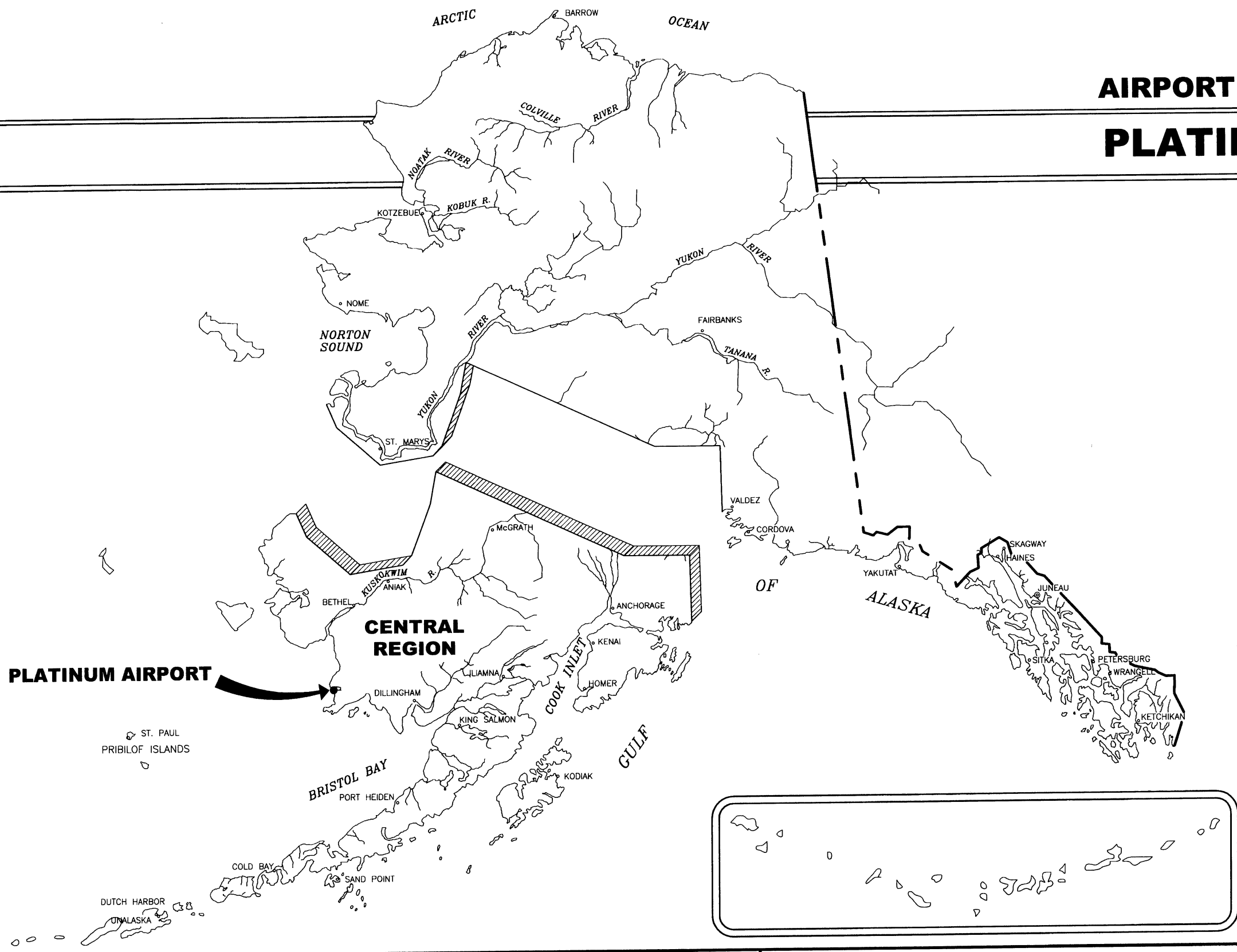
AIRPORT LAYOUT PLAN FOR

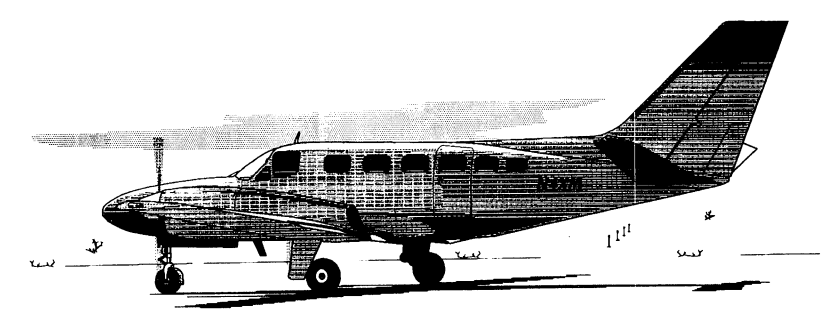
PLATINUM AIRPORT

2004



DRAWING INDEX

1 – COVER SHEET AND INDEX
2 – VICINITY MAP AND DATA TABLES
3 – NEAR TERM PLAN
4 – INNER APPROACH SURFACE PLAN AND PROFILE RUNWAY 32
5 – INNER APPROACH SURFACE PLAN AND PROFILE RUNWAY 14
6 – AIRPORT AIRSPACE
7 – PROPERTY PLAN
8 – PROPERTY PLAN TABLES
9 – NARRATIVE REPORT



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

CONCUR Steven R. Horn — **DATE** 8/17/04
STEVEN R. HORN, P.E. — **CONSTRUCTION & OPERATIONS DIRECTOR**

APPROVED — **DATE** 8.17.04
ROBERT A. CAMPBELL, P.E. — **REGIONAL PRECONSTRUCTION ENGINEER**

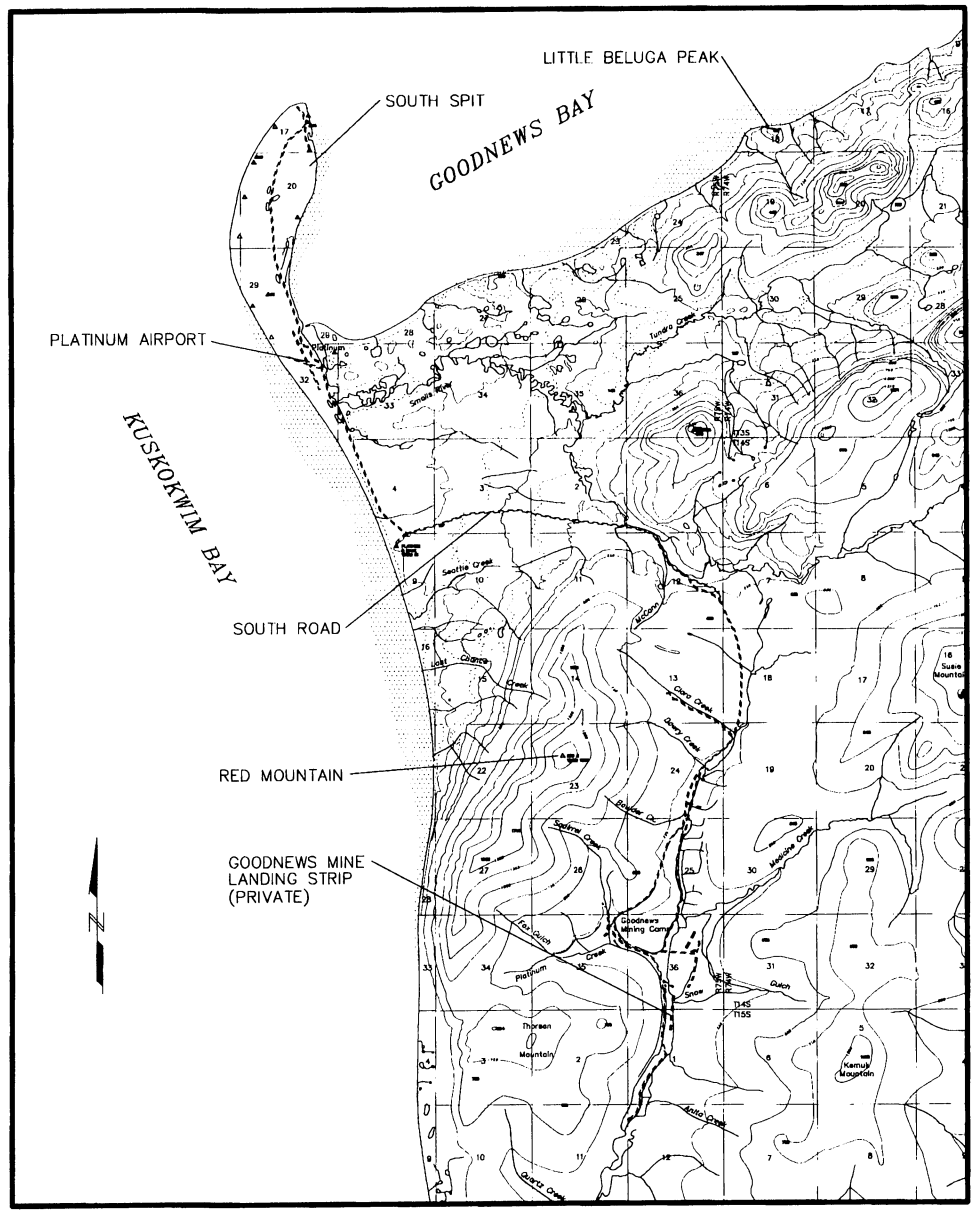
AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 9/27/04
By: _____ DATE: 9/27/04
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 02-AAL-089-NRA

