



U. S. Department
of Transportation

Federal Aviation
Administration

Alaskan Region

222 W. 7th Avenue #14
Anchorage, Alaska
99513-7587

October 4, 2006

Mr. Harvey M. Douthit, PE, Design Section Chief
State of Alaska, DOT & PF
P.O. Box 196960
Anchorage, Alaska 99519-6960

Ouzinkie Airport
Airport Layout Plan Approval
Airspace Case 06-AAL-172NRA

We have completed our review of the Ouzinkie Airport Layout Plan (ALP), and find it acceptable from a planning standpoint.

No Modifications to Standards are approved with this ALP approval.

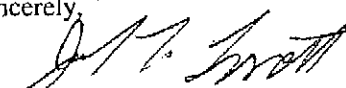
The approval indicated by my signature is given subject to the condition that the proposed airport development that requires environmental processing shall not be undertaken without prior written environmental approval by the FAA.

This approval considers only the safety, utility, and efficiency of the airport. We encourage you to work with appropriate agencies to encourage adoption of height and zoning restrictions.

This approval does not represent a commitment to provide financial assistance to implement the proposed plan. FAA assistance in any development or its approval for any development will be determined at the time of request, based on the existing regulations, project justification, and eligibility at the time of the request.

Please attach this letter to the enclosed ALP and retain it in your files for future use.

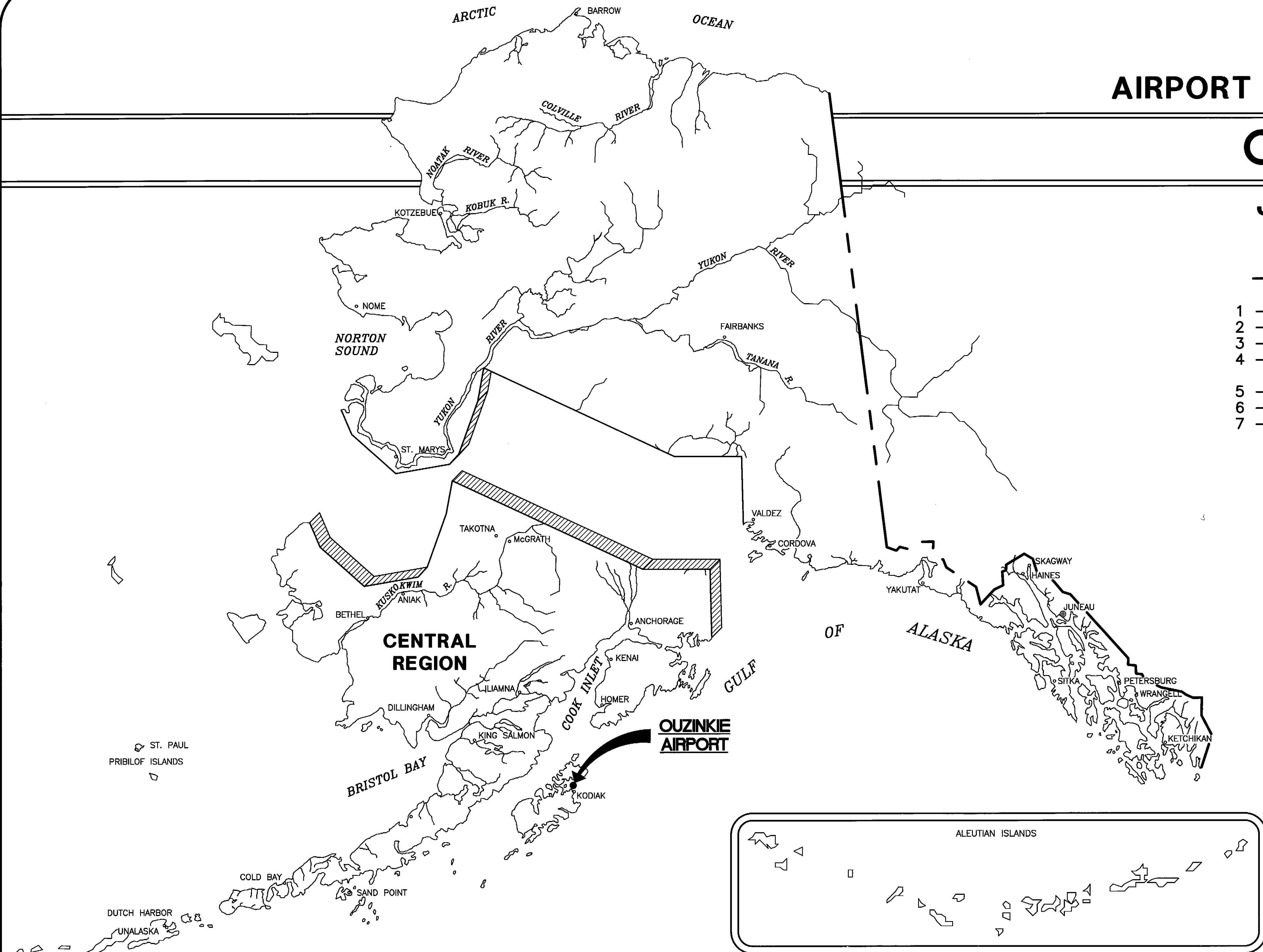
If you have any questions, please contact Mr. John Lovett at 271-5446.
Sincerely,


Debbie Roth, Deputy Division Manager
Airports Division

Attachment
Ouzinkie ALP

EAS FILE COMP. IRVINE CA

User: LWILHELM Aug 02, 2006 - 10:36am
Drawing: 2107072 DOT&P\136 OUZINKIE\CAO\ACAD2000\ALP_USFT\OUZ_USFT_ALP1.DWG - Layout: LAYOUT1
Xrefs: - Images



