MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Design and Engineering Services – Southcoast Region
Preconstruction / Design

TO: Heather Edic
Community Planner

DATE: November 29, 2021

THRU: Paul Khera, AAE, ACE PK
Aviation Planner

TELEPHONE NO: 1-907-465-4439
Design Group Manager

From: Peter Jackson, PE PJ
Design Group Manager

SUBJECT: Port Lions Airport – Critical Aircraft Determination

Executive Summary:

The Port Lions Airport Layout Plan (ALP) requires an update before improvements can be made to bring the airport up to current standards. The existing approved ALP is dated April 1983. The most recent forecasting effort was completed in the Airport Master Plan dated 2007. Both are outdated. This memorandum documents the forecasting effort and critical aircraft determination that will be used for the near-term (5 year) and ultimate (20 year) plans that will be depicted in an ALP update.

The forecasting effort and critical aircraft determination results for the existing, near-term, and ultimate plans are shown in the table below and the purpose indicated:

Airport Layout Plan	Critical Aircraft	Aircraft Reference Code (ARC)	Purpose
Existing	Piper PA-32 Cherokee	A-I	ALP update.
Near-Term (5 year)	Piper PA-32 Cherokee	A-I	ALP update. Port Lions Airport Improvements project (Z527960000).
Ultimate (20 year)	Pilatus Britten-Norman BN2/A Islander, Cessna 208 Caravan	A-II	ALP update. Future planning. May be subject to reevaluation.

Introduction:

This is the critical aircraft determination at the Port Lions Airport. The purpose of this memorandum is to ensure the FAA concurrence of the critical aircraft for the near-term (5 years) and ultimate (20 years) plans that will be depicted in the ALP. The near-term critical aircraft determination will be used for the Port Lions Airport Improvements project (Z527960000). The ultimate critical aircraft determination will be used for planning purposes and may be subject to reevaluation if the Airport Division Office (ADO) deems it necessary to support issuance of an Airport Improvement Program (AIP) grant decision.

The critical aircraft determination was conducted in accordance with FAA Advisory Circular 150/5000-17 (Subject: Critical Aircraft and Regular Use Determination). Factors that were considered are: aircraft operations, enplanements, critical aircraft history for the near-term critical aircraft, and, additionally, similar airports on Kodiak Island for the ultimate critical aircraft.

The Port Lions Airport Improvement project proposes to reconstruct the airport to current standards including: lengthening the runway, constructing a new runway safety area, apron,

taxiway and access road, and the installation of new edge lighting. Currently, the project is expected to be constructed within the next 5 years.

Operations, enplanements, and critical aircraft history:
Annual totals from (2011-2019) were used to analyze the operations, enplanements, and the critical aircraft history at the Port Lions Airport.

Data for the Port Lions Airport were obtained from the T-100 database of the US DOT Research and Innovative Technology Administration, Bureau of Transportation Statistics (BTS). T-100 information is only reported by certified US air carriers, and there is no official record of the general aviation operations at the Port Lions Airport. Operations data were sourced "T-100 Domestic Segment (All Carriers)" data, with entries that listed Port Lions Airport (ORI) as a destination or as an origin. Enplanement data were sourced from "T-100 Domestic Market (All Carriers)" data, with entries that listed Port Lions Airport as an origin so that only flights originating at the airport would be counted towards the enplanement metric.

Since 2010, the Port Lions Airport has experienced a significant decline in annual operations and enplanements. In 2014 Servant Air, one of two air carriers providing regular service to the Port Lions Airport, terminated all operations. The other air carrier, Island Air Service, increased operations and enplanements to compensate for the loss in regular flights to Port Lions. As a result, annual operations and enplanements at Port Lions Airport soon stabilized at approximately 2000, and 1500, respectively. For more details, **see Appendix A, Table 1 and Figure 1**.

Between 2010 and 2019 the critical aircraft designation shifted from A-II (Cessna 208 Caravan and Britten-Norman BN2/A Islander) to A-I (Piper PA-32 Cherokee 6). The percent of total operations flown by A-II aircraft decreased from 39% in 2010 to 11% in 2019, see **Appendix B, Table 2 and Figure 2**. 2015 was the last year that A-II operations at the Port Lions Airport met the 500 operations per year threshold for critical aircraft. Since 2015, Island Air Service has been the only commercial air carrier flying to the Port Lions Airport, and they have increased reliance on the Piper PA-32 Cherokee 6 as seen in the T-100 data analysis.

FAA's Advisory Circular 150/5000-17 states that the designation of an existing critical aircraft should consider aircraft that have made regular use of the runway over the past 12 month period (pg A-1). However, data considered in 2020 may not be reliable due to the COVID-19 pandemic and may not be indicative of future operations. Data from 2020 indicates that A-II operations have further reduced to 122 (6%) of 2209 total operations which may not be indicative of future operations post COVID-19 pandemic.

The current critical aircraft at the Port Lions Airport is the Piper PA-32 Cherokee 6 (A-I), which flew 1786 operations in 2019, and 2087 operations in 2020.

Near-term forecast for operations, enplanements, and critical aircraft at the Port Lions Airport:
The near-term forecast was extrapolated from the trendline for enplanements (1% growth) and operations (0.7% growth) data between 2015 to 2019, and 85% and 15% of the operations have been used for A-I and A-II aircraft, respectively, **see Appendix A, Table 2**.

Near-term (5 yrs / 2026)
Annual operations: 2123
A-I operations: 1805
A-II operations: 318

Enplanements (2026): 1587
Critical Aircraft: Piper PA-32 Cherokee 6 (A-I)
Recommended action: A-I runway standards, 60ft x 3300ft gravel runway

A-II operations averaged 400 per year during the past five years and does not meet the minimum 500 operations per year threshold. As a result, the near-term forecast for critical aircraft is A-I (Piper PA-32 Cherokee 6). An estimated growth rate of 0.7% was extrapolated from the trendline of operations data from 2015 to 2019. Likewise a growth rate of 1% was extrapolated for annual enplanements.

Ultimate forecast for operations, enplanements, and critical aircraft at Port Lions Airport:
The ultimate forecast was extrapolated from the trendline for enplanements and operations data between 2015 and 2019. Once the near-term airport is constructed the percentages of A-I and A-II operations are 72% and 28%, respectively, based on similar airports on Kodiak island.

Ultimate (20 yrs / 2041)
Annual operations: 2357
A-I operations: 1697
A-II operations: 670
Enplanements: 2043
Critical Aircraft: Pilatus Britten-Norman BN2/A Islander and Cessna 208 Caravan (A-II) Recommended action: A-II runway standards, 75ft x 3300ft gavel runway

The analysis of T-100 data for Port Lions Airport and similar airports indicate that A-II operations will exceed 500 per year at the 20-year (ultimate) mark. This is dependent on the following:

- Construction of near-term airport layout plan (project Z527960000) to address the following deficiencies:
  - Runway length
  - Runway safety area
  - Object free zone beyond runway and width
  - Object free area beyond runway and width (both RW 06 and RW 24)
  - Taxiway length
  - Runway centerline to apron
  - Apron size

Other considerations that may increase the percentage of A-II aircraft:

- Port Lions will mimic the fleet mix of similar airports on Kodiak Island.
  - Old Harbor Airport, Larsen Bay Airport, Akhiok Airport, Karluk Airport, and Ouzinkie Airport, **see Appendix B.**
  - Island Air provides the main air service at all similar airports listed above.
- Island Air Service loop – Kodiak / Port Lions / Ouzinkie / Kodiak
  - Ouzinkie Airport has a current critical aircraft of B-I and has an ultimate expansion to B-II (Small), see **Appendix C**.
  - Port Lions Airport's deficient 2200' runway may be the limiting factor for A-II operations within the service loop.
- Servant Air submitted a petition to review their dormancy order in January 2020, and proposed to start passenger operations in June 2020. However, Servant Air logged no flights in 2020 or 2021 (according to BTS T-100 data), and have had their interstate certificate revoked in 2021, **see Appendix D.**

Prepared By:
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CC:
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APPENDIX A

PORT LIONS FORECASTING

Table 1. Recorded operations and enplanements at Port Lions Airport (ORI) from 2010 to 2020. Data were collected from the T-100 database of the US DOT Research and Innovative Technology Administration, Bureau of Transportation Statistics (BTS).

Year	Enplanements	Operations
2010	2257	3078
2011	2460	3373
2012	2237	3302
2013	1860	2725
2014	1910	3013
2015	1358	2317
2016	1102	1775
2017	1677	2239
2018	1316	1865
2019	1480	2022
2020	1227	2209

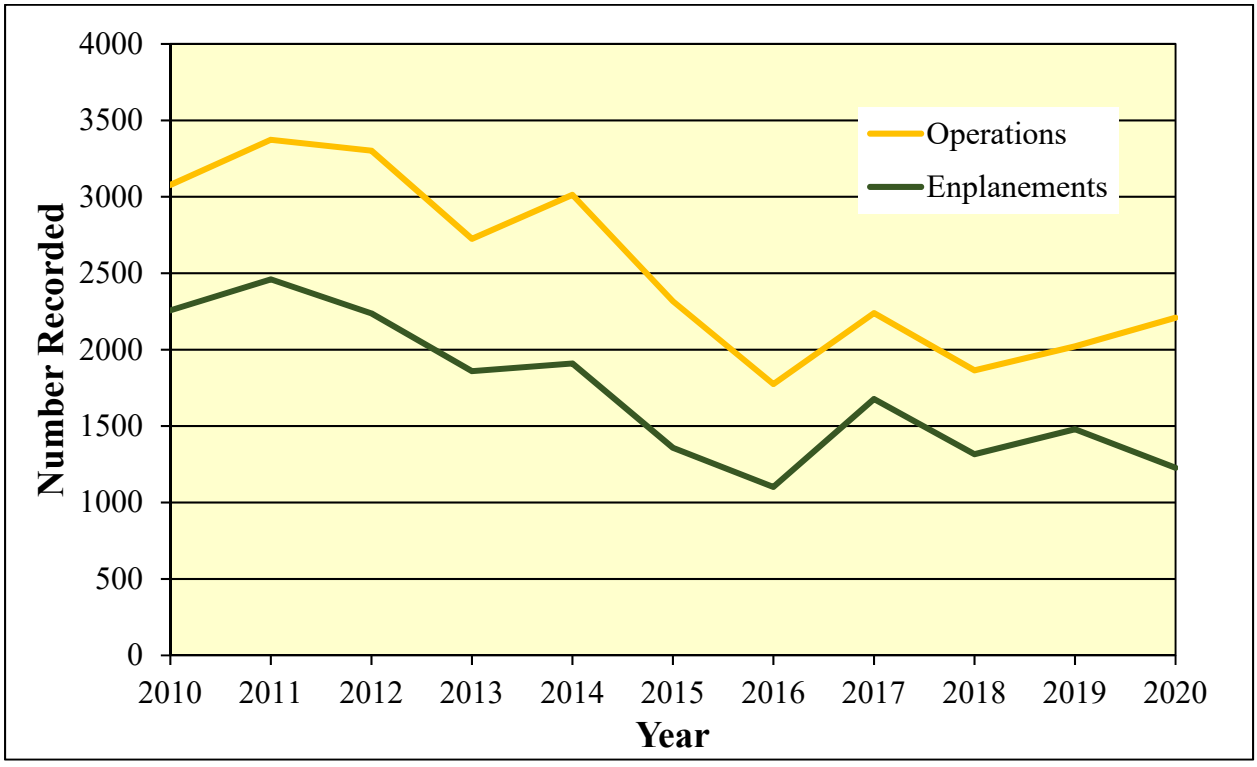


Figure 1. Operations and enplanements at Port Lions Airport (ORI) from 2010 to 2020. Data were collected from the T-100 database of the US DOT Research and Innovative Technology Administration, Bureau of Transportation Statistics (BTS).

Table 2. Percent of total operations by Aircraft Approach Category (AAC) and Airplane Design Group (ADG) at Port Lions Airport (ORI) for 2010 to 2020. Only A-I and A-II operated out of Port Lions Airport during this time. Data were collected from the T-100 database of the US DOT Research and Innovative Technology Administration, Bureau of Transportation Statistics (BTS).

