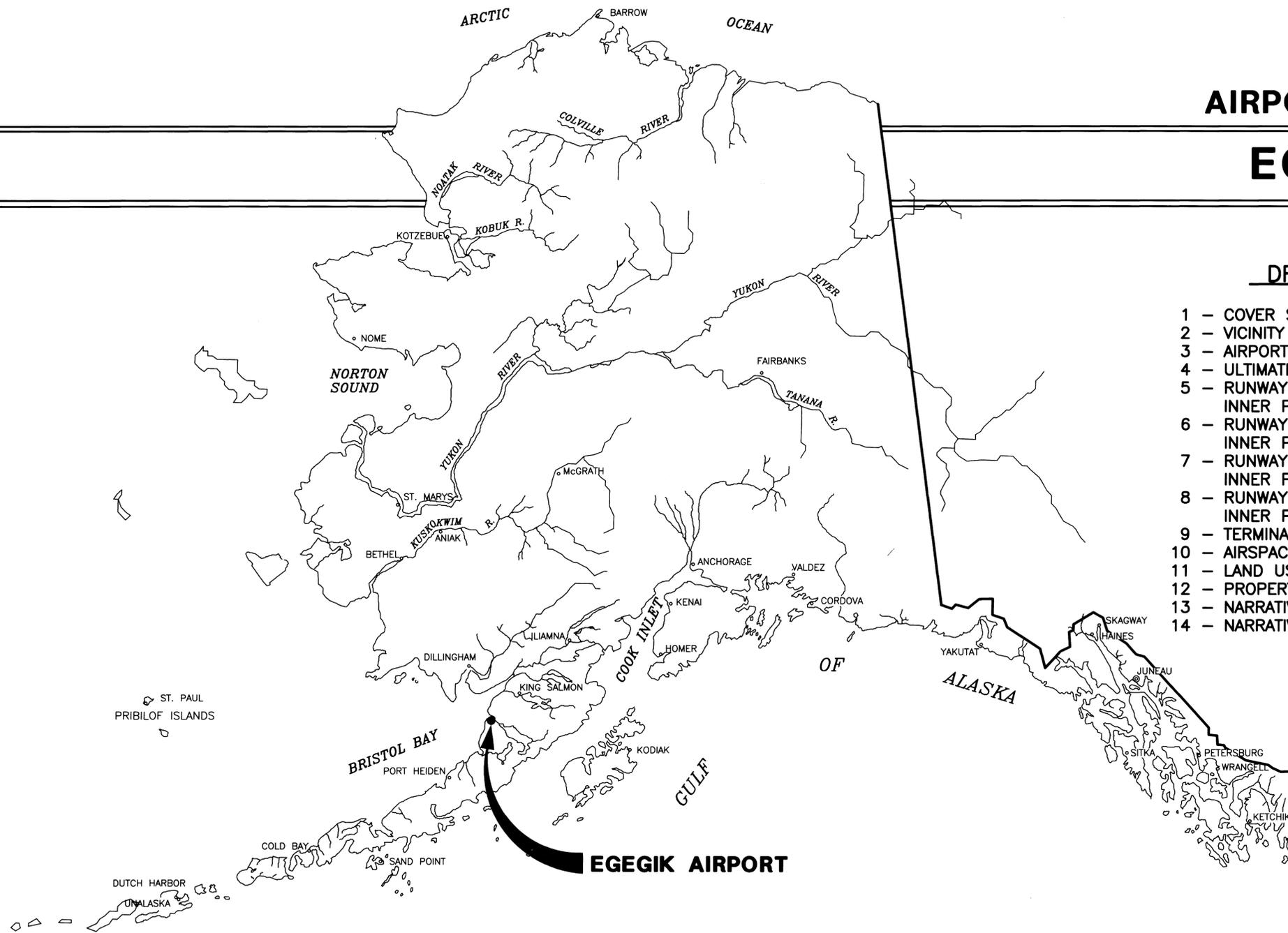
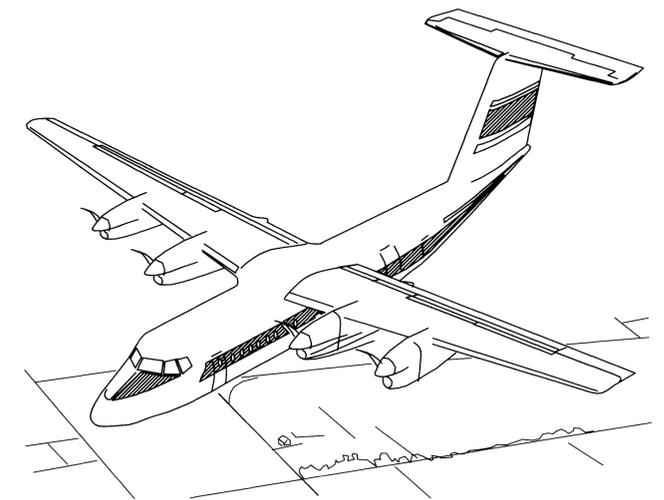


AIRPORT LAYOUT PLAN FOR EGEGIK AIRPORT

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EGEGIK AIRPORT

project:99\951110\ALP Update (2002)\9110aip01_1=40_01/16/03 at 10:31 by oep VIEW: ALP01_F_D0755, ALP01_F_D1055, ALP01_H_L5000 XREF: 9110BD01

