 43S., R. 61E., C.R.M.

LEGEND	
	GLO/BLM MONUMENT RECOVERED
	PRIMARY MONUMENT RECOVERED
	AIRPORT BOUNDARY
	FUTURE AIRPORT BOUNDARY
	BUILDING RESTRICTION LINE
	RUNWAY SAFETY AREA
	RUNWAY PROTECTION ZONE



VICINITY MAP

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
HOONAH AIRPORT
AIRPORT PROPERTY MAP



UNSURVEYED SECTION LINE
1618.48'
34 35
3 2
T.44S., R.61E., C.R.M.

PREVIOUS REVISION DATE: 07/19/01	FAA AIRSPACE REVIEW NO: 03-AAL-071-NRA
APPROVED:	FAA APPROVAL DATE: 3/20/04
DATE: 3/2/04	BY:
VERNE SKAGERBERG, TRANSPORTATION PLANNER FOR ANDY HUGHES, CHIEF OF PLANNING	FAA AIRPORT DIVISION, ALASKA REGION, AAL-600
	SUBJECT TO CONDITIONS IN LETTER DATED: 3/20/04
	PREVIOUS ALP FAA APPROVAL DATE: DATE 7/24/01

DRAWN	SE ROW	DATE	FEB 2004	SCALE	1" = 200'
CHECKED		DATE		SHEET	11 OF 13

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NARRATIVE REPORT: HOONAH AIRPORT MASTER PLAN REPORT (2004)

FORECASTS (BASE)			
Year	Runway 5/23 Operations	Float Plane Operations	Total Aircraft Operations
2001	14,014	908	14,922
2006	15,476	999	16,475
2011	17,091	1,098	18,189
2016	18,874	1,208	20,082
2021	20,844	1,329	22,173
2026	23,018	1,462	24,480

FORECASTS (W/ CRUISE SHIP PORT STOPS)			
Year	Runway 5/23 Operations	Float Plane Operations	Total Aircraft Operations
2001	14,014	908	14,922
2006	22,868	1,381	24,249
2011	25,876	1,599	27,475
2016	27,695	1,783	29,478
2021	29,650	1,988	31,638
2026	31,753	2,216	33,969

Year	2001	2006	2011	2016	2021	2026
Airport Reference Code	B-II	B-II	B-II	B-II	B-II	B-II
Number of Based Aircraft	5	6	7	8	8	10
w/ Cruise Ship Port Stops	5	14	16	18	20	22
Total Enplanements	11,927	13,168	14,539	16,052	17,723	19,567
w/ Cruise Ship Port Stops	11,927	35,564	43,726	49,448	55,919	63,237


CRITICAL AIRCRAFT	
Approach Speed	Less Than 121 Knots
Wingspan	Less than 79 Feet
Weight	Not To Exceed 12,500 Pounds
Airport Reference	B-II