	A-I		A-II	
Year	**Operations**	**Percent of Total**	**Operations**	**Percent of Total**
2010	1864	60%	1216	40%
2011	2228	66%	1142	34%
2012	2422	73%	878	27%
2013	1855	68%	872	32%
2014	2184	72%	829	28%
2015	1742	75%	572	25%
2016	1306	74%	469	26%
2017	1766	79%	474	21%
2018	1618	87%	246	13%
2019	1786	88%	224	11%
2020	2087	94%	122	6%
2015 to 2019		85%		15%

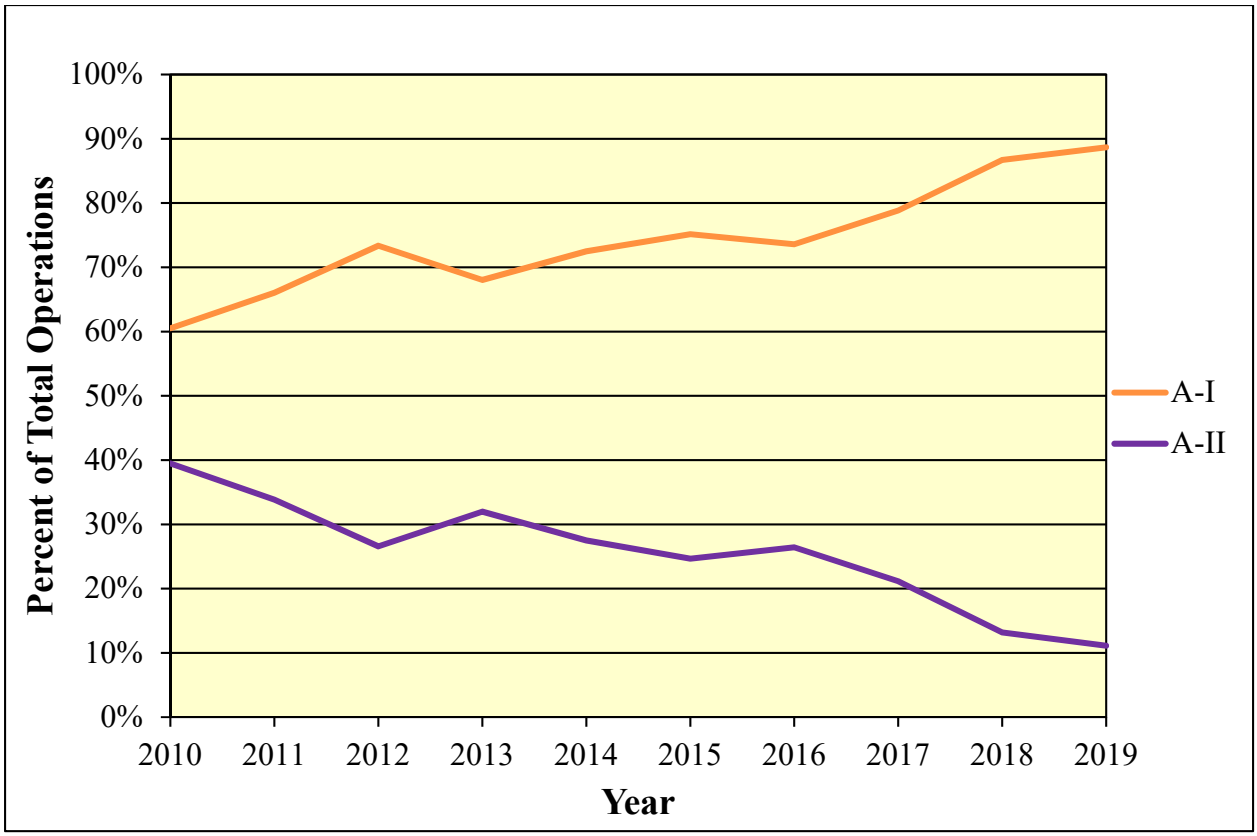


Figure 2. Percent of total operations by Aircraft Approach Category (AAC) and Airplane Design Group (ADG) at Port Lions Airport (ORI) for 2010 to 2020. Data were collected from the T-100 database of the US DOT Research and Innovative Technology Administration, Bureau of Transportation Statistics (BTS).

Table 3. Forecasted growth of total operations at the Port Lions Airport (ORI) from 2019-2041.

Total Operations		**Total Enplanements**	
Forecast .7% Growth		**Forecast 1% Growth**	
Operations	**Year**	**Operations**	**Year**
2022	2019	1480	2019
2036	2020	1495	2020
2050	2021	1510	2021
2065	2022	1525	2022
2079	2023	1540	2023
2094	2024	1555	2024
2108	2025	1571	2025
2123	2026	1587	2026
2138	2027	1603	2027
2153	2028	1619	2028
2168	2029	1635	2029
2183	2030	1651	2030
2199	2031	1668	2031
2214	2032	1684	2032
2229	2033	1701	2033
2245	2034	1718	2034
2261	2035	1735	2035
2277	2036	1753	2036
2293	2037	1770	2037
2309	2038	1788	2038
2325	2039	1806	2039
2341	2040	1824	2040
2357	2041	1842	2041

APPENDIX B

SIMILAR AIRPORT DATA (2019 OPERATIONS)

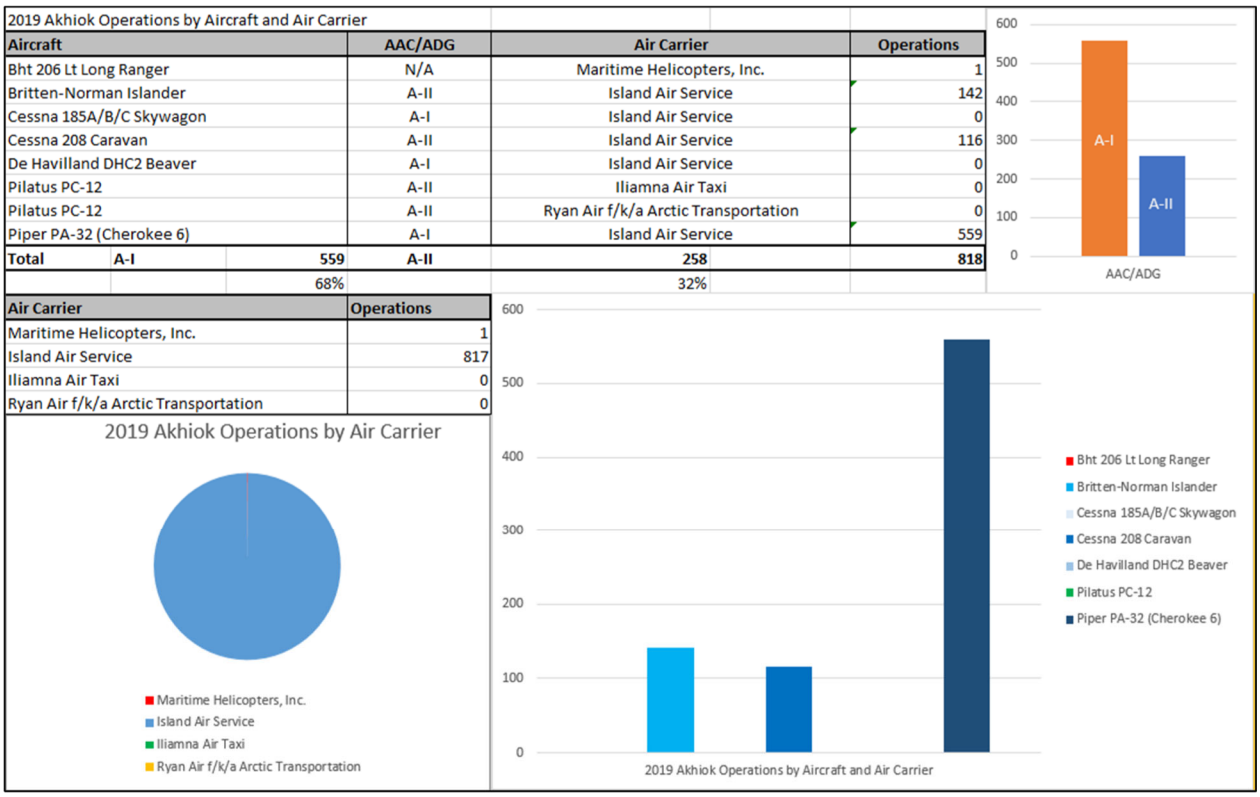


Figure 3. Akiok Airport operations by aircraft and air carrier. Data were collected from the T-100 database of the US DOT Research and Innovative Technology Administration, Bureau of Transportation Statistics (BTS).

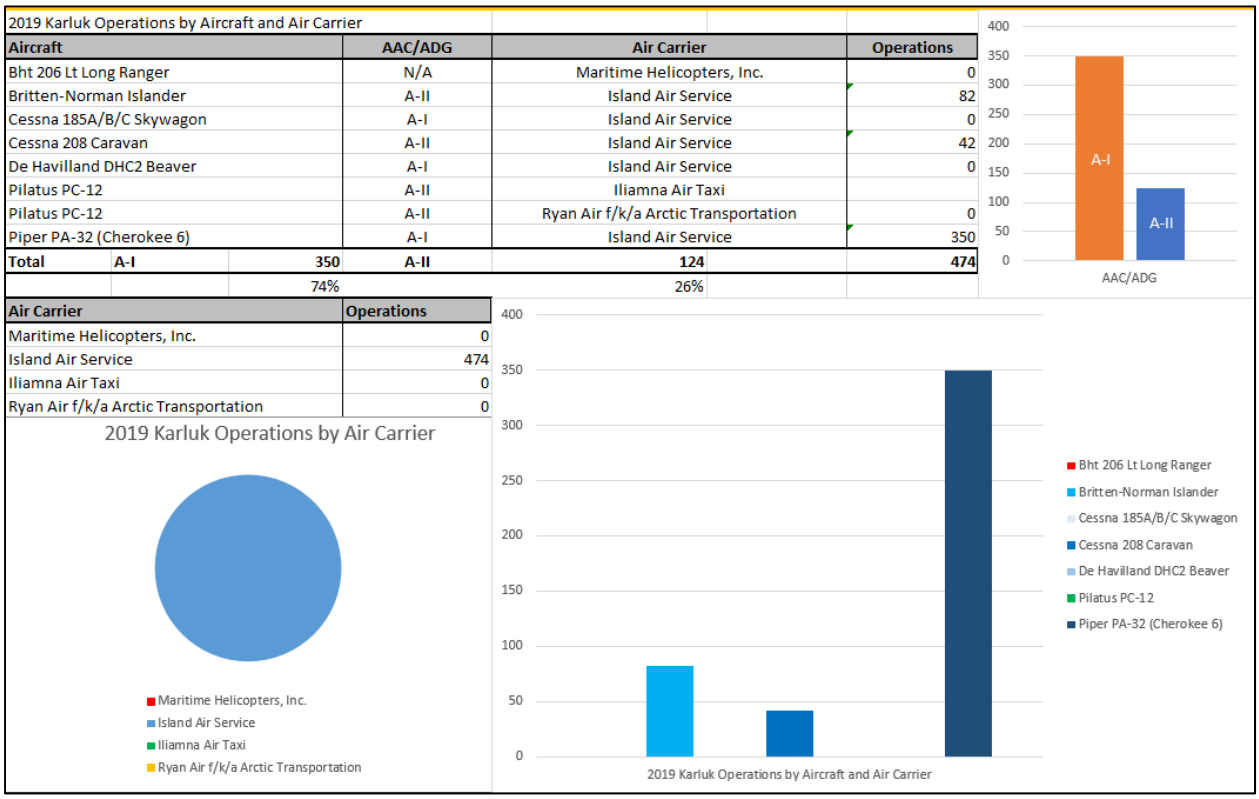
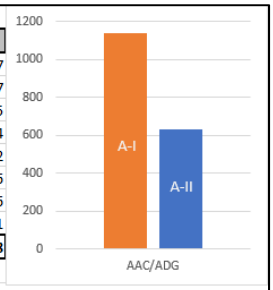


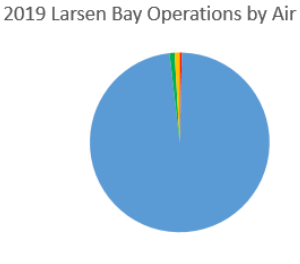
Figure 4. Karluk Airport operations by aircraft and air carrier. Data were collected from the T-100 database of the US DOT Research and Innovative Technology Administration, Bureau of Transportation Statistics (BTS).