Egegik Airport 5-13-03
cover sheet & index 1/14

DESIGN	DES
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CITY OF EGEGIK

APPROVED *Wayne Boedecker* DATE 3/3/03
 WAYNE BOEDECKER, P.E. PROJECT MANAGER

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL

BY: *[Signature]*
 FAA, AIRPORTS DIVISION
 ALASKAN REGION, AAL-601

DATE: 5/13/03

F.A.A. AIRSPACE REVIEW NUMBER: 99-AAL-238-NRA

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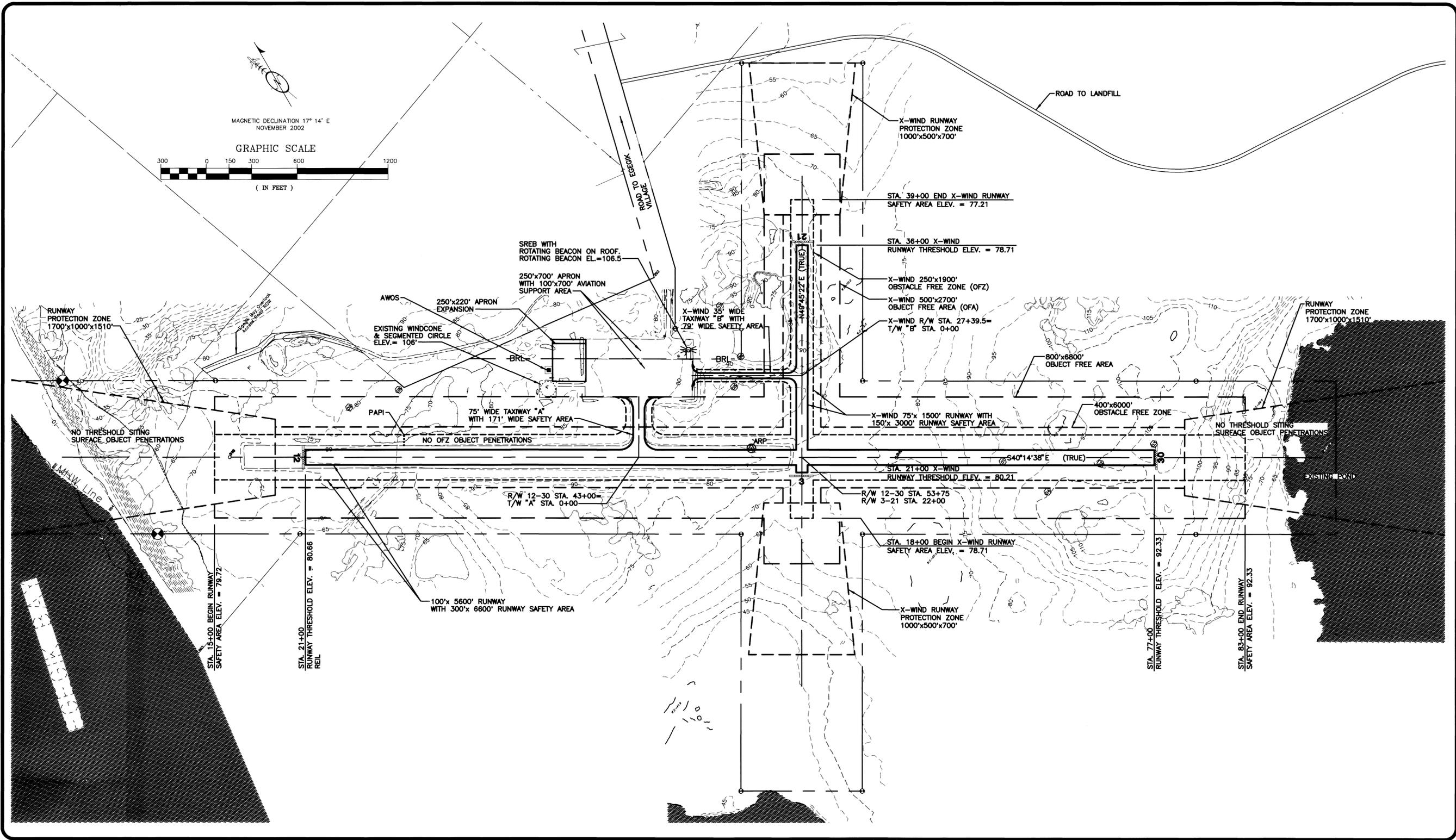
EGEGIK AIRPORT RUNWAY EXTENSION
 AND IMPROVEMENT
 AIP 3-02-0422-0299

**COVER SHEET
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EGEGIK AIP 5-13-03
 Airport Layout Plan 3/14

project:99\951110\ALP Update (2002)\9110aip03, 1=300, 01/16/03 at 10:40 by oep VIEW: ALP03_F_D0755, ALP03_F_D1055, ALP03_H_L5000 XREF: 9110B001, 9110MA01



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BY: *[Signature]*
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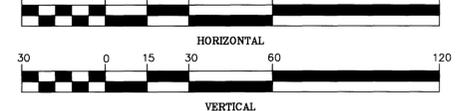
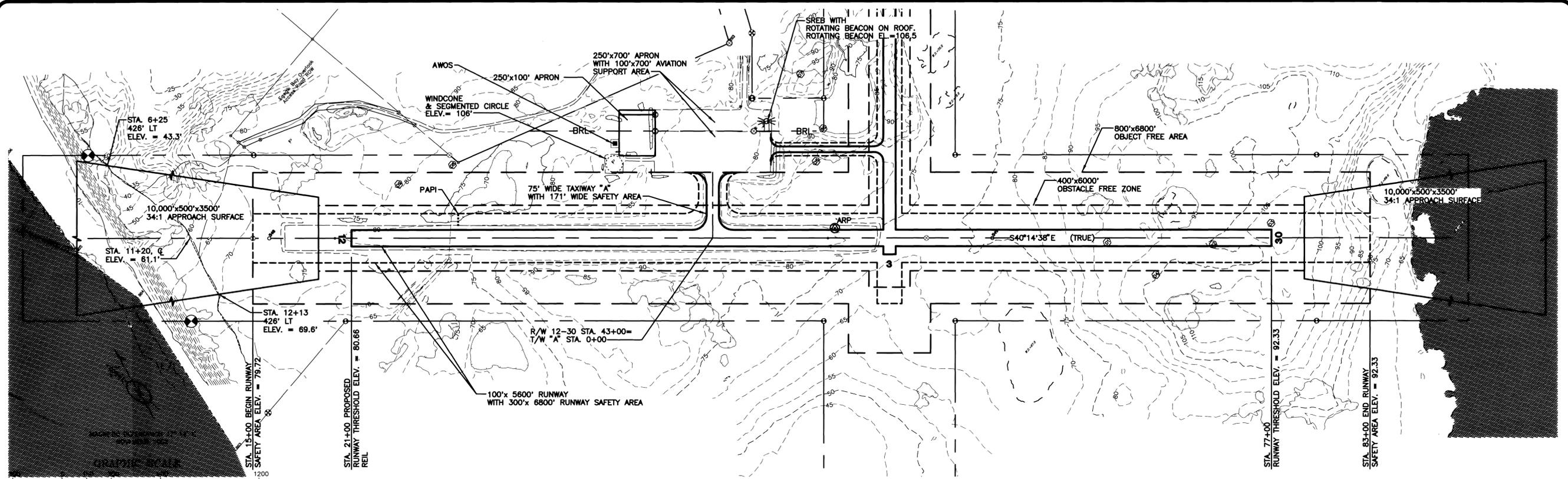
EGEGIK AIRPORT RUNWAY EXTENSION
 AND IMPROVEMENT
 AIP 3-02-0422-0299