PLATINUM AIRPORT
AIRPORT LAYOUT PLAN

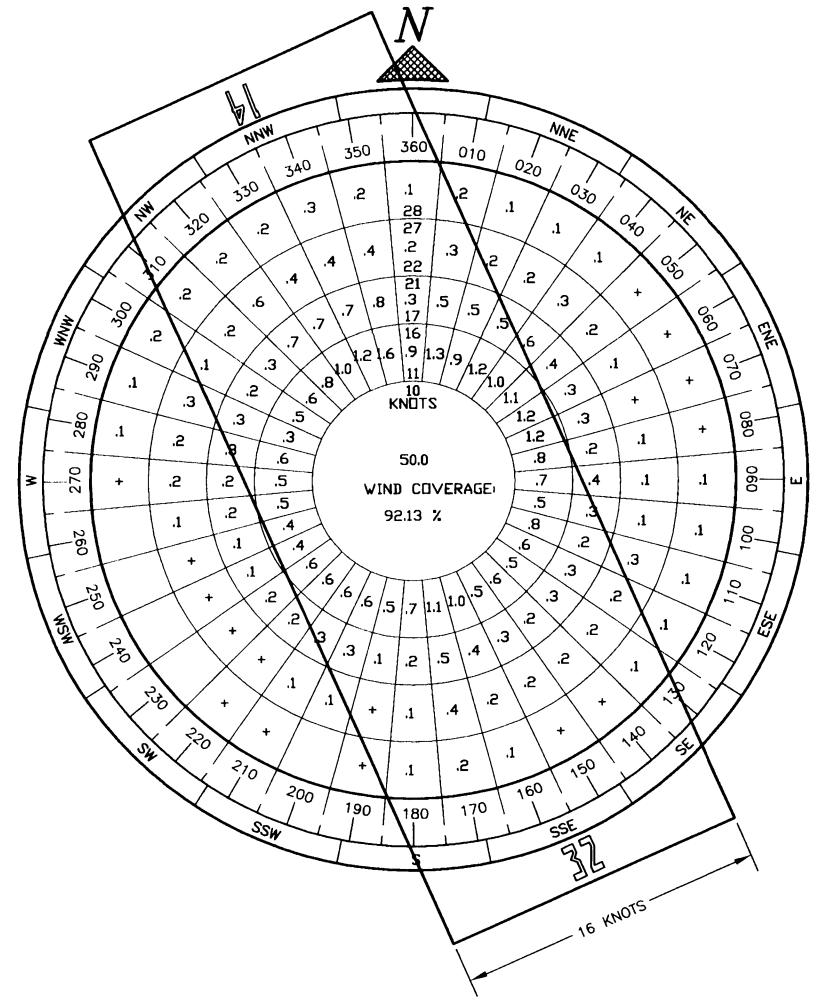
SHEET 1 OF 9

Date Plotted:	08/10/04
Plot Ratio and Layout:	1=1, layout=
File:	



VICINITY MAP

1"=1 MILE
T 13 S, R 75 W, SEC. 29, 32
SEWARD MERIDIAN
U.S.G.S. GOODNEWS BAY (A-8, B-8), ALASKA



WIND DATA

WIND COVERAGE:	SPEED	R/W 14/32
	10.5 KNOTS	76.20%
	13 KNOTS	83.70%
	16 KNOTS	92.13%
	20 KNOTS	97.50%

SOURCE: DRYDEN INSTRUMENTATION ANCHORAGE, ALASKA

PERIOD: AUGUST 26, 1997 THRU SEPTEMBER 11, 1999 (17,908 OBSERVATIONS)

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
PAPI		
PROPERTY LINE		
REIL		
ROADWAYS		
ROTATING BEACON		
SHORELINE		
SURVEY MONUMENT		
THRESHOLD MARKERS/LIGHTS		
TOPOGRPHIC CONTOURS	100	100
TREE (LARGE SINGLE)		
TREELINE		
VASI		
WIND CONE		
WIND CONE AND SEGMENTED CIRCLE		

AIRPORT DATA TABLE

ITEM		NEAR TERM	ULTIMATE
ICAO IDENTIFIER		PAPM	
NATIONAL AIRPORT IDENTIFIER		PTU	
AIRPORT ELEVATION (MSL NAVD88)		17.5'	17.5'
AIRPORT REFERENCE POINT (ARP NAD 83)	LAT.	59°00'56.61"N	59°00'56.61"N
	LONG.	161°49'30.95"W	161°49'30.95"W
AIRPORT REFERENCE CODE		B II	B II
MEAN MAX. TEMPERATURE, HOTTEST MONTH		60 F° JULY	60 F° JULY
AIRPORT AND TERMINAL NAVIGATION AIDS		GPS ROTAT BEACON	GPS ROTAT BEACON
TAXIWAY LIGHTING/MARKING		M. I. / NA	M. I. / NA
APRON LIGHTING/MARKING		NONE / NA	NONE / NA
RUNWAY OBSTRUCTION SURVEY SOURCE & TYPE		NONE	ANP
MAGNETIC DECLINATION, YEAR , RATE OF CHANGE		14°52'E, 2005, -0°10' (W)/YEAR	

RUNWAY DATA TABLE

		RUNWAY	14/32
ITEM		NEAR TERM	ULTIMATE
APPROACH SURFACES		34:1/ 34:1	34:1/34:1
VISIBILITY MINIMUM		>1 MILE / >1 MILE	>1 MILE/ >1 MILE
INSTRUMENT RUNWAY		NPI / NPI	NPI / NPI
RUNWAY SURFACE		GRAVEL	GRAVEL
PAVEMENT STRENGTH	lbs.	N/A	N/A
RUNWAY TYPE		UTILITY	UTILITY
RUNWAY DIMENSIONS		100' X 3300'	100' X 3300'
AIRCRAFT APPROACH CATEGORY		B/ B	B/ B
AIRCRAFT DESIGN GROUP		II / II *	II / II *
RUNWAY TRUE BEARING		N25° 09' 02"W	N25° 09' 02"W
EFFECTIVE GRADE		0 %	0 %
TOUCHDOWN ELEVATION (MSL NAVD88)		17.5' / 17.5'	17.5' / 17.5'
RUNWAY END COORDINATES (N.A.D. 83)			
RUNWAY 14	LAT.	59°01'11.32"N	59°01'11.32"N
	LONG.	161°49'44.35"W	161°49'44.35"W
RUNWAY 32	LAT.	59°00'41.89"W	59°00'41.89"W
	LONG.	161°49'17.56"N	161°49'17.56"N
RUNWAY SAFETY AREA (RSA)		150'x3900'	150'x3900'
RUNWAY 14 LENGTH BEYOND R/W END		300'	300'
RUNWAY 32 LENGTH BEYOND R/W END		300'	300'
RUNWAY PROTECTION ZONE (RPZ)		500' X 700' X 1000'	500' X 700' X 1000'
RUNWAY OBJECT FREE AREA (OFA)		500'x3900'	500'x3900'
RUNWAY OBJECT FREE ZONE (OFZ)		250'x3700'	250'x3700'
RUNWAY LIGHTING		M.I.	M.I.
RUNWAY MARKING		NONE	NONE
RUNWAY VISUAL AND INSTRUMENT NAVAIDS		PAPI, REIL	PAPI, REIL

* RUNWAY WIDTH INCREASED TO B III WIDTH TO IMPROVE WIND COVERAGE

MODIFICATIONS TO STANDARDS

ITEM	NEAR TERM	STANDARD	ULTIMATE
RUNWAY 14/32 WIDTH	100	75 (ADG-II)	100
RUNWAY 14/32 WIND COVERAGE	83.7 %	95 %	83.7 %

TABLES ARE BASED ON ALP CHECKLIST (REVISED FOR ALASKA REGION - 12/15/2003)

NOTES
1. HORIZONTAL DATUM BASED ON NAD83 (1996).
2. THE DATUM FOR ELEVATIONS IS NAVD88, EXPRESSED IN FEET.