2019 Larsen Bay Operations by Aircraft and Air Carrier

Aircraft	AAC/ADG	Air Carrier	Operations
Bht 206 Lt Long Ranger	N/A	Maritime Helicopters, Inc.	7
Britten-Norman Islander	A-II	Island Air Service	307
Cessna 185A/B/C Skywagon	A-I	Island Air Service	5
Cessna 208 Caravan	A-II	Island Air Service	294
De Havilland DHC2 Beaver	A-I	Island Air Service	42
Pilatus PC-12	A-II	Iliamna Air Taxi	16
Pilatus PC-12	A-II	Ryan Air f/k/a Arctic Transportation	16
Piper PA-32 (Cherokee 6)	A-I	Island Air Service	1091
Total	**A-I** **1138**	**A-II** **633**	**1778**
	64%	36%	



Air Carrier	Operations
Maritime Helicopters, Inc.	7
Island Air Service	1739
Iliamna Air Taxi	16
Ryan Air f/k/a Arctic Transportation	16



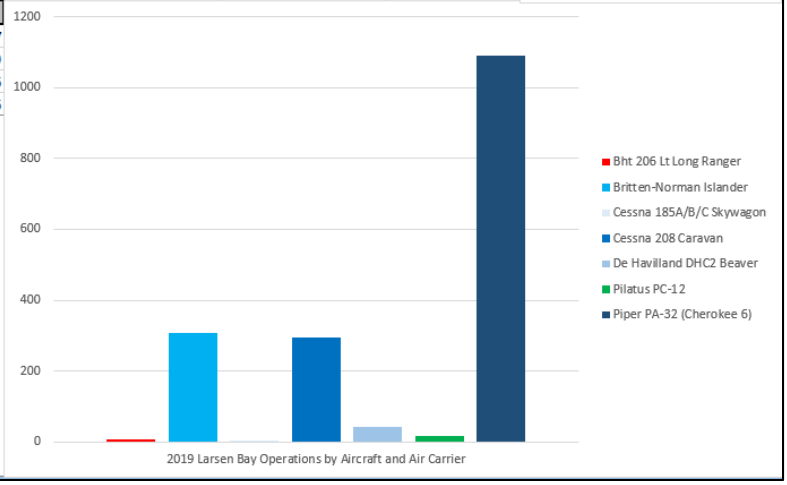
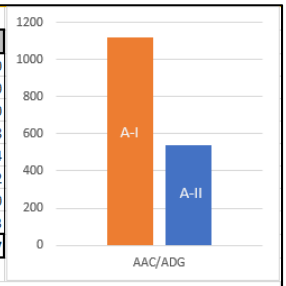


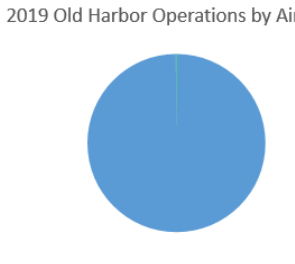
Figure 5. Larsen Bay Airport operations by aircraft and air carrier. Data were collected from the T-100 database of the US DOT Research and Innovative Technology Administration, Bureau of Transportation Statistics (BTS).

2019 Old Harbor Operations by Aircraft and Air Carrier

Aircraft	AAC/ADG	Air Carrier	Operations
Bht 206 Lt Long Ranger	N/A	Maritime Helicopters, Inc.	0
Britten-Norman Islander	A-II	Island Air Service	250
Cessna 185A/B/C Skywagon	A-I	Island Air Service	0
Cessna 208 Caravan	A-II	Island Air Service	288
De Havilland DHC2 Beaver	A-I	Island Air Service	4
Pilatus PC-12	A-II	Iliamna Air Taxi	2
Pilatus PC-12	A-II	Ryan Air f/k/a Arctic Transportation	0
Piper PA-32 (Cherokee 6)	A-I	Island Air Service	1113
Total	**A-I** **1117**	**A-II** **540**	**1657**
	67%	33%	



Air Carrier	Operations
Maritime Helicopters, Inc.	0
Island Air Service	1655
Iliamna Air Taxi	2
Ryan Air f/k/a Arctic Transportation	0



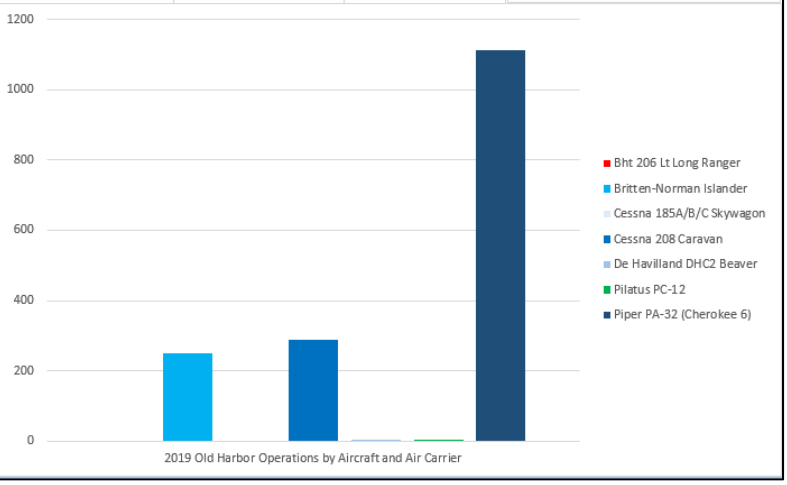


Figure 6. Old Harbor Airport operations by aircraft and air carrier. Data were collected from the T-100 database of the US DOT Research and Innovative Technology Administration, Bureau of Transportation Statistics (BTS).

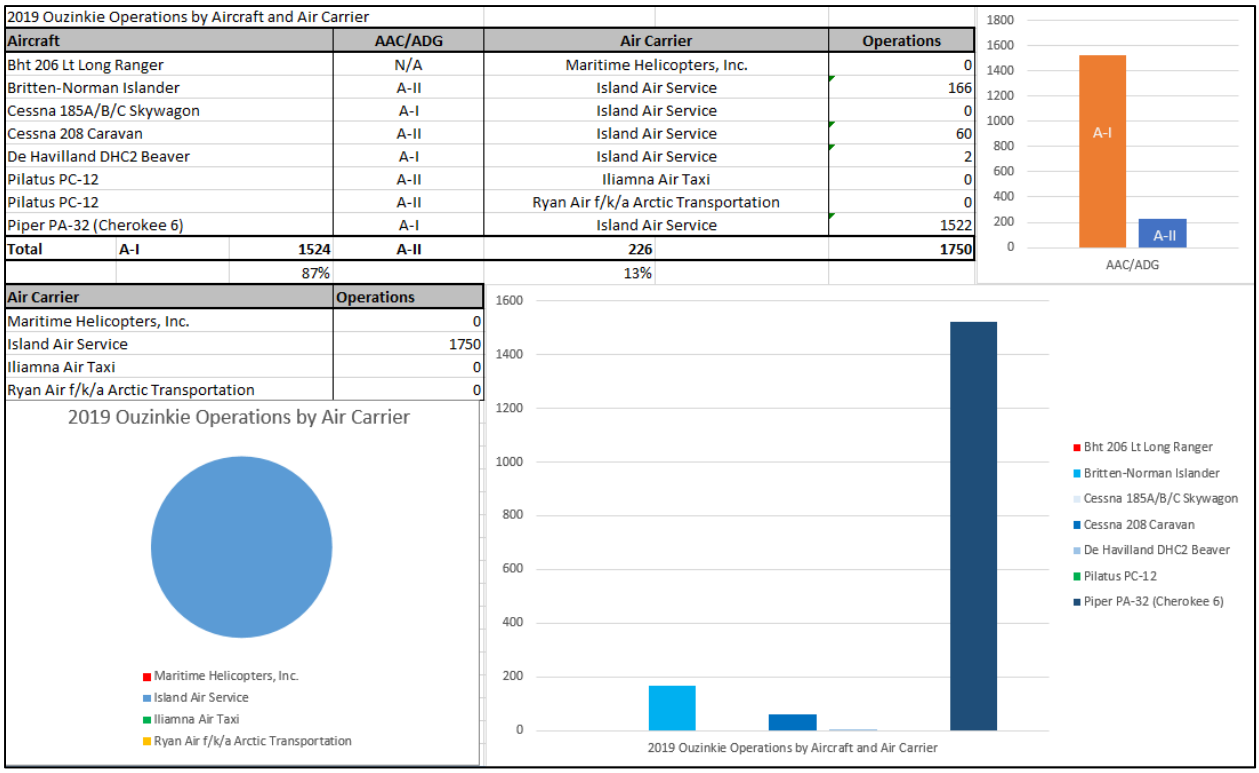


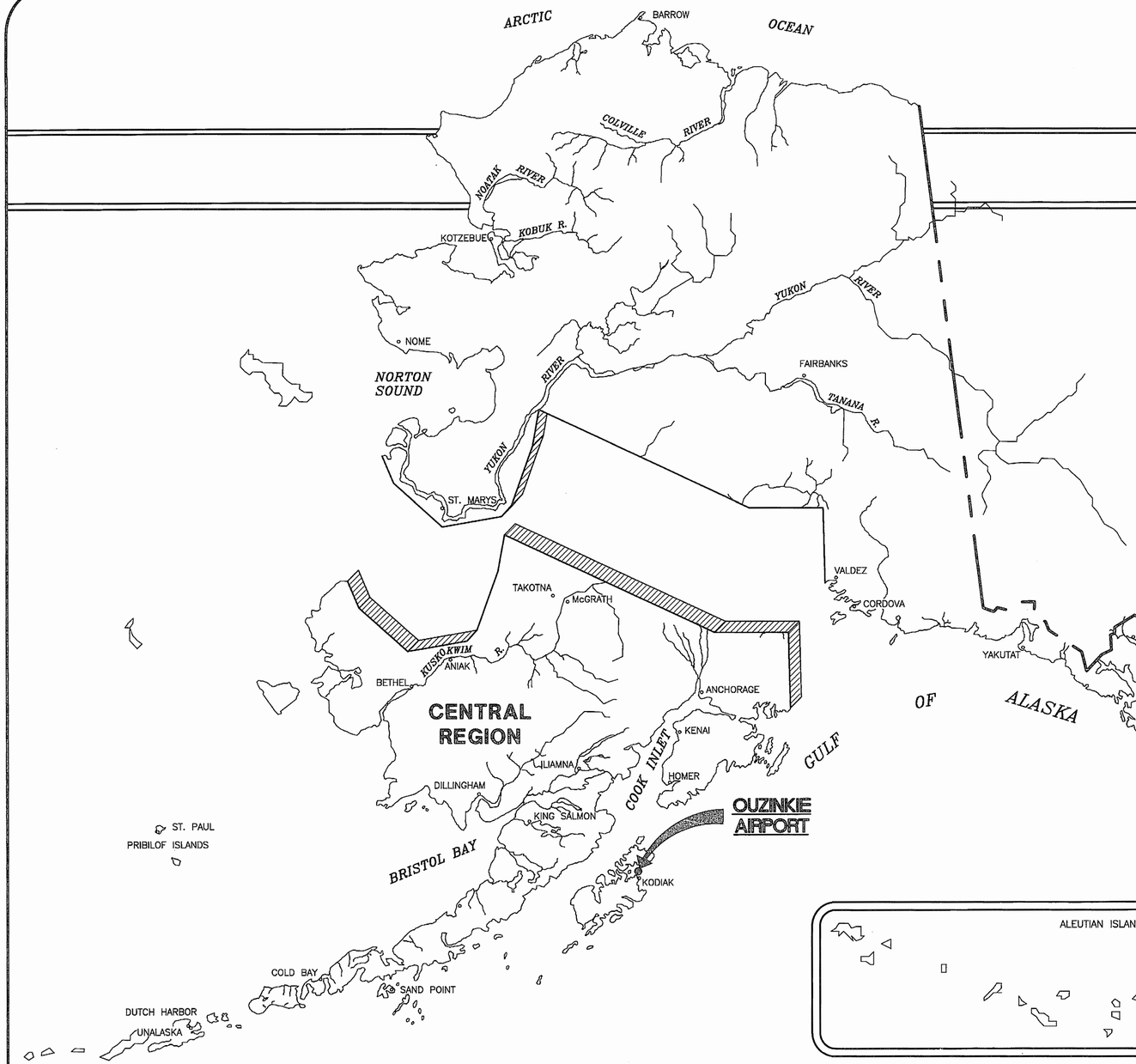
Figure 7. Ouzinkie operations by aircraft and air carrier. Data were collected from the T-100 database of the US DOT Research and Innovative Technology Administration, Bureau of Transportation Statistics (BTS).

Table 4. Percentage of A-I and A-II aircraft operations at similar airports across Kodiak Island.