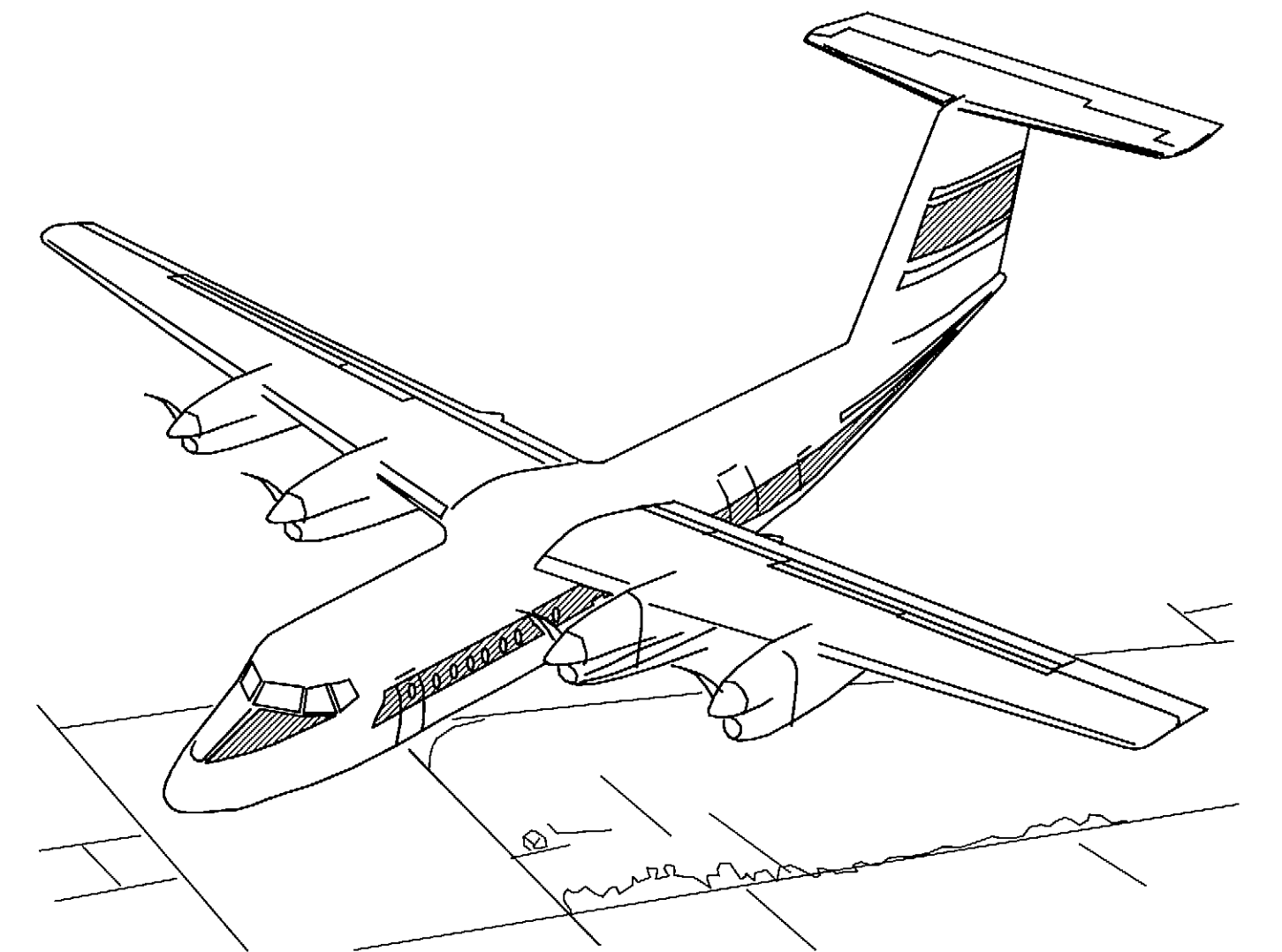
AIRPORT LAYOUT PLAN FOR

OUZINKIE

JULY, 2006

DRAWING INDEX

- 1 - COVER SHEET AND INDEX
- 2 - VICINITY MAP AND DATA TABLES
- 3 - PLAN AND PROFILE
- 4 - RUNWAY APPROACH SURFACES PLAN AND PROFILE
- 5 - F.A.R. PART 77 SURFACES
- 6 - AIRPORT PROPERTY MAP
- 7 - NARRATIVE REPORT



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

CONCUR: *[Signature]* **DATE** 8-21-06
ROBERT A. CAMPBELL, P.E. **REGIONAL PRECONSTRUCTION ENGINEER**

APPROVED: *[Signature]* **DATE** 8/21/2006
HARVEY M. DOUTHIT, P.E. **DESIGN SECTION CHIEF**

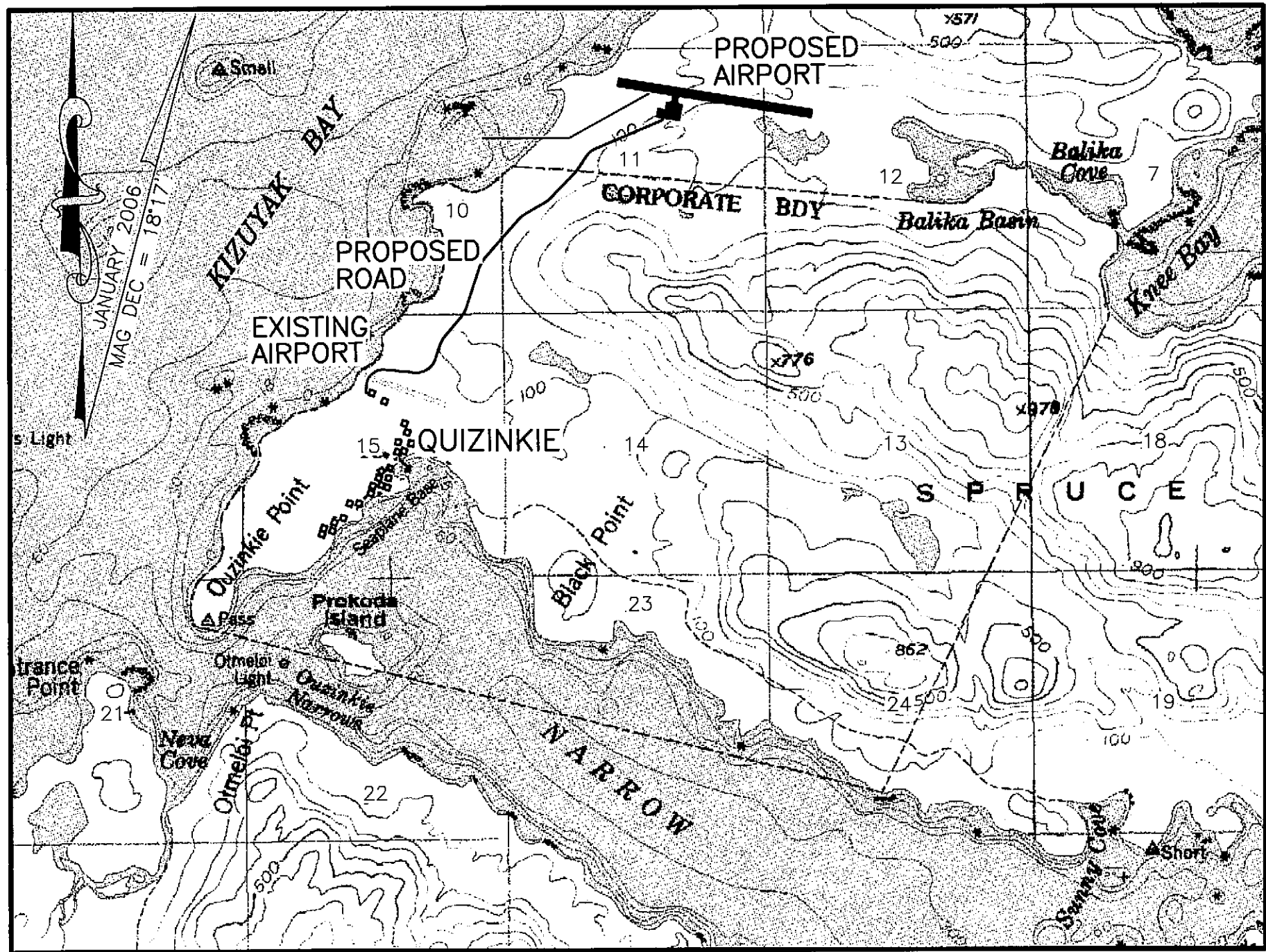
AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 10/4/06

By: *[Signature]* DATE: 10/4/06
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-800