**AIRPORT LAYOUT
 PLAN**

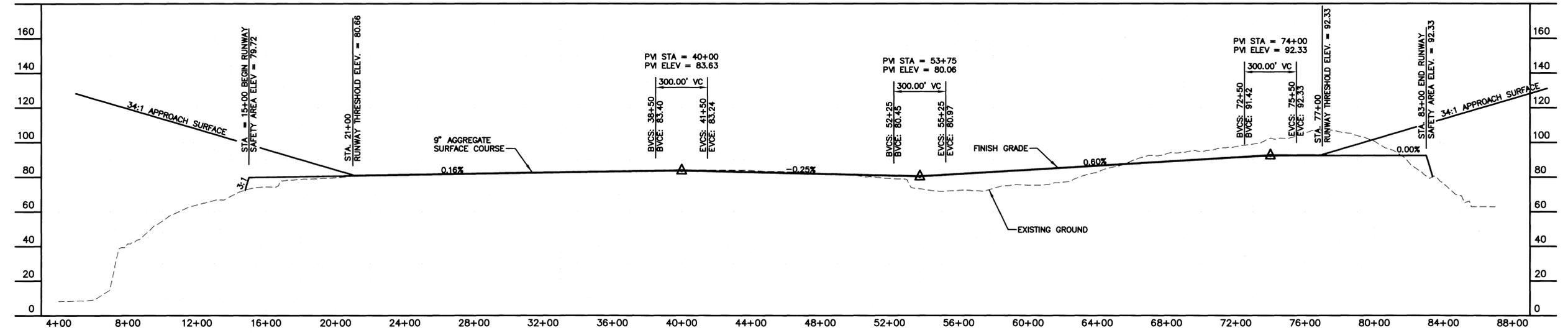
SHEET
 3 OF 14

EGEGIK ALP 5-13-03
 Runway 12-30 Plan & Profile
 5/14

project:99\951110\ALP Update (2002)\9110aip05_1=300_01/16/03 at 10:48 by oep VIEW: ALP05_F_D0755, ALP05_F_D1055, ALP05_H_L5000 XREF: 9110BD01, 9110MA01



RUNWAY 12-30 PLAN



RUNWAY 12-30 PROFILE

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CITY OF EGEGIK
 APPROVED
Wayne Boedecker
 WAYNE BOEDECKER, P.E. PROJECT MANAGER
 DATE 3/3/03

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
 BY: *[Signature]*
 FAA, AIRPORTS DIVISION
 ALASKAN REGION, AAL-601
 DATE: 5/13/03
 F.A.A. AIRSPACE REVIEW NUMBER: 99-AAL-238-NRA

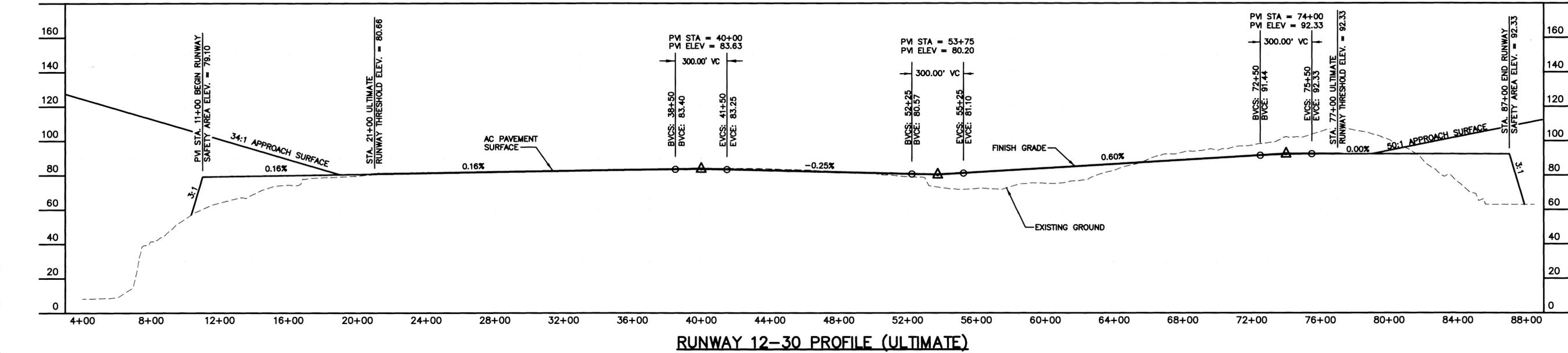
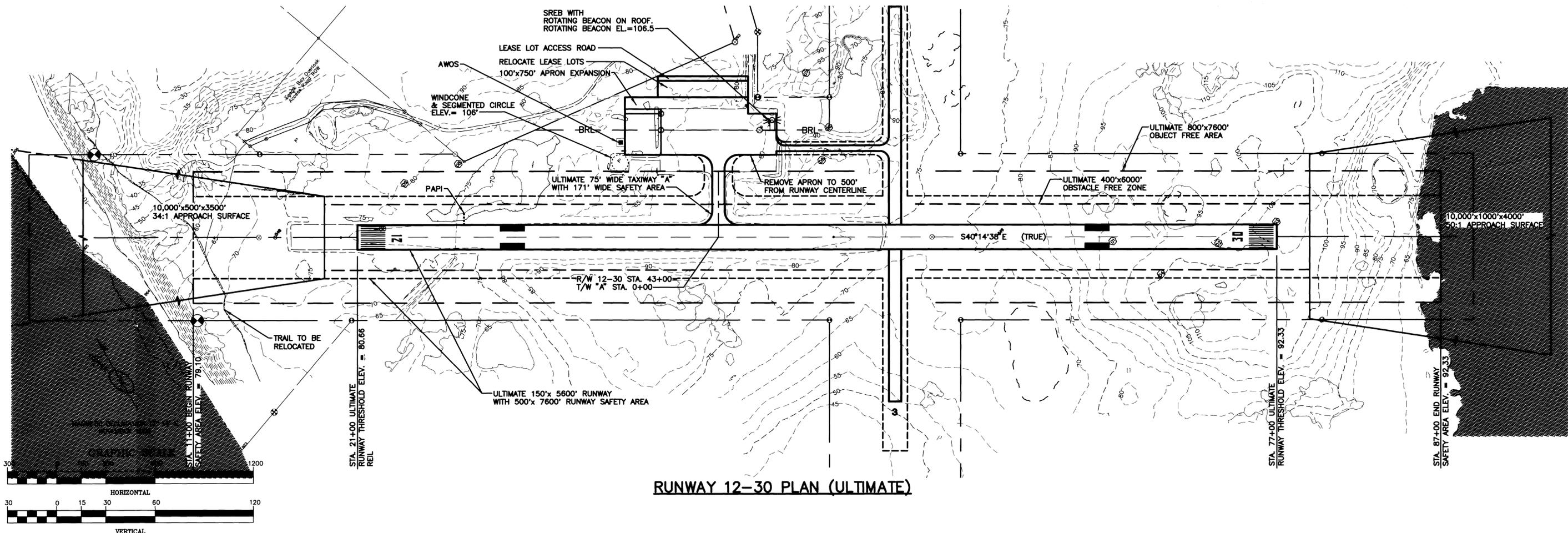
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EGEGIK AIRPORT RUNWAY EXTENSION AND IMPROVEMENT
 AIP 3-02-0422-0299
RUNWAY 12-30 PLAN & PROFILE AND INNER PORTION OF APPROACH SURFACE