Airport	Percentage of A-I	Percentage of A-II
Akiok	68%	32%
Karluk	74%	26%
Larsen Bay	64%	36%
Old Harbor	67%	33%
Ouzinkie	87%	13%
Average	**72%**	**26%**

APPENDIX C

OUZINKIE AIRPORT LAYOUT PLAN

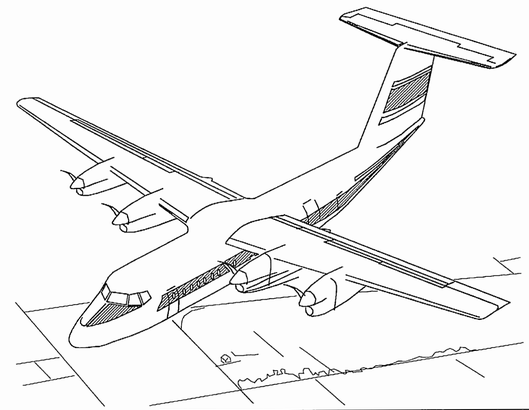


AIRPORT LAYOUT PLAN FOR

OUZINKIE

JULY, 2006

DRAWING INDEX



BY	DATE	REVISION
	04/17/17	ALP UPDATE
	03/15/10	ALP UPDATE SHEETS 2 - 6

SPONSORED BY
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

CONCUR: _____ DATE 8.21.06
ROBERT A. CAMPBELL, P.E. REGIONAL PRECONSTRUCTION ENGINEER

APPROVED: _____ DATE 8/21/2006
HARVEY M. DOUTHIT, P.E. DESIGN SECTION CHIEF

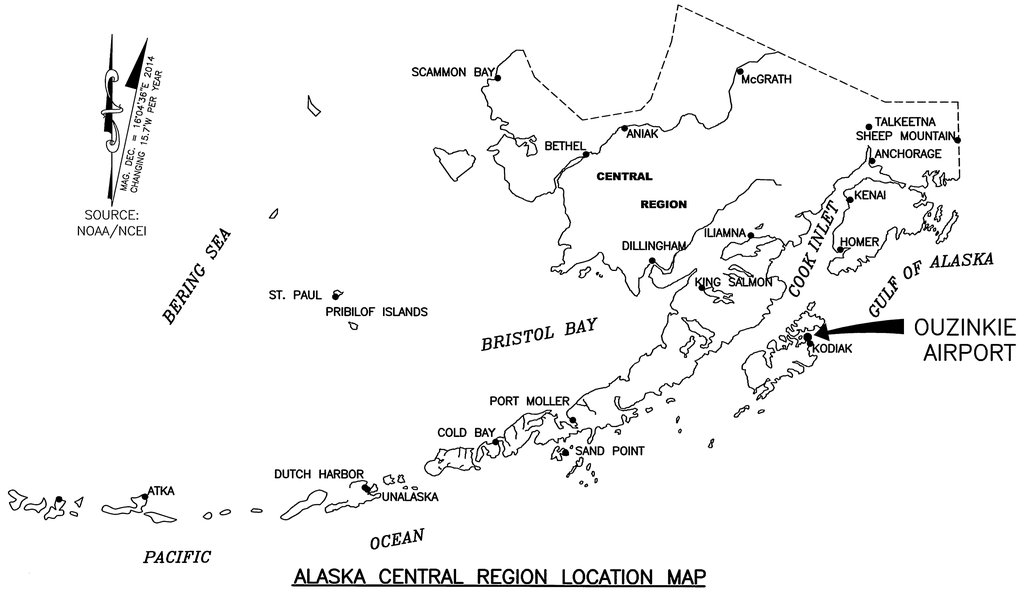
AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 10/4/06
By: _____ DATE: 10/4/06
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

FAA AIRSPACE REVIEW NUMBER
2006-AAL-172-NRA

AS-BUILT PJ 5-24-17

OUZINKIE
AIRPORT LAYOUT PLAN

SHEET 1 OF 8



ALASKA CENTRAL REGION LOCATION MAP

VICINITY MAP

1 SM .5 SM 0 1 SM 2 SM

T 27 S, R 20 W, SEC. 11, 12
SEWARD MERIDIAN
U.S.G.S. KODIAK (D-2), ALASKA

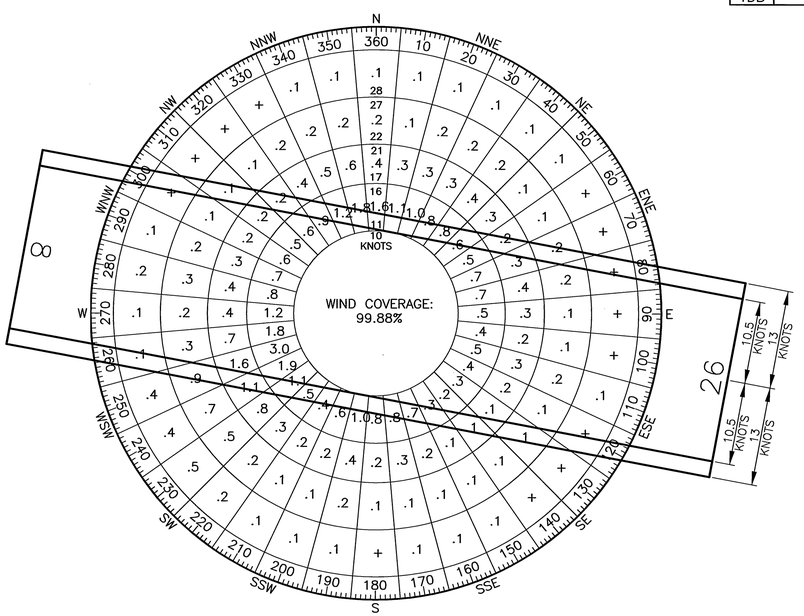
AIRPORT DATA TABLE		
ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	N/A	N/A
NATIONAL AIRPORT IDENTIFIER	4K5	4K5
FAA SITE NUMBER	50580.1*A	50580.1*A
AIRPORT ELEVATION NAVD88 (M.S.L.)	99.84'	99.84'
AIRPORT REFERENCE CODE	B-I	B-II SMALL
MEAN MAX. TEMPERATURE, HOTTEST MONTH (JULY)	17°C (62°F)	17°C (62°F)
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	16°30'E, 2015, 15.7'W PER YEAR	
AIRPORT AND TERMINAL NAVIGATION AIDS	BEACON, WINDCONE, SEG. CIRCLE	BEACON, WINDCONE, SEG. CIRCLE
NPIAS SERVICE LEVEL	GENERAL AVIATION	GENERAL AVIATION
STATE EQUIVALENT SERVICE ROLE	COMMUNITY OFF-ROAD	COMMUNITY OFF-ROAD

RUNWAY DATA TABLE		
	RUNWAY 8/26	
ITEM	EXISTING	ULTIMATE
RUNWAY TYPE (UTILITY OR OTHER THAN UTILITY)	UTILITY	UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	V	NPI
FAR PART 77 APPROACH SURFACES SLOPE	20:1	20:1
VISIBILITY MINIMUM	VISUAL	1 SM
RUNWAY SURFACE	GRAVEL	GRAVEL
AIRPLANE GEAR CONFIG/PAVE STRENGTH x1000lbs	N/A	N/A
AIRCRAFT APPROACH CATEGORY	B	B
AIRCRAFT DESIGN GROUP	I	II
MEAN GEODETIC BEARING	S 79°22'25.22" E	S 79°22'25.22" E
MAXIMUM ELEVATION NADV88	99.84'	99.84'
EFFECTIVE GRADE	0.00%	0.00%
TOUCHDOWN ZONE ELEVATION NAVD88	99.84' / 99.84'	99.84' / 99.84'
RUNWAY DIMENSIONS	60'x3300'	75'x3300'
RUNWAY SAFETY AREA (RSA)	120'x3780'	150'x3900'
RSA LENGTH BEYOND RW END	240'	300'
RUNWAY PROTECTION ZONE (RPZ)	500'x700'x1000'	250'x450'x1000'
RUNWAY OBJECT FREE AREA (OFA)	400'x3780'	500x3900
OFA LENGTH BEYOND RW END	240'	300'
RUNWAY OBSTACLE FREE ZONE (OFZ)	250'x3700'	250'x3700'
RUNWAY LIGHTING	MIRL	MIRL
RUNWAY MARKING TYPE	NONE	NONE
RUNWAY NAVIGATIONAL AIDS	NONE	PAPI, REIL
AERONAUTICAL SURVEY TYPE REQUIRED	VERTICALLY GUIDED	VERTICALLY GUIDED

ALL WEATHER WIND DATA TABLE				
RUNWAY	10.5 kt	13 kt	16 kt	20 kt
8/26	99.71%	99.88%	N/A	N/A

SOURCE: HDR ALASKA, INC. ANCHORAGE ALASKA
DATA IS FOR OUZINKIE ALASKA

PERIOD: AUGUST, 2000 THRU AUGUST, 2002



GEOGRAPHIC COORDINATES						
ITEM	EXISTING LATITUDE	EXISTING LONGITUDE	EXISTING ELEVATION	ULTIMATE LATITUDE	ULTIMATE LONGITUDE	ULTIMATE ELEVATON
ARP	57°56'31.76" N	152°27'53.98" W	99.84'	SAME	SAME	SAME
THRESHOLD RW 8	57°56'34.76" N	152°28'24.02" W	95.69'	SAME	SAME	SAME
THRESHOLD RW 26	57°56'28.76" N	152°27'23.93" W	95.68'	SAME	SAME	SAME

PACS & SACS								
PID	DESIGNATION	LATITUDE	LONGITUDE	ELLIPSOID HEIGHT	NORTHING	EASTING	ELEVATION	DESCRIPTION
TDB	4K5 A	57°56'28.80" N	152°28'10.75" W	138.04	1442958.19	1937751.85	103.66'	PACS
TDB	4K5 B	57°56'32.93" N	152°28'35.61" W	107.53	1443346.50	1936401.10	73.17'	SACS
TDB	4K5 C	57°56'27.45" N	152°27'39.71" W	132.34	1442858.61	1939430.35	97.96'	SACS

MODIFICATION TO STANDARD/NON-STANDARD CONDITIONS				
ITEM	STANDARD	EXISTING	NEAR TERM	ULTIMATE
NONE				

NOTES

1. THIS DRAWING IS A COMPILATION OF GROUND SURVEY AND AERIAL MAPPING DATA COLLECTED DURING THE 2014 SEASON IN SUPPORT OF FAA AERONAUTICAL SURVEY #156823.
2. THE HORIZONTAL COORDINATE SYSTEM FOR THIS PROJECT IS NAD 83 (2011) (EPOCH 2010) ALASKA STATE PLANE ZONE 5, U.S. FEET. THE VERTICAL DATUM FOR THIS PROJECT IS NAVD 88 (GEOID 12A).
3. GROUND SURVEY WAS PERFORMED BY STANTEC JULY 16, 2014, THROUGH SEPTEMBER 19, 2014. AERIAL MAPPING WAS PERFORMED BY KODIAK MAPPING USING IMAGERY COLLECTED JUNE 24, 2014, AND JULY 2, 2014.
4. PACS AND SACS POSITIONS SHOWN HEREIN ARE BASED ON STANTEC SURVEY RESULTS USING OPUS (TEMPORARY CONTROL). NATIONAL GEODETIC SURVEY (NGS) PUBLISHED POSITIONS ARE NOT AVAILABLE AT THIS TIME.