Date Plotted: 08/10/04
Plot Ratio and Layout: 1=1, layout=
File:

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 9/27/04

By: [signature] DATE: 9/27/04
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 02-AAL-089-NRA

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: [signature] STEPHEN M. RYAN, P.E. DESIGN SECTION CHIEF
APPROVED: [signature] Gary E. Lincoln, P.E. PROJECT MANAGER

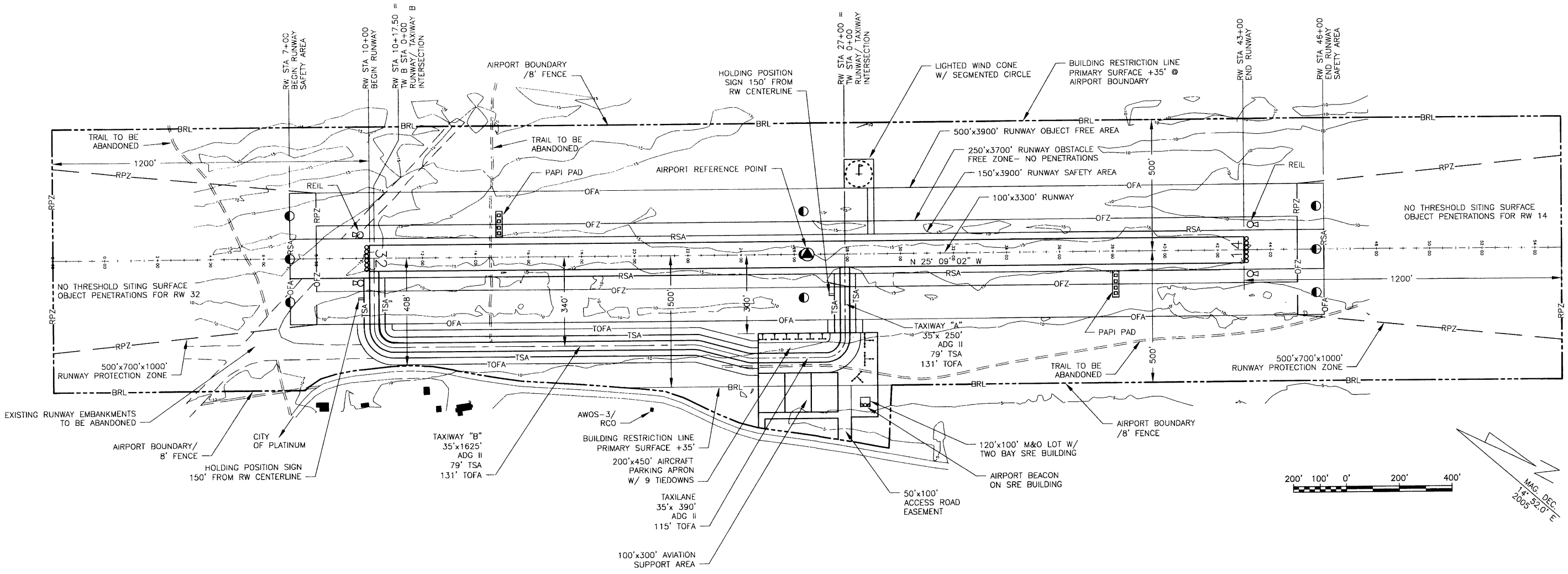
DATE 8-16-04
DESIGN TLC
DRAWN TLC
CHECKED [signature]

PLATINUM AIRPORT

AIRPORT LAYOUT PLAN

VICINITY MAP AND DATA TABLES

SHEET 2 OF 9



Date Plotted:	08/10/04
Plot Ratio and Layout:	1=1, layout=
File:	

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 9/27/04

By: [signature] DATE: 9/27/04

FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 02-AAL-089-NRA

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: [signature] STEPHEN M. RYAN, P.E. — DESIGN SECTION CHIEF

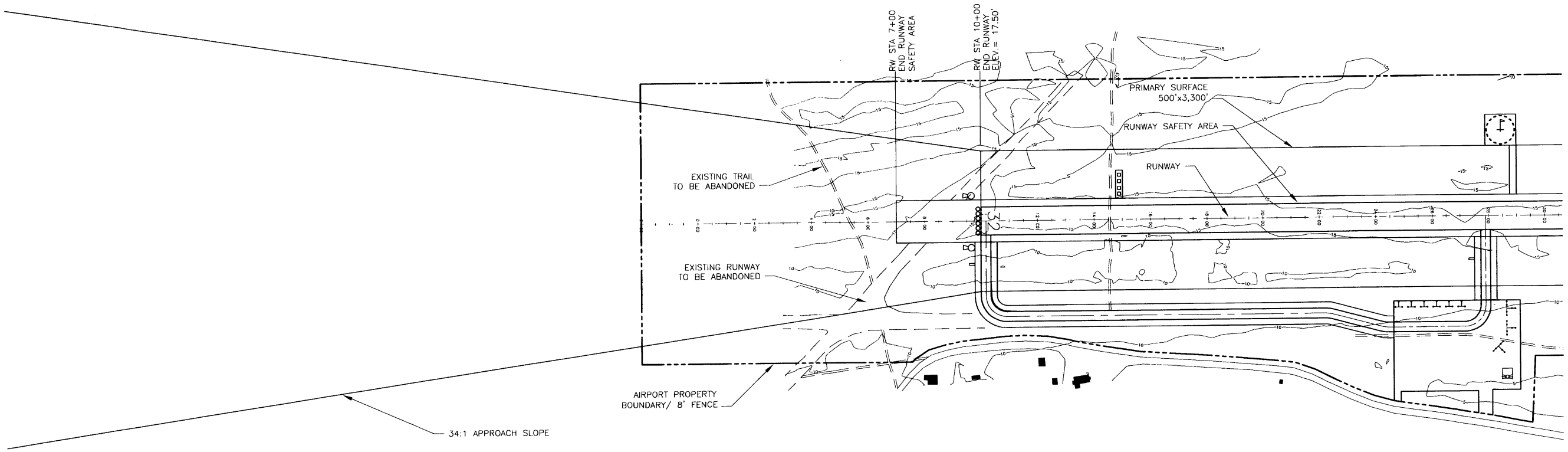
APPROVED: [signature] GARY E. LINCOLN, P.E. — PROJECT MANAGER

DATE 8-16-04
DESIGN TLC
DRAWN TLC
CHECKED AK

PLATINUM AIRPORT

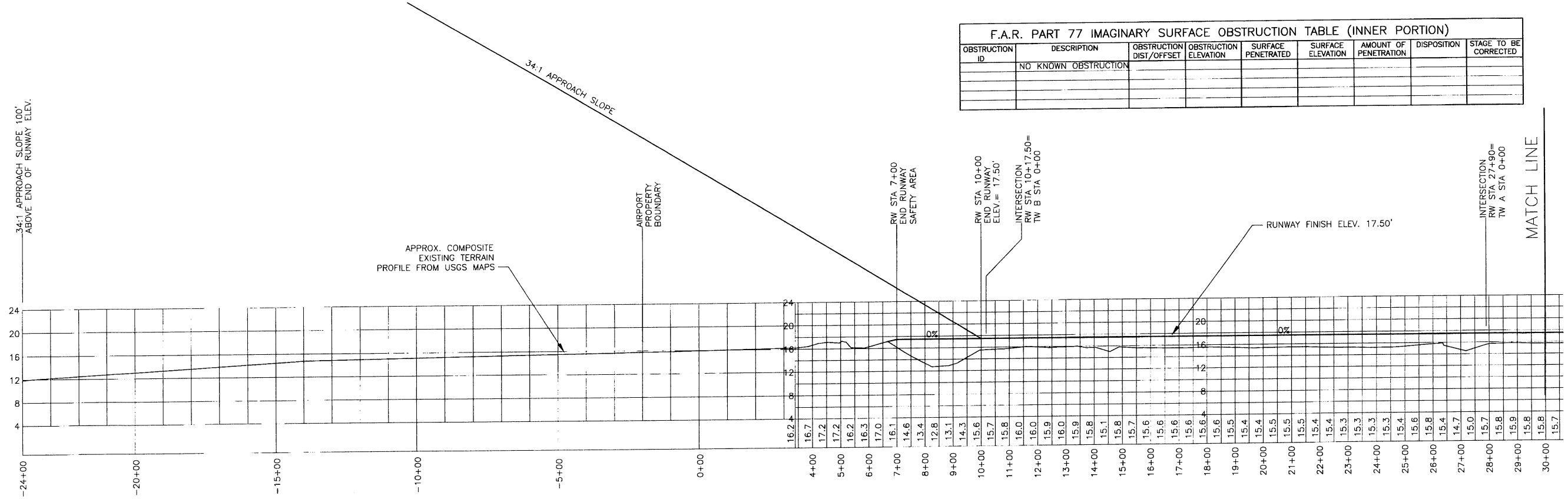
AIRPORT LAYOUT PLAN
NEAR TERM PLAN

SHEET 3 OF 9



F.A.R. PART 77 IMAGINARY SURFACE OBSTRUCTION TABLE (INNER PORTION)