SHEET
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Egegik ALP 5-13-03 9/4
 Run 12-30 Ultimate Plan & Profile

project:99\951110\ALP Update (2002)\9110alp06_1=300, 01/16/03 at 10:51 by oep VIEW: ALP06_F_D0755, ALP06_F_D1055, ALP06_H_L500 XREF: 9110B001, 9110MA01



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CITY OF EGEGIK

APPROVED: *Wayne Boedecker* DATE: 5/18/03
 WAYNE BOEDECKER, P.E. PROJECT MANAGER

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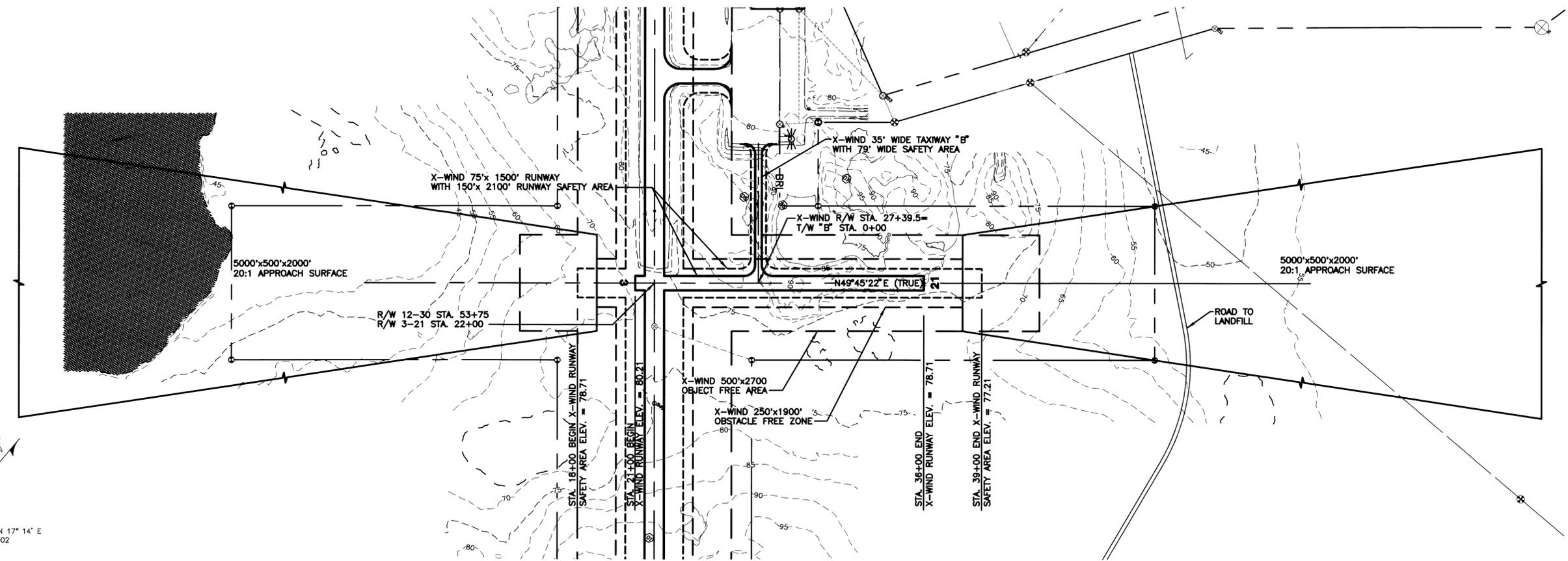
EGEGIK AIRPORT RUNWAY EXTENSION AND IMPROVEMENT
 AIP 3-02-0422-0299

RUNWAY 12-30 PLAN & PROFILE AND INNER PORTION OF APPROACH SURFACE (ULTIMATE)

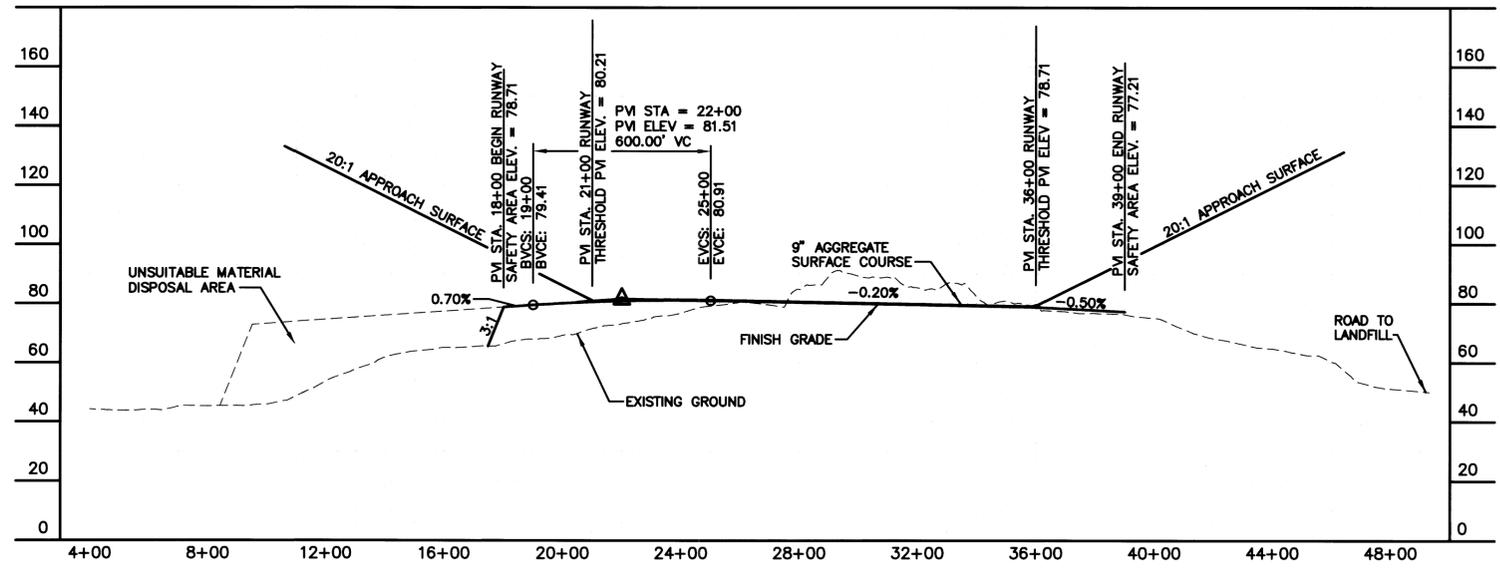
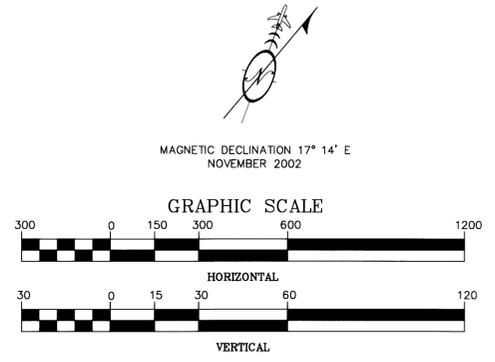
SHEET 6 OF 14