LEGEND		
ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (A.R.P.)		
ANTENNA		
BLUFF		
BUILDINGS		
BUILDING RESTRICTION LINE	BRL	BRL
FENCE	-X- -X- -X-	X X X
LIGHT POLE		
NON-DIRECTIONAL BEACON		
PAPI		
PART 77 APPROACH SURFACE		
PROPERTY LINE		
REIL		
ROADWAYS		
ROTATING BEACON		
RUNWAY OBSTACLE FREE AREA	OFA	OFA
RUNWAY OBSTACLE FREE ZONE	OFZ	OFZ
RUNWAY PROTECTION ZONE	RPZ	RPZ
RUNWAY SAFETY AREA	RSA	RSA
SEGMENTED CIRCLE		
SIGN		
SURVEY MONUMENT		
THRESHOLD MARKERS/LIGHTS		
TOPOGRAPHIC CONTOURS	100	100
TREE (LARGE SINGLE)		
TREELINE		
UTILITY POLE		
WATER BODY		
WEATHER STATION		
WIND CONE		

BY	DATE	REVISION
	11/3/15	AS-BUILT PER AKSAS 52637
	4/15/10	MODIFY AIRPORT ELEVATION
	3/15/10	UPDATE BASIC DATA TABLE WIND ROSE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

OUZINKIE AIRPORT
OUZINKIE, ALASKA
AIRPORT LAYOUT PLAN

DATA

DATE: 4/17/2017

SHEET: 2 OF 8

Designed By: MMM
Drawn By: RWW
Checked By: JGL

Date Plotted: 4/17/2017, 2:55 PM
Layout Name: 2 DATA
File Name: U:\2047002820\Ouzinkie\Dwgs\C\Sheets\ALP-4K5-10-2_COVER-DATA.dwg

BUILDING DATA TABLE

ID#⬡.	DESCRIPTION	STATION/ OFFSET	TOP ELEV. (MSL)	OBSTRUCT MARKING
1	SREB	25+24 574R	112.4'	NONE
2	PASSENGER SHELTER	29+04 664R	102.7'	NONE

KIZUYAK BAY

AIRPORT PROPERTY

STA 19+60 RUNWAY SAFETY AREA EL 94.80'

STA 22+00 RUNWAY THRESHOLD EL 95.69'

STA 27+70 RUNWAY/TAXIWAY INTERSECTION

STA 55+00 RUNWAY THRESHOLD EL 95.68'

STA 57+40 RUNWAY SAFETY AREA EL 94.81'

120'x3780' RUNWAY SAFETY AREA

20:1 PART 77 APPROACH

500'x700'x1000' RUNWAY PROTECTION ZONE

NO OFZ OBJECT PENETRATIONS

ARP

S 79°22'25.22" E TRUE MEAN BEARING

8

26

60'x3300' RUNWAY

OFA

OFZ

RSA

RPZ

SACS 4K5 B
STA 16+19/298R
EL 73.17'

80' TSA

131' TOFA

50'x345' TAXIWAY

375'

575'

M&O LOT AREA
150'x150'

250'x3700' OBSTACLE FREE ZONE

400'x3780' OBJECT FREE AREA

SACS 4K5 C
STA 46+87/288R
EL 97.96'

UNLIGHTED WIND CONE
TOP EL 102.7'

BALIKA BASIN

POND

SOURCE: NOAA/NCEI

MAG. DEC. 18°30' 2015

SNOW REMOVAL EQUIPMENT BUILDING (1)

ACCESS ROAD

APRON 250'x300'

ROTATING BEACON

PACS 4K5 A
STA 30+15/462R
EL 103.66'

SEGMENTED CIRCLE W/ LIGHTED WIND CONE
EL 134.81

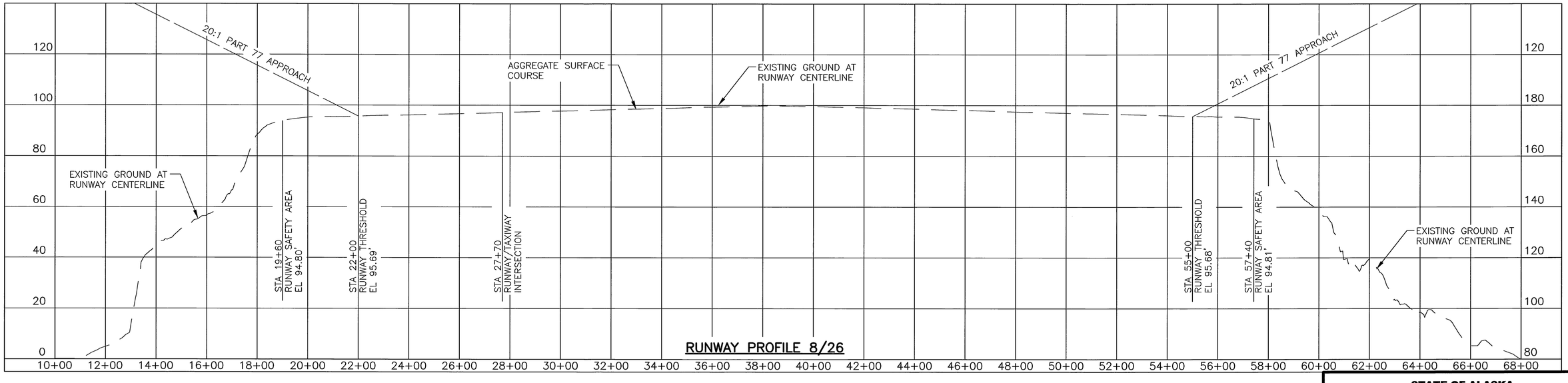
(2) PASSENGER SHELTER

TRANSITIONAL SURFACE HEIGHT ABOVE PRIMARY SURFACE AT BRL=64.3'

BRL

0 100 200 400 600 800
SCALE IN FEET

RUNWAY PLAN 8/26



RUNWAY PROFILE 8/26

BY	DATE	REVISION
	11/3/15	AS-BUILT PER AKSAS 52637
	4/15/10	MODIFY RUNWAY ELEVATION
	3/15/10	ADDED NEAR TERM PLAN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

OUZINKIE AIRPORT
OUZINKIE, ALASKA
AIRPORT LAYOUT PLAN

EXISTING LAYOUT

DATE: 4/17/2017

SHEET: 3 OF 8

Designed By: MMM
Drawn By: RWW
Checked By: JGL

Date Plotted: 4/17/2017, 4:10 PM
Layout Name: 3 EXISTING LAYOUT
File Name: U:\2047002S\Ouzinkie\Dwgs\Cs\Sheets\ALP-4k5-3_LAYOUTS.dwg

BUILDING DATA TABLE

ID# .	DESCRIPTION	STATION/ OFFSET	TOP ELEV. (MSL)	OBSTRUCT MARKING
1	SREB	25+24 574R	112.4'	NONE
2	PASSENGER SHELTER	29+04 664R	102.7'	NONE
3	WEATHER STATION	32+41 435R	UNKNOWN	LIGHTED

KIZUYAK BAY

STA 19+00 RUNWAY SAFETY AREA EL 93.76'

STA 22+00 RUNWAY THRESHOLD EL 95.69'

STA 27+70 RUNWAY/TAXIWAY INTERSECTION

AIRPORT PROPERTY

STA 55+00 RUNWAY THRESHOLD EL 95.68'

STA 58+00 RUNWAY SAFETY AREA EL 94.66'

250'x450'x1000' RUNWAY PROTECTION ZONE

REIL

PAPI

150'x3900' RUNWAY SAFETY AREA

20:1 PART 77 APPROACH SURFACE

OFA / OFZ / RSA / RPZ

NO OFZ OBJECT PENETRATIONS

ARP

S 79°22'25.22" E TRUE MEAN BEARING

75'x3300' RUNWAY 8/26

BALIKA BASIN

SACS 4K5 B STA 16+19/298R EL 73.17'

80' TSA

131' TOFA

375'

575'

50'x345' TAXIWAY

M&O LOT AREA 150'x150'

250'x3700' OBSTACLE FREE ZONE

500'x3900' OBJECT FREE AREA

SACS 4K5 C STA 46+87/288R EL 97.96'

UNLIGHTED WIND CONE TOP EL 102.7'

20:1 PART 77 APPROACH SURFACE

MAG. DEC. = 16°30' 2015

SOURCE: NOAA/NCEI

SNOW REMOVAL EQUIPMENT BUILDING (1)

ACCESS ROAD

APRON 250'x300'

ROTATING BEACON

PACS 4K5 A STA 30+15/462R EL 103.66'

SEGMENTED CIRCLE W/ LIGHTED WIND CONE EL 134.81

(2) WEATHER STATION WITH 50'x50' PAD, AND 12' WIDE SERVICE ACCESS ROAD FROM APRON

(2) PASSENGER SHELTER

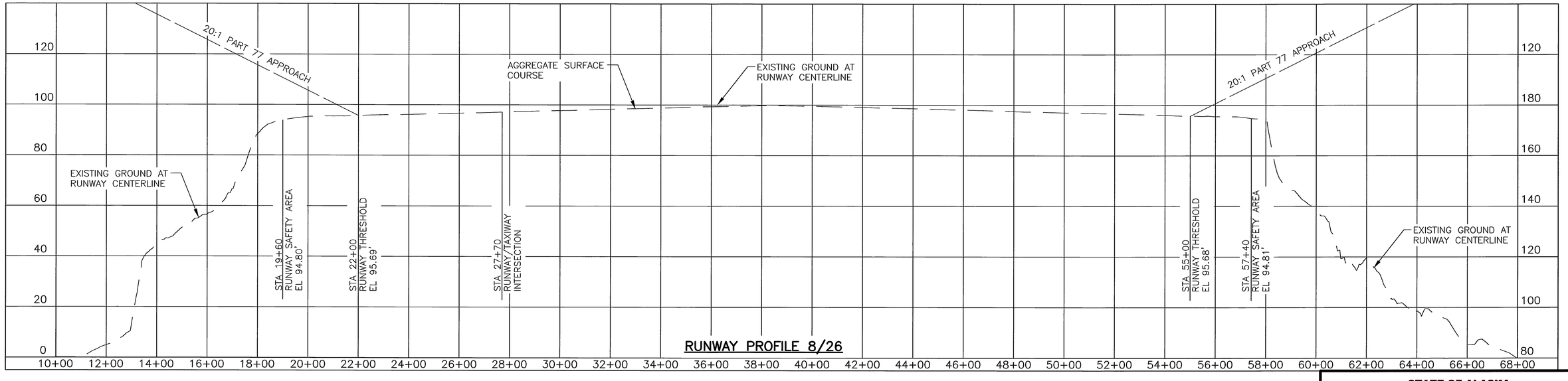
TRANSITIONAL SURFACE HEIGHT ABOVE PRIMARY SURFACE AT BRL=64.3'

POND

0 100 200 400 600 800

SCALE IN FEET

RUNWAY PLAN 8/26



RUNWAY PROFILE 8/26

Designed By: MMM
Drawn By: RWW
Checked By: JGL

Date Plotted: 4/17/2017, 3:36 PM
Layout Name: 4 ULTIMATE LAYOUT
File Name: U:\2047008200\Ouzinkie\Dwgs\CS\Sheets\ALP-AKS-3_LAYOUTS.dwg

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

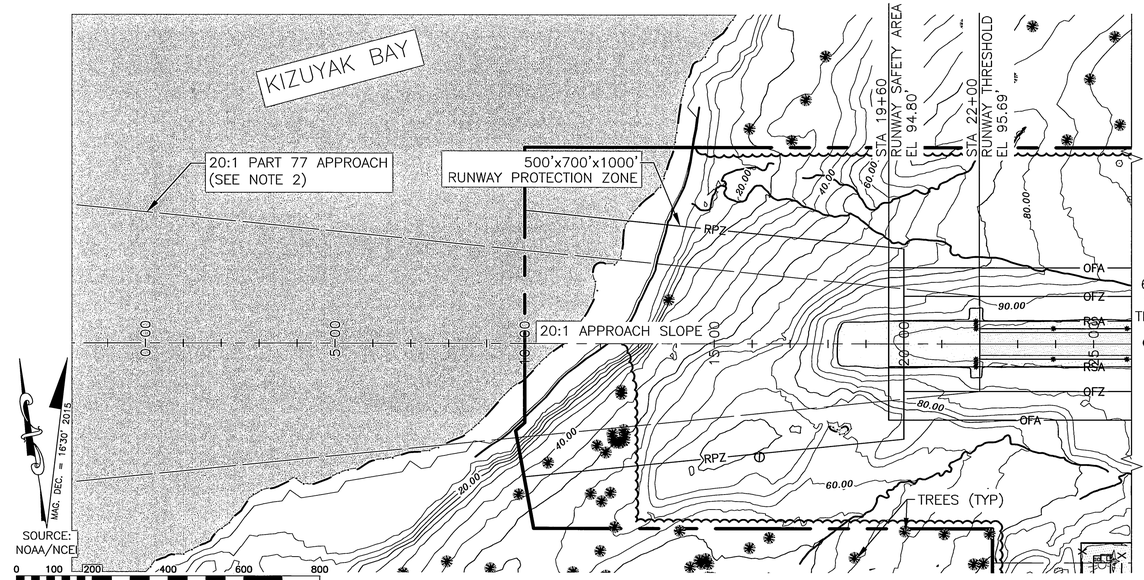
BY	DATE	REVISION
	11/3/15	AS-BUILT PER AKSAS 52637
	4/15/10	MODIFY RUNWAY ELEVATION
	3/15/10	REMOVED PROFILE, UPDATED PAPI PADS & REILS