OBSTRUCTION ID	DESCRIPTION	OBSTRUCTION DIST/OFFSET	OBSTRUCTION ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT OF PENETRATION	DISPOSITION	STAGE TO BE CORRECTED
	NO KNOWN OBSTRUCTION							



NOTES:

1. THERE ARE NO F.A.R. PART 77 IMAGINARY SURFACE OBSTRUCTIONS FOR RUNWAY 14/32 THEREFORE THE OBSTRUCTION CLEARANCE SLOPE IS ESTABLISHED AS 50:1 PER ORDER 5010, APPENDIX 1, PARA 57

2. THE APPROACH SLOPE BEGINS AT THE END OF THE PRIMARY SURFACE WHICH ALSO COINCIDES WITH THE THRESHOLD OF THE RUNWAY.

3. THE TOUCH DOWN ZONE ELEVATION FOR RW 32 IS 17.50' MSL (NAV88)

4. THE COMPOSITE EXISTING TERRAIN PROFLE IS BASED ON THE HIGHEST ELEVATION OF OBJECTS OR TERRAIN LYING UNDER THE RUNWAY APPROACH SURFACE OUTWARD TO A LINE WHERE THE APPROACH SURFACE ATTAINS A HEIGHT 100' ABOVE THE THRESHOLD ELEVATION.

Date Plotted: 08/10/04
Plot Ratio and Layout: 1=1, layout=
File:

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 9/27/04

By: [signature] DATE: 9/27/04
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 02-AAL-089-NRA

BY	DATE	REVISIONS

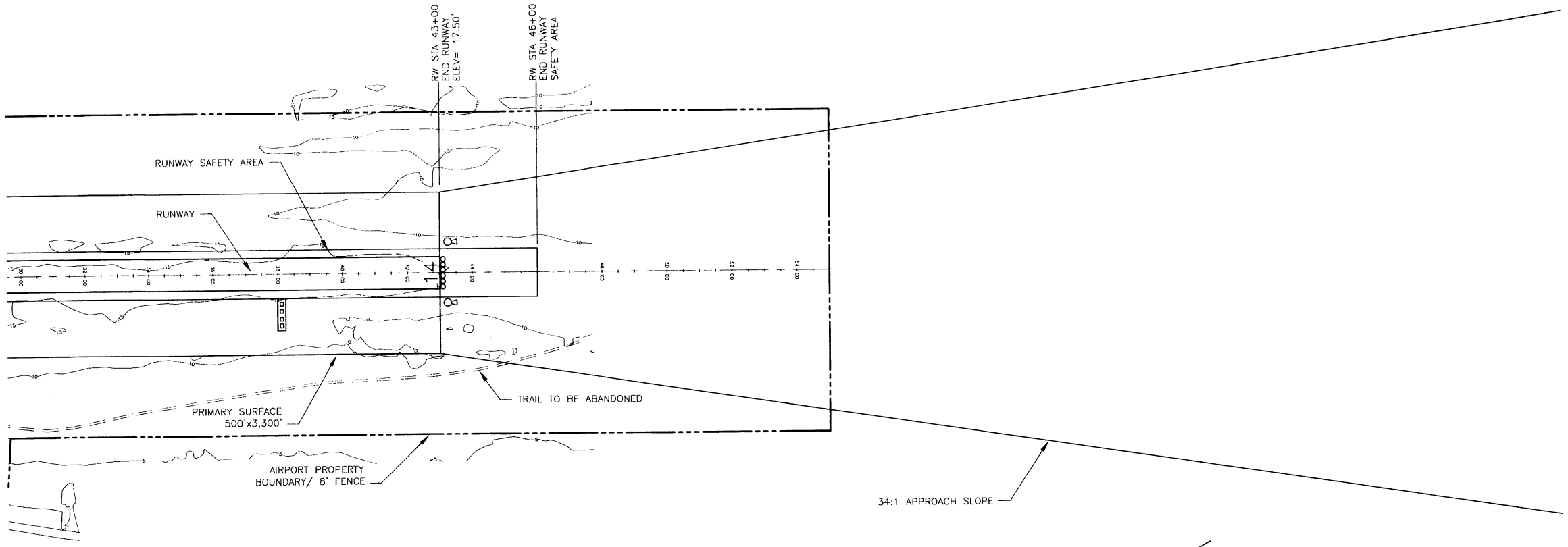
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

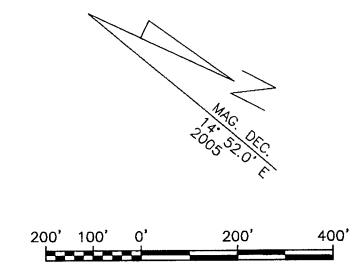
APPROVED: [signature]
STEPHEN M. RYAN, P.E. — DESIGN SECTION CHIEF
APPROVED: [signature]
GARY E. LINCOLN, P.E. — PROJECT MANAGER

DATE 8-16-04
DESIGN TLC
DRAWN TLC
CHECKED [signature]

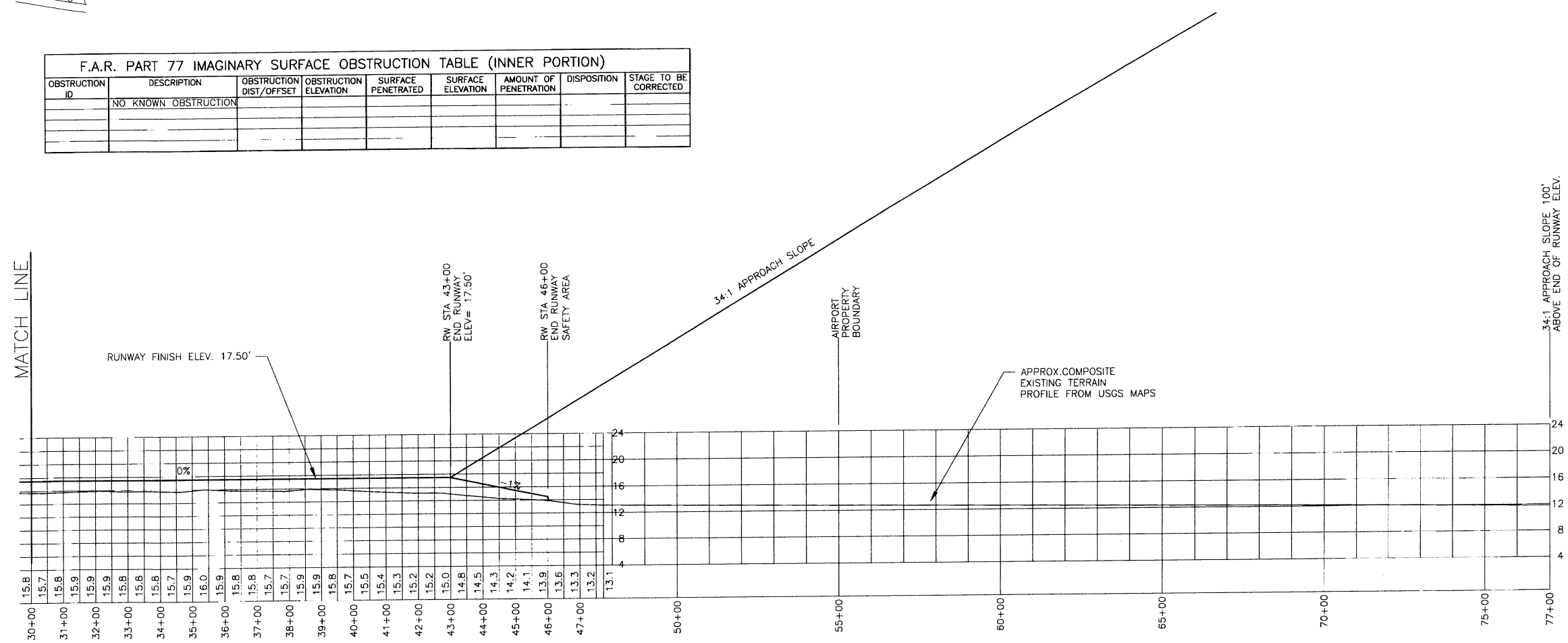
PLATINUM AIRPORT
AIRPORT LAYOUT PLAN
INNER APPROACH SURFACE
PLAN & PROFILE
RUNWAY 32

SHEET 4 OF 9





F.A.R. PART 77 IMAGINARY SURFACE OBSTRUCTION TABLE (INNER PORTION)								
OBSTRUCTION ID	DESCRIPTION	OBSTRUCTION DIST/OFFSET	OBSTRUCTION ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT OF PENETRATION	DISPOSITION	STAGE TO BE CORRECTED
	NO KNOWN OBSTRUCTION							