EGEGIK
 ALP 5-13-03
 Plan & Profile/Inner Approach

project:99\951110\ALP Update (2002)\9110alp07, 1=300, 01/16/03 at 10:53 by oep VIEW: ALP07_F_D0755, ALP07_F_D1055, ALP07_H_L5000 XREF: 9110BD01, 9110MA01



RUNWAY 3-21 PLAN



RUNWAY 3-21 PROFILE

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CITY OF EGEGIK

APPROVED: *Wayne Boedecker*
 WAYNE BOEDECKER, P.E. PROJECT MANAGER

DATE: 5/13/03

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL

BY: *Paul...*
 FAA, AIRPORTS DIVISION
 ALASKAN REGION, AAL-601

DATE: 5/13/03

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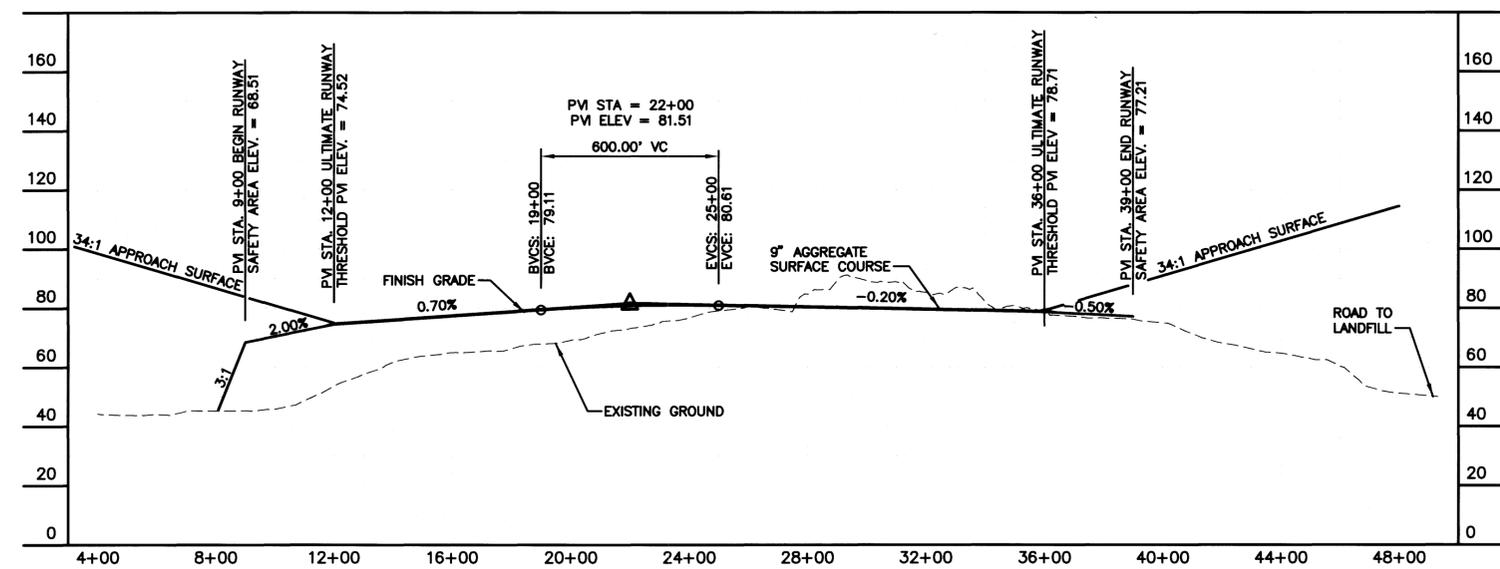
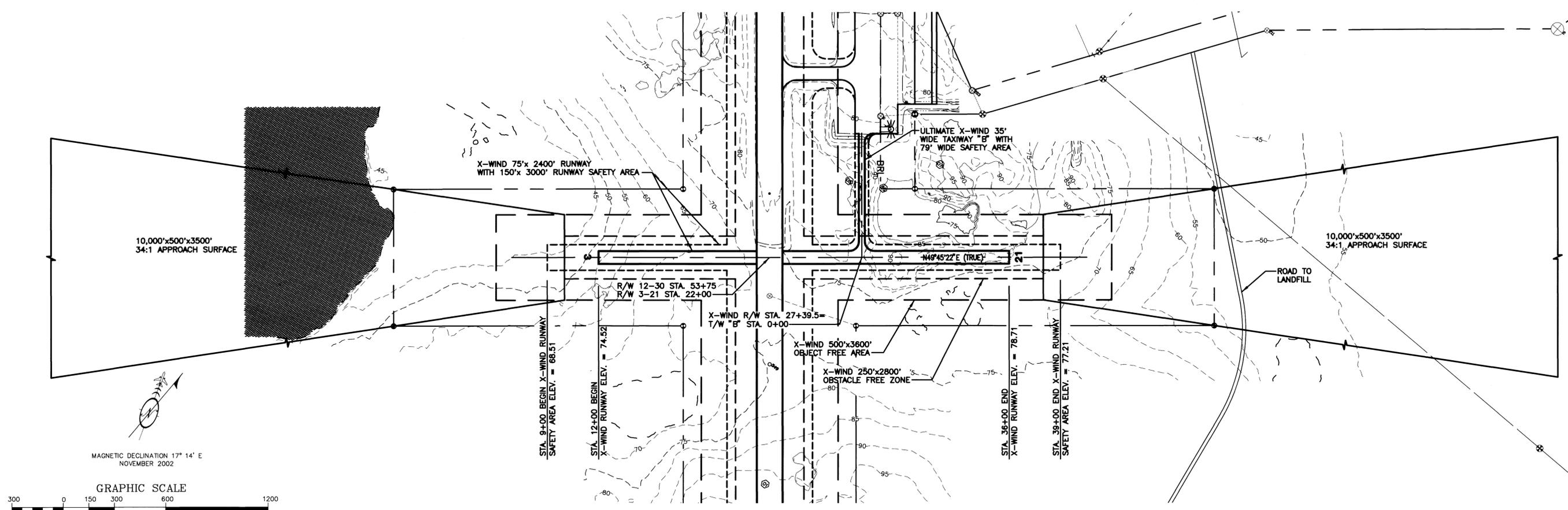
EGEGIK AIRPORT RUNWAY EXTENSION AND IMPROVEMENT
 AIP 3-02-0422-0299