RATIONALE FOR PROPOSED IMPROVEMENTS																																							
<p>The development of the Hoonah Airport will proceed in three phases: at five years, ten years, and twenty years.</p> <p>The first phase of construction will be within five years. The five-year plan calls for expanding the apron and access to three new lease lots, the acquisition of additional property to accommodate future expansion of the airport, construction of a new haul-out ramp, a 300-foot runway extension, a new seaplane base, and an additional security fence to span in front of the airport beyond the additional lease lots.</p> <p>The second phase of construction will be within ten years. The ten-year plan calls for apron expansion and the addition of access to two more lease lots, a partial parallel taxiway, the extension of the road to wrap around the new lease lots, and the security fence to extend beyond the end of the road and along the taxiway to the end of the runway.</p> <p>The final phase of construction will be within twenty years. The twenty-year plan calls for apron and access improvements to allow the addition of two more lease lots.</p> <p>Projects such as the runway and RSA extension, taxiway construction, seaplane base improvements, haul-out ramp, and property acquisition all need to be constructed or completed at one time and can not be broken apart into separate projects. These projects have been phased according to their priority.</p> <p>Projects such as the security fence improvements, apron expansion and lease lot access improvements can be broken down into separate phases and can be completed over an extended period of time.</p> <p>The table on the right outlines the three proposed phases of development.</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center;">Development Phases</th> </tr> <tr> <th style="width: 10%;">Phase</th> <th style="width: 60%;">Project Description</th> <th style="width: 30%;">Cost</th> </tr> </thead> <tbody> <tr> <td rowspan="7">5-year</td> <td>Runway and RSA Extension</td> <td style="text-align: right;">\$ 600,000</td> </tr> <tr> <td>Seaplane Base Improvements</td> <td style="text-align: right;">\$ 1,900,000</td> </tr> <tr> <td>Haul-out Ramp</td> <td style="text-align: right;">\$ 200,000</td> </tr> <tr> <td>Apron Improvements and Lease Lot Access</td> <td style="text-align: right;">\$ 1,000,000</td> </tr> <tr> <td>Property Acquisition</td> <td style="text-align: right;">\$ 1,400,000</td> </tr> <tr> <td>Security Fence Improvements</td> <td style="text-align: right;">\$ 30,000</td> </tr> <tr> <td style="text-align: right;">Phase Total</td> <td style="text-align: right;">\$ 5,130,000</td> </tr> <tr> <td rowspan="4">10-year</td> <td>Taxiway Improvements</td> <td style="text-align: right;">\$ 1,900,000</td> </tr> <tr> <td>Apron Improvements and Lease Lot Access</td> <td style="text-align: right;">\$ 750,000</td> </tr> <tr> <td>Security Fence Improvements</td> <td style="text-align: right;">\$ 270,000</td> </tr> <tr> <td style="text-align: right;">Phase Total</td> <td style="text-align: right;">\$ 2,920,000</td> </tr> <tr> <td rowspan="2">20-year</td> <td>Apron Improvements and Lease Lot Access</td> <td style="text-align: right;">\$ 750,000</td> </tr> <tr> <td style="text-align: right;">Phase Total</td> <td style="text-align: right;">\$ 750,000</td> </tr> <tr> <td colspan="2" style="text-align: right;">Total All Phases</td> <td style="text-align: right;">\$ 8,800,000</td> </tr> </tbody> </table>	Development Phases			Phase	Project Description	Cost	5-year	Runway and RSA Extension	\$ 600,000	Seaplane Base Improvements	\$ 1,900,000	Haul-out Ramp	\$ 200,000	Apron Improvements and Lease Lot Access	\$ 1,000,000	Property Acquisition	\$ 1,400,000	Security Fence Improvements	\$ 30,000	Phase Total	\$ 5,130,000	10-year	Taxiway Improvements	\$ 1,900,000	Apron Improvements and Lease Lot Access	\$ 750,000	Security Fence Improvements	\$ 270,000	Phase Total	\$ 2,920,000	20-year	Apron Improvements and Lease Lot Access	\$ 750,000	Phase Total	\$ 750,000	Total All Phases		\$ 8,800,000
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PLANNED: DLM
 DRAWN: CMB
 CHECKED: DLM

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 SOUTHEAST REGION PLANNING

PREVIOUS REVISION DATE: 07/19/01
 APPROVED:  DATE: 3/2/04
 VERN SKAGERBERG, TRANSPORTATION PLANNER FOR
 ANDY HUGHES, CHIEF OF PLANNING

FAA AIRSPACE REVIEW NO: 03-AAL-071-NRA
 FAA APPROVAL DATE: 2/20/04
 BY: 
 FAA AIRPORT DIVISION, ALASKA REGION, AAL-800
 SUBJECT TO CONDITIONS IN LETTER DATED: 2/20/04
 PREVIOUS ALP FAA APPROVAL DATE: 07/24/01

HOONAH AIRPORT
 NARRATIVE REPORT