OUZINKIE AIRPORT
OUZINKIE, ALASKA
AIRPORT LAYOUT PLAN

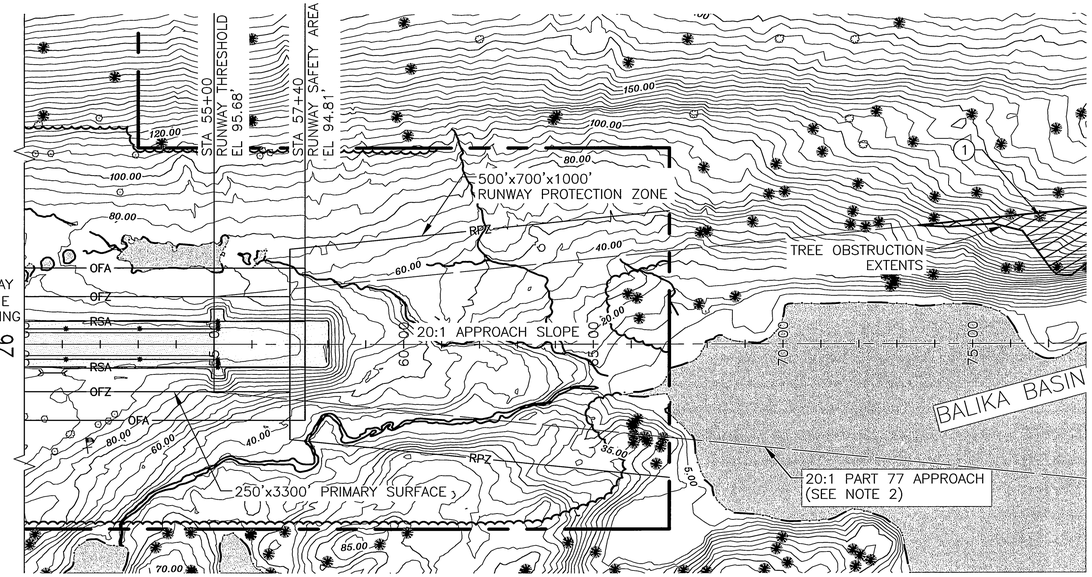
ULTIMATE LAYOUT

DATE: 4/17/2017

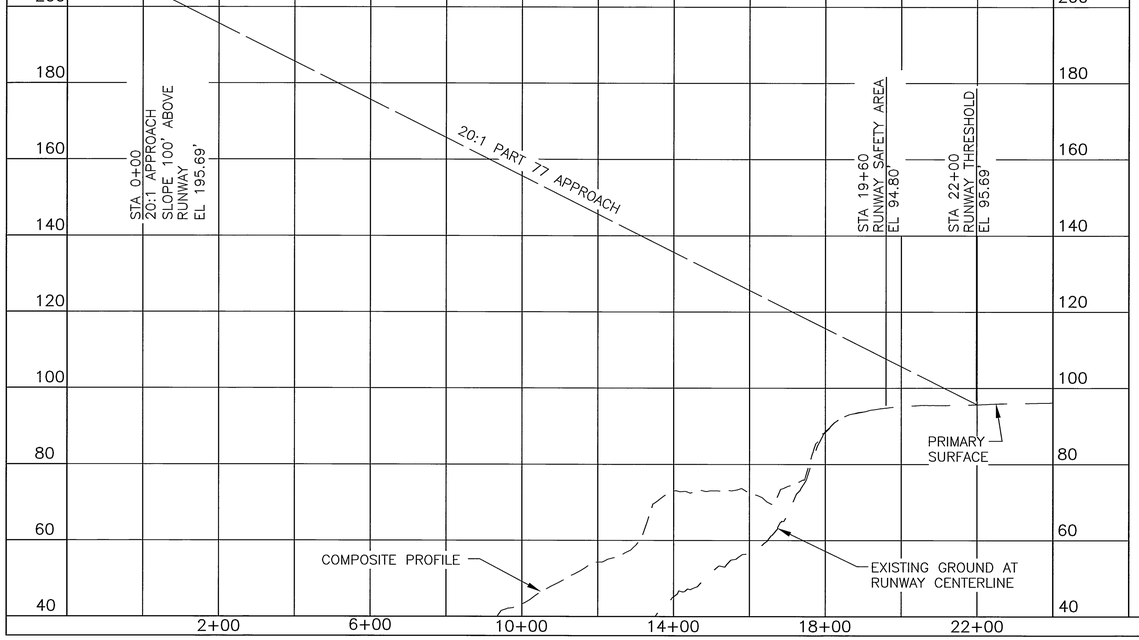
SHEET: 4 OF 8

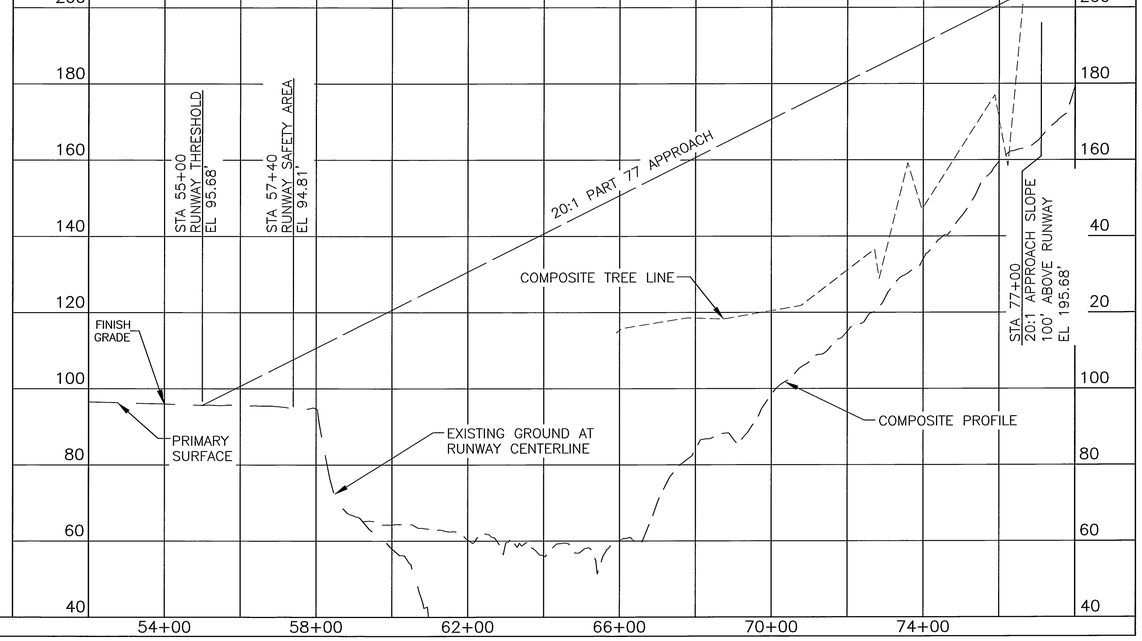


RUNWAY 8



RUNWAY 26





PART 77 SURFACE OBSTRUCTIONS TABLE (INNER PORTION RW 8)

ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
	NONE							

NOTES:

1. THERE ARE NO CONTROLLING OBSTRUCTIONS FOR THE APPROACH TO RUNWAY 8, THEREFORE THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER FAA AC 150/5200-35, CHAP 4.
2. PART 77 APPROACH SURFACE DIMENSION: 250'x1250'x5000'

REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES.

PART 77 SURFACE OBSTRUCTIONS TABLE (INNER PORTION RW 26)

ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
1	TREES (HP)	76+77/333L	250'	APPROACH	205'	45'	REMOVE	NEAR TERM

HP=HIGH POINT OF OBSTRUCTION AREA

NOTES:

1. THE CONTROLLING OBSTRUCTION FOR THE APPROACH TO RUNWAY 26 ARE TREES AT STATION 75+75 520 LT, ELEVATION IS 279'. THE EXISTING OBSTRUCTION CLEARANCE SLOPE IS 10:1 PER FAA AC 150/5200-35, CHAP 4. CONTROLLING OBSTRUCTION TREES WILL BE CLEARED BY NOV. 2017.
2. PART 77 APPROACH SURFACE DIMENSION: 250'x1250'x5000'

BY	DATE	REVISION
	11/3/15	AS-BUILT PER AKSAS 52637

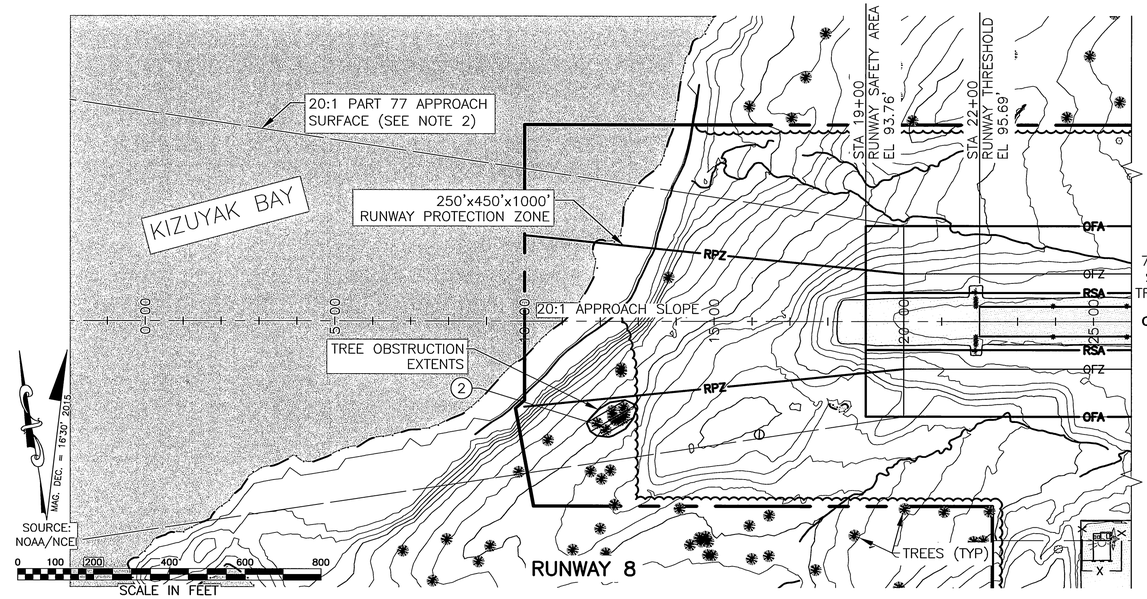
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