RUNWAY 3-21 PLAN & PROFILE AND INNER PORTION OF APPROACH SURFACE

SHEET 7 OF 14

8/14
 Egegik ALP 5-13-03
 RW 3-21 Ultimate Plan & Profile

Project: 99\951110\ALP Update (2002)\9110alp08, 1=300, 01/16/03 at 10:57 by oep VIEW: ALP08_F_D0755, ALP08_F_D1055, ALP08_H_L5000 XREF: 9110BDD01, 9110MA01



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BY	DATE	REVISIONS
	11/02	ALP UPDATE

CITY OF EGEGIK

APPROVED
Wayne Boedecker
 WAYNE BOEDECKER, P.E. PROJECT MANAGER

DATE 5/13/03

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL

BY: *[Signature]*
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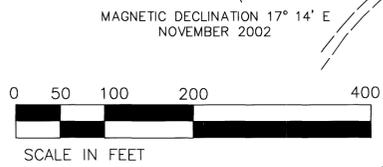
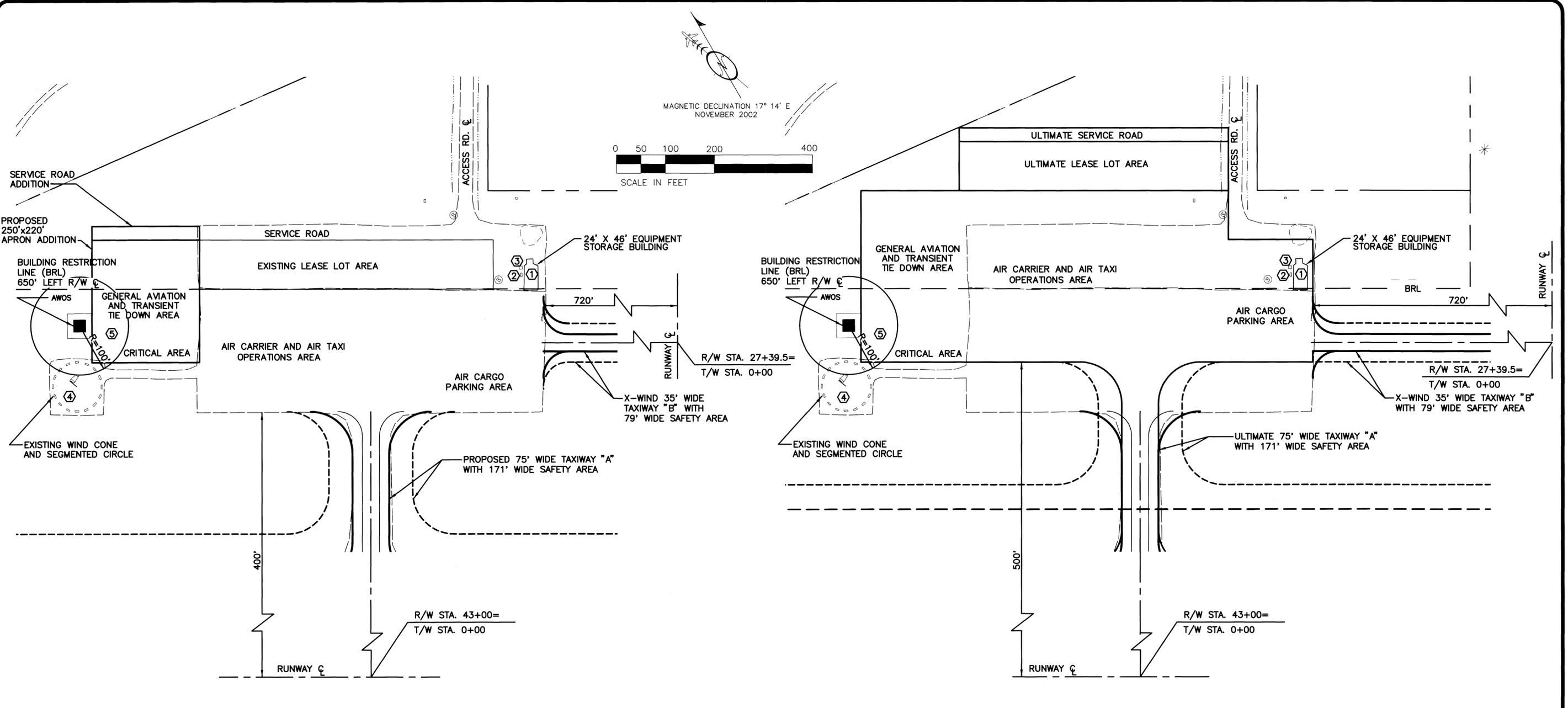
EGEGIK AIRPORT RUNWAY EXTENSION AND IMPROVEMENT
 AIP 3-02-0422-0299

RUNWAY 3-21 PLAN & PROFILE AND INNER PORTION OF APPROACH SURFACE (ULTIMATE)

SHEET 8 OF 14

project:99\951110\ALP Update (2002)\9110ap09_1=100, 01/16/03 at 11:01 by oep VIEW: ALP09_F_D0755, ALP09_F_D1055, ALP09_H_L5000 XREF: 9110BD01, 9110MA01

Egegik ALP 5-13-03 Terminal Area Plan 9/14



EXISTING

ULTIMATE

BUILDINGS / FACILITIES				
EXISTING	FUTURE	DESCRIPTION	OBSTRUCTION MARKING	ELEVATION
No. 1		DOT EQUIPMENT STORAGE BUILDING	ROTATING BEACON	107
No. 2		ELECTRICAL VAULT	NONE	88
No. 3		FUEL TANK (500 GALLON)	NONE	88
No. 4		WIND CONE	NONE	94
No. 5		AWOS	NONE	103

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11/02	ALP UPDATE	
BY	DATE	REVISIONS