FAA AIRSPACE REVIEW NUMBER
00-AAL-

OUZINKIE
AIRPORT LAYOUT PLAN

SHEET 1 OF 7



VICINITY MAP

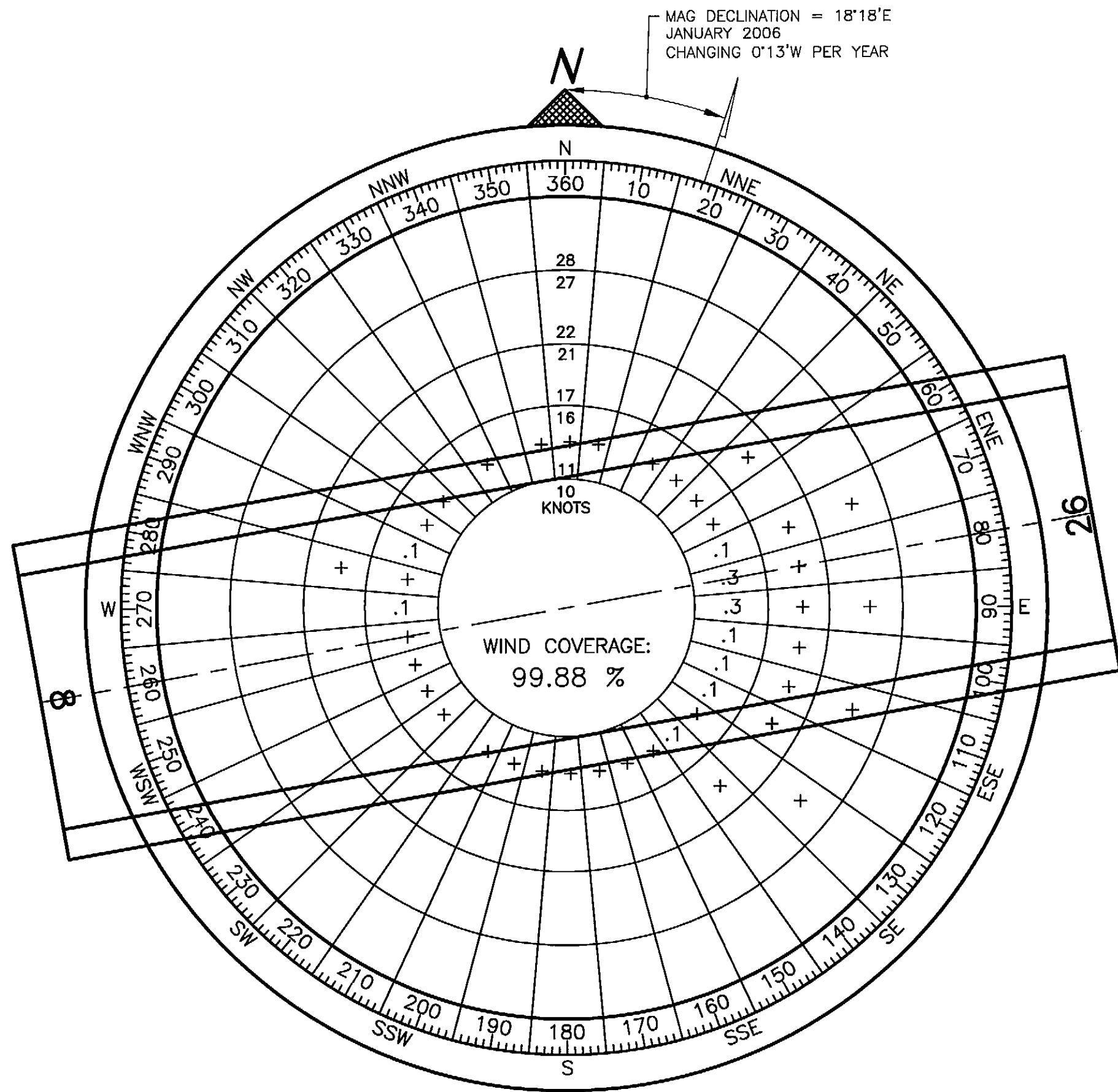
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T 27 S, R 20 W, SEC. 11
T 27 S, R 20 W, SEC. 12
SEWARD MERIDIAN
U.S.G.S. KODIAK (D-2), ALASKA

NON-STANDARD CONDITIONS

| ITEM | EXISTING | STANDARD | PROPOSED |
|------|----------|----------|----------|
| NONE | | | |
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| | | | |

LEGEND

| ITEM | EXISTING | PROPOSED |
|----------------------------------|----------|----------|
| PROPERTY LINE | --- | --- |
| BUILDING RESTRICTION LINE | BRL | BRL |
| AIRPORT REFERENCE POINT (A.R.P.) | ● | ● |
| WIND CONE AND SEGMENTED CIRCLE | 100 | 100 |
| CONTOURS | 100 | 100 |
| ROADWAYS | --- | --- |
| BUILDINGS | ■ | ■ |
| ROTATING BEACON | ⊙ | ⊙ |
| SHORELINE | ~ | ~ |
| ANTENNA | ⊙ | ⊙ |
| PAPI | ■ ■ | ■ ■ ■ ■ |
| BLUFF | ~ | ~ |
| FENCE | -X-X-X- | -X-X-X- |
| THRESHOLD | ●●●●● | ○○○○○○○○ |
| REIL | ● | ○ |
| TREES | ~ | ~ |



WIND DATA

WIND COVERAGE: SPEED R/W 8/26
10.5 KNOTS 99.71%
13 KNOTS 99.88%
16 KNOTS N/A
20 KNOTS N/A

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

PERIOD: 08/2000-08/2002

BASIC DATA TABLE

| RUNWAY DATA | | | |
|--|-------------------|--------|-------------------------|
| ITEM | RUNWAY 11/29 | | RUNWAY 8/26 |
| | EXISTING | FUTURE | PROPOSED |
| EFFECTIVE GRADIENT | - | | 0.2% |
| % WIND COVERAGE | 10.5 KNOTS 84.54% | | 99.71% |
| | 13 KNOTS 99.32% | | 99.88% |
| | 16 KNOTS N/A | | N/A |
| | 20 KNOTS N/A | | N/A |
| INSTRUMENT RUNWAY | NONE | | NPI |
| RUNWAY SURFACE | GRAVEL | | GRAVEL |
| PAVEMENT STRENGTH | kg N/A | | N/A |
| | [lb.] N/A | | N/A |
| RUNWAY TYPE | UTILITY | | UTILITY |
| APPROACH SURFACES | 34:1 | | 20:1 |
| VISIBILITY MINIMUM | VISUAL | | 1 SM |
| RUNWAY LIGHTING | NONE | | MIRL |
| RUNWAY MARKING | NONE | | NONE |
| RUNWAY NAVIGATION AIDS | NONE | | BEACON, PAPI, REIL |
| AIRCRAFT APPROACH CATAGORY | A | | B |
| AIRCRAFT DESIGN GROUP | I | | II |
| RUNWAY SAFETY AREA DIMENSION (LENGTH BEYOND RUNWAY END) | 79'x2,509' | | 150'x3,900' (300'/300') |
| RUNWAY DIMENSION | 79'x2,086' | | 75'x3,300' |
| RUNWAY PROTECTION ZONE | 500'x700'x1000' | | 500'x700'x1000' |
| RUNWAY OBJECT FREE AREA DIMENSION (LENGTH BEYOND RUNWAY END) | 400'x2,566' | | 500'x3,900' (300'/300') |
| RUNWAY OBSTACLE FREE ZONE DIMENSION | 250'x2,486' | | 250'x3,700' |
| GEODETIC POSITIONS (N.A.D. 83) | | | |
| THRESHOLD 11 | LAT. N/A | | |
| | LONG. N/A | | |
| THRESHOLD 29 | LAT. N/A | | |
| | LONG. N/A | | |
| TRUE BEARING RUNWAY 11/29 | N/A | | |
| THRESHOLD 8 | LAT. N/A | | 57°56'34.90"N |
| | LONG. N/A | | 152°28'23.97"W |
| THRESHOLD 26 | LAT. N/A | | 57°56'28.91"N |
| | LONG. N/A | | 152°27'23.88"W |
| TRUE BEARING RUNWAY 8/26 | | | S 80°40'30.09"E |
| TOUCHDOWN ZONE ELEVATION | N/A | | 104/104 |

AIRPORT DATA

| ITEM | EXISTING | PROPOSED |
|---|----------------------|----------------|
| AIRPORT ELEVATION (M.S.L.) | 55.0' | 103.26' |
| AIRPORT REFERENCE POINT (A.R.P.) | LAT. 57°55'22.35"N | 57°56'32.00"N |
| | LONG. 152°30'01.84"W | 152°27'54.00"W |
| TAXIWAY LIGHTING | NONE | MITL |
| RAMP LIGHTING | NONE | NONE |
| MEAN MAX. TEMPERATURE, HOTTEST MONTH (JULY) | 17°C (62°F) | 17°C (62°F) |
| MAGNETIC DECLINATION, YEAR | 18°17'E, 2006 | 18°17'E, 2006 |
| AIRPORT REFERENCE CODE | A-I | B-II |
| AIRPORT AND TERMINAL NAVIGATION AIDS | NONE | NONE |
| AIRPORT NAVIGATION AIDS (VISUAL) | NONE | PAPI, REIL |
| AIRPORT IDENTIFIER FAA | 4K5 | 4K5 |
| AIRPORT IDENTIFIER ICAO | N/A | N/A |
| FAA SITE NUMBER | 50580.1*A | SAME |
| RUNWAY SURVEY TYPE | AV | ANP |