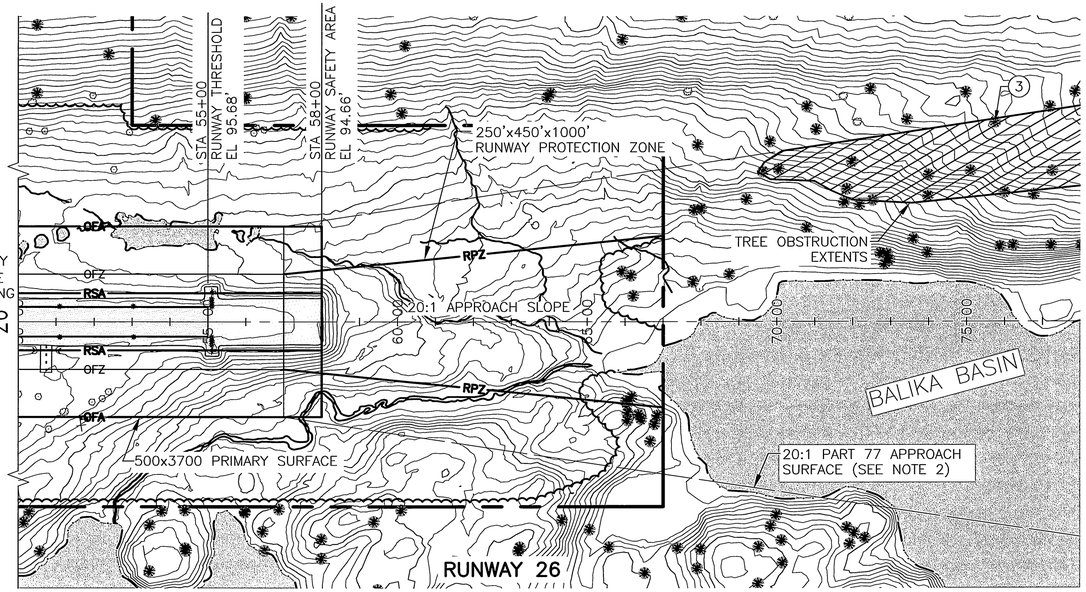
OUZINKIE AIRPORT
OUZINKIE, ALASKA
AIRPORT LAYOUT PLAN

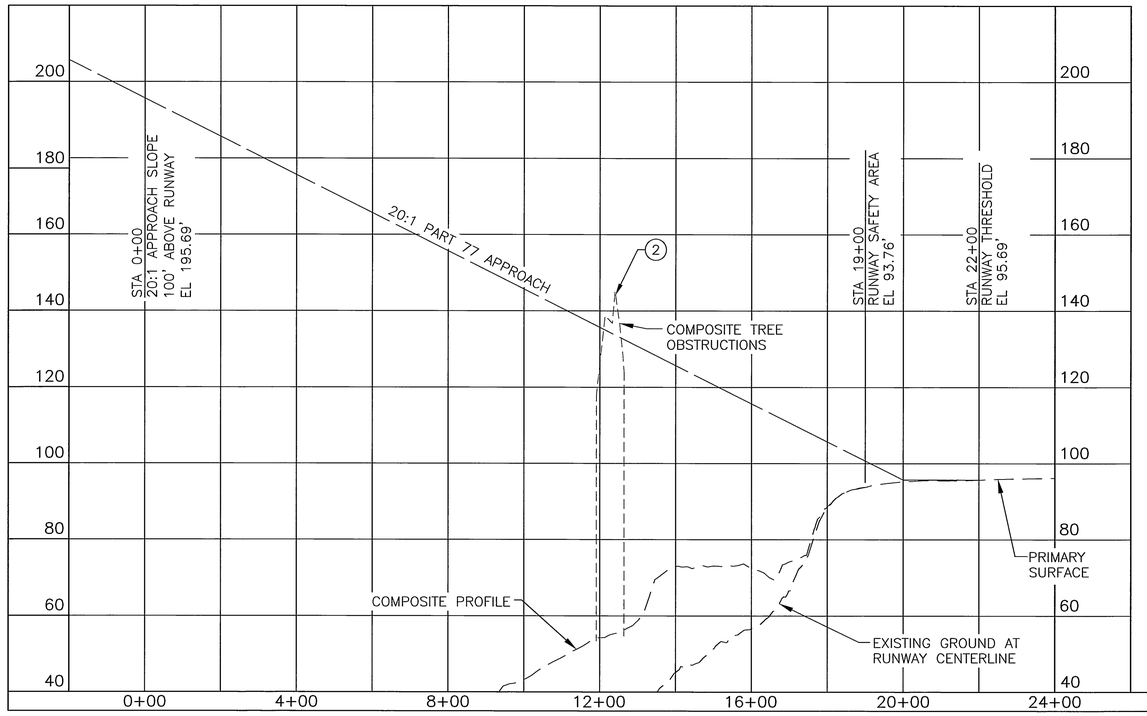
EXISTING INNER PORTION OF
THE APPROACH SURFACE - RUNWAY 8-26

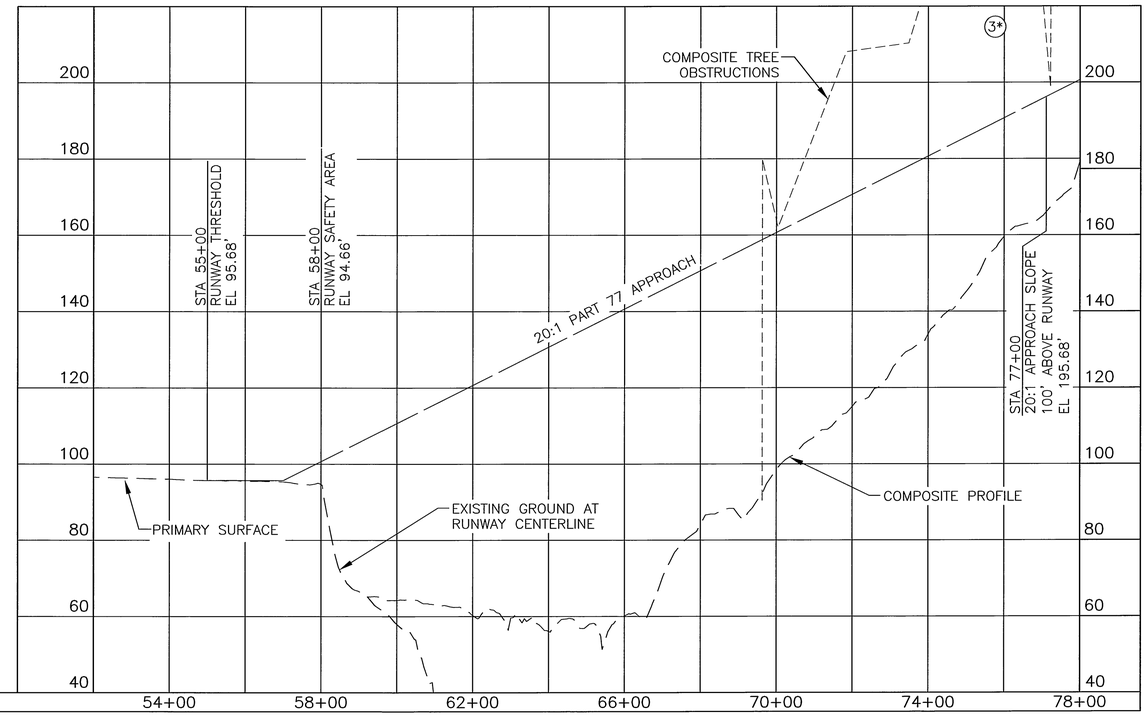
DATE: 4/17/2017
SHEET: 5 OF 8

Designed By: MMM
Drawn By: RWW
Checked By: JGL
Date Plotted: 4/17/2017, 4:35 PM
Layout Name: 5 EXISTING INNER APRCH SURF RW8-26
File Name: U:\2047600282\Ouzinkie\Dwgs\CS\Sheets\ALP-405-5_E-APRCH-SURF.dwg









PART 77 SURFACE OBSTRUCTIONS TABLE (INNER PORTION RW 8)

ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
2	TREES (HP)	12+14/286R	139'	APPROACH	135'	4'	REMOVE	ULTIMATE

HP=HIGH POINT OF OBSTRUCTION AREA

NOTES:

1. THE CONTROLLING OBSTRUCTION FOR THE APPROACH TO RUNWAY 8 ARE TREES AT STATION 12+14 286 RT, ELEVATION IS 139'. IF ALL TREES ARE REMOVED, THE OBSTRUCTION CLEARANCE SLOPE COULD BE ESTABLISHED AS 50:1 PER FAA AC 150/5200-35, CHAP 4.
2. PART 77 APPROACH SURFACE DIMENSION: 500'x2000'x5000'

REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES.

PART 77 SURFACE OBSTRUCTIONS TABLE (INNER PORTION RW 26)

ID#	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITION	STAGE TO CORRECT
3*	TREES (HP)	75+75/523L	279'	APPROACH	189'	90'	REMOVE	ULTIMATE

HP=HIGH POINT OF OBSTRUCTION AREA
*OBSTRUCTION HIGH POINT OUTSIDE OF PROFILE VIEW

NOTES:

1. THE CONTROLLING OBSTRUCTION FOR THE APPROACH TO RUNWAY 26 IS A TREE AT STATION 75+75 523 LT, ELEVATION IS 279'. IF ALL TREES ARE REMOVED, THE OBSTRUCTION CLEARANCE SLOPE COULD BE ESTABLISHED AS 28:1 (DUE TO TERRAIN) PER FAA AC 150/5200-35, CHAP 4.
2. PART 77 APPROACH SURFACE DIMENSION: 500'x2000'x5000'

BY	DATE	REVISION
	11/3/15	AS-BUILT PER AKSAS 52637
	4/15/10	MODIFY PROFILE
	3/15/10	CHANGED PROFILE & APPROACH SLOPE TO 20:1

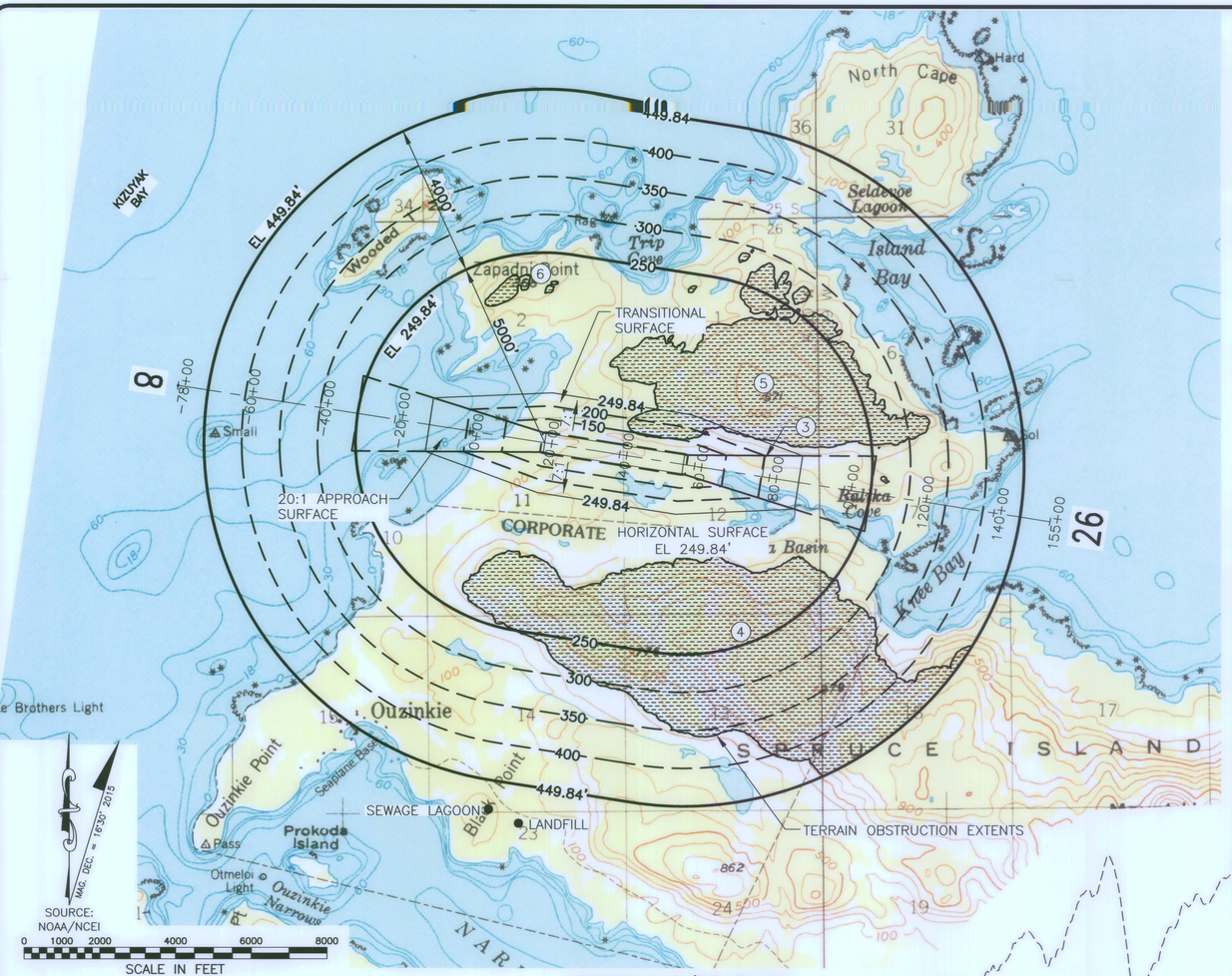
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

OUZINKIE AIRPORT
OUZINKIE, ALASKA
AIRPORT LAYOUT PLAN

ULTIMATE INNER PORTION OF THE APPROACH SURFACE - RUNWAY 8-26

DATE: 4/17/2017
SHEET: 6 OF 8

Designed By: MMM
Drawn By: RWW
Checked By: JGL
Date Plotted: 4/17/2017 - 4:37 PM
Layout Name: 8 ULT INNER APRCH SURF RW8-26
File Name: I:\CDH\700282\Ouzinkie\Engineering\Sheets\ALP-AIS-8_U-APRCH-SURF .dwg