CITY OF EGEKIK

APPROVED *Wayne Boedecker* DATE 3/3/03
 WAYNE BOEDECKER, P.E. PROJECT MANAGER

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL

BY: *BAKEL*
 FAA, AIRPORTS DIVISION
 ALASKAN REGION, AAL-601

DATE: 5/13/03

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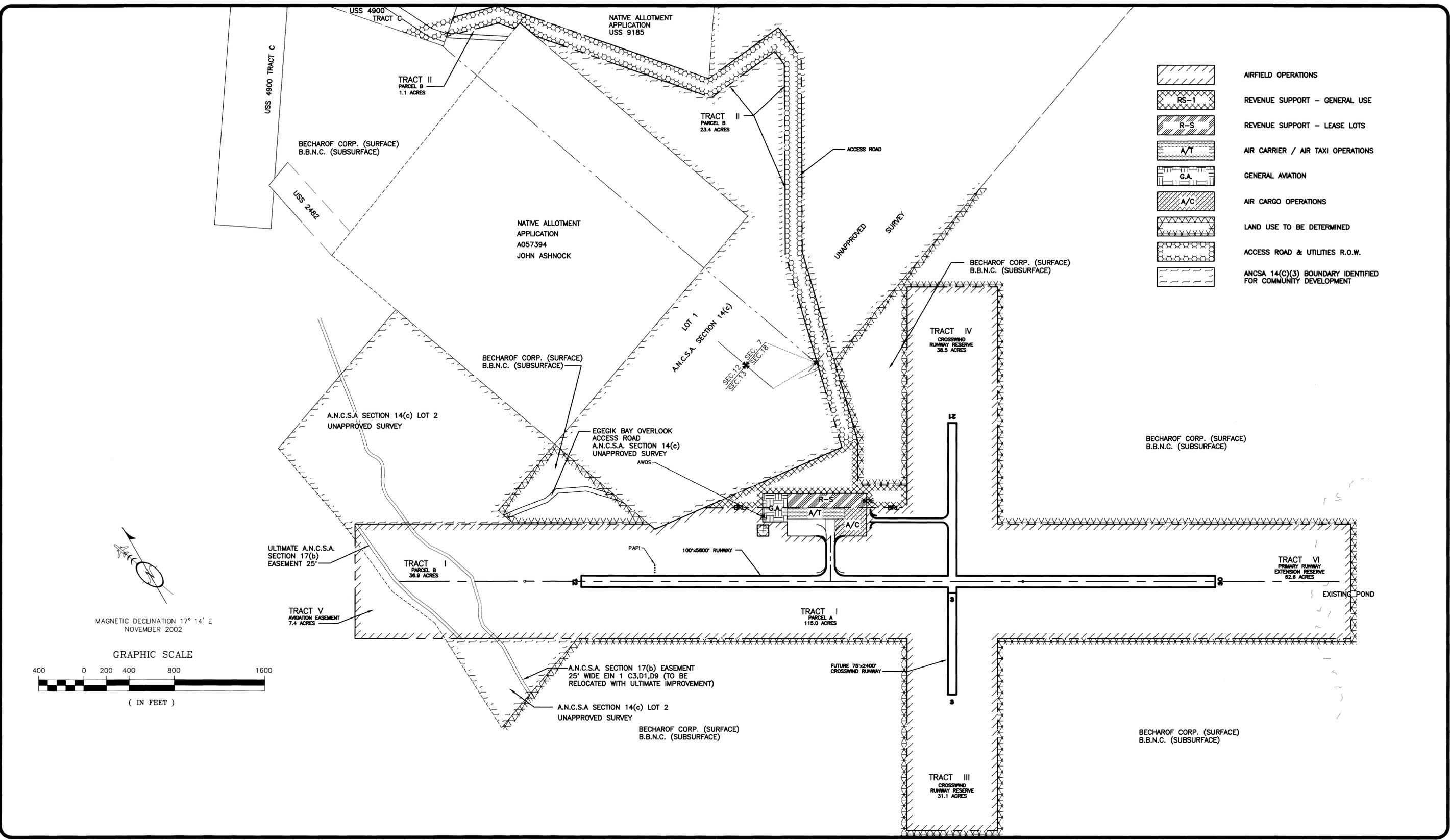
EGEKIK AIRPORT RUNWAY EXTENSION
 AND IMPROVEMENT
 AIP 3-02-0422-0299

**TERMINAL AREA PLAN
 (EXISTING & ULTIMATE)**

SHEET 9 OF 14

Egegik AP 5-13-03
 Land Use Plan 11/14

project:99\951110\ALP Update (2002)\9110ap11_1=300_01/16/03 at 11:23 by oep VIEW: ALP11_F_D0755, ALP11_F_D1055, ALP11_H_L5000 XREF: 9110BD01, 9110MA01



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CITY OF EGEGIK

APPROVED *Wayne Boedecker* DATE 5/3/03
 WAYNE BOEDECKER, P.E. PROJECT MANAGER

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL

BY: *B.A.A.*
 FAA, AIRPORTS DIVISION
 ALASKAN REGION, AAL-601

DATE: 5/16/03

F.A.A. AIRSPACE REVIEW NUMBER: 99-AAL-238-NRA

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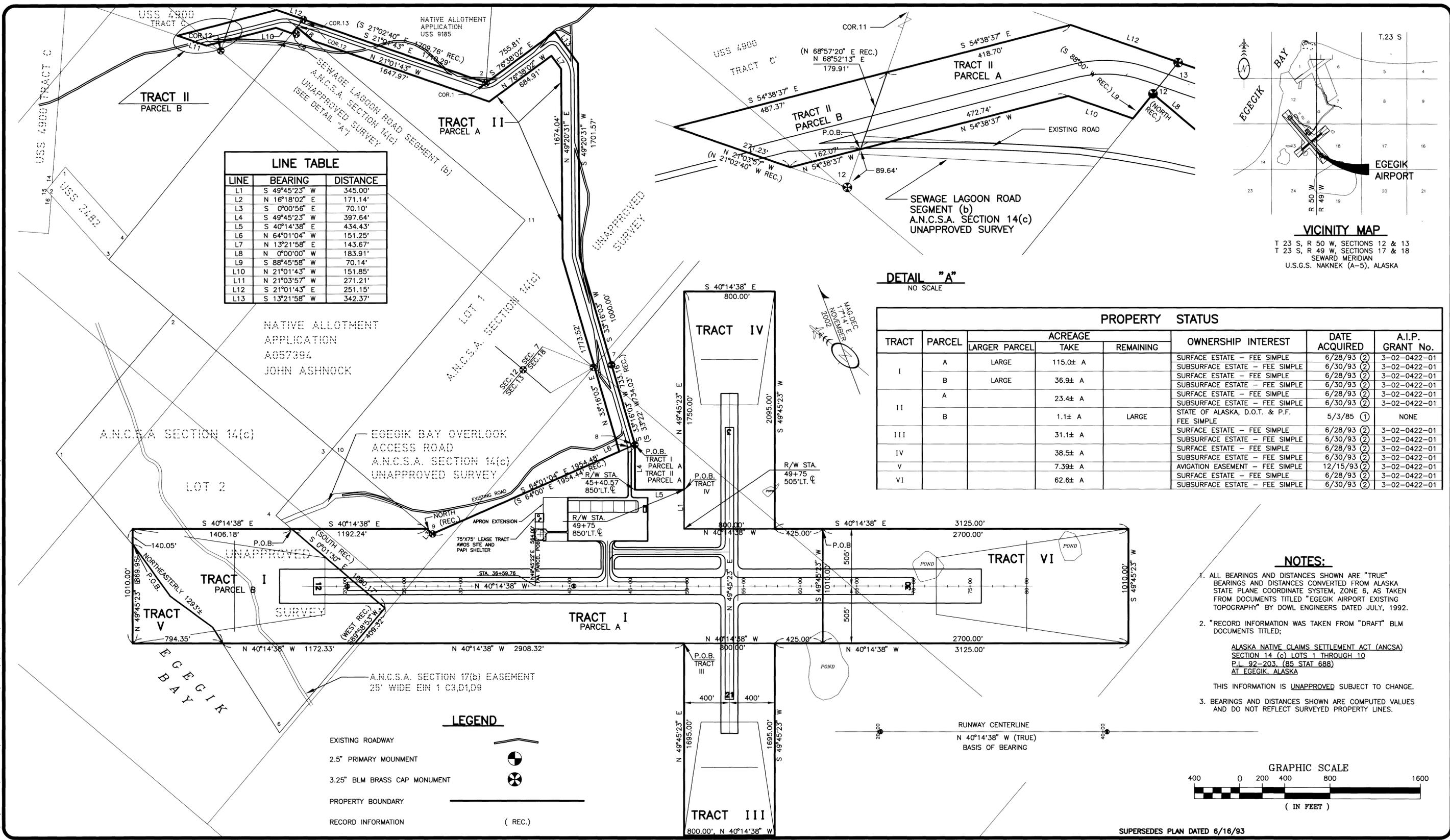
EGEGIK AIRPORT RUNWAY EXTENSION
 AND IMPROVEMENT
 AIP 3-02-0422-0299