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Date Plotted: 08/10/04
Plot Ratio and Layout: 1=1, layout=
File:

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 9/27/04
By: [signature] DATE: 9/27/04
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600
F.A.A. AIRSPACE REVIEW NUMBER: 02-AAL-089-NRA

BY	DATE	REVISIONS

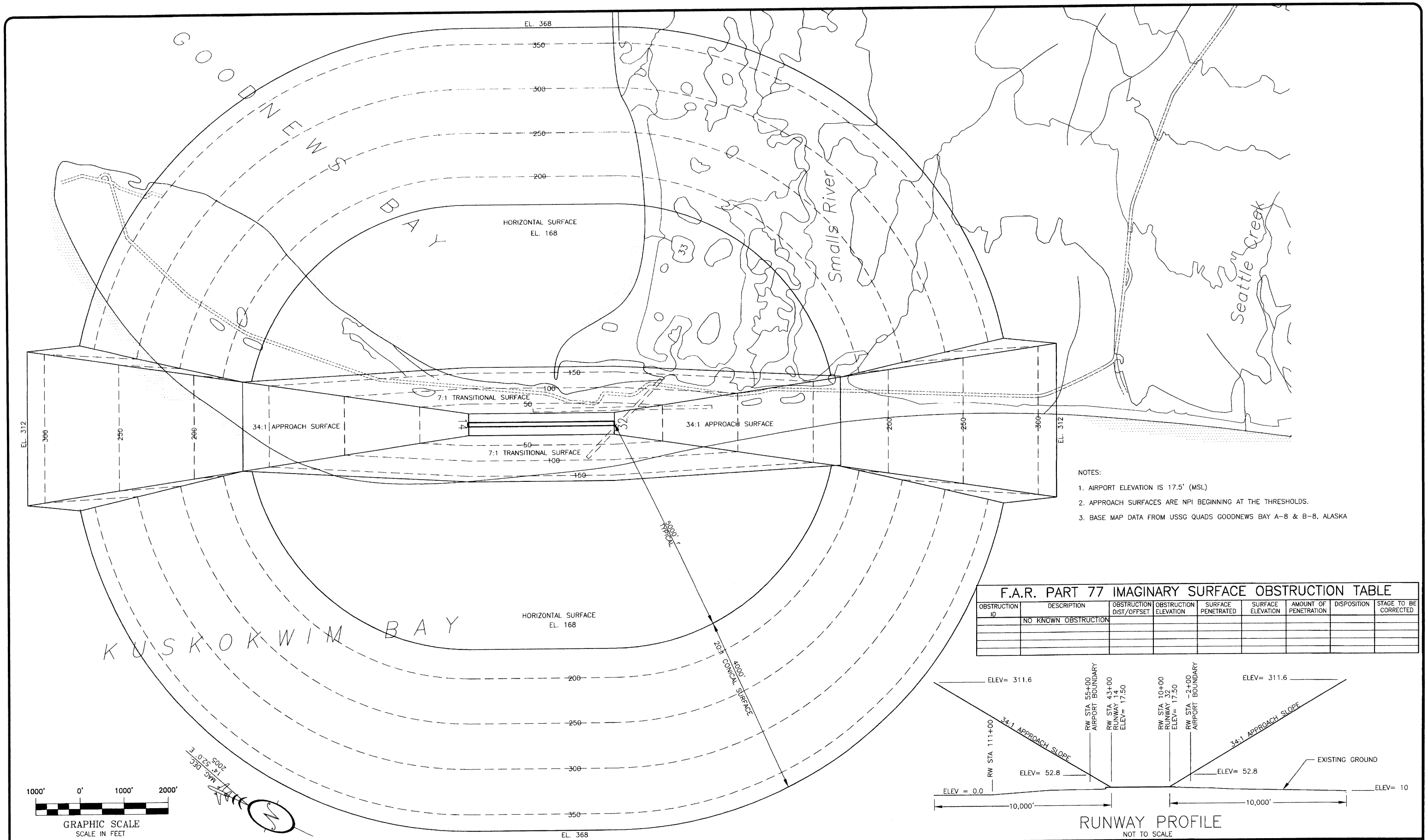
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: STEPHEN M. RYAN, P.E. — DESIGN SECTION CHIEF
APPROVED: GARY E. LINCOLN, P.E. — PROJECT MANAGER

DATE 8-16-04
DESIGN TLC
DRAWN TLC
CHECKED [signature]

PLATINUM AIRPORT
AIRPORT LAYOUT PLAN
INNER APPROACH SURFACE
PLAN & PROFILE
RUNWAY 14

SHEET 5 OF 9



NOTES:

1. AIRPORT ELEVATION IS 17.5' (MSL)
2. APPROACH SURFACES ARE NPI BEGINNING AT THE THRESHOLDS.
3. BASE MAP DATA FROM USSG QUADS GOODNEWS BAY A-8 & B-8, ALASKA

F.A.R. PART 77 IMAGINARY SURFACE OBSTRUCTION TABLE

OBSTRUCTION ID	DESCRIPTION	OBSTRUCTION DIST/OFFSET	OBSTRUCTION ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT OF PENETRATION	DISPOSITION	STAGE TO BE CORRECTED
	NO KNOWN OBSTRUCTION							

FILE:

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL 9/27/04
SUBJECT TO ALP APPROVAL LETTER DATED _____
By: _____ DATE: 9/27/04
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

FAA AIRSPACE REVIEW NUMBER: 02-AAL-089-NRA

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

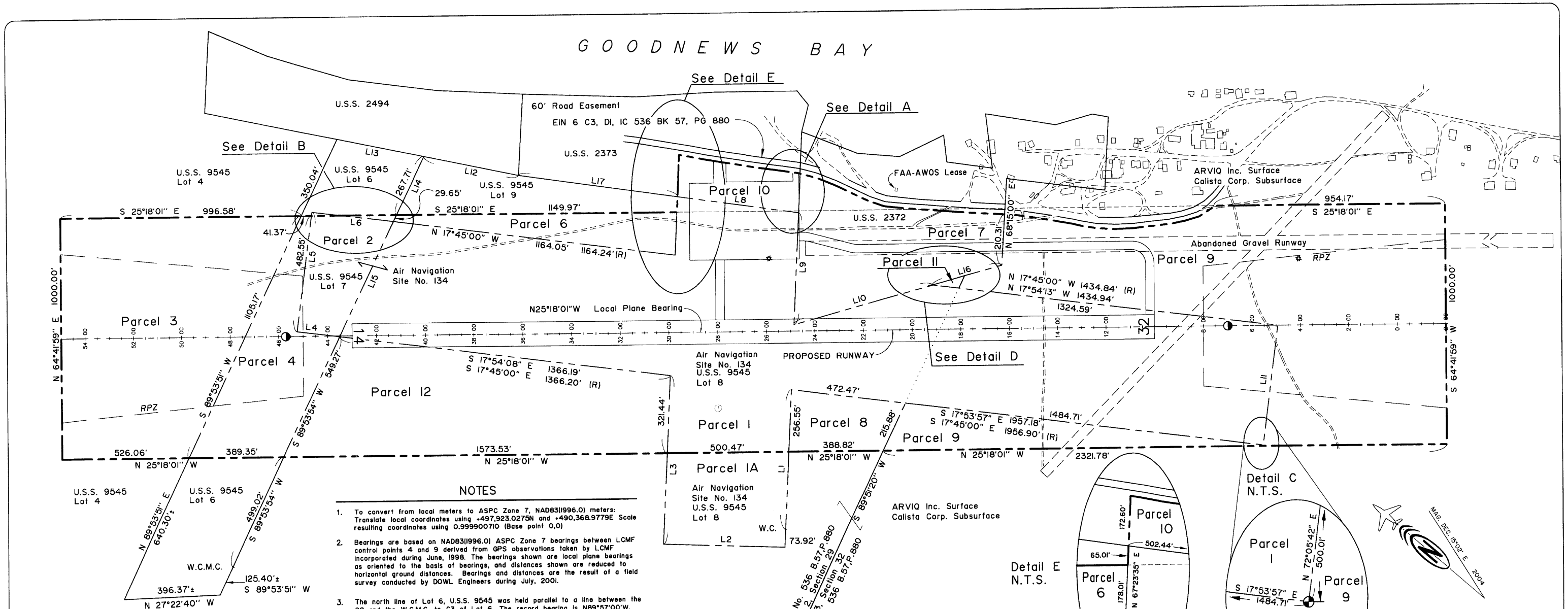
APPROVED: _____ STEPHEN M. RYAN, P.E. — DESIGN SECTION CHIEF
APPROVED: _____ GARY E. LINCOLN, P.E. — PROJECT MANAGER