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION - AVIATION

Date Drawn: 06/23/06
Designer: *AW*
Drawn by: *AW*
Checked by: *AW*

OUZINKIE AIRPORT

AIRPORT LAYOUT PLAN

VICINITY MAP AND DATA TABLES

SHEET

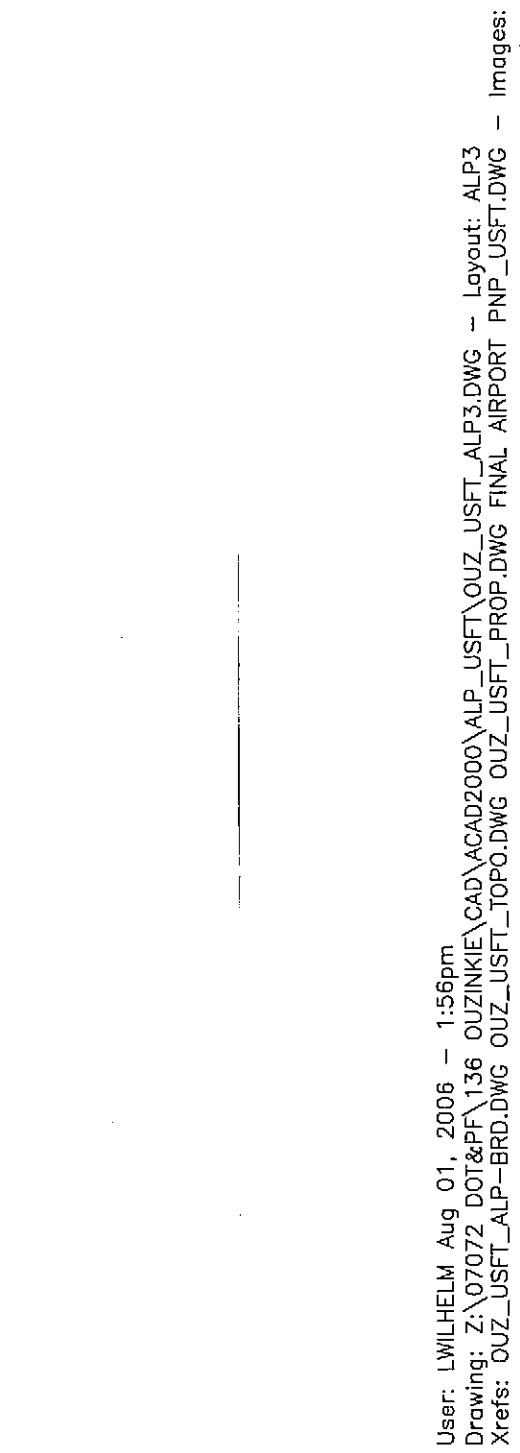
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| EASI FILE CORP. IRVINE, CA | EFH 24 |
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1. NO PENETRATIONS TO RUNWAYS 8 AND 26 APPROACH SLOPES AFTER PROJECT CLEARING.
2. SEE SHEET 4 FOR CLEARING OUTSIDE OF OFA AND RPZ.



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION — AVIATION

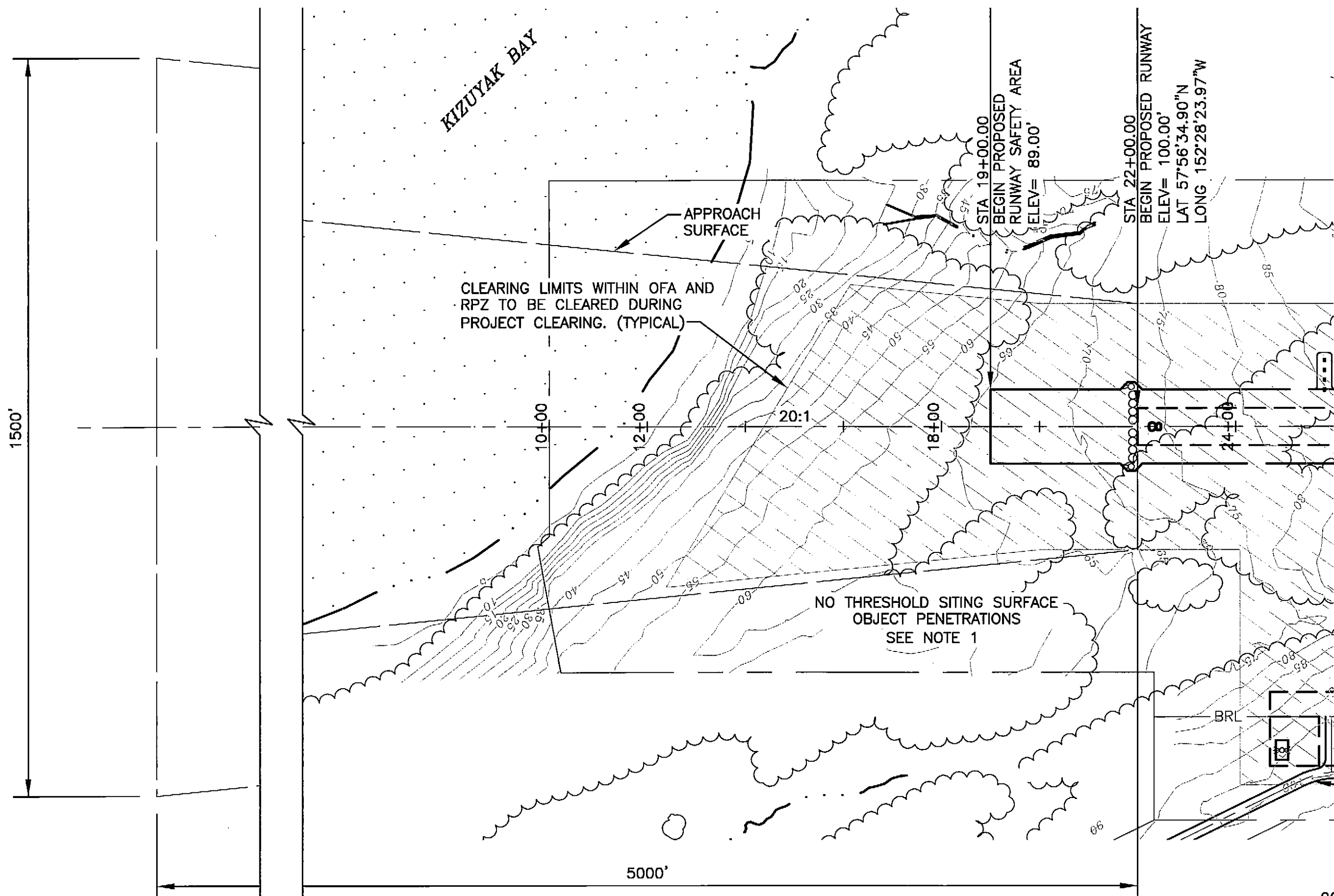
Date Drawn: 06/23/06
Designer: *SW*
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OUZINKIE AIRPORT

