

PERMIT, AVIGATION AND HAZARD EASEMENT  
AND  
RIGHT OF WAY

WHEREAS, the STATE OF ALASKA, DEPARTMENT OF NATURAL RESOURCES, DIVISION OF LAND AND WATER MANAGEMENT, hereinafter called the GRANTOR, acting by and through its duly authorized officer, has the authority to grant title interests in, over and upon the waters and tidelands described below, and

WHEREAS, the STATE OF ALASKA, DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, hereinafter called the GRANTEE, owns, maintains and operates the Unalaska Airport, and

WHEREAS, the GRANTEE must have an adequate title interest in, over and upon the waters and tidelands described below, in order to protect the southeasterly approach and departure path and transitional slopes of the Unalaska Airport, and

WHEREAS, in consideration of the sum of One Dollar (\$1.00) and other good and valuable considerations, the receipt and sufficiency of which is hereby acknowledged, the GRANTOR, for itself, its successors and assigns, does hereby grant, convey and set-over unto the GRANTEE, its successors and assigns, for the use and benefit of the public, a Permit, Avigation and Hazard Easement and Right of Way, appurtenant to the Unalaska Airport, for the unobstructed passage of all aircraft by whosoever owned and operated, in the airspace over those waters and tidelands lying and being within the Aleutian Islands Recording District, Third Judicial District, State of Alaska, and more particularly described in Exhibit A attached.

Further, the right for the GRANTEE, its successors and assigns to clear and keep clear the waters and tidelands described herein from any and all obstruction infringing upon or penetrating the Airport Imaginary Surfaces for the Unalaska Airport, or any extensions thereof, or other runways constructed for this airport, as such surfaces are defined in Part 77 of the Federal Aviation Regulations, as amended. The right to clear and keep clear includes, but is not limited to, the right to remove rocks, reefs and breakwaters and to demolish or remove buildings, wharves, docks, dolphins, piles or any other structures or obstructions of every description which may infringe upon or extend into or above the Airport Imaginary Surfaces; together with the right of reasonable ingress and egress for the purpose of removing obstructions and maintaining the Airport Imaginary Surfaces clear of obstructions.

FURTHER, the right for the GRANTEE, its successors and assigns to prohibit use on or remove from the above described waters and tidelands any installation or object which would create electrical interference with radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and other lights, resulting in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport or otherwise endanger the landing, taking off, or maneuvering of aircraft.

FURTHER, without waiving compliance with applicable Federal and State laws and regulations concerning air and water quality, the GRANTOR covenants that it is aware of the fact that the operation and maintenance of aircraft is inherently noisy, dusty, and is frequently accompanied by fumes. These premises considered and understood, the GRANTOR recognizes that such noise, dust and fumes are inherent in the operation of this airport.

*Return to:*  
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
RIGHT OF WAY BRANCH  
P.O. BOX 198800  
ANCHORAGE, ALASKA 99519-8000

*Allen Fairbank*

STATE BUSINESS  
NO RECORDING FEE

The GRANTOR reserves the right to reasonable use and enjoyment of the waters and tidelands described herein to the extent that the use and enjoyment will never interfere with the exercise of the easement and rights herein granted.

TO HAVE AND TO HOLD unto the GRANTEE, its successors and assigns, as a perpetual Permit, Avigation and Hazard Easement and Right of Way for the uses and purposes set forth herein and for so long as said airport is designated as a public airport.

Dated at Anchorage, Alaska this fourth day of June, 1986.

STATE OF ALASKA  
DEPARTMENT OF NATURAL RESOURCES  
DIVISION OF LAND AND WATER MANAGEMENT

By: Margaret J. Hayler

ACKNOWLEDGEMENT OF GRANTOR

UNITED STATES OF AMERICA )  
STATE OF ALASKA ) ss.  
)

THIS CERTIFIES that on this 4th day of June, 1986, before me, a Notary Public in and for the said State, Margaret J. Hayler personally appeared to me known and known to me to be the person described in and who executed and acknowledged the foregoing instrument on behalf of the State of Alaska, as Director of the Division of Land and Water Management, Department of Natural Resources and has authority pursuant to law to execute and acknowledge the foregoing instrument as such Director on behalf of the State of Alaska, acting through the Division of Land and Water Management, Department of Natural Resources and that he executed and acknowledged the same freely and voluntarily as the free and voluntary act and deed of the said State of Alaska and for the Division of Land and Water Management, Department of Natural Resources.

WITNESS hand and official seal the day and year in this certificate first above written.

Barbara Ferguson  
Notary Public in and for the State  
of Alaska

My Commission Expires 9/16/89

## EXHIBIT A

That certain real property lying and being in protracted Township 72 South, Range 117 West, Seward Meridian, Alaska, located in the Aleutian Islands Recording District, Third Judicial District, State of Alaska, and more particularly described as follows:

Commencing at Navy Tri-Station "California" monumented with a U.S. Navy iron capped concrete post, and from which USCGS South Base 2 bears N 84°36'22" E, a distance of 4,947.84 feet;

thence proceed S 34°13'10" E a distance of 215.22 feet to WMC No. 6, of the airport survey on the westerly bank of Dutch Harbor monumented with an ADA 3/8 inch rebar with aluminum cap, the TRUE POINT OF BEGINNING of this description;

thence N 3°13'47" E a distance of 7 feet more or less, to a point;

thence S 52°48'34" E a distance of 1800 feet to a point;

thence S 37°11'26" W a distance of 1300 feet to a point;

thence N 51°48'34" W a distance of 290 feet, more or less, to a point of intersection with the southerly shore of Dutch Harbor at the line of mean high water;

thence northwesterly along the meanders of said harbor a distance of 650 feet, more or less, to a point;

thence N 87°00'00" E a distance of 200 feet, more or less, to a point;

thence N 37°11'26" E a distance of 500 feet, more or less, to a point;

thence N 33°37'31" W a distance of 1180.81 feet, more or less, to the TRUE POINT OF BEGINNING.

This parcel having an area of 26 acres, more or less, designated as Tract IV Parcel B of the Unalaska Airport (formerly Dutch Harbor) Exhibit B, dated November 27, 1983, attached hereto and made a part hereto.

1. The first step in the development of a new product is the identification of a market need. This is often done through market research, which can involve surveys, focus groups, and other methods of gathering information from potential customers.

2. Once a market need has been identified, the next step is to develop a concept for the product. This involves creating a detailed description of the product, including its features, benefits, and target market.

3. The third step is to conduct a feasibility study. This involves assessing the technical, financial, and market viability of the product concept.

4. If the feasibility study is positive, the next step is to develop a business plan. This document outlines the company's strategy for developing and marketing the product, as well as its financial projections.

5. The final step is to launch the product. This involves manufacturing the product, distributing it to retailers, and promoting it through advertising and sales efforts.

86-332

RECORDED - FILED NL  
ALEXIAN

DATE 6/19 TO PL  
TIME 2:00 P  
SIGNED BY AS/DOY

**POOR BUILDING QUALITY**

[illegible]

**FOR FILING QUALITY**

427

## MOORE FILMINGS QUALITY

DEPARTMENT OF THE INSULATION  
AND PUBLIC UTILITIES  
UNIVERSITY AIRPORT  
CHICAGO, ILL.

**POOR FILMING QUALITY**