DATE 8-16-04
DESIGN TLC
DRAWN TLC
CHECKED _____

PLATINUM AIRPORT

AIRPORT LAYOUT PLAN
AIRPORT AIRSPACE

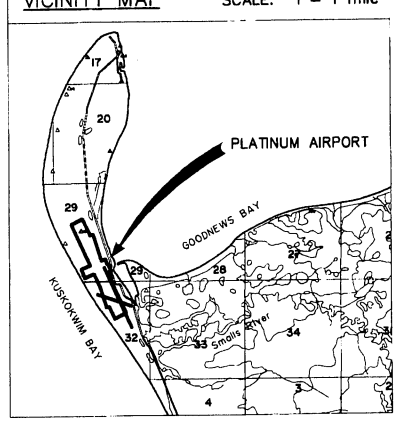
SHEET 6 OF 9



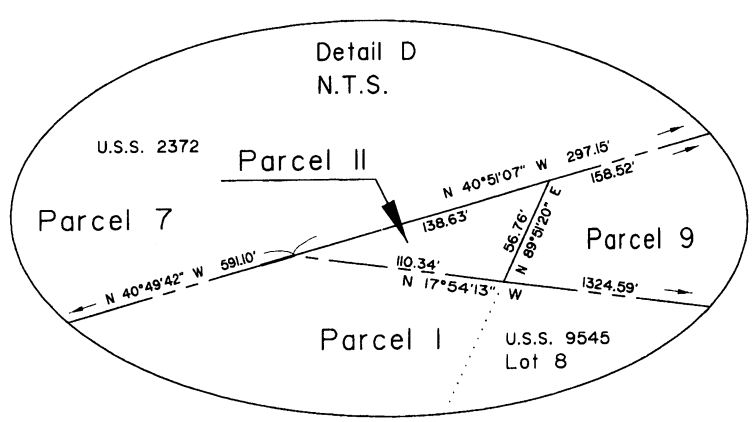
NOTES

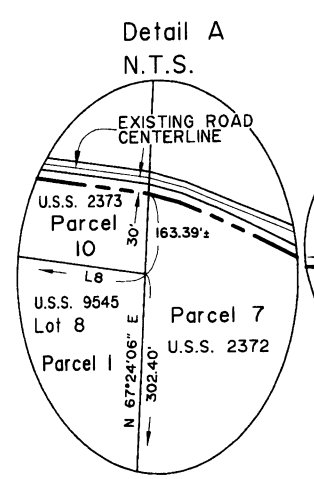
1. To convert from local meters to ASPC Zone 7, NAD83(1996.0) meters: Translate local coordinates using +497,923.0275N and +490,368.9779E Scale resulting coordinates using 0.999900710 (Base point 0,0)
2. Bearings are based on NAD83(1996.0) ASPC Zone 7 bearings between LCMF control points 4 and 9 derived from GPS observations taken by LCMF Incorporated during June, 1998. The bearings shown are local plane bearings as oriented to the basis of bearings, and distances shown are reduced to horizontal ground distances. Bearings and distances are the result of a field survey conducted by DOWL Engineers during July, 2001.
3. The north line of Lot 6, U.S.S. 9545 was held parallel to a line between the C8 and the W.C.M.C. to C3 of Lot 6. The record bearing is N89°57'00"W. The found monument at the most easterly corner of Lot 6, C1, was held.
4. Notes 1-3 were taken from the Platinum Property Plat signed and sealed by Stanley E. Ponsness, 5/01/2002.
5. Parcel boundary bearings and distances are derived from the AutoCAD file and the survey of the smaller parcels in the 2002 Master Plan Boundary version, prepared by DOWL Engineers.

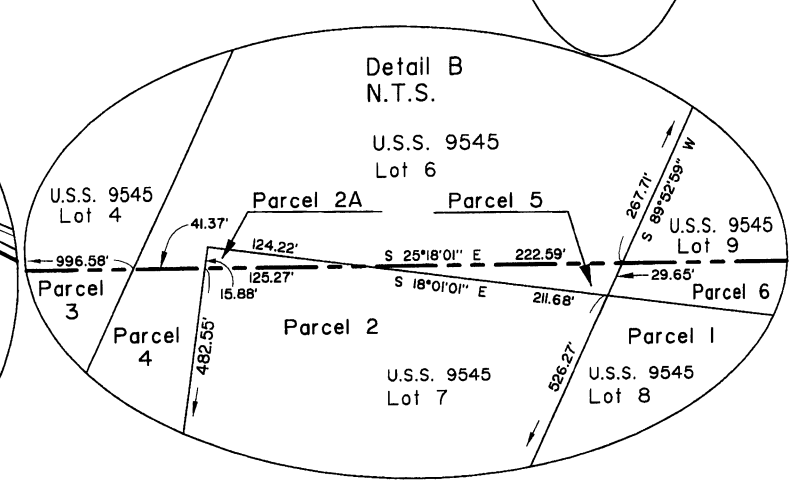
VICINITY MAP SCALE: 1"= 1 mile

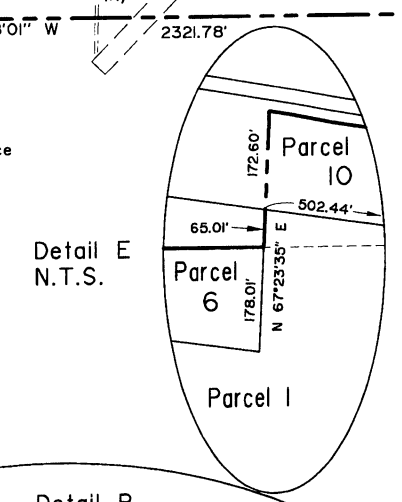


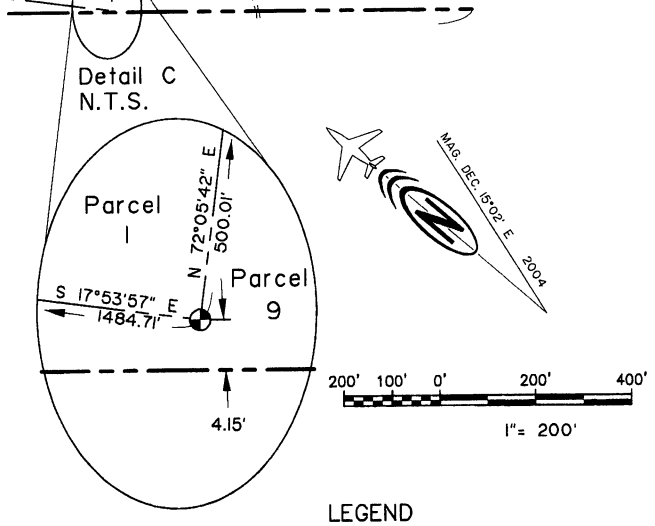
U.S.G.S. Quadrangles for Goodnews Bay (A-7) & (A-8) located within surveyed Township 13 South, Range 75 West, Seward Meridian Bethel Recording District











LEGEND

- Recovered Brass Cap Monument
- Recovered 50mm Alcap
- Set 50mm Alcap on 15mm x 765mm Rebar
- L1 Line Number
- (R) Record per U.S.S. 9545 Feb. 12, 1998
- Airport Boundary
- Parcel Boundary
- Adjoining Property
- Proposed RPZ Line

SEE SHEET 8 OF 9 FOR PROPERTY STATUS AND LINE TABLES.

FILE: ROWeng:\Cad\ROWaviation\airports\central\platinum\Property_Plan.dwg
DATE: 06/30/04

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 9/02/04
By: DATE: 9/02/04
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-___

FAA AIRSPACE REVIEW NUMBER: 00-AAL-

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: STEPHEN M. RYAN, P.E. — DESIGN SECTION CHIEF
APPROVED: GARY E. LINCOLN, P.E. — PROJECT MANAGER

DATE 06/30/04
DESIGN TJC
DRAWN MES
CHECKED

PLATINUM AIRPORT

PLATINUM, ALASKA

AIRPORT PROPERTY PLAN

SHEET 7 OF 9

PROPERTY STATUS

Parcel Number	DOT & PF Interest to be acquired	Grantor	Grantee	Larger Parcel Area	Net Take	Remainder	Recorded Document Number	Acquired Under A.I.P. No.
1	FEE	US BLM	STATE OF ALASKA, DOT	52.012 AC	47.562 AC	4.450 AC	To be Acquired	
1A	NONE	US BLM	NONE	52.012 AC	NONE		Not To be Acquired	
2	FEE	US BLM	STATE OF ALASKA, DOT	127883 S.F.	126897 S.F.	986 S.F.	To be Acquired	
2A	NONE	US BLM	NONE	127883 S.F.	NONE	986 S.F.	Not To be Acquired	
3	FEE	Helen Kilbuck	STATE OF ALASKA, DOT	143.44 AC	17.477 AC	125.96 AC	To be Acquired	
4	FEE	ARVIQ Inc. Surface Calista Corp. Subsurface	STATE OF ALASKA, DOT	13.616 AC ±	5.957 AC	7.590 AC ±	To be Acquired	
5	FEE	ARVIQ Inc. Surface Calista Corp. Subsurface	STATE OF ALASKA, DOT		0.069 AC			