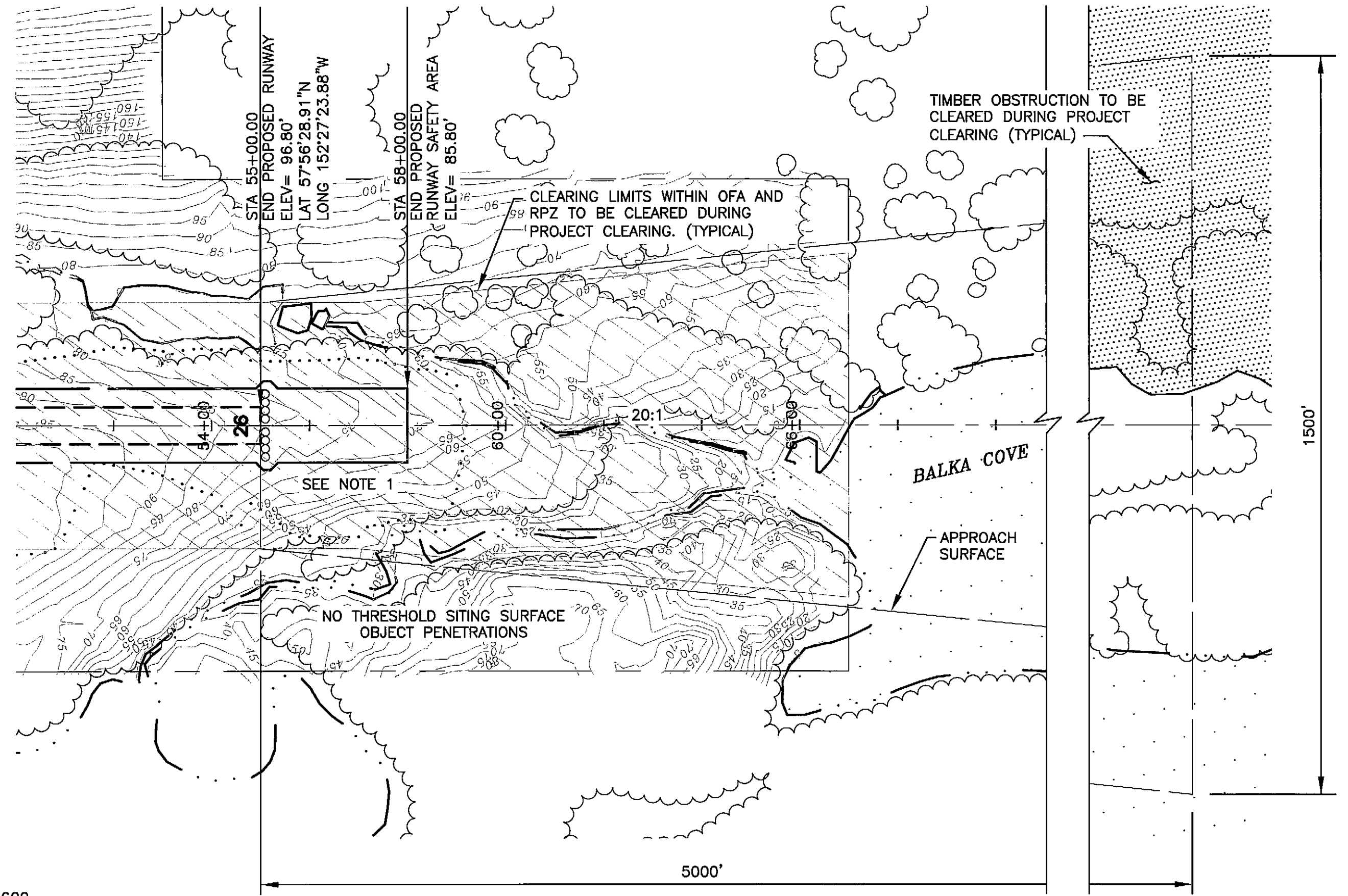
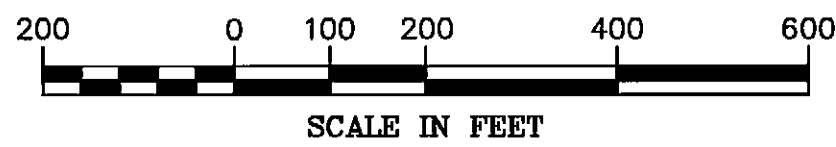
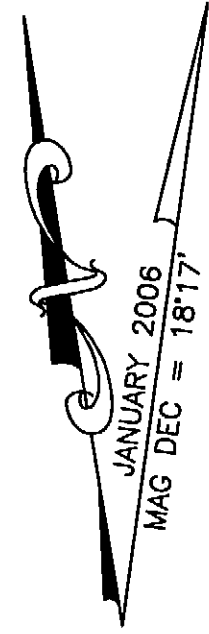
AIRPORT LAYOUT PLAN

