ANGOON AIRPORT

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PROJECT FACT SHEET

This Alaska Department of Transportation and Public Facilities (DOT&PF) project will design and construct a new airport in Angoon.

The Federal Aviation Administration (FAA) completed an Environmental Impact Statement (EIS) for a land-based airport for the community of Angoon. A Record of Decision was signed in October of 2016. The selected alternative for the airport is 12a Echo.

DOT&PF, in cooperation with the FAA, is moving the project forward through design and construction. The design project will:

- Determine the airport layout and design elements, such as runway orientation, aircraft parking location, and airport access
- Acquire permits
- Acquire Right-of-Way (ROW)
- Prepare bid documents for construction contractors

The new airport is anticipated to cost in the range of $30-$40 million and will be paid for by FAA funds. Cost estimates will continue to be revised as the design progresses.

DOT&PF has hired a team of consultants to develop the airport design and create the engineering documents needed. This team includes PDC Engineers and HDR Alaska.

THE NEED FOR A LAND-BASED AIRPORT

Angoon is located on Admiralty Island, and is accessible only by seaplane or ferry. It is the largest southeast Alaska community without an airport. Night landing is prohibited, and there are navigational hazards near the seaplane float area. At certain times of the year, prevailing northeasterly winds make landing difficult. Additionally, in the winter, Favorite Bay periodically ices up, precluding floatplane operations. The Alaska Marine Highway System generally provides ferry service to Angoon twice a week during late fall, winter, and early spring, and two to three times per week in the summer. The nearest commercial center (Sitka) is over five hours away by ferry.

Due to the combination of isolation and limited transportation options, Angoon has difficulty accessing emergency health care, markets for its products, and necessary social, recreational, and educational opportunities. The DOT&PF conducted several studies and determined that an airport that could accommodate Part 135 air carriers (scheduled commuter and unscheduled, on-demand charter carriers) would provide safe and reliable access to health care, goods, and services available in nearby developed areas.

NEW AIRPORT FEATURES

The new airport will be a B-II facility, approximately the same size as the Kake Airport. It will be made up of 3,300-foot-long runway, a small apron (gravel pad), and a paved access road from the existing Bureau of Indian Affairs (BIA) road. The runway is being designed to accommodate small passenger aircraft, such as a smaller Caravan that could carry 7-9 passengers and a medevac King Air 200/ Beech1900 aircraft (Design Group II aircraft). The airport will have lighting and a non-precision instrument approach so that airplanes can take off and land at night. A 1,700-foot-long runway protection zone (RPZ) will be created at each end of the runway. An RPZ is an open area that is a buffer zone for approaching/departing aircraft. No development is allowed within the RPZ.

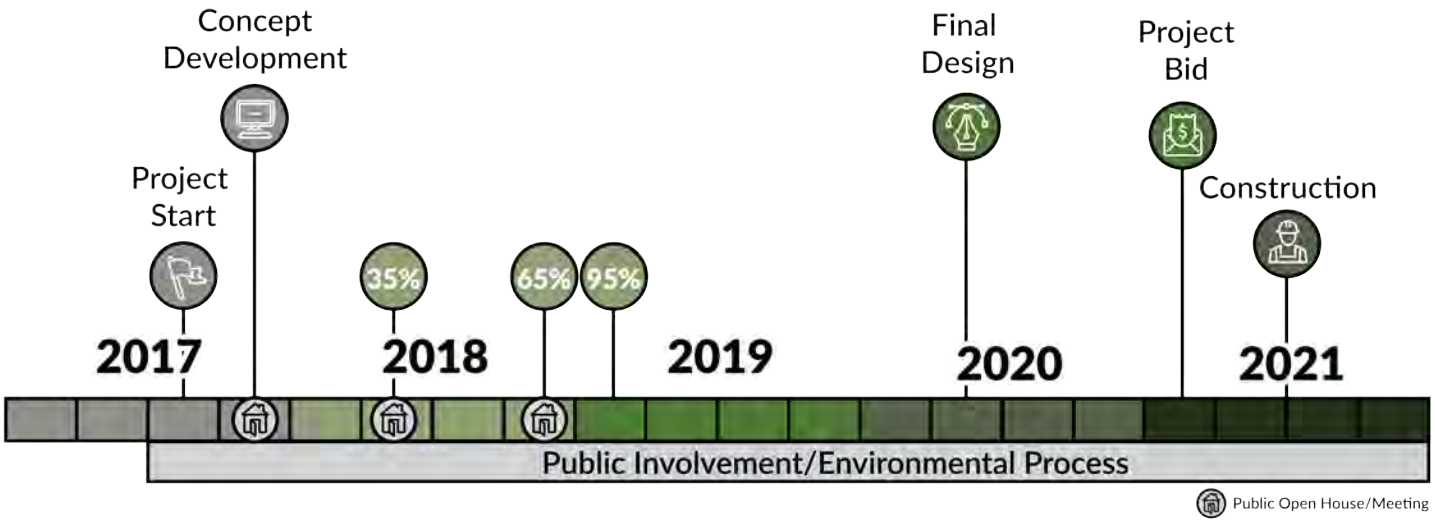
If it is affected by the airport project, the trail access to Hood Bay will be re-routed. Eventually, the runway could be expanded to 4,000 feet, so this project will acquire needed ROW and clear trees to leave room for that possibility.

Once construction is complete, DOT&PF will contract with a local group to maintain the airport. DOT&PF will pay for all maintenance costs.

PROJECT SCHEDULE

DOT&PF plans to complete the design in 2020. Construction is anticipated to start in 2021 and could take up to 3 years.

A consideration that could affect the project schedule is ROW acquisition to purchase the land and easements needed for the airport. Currently, DOT&PF is planning for a 1-year ROW process.



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