Parcel Number	DOT & PF Interest to be acquired	Grantor	Grantee	Larger Parcel Area	Net Take	Remainder	Recorded Document Number	Acquired Under A.I.P. No.
6	FEE	ARVIQ Inc. Surface Calista Corp. Subsurface	STATE OF ALASKA, DOT	283973 S.F.	118678 S.F.	165295 S.F.	To be Acquired	
7	FEE	Omni Enterprises Incorporated	STATE OF ALASKA, DOT	13.95 AC	7.51 AC	6.44 AC	To be Acquired	
8	FEE	ARVIQ Inc. Surface Calista Corp. Subsurface	STATE OF ALASKA, DOT	Large	98388.25 S.F.	Large	To be Acquired	
9	FEE	ARVIQ Inc. Surface Calista Corp. Subsurface	STATE OF ALASKA, DOT	Large	30.011 AC	Large	To be Acquired	
10	FEE	Nelson Marine and Equipment Incorporated	STATE OF ALASKA, DOT	10.92 AC	1.91 AC	9.01 AC	To be Acquired	
11	FEE	ARVIQ Inc. Surface Calista Corp. Subsurface	STATE OF ALASKA, DOT	Large	2982 S.F.	Large	To be Acquired	
12	FEE	ARVIQ Inc. Surface Calista Corp. Subsurface	STATE OF ALASKA, DOT	Large	14.000 AC	Large	To be Acquired	

NOTE: PARCELS 1, 1A AND 2 ARE AIR NAVIGATION SITE 134 AS MODIFIED BY NOTICE ON 6/14/1955

LINE TABLE

	Measured		Record	
Line	Bearing	Distance	Bearing	Distance
L1	N67°23'30"E	579.64'	N67°33'00"E	658.68'
L2	S23°10'26"E	499.99'	S22°27'00"E	500.28'
L3	S67°23'58"W	699.88'	S67°33'00"W	700.26'
L4	S17°51'48"E	175.05'	S17°45'00"E	174.90'
L5	S72°06'25"W	500.27'	S72°15'00"W	500.28'
L6	N18°01'01"W	335.90'	N17°45'00"W	335.94'
L7	S67°23'35"W	243.02'	S67°33'00"W	242.88'
L8	S16°55'56"E	502.44'	N16°48'00"W	502.26'
L9	S67°24'06"W	465.79'	N67°33'00"E	465.96'
L10	S40°49'22"E	591.10'	N40°41'00"W	591.36'
L11	S72°05'42"W	500.01'	N72°15'00"E	500.28'
L12	N13°25'05"W	396.42'	N13°17'00"W	396.00'
L13	N13°25'52"W	362.05'	N13°17'00"W	362.34'
L14	S89°52'59"W	297.36'	N89°57'00"W	298.32'
L15	S89°54'15"W	526.27'	N89°57'00"W	525.36'
L16	N40°51'07"W	297.15'	N40°41'00"W	297.00'
L17	N16°56'24"W	658.17'	N16°48'00"W	658.02'

LINE TABLE

	Measured	
Line	Bearing	Distance
L18	N72°06'25"E	327.56'
L19	N72°06'25"E	172.70'
L20	N67°23'58"E	165.75'
L21	N67°23'58"E	534.13'
L22	N17°50'54"W	171.92'
L23	N67°23'35"E	220.70'
L24	N67°23'35"E	22.32'
L25	N25°18'01"W	171.52'
L26	S68°15'00"W	80.24'
L27	S67°23'30"W	100.86'
L28	N25°18'01"W	454.54'
L29	N89°51'20"E	44.07'
L30	N25°18'01"W	325.83'
L31	S67°23'30"W	552.70'
L32	S72°05'42"W	347.38'
L33	S72°05'42"W	152.63'
L34	N25°18'01"W	94.52'

LINE TABLE

	Measured	
Line	Bearing	Distance
L35	N17°50'54"W	992.13'
L36	N64°41'59"E	45.53'
L37	S25°18'01"E	166.09'
L38	N64°42'04"E	97.64'
L39	S16°38'47"E	65.49'
L40	N67°24'06"E	87.88'
L41	S25°18'01"E	213.43'
L42	N64°41'59"E	225.67'
L43	S16°55'56"E	277.04'
L44	S16°55'56"E	225.40'

FILE: RDWeng;\Cad\RDWaviation\airports\central\platinum\Property_Plan.dwg
DATE: 06/30/04

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 9/27/04

By: [signature] DATE: 9/27/04
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-___

FAA AIRSPACE REVIEW NUMBER: 00-AAL-

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: [signature]
STEPHEN M. RYAN, P.E. — DESIGN SECTION CHIEF
APPROVED: [signature]
GARY E. LINCOLN, P.E. — PROJECT MANAGER

DATE 06/30/04
DESIGN TLC
DRAWN xxx
CHECKED xxx

PLATINUM AIRPORT
PLATINUM, ALASKA

AIRPORT PROPERTY PLAN

TABLES

SHEET 8 OF 9

A. Purpose

This narrative report is included with the Airport Layout Plan (ALP) for Platinum, Alaska, in accordance with Federal Aviation Administration (FAA) Airport Design Advisory Circular (AC) 150/5300-13, Change 6, Appendix 7. The rationale for improvements at Platinum Airport is outlined in this narrative report.

B. Introduction

Platinum is a rural community located within the Yukon-Kuskokwim Delta (Y-K Delta). The incorporated 2nd Class City is located about 440 miles from Anchorage and 123 miles from Bethel. The city of Platinum and the airport are located on the South Spit, which separates Goodnews Bay and Kuskokwim Bay. There are currently no roads to access Platinum from other communities, and access by water is restricted to the short summers.

C. Airport Usage and Forecasts

1. Current Usage

In the 1998 Alaska Aviation System Plan Update (AASPU), Platinum Airport was classified a Community Class Airport. Use of the Airport has decreased over recent years because the Goodnews Mining Company has established a small airfield approximately 10 miles southeast of Platinum Airport. That airfield primarily serves the mine's routine needs but receives no scheduled service. The Platinum Airport was built in 1939 as a cooperative effort between the Goodnews Mining Company and the Alaska Territorial Government.

Era Aviation has one scheduled daily commercial flight in a Twin Otter to Platinum Airport originating from Bethel. Nonscheduled air taxi services and charters are available from locations including Anchorage, Bethel, Dillingham, and King Salmon. There are no air taxi services or general aviation aircraft based in Platinum. Summer seasonal use increases dramatically because the area around Platinum is a source for mineral aggregate used in construction around the region and its access to hunting and fishing areas.

Platinum Airport is primarily served by single-engine aircraft, such as the Cessna 207. Some small twin-engine aircraft, Dehavilland DH-6 Twin Otter and the Beechcraft Super King, occasionally operate at the airport. There are currently no based aircraft at the Platinum Airport.

The buildings nearby the existing runways are estimated to have an average height of 15' AGL with the highest being not taller than 20' AGL.

2. Forecasted Usage

Forecasts are based on a combination of factors including past airport activity, available information about aircraft operations, socioeconomic factors, and demographics. Table 1 provides an estimate of aircraft operations 5, 10, and 20 years into the future.

Table 1

AERONAUTICAL FORECASTS

Activity	2003 (Estimated)	2005 (Projected)	2010 (Projected)	2020 (Projected)	2025 (Projected)
Operations	2,875	2,925	3,075	3,250	3,400

The future aircraft fleet will most likely include a higher percentage of light, twin-engine aircraft such as the Piper Navajo and the Cessna 441, the forecasted critical aircraft. Table 2 summarizes information about this aircraft.

Table 2

CRITICAL AIRCRAFT CESSNA 441

Approach Speed	>91 but < 121 knots
Wingspan	49.3 ft
Weight	9925 lbs
Airport Reference Code	B-II

D. Design Rationale

1. Airport Reference Code

Platinum Airport meets ARC B-I design standards and supports visual approaches. Near-term development at the proposed runway will be to ARC B-II standards. Table 3 presents the existing and ultimate design standards for Platinum Airport.

2. Airport and Terminal Navaids

The existing runway at Platinum currently has no medium intensity runway lights (MIRL) or reflective edge markers. The runway has a visual flight rule (VFR) non-precision approach; however, according to the FAA, Platinum has been identified for development for a Global Positioning System (GPS) non-precision instrument approach procedure.

3. Wind Coverage

Instrumentation for recording wind data was installed at Platinum in August 1997. A collection of two-years data ended in September 1999. The data indicate that the prevailing winds come from the north-northwest, with the less predominate winds coming from the south-southeast and northeast. The main runway has a wind coverage of 76%. FAA's recommendation for wind coverage is 95%.