PLAN AND PROFILE

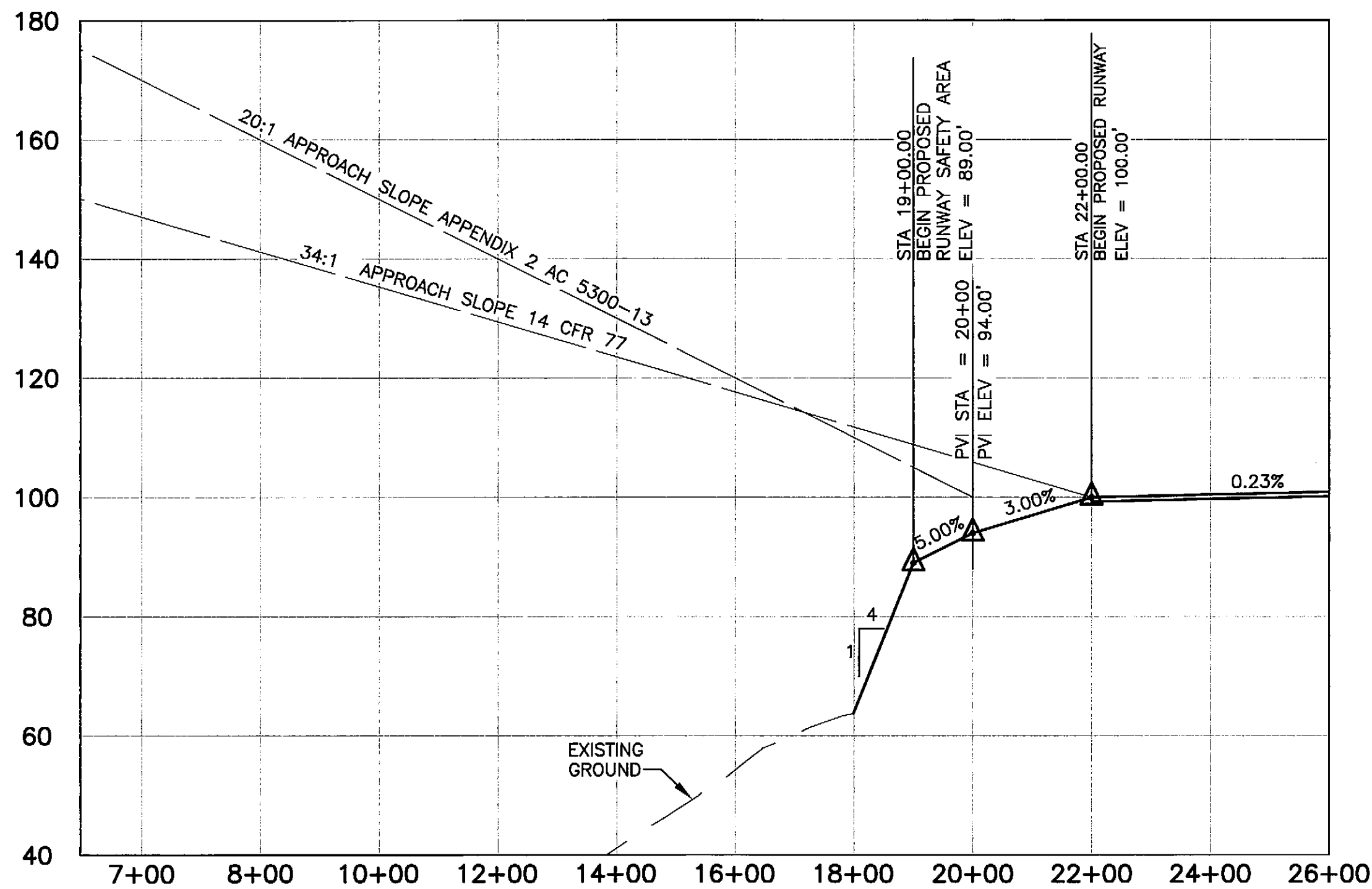
3 OF 7



RUNWAY PLAN 8

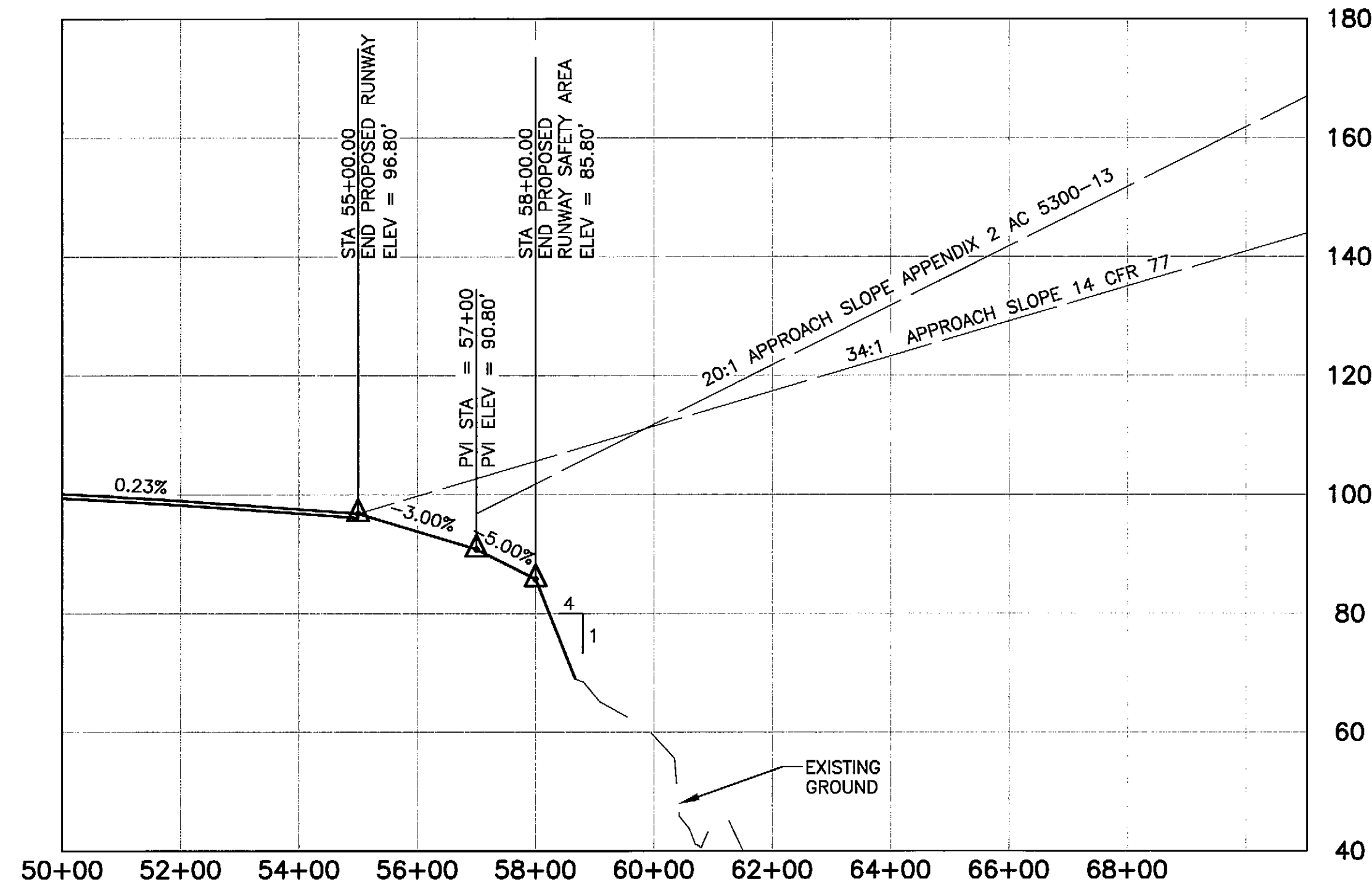


RUNWAY PLAN 26



RUNWAY PROFILE 8

- NOTES:
1. NO PENETRATIONS TO RUNWAYS 8 AND 26 APPROACH SLOPES AFTER PROJECT CLEARING.
 2. NO OFZ PENETRAIONS



RUNWAY PROFILE 26

| RUNWAY 8 APPROACH OBSTRUCTIONS | | | |
|--------------------------------|-------------|---------------------|-------------|
| ID No. | DESCRIPTION | SURFACE PENETRATION | DISPOSITION |
| ① | TIMBER | | REMOVED |

NOTE: OBSTRUCTION CLEARANCE SLOPE= INFINITY

| RUNWAY 26 APPROACH OBSTRUCTIONS | | | |
|---------------------------------|-------------|---------------------|--------------|
| ID No. | DESCRIPTION | SURFACE PENETRATION | DISPOSITION |
| ① | TIMBER | | RAISED SLOPE |

NOTE: OBSTRUCTION CLEARANCE SLOPE= 3.7%

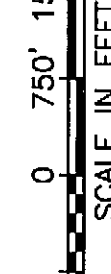
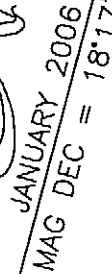
| BY | DATE | REVISIONS |
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION - AVIATION

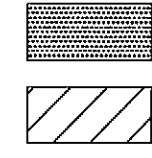
Date Drawn: 06/23/06
Designer: *AW*
Drawn by: *AW*
Checked by: *DAH*

OUZINKIE AIRPORT
AIRPORT LAYOUT PLAN
RUNWAY APPROACH SURFACES PLAN AND PROFILE

||Ser: | WILHELM AUG 01 2006 - 2:07pm



LEGEND



NOTES

1. AIRPORT AND RUNWAY ELEVATIONS ARE 103.26'
2. RUNWAY SEPARATION DISTANCES FROM LANDFILL AND SEWAGE LAGOON ARE 9,000' AND 7,500', RESPECTIVELY
3. PART 77: LARGER THAN UTILITY NON PRECISION
PRIMARY SURFACE WIDTH - 500'
RADIUS OF HORIZONTAL SURFACE - 10,000'
APPROACH SURFACE WIDTH AT END - 3,500'
APPROACH SURFACE LENGTH - 10,000'
APPROACH SLOPE - 34:1

OBSTRUCTION DATA TABLE

FAA AIRSPACE REVIEW NUMBER:

**AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED _____**

By: _____ DATE: _____
 FAA, AIRPORTS DIVISION
 ALASKAN REGION, AAL-600

STATE OF ALASKA

OUZINKIE AIRPORT

AIRPORT LAYOUT PLAN

F.A.R. PART 77

APPROVED:
HARVEY M. DOUTHIT, P.E.

PROJECT MANAGER

Date Drawn: 06/23/06

Designer: *MW*

Drawn by: *Arora*

Checked by:

