



U.S. Department
of Transportation

**Federal Aviation
Administration**

Alaskan Region Airports Division

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April 1, 2020

Vern Skagerberg
Chief of Planning
Southcoast Region Department of Transportation
and Public Facilities, State of Alaska
PO Box 112506
Juneau, Alaska 99811

Dear Mr. Skagerberg,

Angoon Airport, Angoon, Alaska
Airport Layout Plan Conditional Approval
Airspace Case No. 2019-AAL-91-NRA

The Angoon Airport Layout Plan (ALP), prepared by State of Alaska DOT&PF, and bearing your signature, is conditionally approved. A signed copy of the approved ALP is enclosed.

An aeronautical study (no. 2019-AAL-91-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

The FAA Reauthorization Act of 2018, Section 163(d), has limited the FAA's review and approval authority for ALPs. This approval is based on and limited to those portions of the ALP that:

- a. Materially impact the safe and efficient operation of aircraft at, to, or from the airport;
- b. Adversely affect the safety of people or property on the ground adjacent to the airport as a result of aircraft operations; or
- c. Adversely affect the value of prior Federal investments to a significant extent.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, avigation easements, letters of agreement or other means.

This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration.

When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

Please attach this letter to the Airport Layout Plan and retain it in your files. We look forward to working with you in the continued development of the Angoon airport. If you have any questions, please contact Jonathan Linqvist, Community Planner, at our office at 907-271-5040.

Sincerely,

Katrina C. Moss
Lead Community Planner

Enclosure