RUNWAY 8/26 PLAN

LEGEND

F.A.R. PART 77 SURFACE
PENETRATIONS

(X) OBSTRUCTION, SEE PLAN VIEW

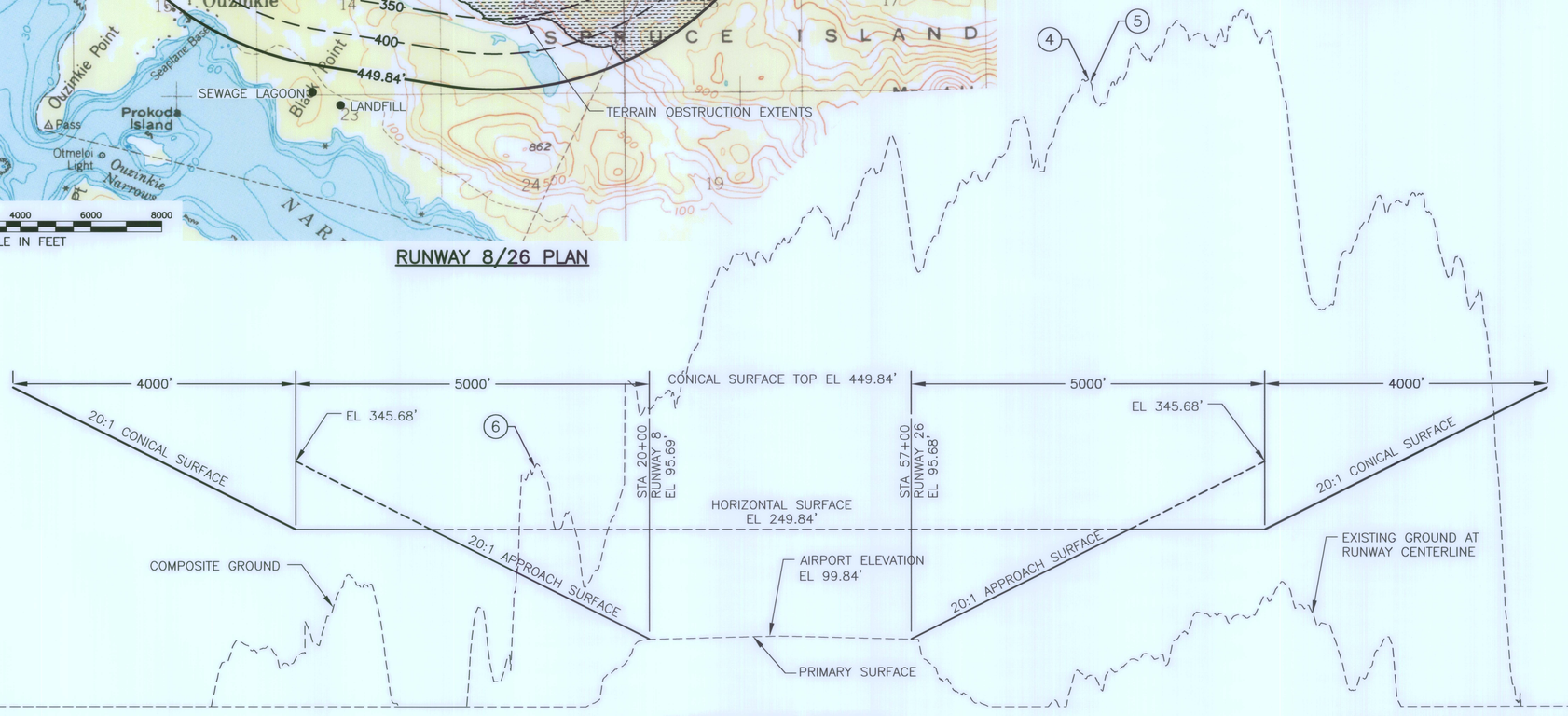
NOTES:

1. AIRPORT ELEVATION IS 99.84'
2. RUNWAY SEPARATION DISTANCES FROM LANDFILL AND SEWAGE LAGOON ARE 9,000' AND 7,500', RESPECTIVELY
3. PART 77: UTILITY NON PRECISION
   PRIMARY SURFACE WIDTH – 500'
   RADIUS OF HORIZONTAL SURFACE – 5,000'
   APPROACH SURFACE WIDTH AT END – 2,000'
   APPROACH SURFACE LENGTH – 5,000'
   APPROACH SLOPE – 20:1
4. REFER TO INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE–IN OBSTRUCTIONS.
5. THERE ARE NO KNOWN HEIGHT RESTRICTIONS

PART 77 SURFACE OBSTRUCTIONS TABLE (OUTER PORTION RW 8/26)

ID# ◯	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATED	DISPOSITIOHN	STAGE TO CORRECT
3	TREES (HP)	80+24/590L	311'	APPROACH	212'	99'	REMOVE	NEAR TERM
4	TERRAIN (HP)	82+10/4150R	884'	CONICAL/HORIZ.	249.84'	635'	TO REMAIN	N/A
5	TERRAIN (HP)	82+30/2400L	619'	CONICAL/HORIZ.	249.84'	369'	TO REMAIN	N/A
6	TERRAIN (HP)	3+80/3800L	340'	HORIZONTAL	249.84'	90'	TO REMAIN	N/A

NOTES: 1. TERRAIN ALSO INCLUDES TREE AND BUSH PENETRATIONS
2. (HP)=HIGH POINT OF TERRAIN OBSTRUCTION



RUNWAY 8/26 PROFILE

BY	DATE	REVISION
	11/3/15	AS–BUILT PER AKSAS 52637
	4/15/10	MODIFY AIRPORT ELEVATION & PROFILE
	3/15/10	UPDATE NOTES, TABLE, ADDED PROFILE

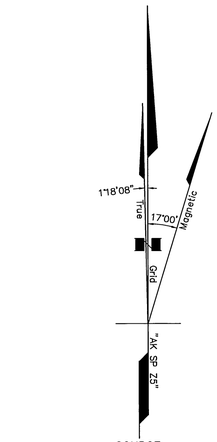
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

OUZINKIE AIRPORT
OUZINKIE, ALASKA
AIRPORT LAYOUT PLAN

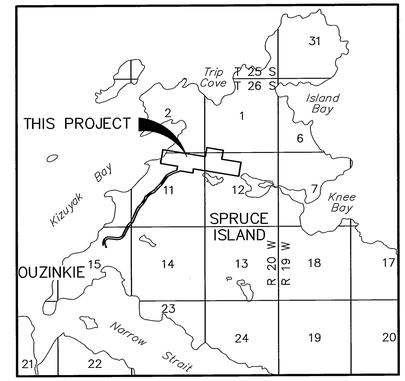
AIRPORT AIRSPACE
(F.A.R. PART 77)

DATE: 4/17/2017
SHEET: 7 OF 8

Designed By: MMM
Drawn By: RWW
Checked By: JGL
Date Plotted: 4/17/2017, 4:40 PM
Layout Name: 7 PART 77
File Name: U:\Q047\0028\Ouzinkie\Dwgs\Sheets\ALP-4k5-7_AIRSPACE_PART77.dwg



SOURCE:
NOAA/NCEI
Declination is 18°18' E, per NOAA Feb 2, 2006.
Convergence is 1°18'08" at Point #5.



VICINITY MAP

U.S.G.S. QUAD. KODIAK D-2
T26S, R20W, SEWARD MERIDIAN, AK
KODIAK RECORDING DISTRICT
1" = 1 MILE

PROPERTY STATUS

PARCEL NO.	INTEREST TO BE ACQUIRED	GRANTOR	GRANTEE	ACREAGE	RECORDED DOCUMENT NO.	ACQUIRED UNDER AIP NO.
1	FEE	OUZINKIE NATIVE CORP. {SURFACE}	STATE OF ALASKA, DOT/PF	133.127 AC±	2008-002195-0	3-02-0480-001-2009
1		KONIAG INC. {SUBSURFACE}			2008-002198-0	3-02-0480-001-2009
2	I.L.M.A.	DNR	STATE OF ALASKA, DOT/PF	5.484 AC±	2015-000573-0	3-02-0480-002-2011
3	FEE	OUZINKIE NATIVE CORP. {SURFACE}	STATE OF ALASKA, DOT/PF	1.579 AC±	2008-002195-0	3-02-0480-001-2009
3		KONIAG INC. {SUBSURFACE}			2008-002198-0	3-02-0480-001-2009
4	FEE	OUZINKIE NATIVE CORP. {SURFACE}	STATE OF ALASKA, DOT/PF	0.197 AC±	2008-002195-0	3-02-0480-001-2009
4		KONIAG INC. {SUBSURFACE}			2008-002198-0	3-02-0480-001-2009
5	FEE	OUZINKIE NATIVE CORP. {SURFACE}	STATE OF ALASKA, DOT/PF	0.437 AC±	2008-002195-0	3-02-0480-001-2009
5		KONIAG INC. {SUBSURFACE}			2008-002198-0	3-02-0480-001-2009
6	FEE	OUZINKIE NATIVE CORP. {SURFACE}	STATE OF ALASKA, DOT/PF	2.603 AC±	2008-002195-0	3-02-0480-001-2009
6		KONIAG INC. {SUBSURFACE}			2008-002198-0	3-02-0480-001-2009
7A	FEE	CITY OF OUZINKIE {SURFACE}	STATE OF ALASKA, DOT/PF	2.022 AC±	2008-001577-0	3-02-0480-001-2009
7A		KONIAG INC. {SUBSURFACE}			2008-001591-0	3-02-0480-001-2009
7B	FEE	CITY OF OUZINKIE	STATE OF ALASKA, DOT/PF	2.527 AC±	2008-001577-0	3-02-0480-001-2009
8	AVIGATION & HAZARD EASEMENT	OUZINKIE NATIVE CORP. {SURFACE}	STATE OF ALASKA, DOT/PF	17.906 AC±	2008-002196-0	3-02-0480-001-2009
8		KONIAG INC. {SUBSURFACE}			2008-002197-0	3-02-0480-001-2009
TRACT 1 OLD OUZINKIE AIRPORT	QCD	OUZINKIE NATIVE CORP. {SURFACE}	STATE OF ALASKA, DOT/PF	74.912 AC	BK. 54, PG. 304	11332
9	FEE	OUZINKIE NATIVE CORP.	STATE OF ALASKA, DOT/PF	2.518 AC	2016-000979-0	3-02-0480-002-2011
10	FEE	OUZINKIE NATIVE CORP.	STATE OF ALASKA, DOT/PF	2.582 AC	2016-000979-0	3-02-0480-002-2011
TRACT 1 OLD OUZINKIE AIRPORT	CQCD FOR OLD AIRPORT RESERVED ROADWAY	STATE OF ALASKA, DOT/PF	CITY OF OUZINKIE	3.77 AC	2014-001225-0	3-02-0480-002-2011

BY	DATE	REVISION
PFL	2/10/17	ADD ROW ESMTS & PARCELS 9-10, UPDATE PROP STATUS
OAM	3/15/10	UPDATED PROPERTY STATUS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

OUZINKIE AIRPORT
OUZINKIE, ALASKA
AIRPORT LAYOUT PLAN

AIRPORT PROPERTY MAP

DATE: 4/17/2017
SHEET: 8 OF 8

Designed By: OAM
Drawn By: CRS
Checked By: CJS

Date Plotted: 4/17/2017, 4:42 PM
Layout Name: 8 AIRPORT PROP
File Name: U:\204700282\Ouzinkie\Dwgs\C\Sheets\ALP-4KS-8_PROPERTY.dwg

APPENDIX D

SERVANT AIR NEWS

03.04.2018 - Alaska's Servant Air seeks to resume scheduled ops - ch-aviation
https://www.ch-aviation.com/portal/news/65875-alaskas-servant-air-seeks-to-resume-scheduled-ops

06.18.2020 - Alaska's Servant Air cleared to restart ops - ch-aviation
https://www.ch-aviation.com/portal/news/92138-alaskas-servant-air-cleared-to-restart-ops

02.01.2021 - Alaska's Servant Air has interstate certificate revoked - ch-aviation
https://www.ch-aviation.com/portal/news/103896-alaskas-servant-air-loses-interstate-certification-again

05.25.2021 - Alaska's Servant Air loses interstate certification again - ch-aviation
https://www.ch-aviation.com/portal/news/103896-alaskas-servant-air-loses-interstate-certification-again