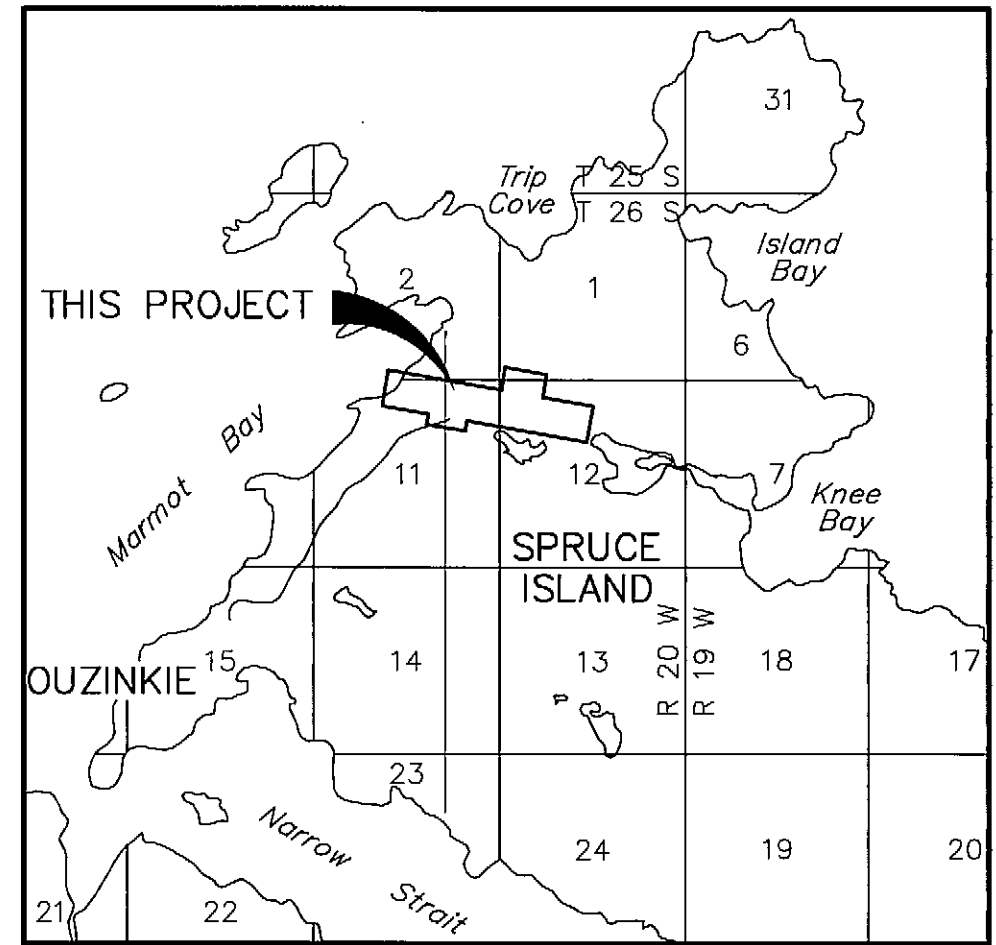
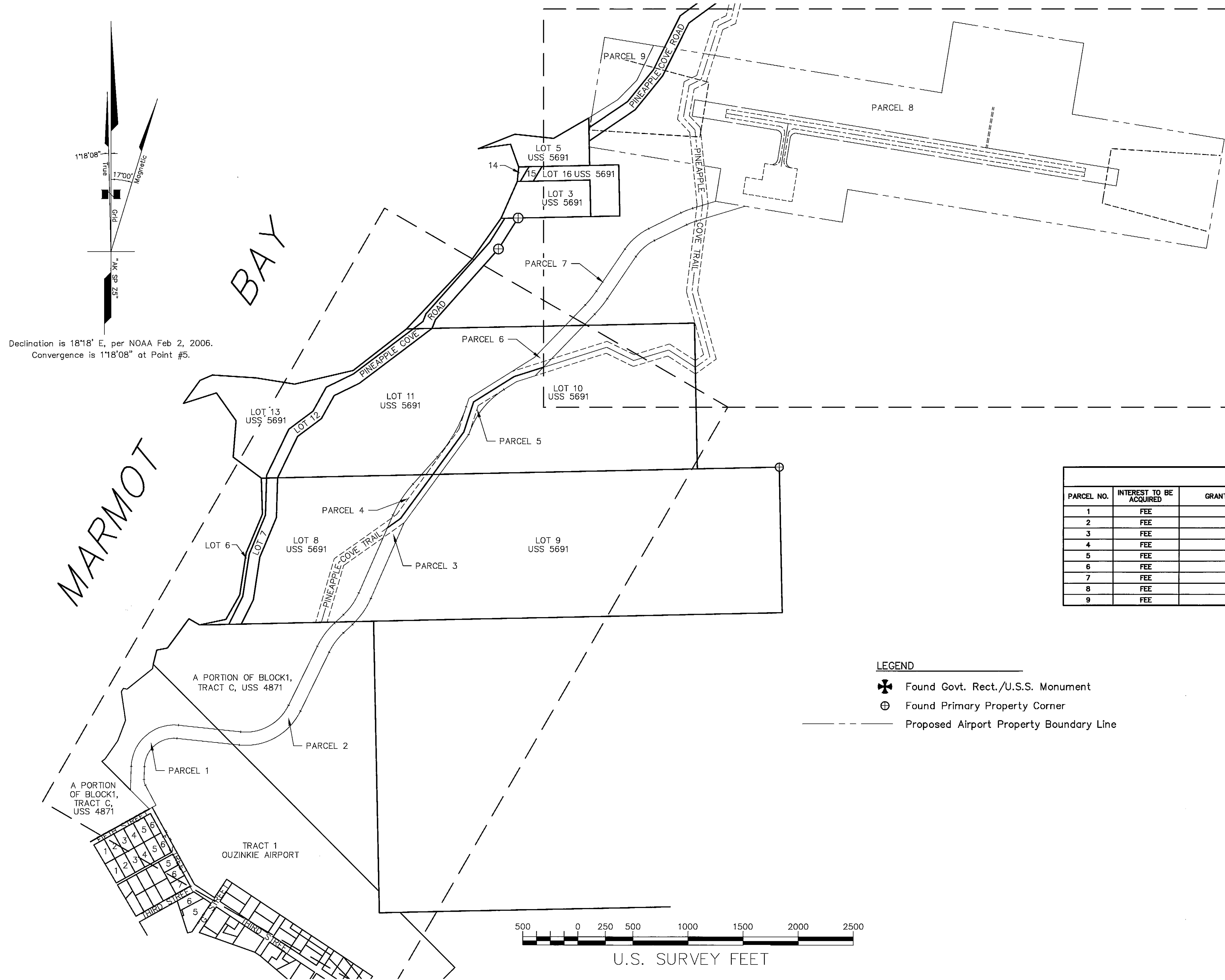
REVISIONS

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| DATE | BY |
|------|----|

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EPH 34
EAS FILE CORP. IRVINE, CA

User: L:\WILHELM Aug 01, 2006 - 2:05pm
Drawing: 2:07072 DOT&F\36 OUZINKIE\CAD\ACAD2000\AIP_USFT\OUZ_AIP6.DWG - Layout: SHEET 6
Xrefs: - Images:



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 | LARGER PARCEL AREA | NET TAKE | REMAIN | RECORDED DOCUMENT NO. | ACQUIRED UNDER AIP NO. |
| 1 | FEE | | STATE OF ALASKA, DOT | 75.018 AC. | 3.736 AC. | 71.282 AC. | TO BE ACQUIRED | |
| 2 | FEE | | STATE OF ALASKA, DOT | 63.371 AC. | 4.549 AC. | 58.822 AC. | TO BE ACQUIRED | |
| 3 | FEE | | STATE OF ALASKA, DOT | 113.401 AC. | 2.603 AC. | 110.798 AC. | TO BE ACQUIRED | |
| 4 | FEE | | STATE OF ALASKA, DOT | 28.455 AC. | 0.438 AC. | 28.017 AC. | TO BE ACQUIRED | |
| 5 | FEE | | STATE OF ALASKA, DOT | 47.069 AC. | 0.198 AC. | 46.871 AC. | TO BE ACQUIRED | |
| 6 | FEE | | STATE OF ALASKA, DOT | 50.668 AC. | 1.580 AC. | 49.088 AC. | TO BE ACQUIRED | |
| 7 | FEE | | STATE OF ALASKA, DOT | LARGE | 4.817 AC. | LARGE | TO BE ACQUIRED | |
| 8 | FEE | | STATE OF ALASKA, DOT | LARGE | 146.855 AC. | LARGE | TO BE ACQUIRED | |
| 9 | FEE | | STATE OF ALASKA, DOT | LARGE | 4.848 AC. | LARGE | TO BE ACQUIRED | |

LEGEND

- Found Govt. Rect./U.S.S. Monument
- Found Primary Property Corner
- Proposed Airport Property Boundary Line

| BY | DATE | REVISIONS |
|----|------|-----------|
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION - AVIATION

Date Drawn: 2/28/2006
Designer:
Drawn by: DJB, MLH
Checked by: MJH

OUZINKIE AIRPORT

AIRPORT LAYOUT PLAN

AIRPORT PROPERTY MAP

SHEET

6

OF

7

EPI 24

EAS FILE CORP. IRVINE, CA

User: LUTHELM Aug 01, 2008 - 1:48pm
Drawing: Z:\07072 DOT&P\136 OUZINKIE\AO\ACAD2000\ALP_USFT\OUZ_USFT_ALP7.DWG - Layout: LAYOUT1
Xref: OUZ_USFT_ALP-BRD.DWG - Images:

This Narrative Report is included with the Airport Layout Plan (ALP) for Ouzinkie, Alaska, in accordance with the Federal Aviation Administration (FAA) Airport Design Circular (AC) 150/5070-6B Chapter 10 and Appendix F and the FAA Alaska Regional ALP Checklist dated March 16, 2005. The design of this project was completed in metric units and then converted to SI units.

Facility Description

Ouzinkie, Alaska is an island community of approximately 250 people located on the west coast of Spruce Island (approximately 57° 56' N Latitude and 152° 28' W Longitude), approximately 247 nautical miles southwest of Anchorage and 10 nautical miles northwest of the City of Kodiak. Air transportation is vital, as Ouzinkie is not connected to Kodiak Island by road. The State of Alaska owns the current airport but the property will revert to the City of Ouzinkie if it is no longer used as an airport.