The proposed runway (14/32) whose width is 100', has wind coverage of 84%, approximately 11% less than the FAA's recommended 95% wind coverage. The airport is located on a spit that is too narrow to accommodate a cross wind runway, therefore in the future, the primary runway width will be increased to improve wind coverage.

4. Runway

The dimensions and components used for airports with reference codes B-II are listed in Table 3, per FAA AC 150/5325-4 and FAA AC 150/5300-13. The exception is the runway width which has been increased to 100' for improved wind coverage.

5. Taxiway

The runway must be connected to the apron and aviation support area by taxiways.

A perpendicular taxiway will connect the near face of the apron and the runway.

A parallel taxiway will connect the south end of the runway to the apron re-utilizing a portion of the abandoned runway.

6. Apron

There are no FAA standards for apron areas, however, Alaska Aviation System Plan guidelines recommend minimums for airport development. See Table 4.

This apron configuration is adequate for small, rural airports where one apron serves all the airport needs and is based on (DOT&PF) layout and construction guidelines. Three lease lots will be provided for local use or future development.

7. Access

Access to the airport will be provided by a short, 140 ft. access road intersecting the main road from Platinum.

Table 3

FAA AIRPORT DESIGN STANDARDS (B-II)

DESIGN ELEMENT	B-II STANDARD	EXISTING/NEAR-TERM	ULTIMATE
Primary Runway Approach Slopes	34:1	34:1	34:1
Primary Runway Length	3,300 ft	3,300 ft	3,300 ft
Primary Runway Width	75 ft	100 ft	100 ft
Primary Runway Surface	Gravel	Gravel	Gravel
Primary Runway Shoulder Width	10 ft	10 ft	10 ft
Primary RSA Width	150 ft	150 ft	150 ft
Primary RSA Length beyond R/W End	300 ft	300 ft	300 ft
Primary Runway Protection Zone	500x700x1000 ft	500x700x1000 ft	500x700x1000 ft
Primary Runway Object Free Area	L=3,900 ft	L=3,900 ft	L=3,900 ft
	W=500 ft	W<500 ft	W=500 ft
Primary Runway Obstacle Free Zone	250x 3,700 ft	250x 3,700 ft	250x 3,700 ft
Primary Surface Width	500 ft	500 ft	500 ft
Primary Surf Length beyond R/W End	at End of R/W	at End of R/W	at End of R/W
Taxiway Width	35 ft	35 ft	35 ft
Taxiway Safety Area Width	79 ft	79 ft	79 ft
Taxiway Object Free Area Width	131 ft	131 ft	131 ft
Taxiway Holding Position from R/W CL	125 ft	150 ft *	150 ft *

* Moved back 25' to clear 100' wide runway

Table 4

AASPU RECOMMENDATIONS FOR COMMUNITY CLASS AIRPORT

DESIGN ELEMENT	AASPU RECOMMENDS	EXISTING/NEAR-TERM	ULTIMATE
Lighting	MIRL	MIRL	MIRL
Apron	200 ft X 300 ft	200 ft X 450 ft	200 ft X 450 ft
	60,000 sf	90,000 sf *	90,000 sf *
Aviation Support Area	100 ft X 300 ft	100 ft X 300 ft	100 ft X 300 ft
	30,000 sf	30,000 sf	30,000 sf
M&O Pad	100 ft X 100 ft	120 ft X 100 ft	120 ft X 100 ft
	10,000 sf	10,000 sf	10,000 sf
Equipment Building	Replacement	New	New
Terminal	None	None	None
Service Access	Separate Access	140 ft	140 ft

* Includes 40,000 s.f. of interconnecting taxilane.

E. Staged Development

Development at Platinum Airport for the 20-year planning period will occur in one stage, near-term. There are no Mid-term or Long-term developments planned for Platinum Airport.

The primary objectives of the near-term development are:

1. Relocating the airport to provide adequate runway to apron separation and to increase the airport's distance from residential structures in the community.

2. Upgrading airport features to B-II standards (runway width to B-III standard).

3. Increasing wind coverage on the primary runway.

Near-term development will construct a new airport west of and adjacent to the existing airport. The new runway will be built on the existing old winter strip. The cross wind runway will be decommissioned. Total project costs are estimated to be $5,900,000 (2001). Work on the new airport will include:

1. Construct a new embankment for a runway safety area 150 ft wide and 3,900 ft long extending 300 ft beyond the new runway's ends.

2. Build an aggregate surfaced runway 100 ft wide and 3,300 ft long with 10 ft shoulders.

3. Construct new embankments for taxiway safety areas 79 ft wide and a total of 400 ft long.

4. Regrade and repair the north and west ends of the existing runways to serve as parallel taxiway between the south edge of the new apron to the south end of the new runway.

5. Build aggregate surfaced taxiways 35 ft wide totaling 400 ft long.

5. Construct a 90,000 ft aggregate surfaced apron, which is 200 ft by 450 ft, and an aviation support area 100 ft by 300 ft. 40,000 s.f. of the apron will be within the taxilane OFA.

6. Construct a M&O lot 100 ft by 120 ft contiguous to the apron.

7. Build a new 24' wide access road approximately 140 ft long, surfaced with aggregate, to access the airport.

8. Install Medium Intensity Runway Lighting (MIRL) system along the runway and Medium Intensity Taxiway Lighting (MITL) system on the perpendicular taxiway. The parallel taxiway will be unlighted.

9. Construct a new SRE building with relocated airport beacon on the M&O lot.

10. Install a segmented circle with lighted wind cone.

11. Erect 13,700 ft of security fence around airport perimeter.

F. Property Status

The majority of land around Platinum is owned by Arviq, Inc., a Village Native Corporation. The existing airport facilities lie just south of the Air Navigation Site (ANS) created in 1940 by the U.S. Department of the Interior. Only the northern end and a section of the crosswind runway lie in the ANS. The proposed runway lies mostly within the ANS, however, the proposed runway will require acquisition of 52 acres of property from Arviq, Inc., Omni Enterprises, Inc., Nelson Marine and Equipment, Inc., and Helen Kilbuck (Native allotment).

G. Waste Disposal Facility

FAA recommends against locating putrescible-waste disposal operations within 10,000 ft of airports serving turbine-powered aircrafts due to the bird strike hazard associated with these facilities. The proposed runway is approximately 11,000 ft northwest of the solid waste refuse landfill and 14,000 ft northwest of the solid waste sewage landfill. Both of these landfills are located on the South Road near the Goodnews Mining Co.

H. Community Involvement

The DOT&PF Planning Section has informed and updated the residents of Platinum of the proposed airport development through written correspondence, newsletters, and community meetings held in Platinum. The project included preparation of an environmental assessment (EA) and issuance of a finding of no significant impact (FONSI) from FAA. The EA and permitting process provided additional opportunity for community involvement and comment. Correspondence from residents and agencies is on file with the DOT&PF at their Central Region office in Anchorage.

I. Modifications to Standards

Wind coverage of the proposed runway is less than recommended when constructed to B-II standards. In order to improve safety at the airport, the runway will be surfaced to B-III standard width of 100 ft.

J. Encroachments into Part 77 Surface

There are no encroachments into FAR Part 77 imaginary surfaces.

K. Future Land Development

The local government is encouraged to limit land uses in the vicinity of the airport to protect from operational impacts and to protect the health, safety, and welfare of its citizens. Noise is one of the most common impacts encountered in the vicinity of an airport. Aviation noise typically extends beyond the boundary of the airport into areas where the airport has no authority. Noise problems can develop around airports if adequate limitations on incompatible uses are not taken. Land in the vicinity of the airport should not be used in a manner that creates electrical interference with navigational signals or radio communication between the airport and aircraft; makes it difficult for pilots to distinguish between airport lights and others, resulting as glare in the eyes of the pilot using the airport; impairs visibility in the vicinity of the airport; creates bird strike hazards; creates obstructions to air navigation; or otherwise in any way endangers or interferes with the landing, takeoff, or maneuvering of aircraft intending to use the airport.

L. Appendix II Threshold Siting Criteria

There are no object penetrations in the threshold siting surfaces of runway 14 or 32 as defined in FAA AC 150/5300-13, chg 7, Appendix 2, paragraph e.

Date Plotted: 08/10/04
Plot Ratio and Layout: 1=1, layout=
File:

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 9/22/04

By: [signature] DATE: 9/27/04
FAA AIRPORTS DIVISION
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 00-AAL-059-NRA

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: [signature]
STEPHEN M. RYAN, P.E. — DESIGN SECTION CHIEF
APPROVED: [signature]
GARY E. LINCOLN, P.E. — PROJECT MANAGER

DATE 8-16-04
DESIGN TLC
DRAWN TLC
CHECKED RK

PLATINUM AIRPORT

AIRPORT LAYOUT PLAN
NARRATIVE REPORT

SHEET 9 OF 9