Constructed in the early 1980s, the existing runway (Rwy 11/29) is a 2,085-foot long gravel runway, oriented at a bearing of approximately 137/317 degrees true. The runway and safety area combined originally measured 100 ft wide, but this has been reduced by erosion to a combined width to 80 ft.

A 37,500-ft2 apron is located at the runway's midpoint and is accessed by a short taxiway. The runway profile is "concave," with a low middle and high ends and accumulates water, making the surface either very icy or soft. The airport has no lighting system and the rotating beacon has been reported as unreliable. Local terrain features cause turbulent wind conditions, and bad weather and winds constrain access to the community by air.

Located at the airport are an equipment building, a small, unheated shelter and a grader in fair condition. There is electric service, but no electronic navigation facilities, aviation fuel, aircraft services, water or sewer utilities. A landfill is located approximately 2,919 ft from the southern end of the existing runway. Two carriers, operating from Kodiak, fly to the Ouzinkie airport and offer air taxi, cargo transports, and charters using small aircraft.

Forecasts

The population of Ouzinkie has been and is expected to grow. Aviation activity has also grown steadily and is anticipated to match population growth. The average 10-year population growth rate (2.31 percent) was used to forecast enplanements and operations.

Rationale for Proposed Development

The Ouzinkie airport currently does not meet standards established by the Alaska Aviation System Plan (AASP) for Community Class airports. Future airport development alternatives should correct the Ouzinkie airport's deficiencies and meet established size and safety standards to serve the community throughout the next 20 years.

| Table 3-4 Aircraft Fleet Mix for Ouzinkie Airport | | |
|---|--------------------------------------|------------------------|
| ARC | Aircraft | Estimated Future Use % |
| A-I | Cessna 206, Piper Saratoga | 5% |
| A-II | Cessna Caravan, Brit Norman Islander | 50% |
| B-I | Piper Navajo Chieftain | 45% |

| Critical Aircraft | Approach Speed | Wingspan | Weight |
|------------------------|----------------|----------|--------------|
| Brit Norman Islander | 65 Knots | 49'-0" | 6,600 pounds |
| Piper Navajo Chieftain | 100 Knots | 40'-8" | 6,200 pounds |

The critical aircraft for Ouzinkie include both A-II and the B-I design groups. To accommodate both design groups, a composite Airport Reference Code of B-II will be used to determine the design criteria for airport features.

Using FAA Advisory Circular (AC) 150/5325-4 for ARC B-II aircraft and factoring in local conditions, the facilities at Ouzinkie should at least meet the following minimum dimensions:

| Comparison of Standards to Existing Facilities | | |
|--|---------------------------|----------------------|
| Component | Existing Ouzinkie Airport | B-II Standards |
| Runway | 2,085 ft x 80 ft | 3,300 ft x 75 ft |
| Runway Safety Area | 2,500 ft x 80 ft | 3,900 ft x 150 ft |
| Runway Surface | Gravel | Gravel |
| Lighting | No Lights | MIRL |
| Runway Protection Zone (RPZ) | 250 x 450 x 1,000 ft | 500 x 700 x 1,000 ft |
| Taxiway | 200 ft x 50 ft | 250 ft x 35 ft |
| Apron Size | 125 ft x 300 ft | 300 ft x 300 ft |
| Service Access | Secondary Road | Secondary Road |

FAR Part 77 Analysis

Part 77 of the Federal Aviation Regulations (FAR) establishes standards for determining air navigation. Obstructions are considered existing and proposed manmade objects, objects of natural growth, and terrain. Two of Ouzinkie's primary topographical characteristics-its thick spruce forests and its rolling hills-create airspace obstructions. All alternatives-taking no action, improving the existing airport, and relocating the airport-include FAR Part 77 penetrations.

The approach surfaces to both runway 8 and runway 26 for the Relocation Alternative are 20:1 visual approaches. Ultimately, a 34:1 non-precision approach will be considered for future GPS approaches. There are no terrain penetrations to either approach slopes. However, each approach slope has timber penetrations near the ends of the runway safety area, and approach 26 has additional timber penetrations approximately 2,500 and 4,500 ft from the threshold. These timber penetrations will be more accurately identified during the design phase and selectively cleared or topped as required. Mountainous terrain penetrations exist within the transitional and horizontal surfaces of each alternative. These penetrations would remain as complete removal is impractical.

| Comparison of Standards to Existing Facilities | | | | |
|---|-----------|-----------|------------|-------------|
| Component | Base Year | Forecast | | |
| | 2000 | 0-5 Years | 6-10 Years | 11-20 Years |
| Total Operations | 3,500 | 3,923 | 4,398 | 5,526 |
| Itinerant Operations | 3,500 | 3,923 | 4,398 | 5,526 |
| Based Aircraft | 1 | 1 | 1 | 1 |
| Instrument Operations | 0 | 0 | 0 | 0 |
| Annual Operations by current Design Aircraft | 3,325 | 3,727 | 4,178 | 5,250 |
| Annual Operations by future more demanding airplane | 0 | 0 | 0 | 0 |
| Passenger Enplanements | 2,500 | 2,802 | 3,141 | 3,947 |

Development Alternatives

Two development alternatives were evaluated, 1.) Realigning the runway at the existing airport location, and 2.) Relocating the airport to a new location. The alternatives evaluation considered many factors, and analysis indicated the relocation alternative was the preferred alternative. The realignment alternative still did not meet standards for runway length, safety area and was significantly closer to the existing landfill than the relocated airport alternative. The relocation alternative has been evaluated for initial environmental consequences, operational factors, site development and maintenance costs, and will adequately accommodate the community's needs through the year 2020.

Recommended Alternative

The selected recommended alternative is the Relocation Alternative, which would be relocated approximately 1.7 miles north of town, just west of Balika Basin. The new facility would be designed and constructed in compliance with FAA design standards and AASP Community Class Airport standards. The airport would be designed based upon B-II design criteria. The runway would be 3,300 ft long and 75 ft wide, and it would include a 3,900 ft long by 150 ft wide runway safety area. The orientation of the runway would be 100/280 degrees true.

Stages of Development

The Ouzinkie Native Corporation and the City of Ouzinkie own the land under and surrounding the new Ouzinkie airport. It is anticipated that DOT&PF will acquire the property from Ouzinkie Native Corporation. As the airport relocation is a significant effort in order to create an efficient working airport, the majority of the development will take place within the first 5 years.

0-5 Years

Construction of this alternative will begin with the construction of an access road, beginning near the west end of the existing runway. With a road in place, the airport property will be cleared and penetrations to the runway object free area will be removed. Construction of the runway, runway safety area, taxiway, apron, and airport support area will then occur. Once the airport site is up to grade, aggregate surfacing will be placed on all surfaces. Constructing a maintenance building adjacent to the apron, placing aircraft tie-downs, installing wind cones, and constructing a segmented circle and Automated Weather Observation System (AWOS) will then follow. The approximate construction costs for the access road and airport are \$1,972,000 and \$12,385,000, respectively.

Future development will include the installation of Precision Approach Path Indicators (PAPIs) for both runway ends. These future navigational aids will include additional earthwork and electrical connections to complete the development. Installation of navigational aids is not in the FAA's 10 Year plan. Therefore, the airport would remain in the visual approach category for the first development Phase.

5-20 Years

The airport facility as initially constructed should accommodate the forecast demand for the 20 year planning period. Ultimately, as Global Positioning System (GPS) navigation becomes available and FAA approves the technology, a non-precision approach would be recommended for Ouzinkie assuming FAA has supporting IFR route structures in place to support the approach.

Coordination

The existing airport will be closed when the new airport is operational.

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| | | | STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION - AVIATION | Date Drawn: 06/23/06 Designer: <i>AW</i> Drawn by: <i>AW</i> Checked by: <i>DAN</i> | OUZINKIE AIRPORT AIRPORT LAYOUT PLAN NARRATIVE REPORT | SHEET 7 OF 7 |
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| BY | DATE | REVISIONS | | | | |