LAND USE PLAN

SHEET
 11
 OF
 14

project:99\951110\ALP Update (2002)\9110alp12.1=200, 02/13/03 at 15:11 by cje VIEW: ALP12_F_D0755, ALP12_F_D1055, ALP12_H_L5000 XREF: 9110B001

Egegik Property Plan 5-13-03



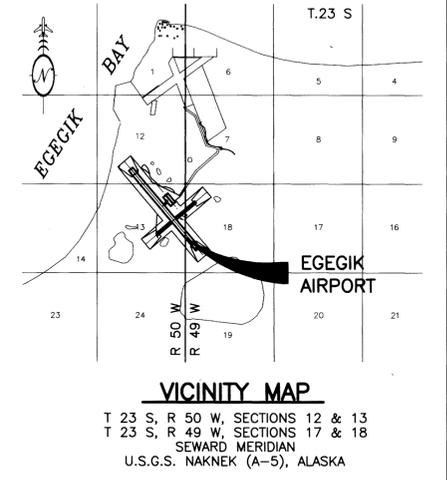
LINE TABLE

LINE	BEARING	DISTANCE
L1	S 49°45'23" W	345.00'
L2	N 16°18'02" E	171.14'
L3	S 0°00'56" E	70.10'
L4	S 49°45'23" W	397.64'
L5	S 40°14'38" E	434.43'
L6	N 64°01'04" W	151.25'
L7	N 13°21'58" E	143.67'
L8	N 0°00'00" W	183.91'
L9	S 88°45'58" W	70.14'
L10	N 21°01'43" W	151.85'
L11	N 21°03'57" W	271.21'
L12	S 21°01'43" E	251.15'
L13	S 13°21'58" W	342.37'

DETAIL "A"
NO SCALE

PROPERTY STATUS

TRACT	PARCEL	ACREAGE			OWNERSHIP INTEREST	DATE ACQUIRED	A.I.P. GRANT No.
		LARGER PARCEL	TAKE	REMAINING			
I	A	LARGE	115.0± A		SURFACE ESTATE - FEE SIMPLE	6/28/93 (2)	3-02-0422-01
	B	LARGE	36.9± A		SUBSURFACE ESTATE - FEE SIMPLE	6/30/93 (2)	3-02-0422-01
II	A		23.4± A		SURFACE ESTATE - FEE SIMPLE	6/28/93 (2)	3-02-0422-01
	B		1.1± A	LARGE	SUBSURFACE ESTATE - FEE SIMPLE	6/30/93 (2)	3-02-0422-01
III			31.1± A		STATE OF ALASKA, D.O.T. & P.F. FEE SIMPLE	5/3/85 (1)	NONE
IV			38.5± A		SURFACE ESTATE - FEE SIMPLE	6/28/93 (2)	3-02-0422-01
V			7.39± A		SUBSURFACE ESTATE - FEE SIMPLE	6/30/93 (2)	3-02-0422-01
VI			62.6± A		AVIGATION EASEMENT - FEE SIMPLE	12/15/93 (2)	3-02-0422-01
					SURFACE ESTATE - FEE SIMPLE	6/28/93 (2)	3-02-0422-01
					SUBSURFACE ESTATE - FEE SIMPLE	6/30/93 (2)	3-02-0422-01



NOTES:

- ALL BEARINGS AND DISTANCES SHOWN ARE "TRUE" BEARINGS AND DISTANCES CONVERTED FROM ALASKA STATE PLANE COORDINATE SYSTEM, ZONE 6, AS TAKEN FROM DOCUMENTS TITLED "EGEGIK AIRPORT EXISTING TOPOGRAPHY" BY DOWL ENGINEERS DATED JULY, 1992.
- "RECORD INFORMATION WAS TAKEN FROM "DRAFT" BLM DOCUMENTS TITLED:
ALASKA NATIVE CLAIMS SETTLEMENT ACT (ANCSA) SECTION 14 (c) LOTS 1 THROUGH 10 P.L. 92-203, (85 STAT 688) AT EGEGIK, ALASKA
THIS INFORMATION IS UNAPPROVED SUBJECT TO CHANGE.
- BEARINGS AND DISTANCES SHOWN ARE COMPUTED VALUES AND DO NOT REFLECT SURVEYED PROPERTY LINES.

GRAPHIC SCALE
400 0 200 400 800 1600
(IN FEET)

SUPERSEDES PLAN DATED 6/16/93

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BY	DATE	REVISIONS
	11/02	ALP UPDATE

CITY OF EGEGIK

APPROVED *Wayne Boedecker* DATE *3/3/03*
WAYNE BOEDECKER, P.E. PROJECT MANAGER

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL

BY: *B.A.H.*
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-601

DATE: *5/18/03*

F.A.A. AIRSPACE REVIEW NUMBER: 99-AAL-238-NRA

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EGEGIK AIRPORT RUNWAY EXTENSION AND IMPROVEMENT
AIP 3-02-0422-0299
**AIRPORT LAYOUT PLAN
PROPERTY PLAN
(SHEET 1 OF 1)**

SHEET **12** OF **14**

PURPOSE

This narrative report is included with the Airport Layout Plan for Egegik, Alaska in accordance with Federal Aviation Administration (FAA) Advisory Circular 150/5300-13, Appendix 7, Airport Design. The reasoning behind the development features of the airport, and pertinent information supporting the development plan are presented in this report.

INTRODUCTION

The City of Egegik is located on the northwest coast of the Alaska Peninsula, at the mouth of the Egegik River that flows west into Egegik Bay and Bristol Bay from Lake Becharof, the second largest lake in Alaska. The City is located on both the north and south sides of the Egegik River, with the more densely populated area and the City Airport, being on the south side. The City, one of 17 Communities in the Lake and Peninsula Borough, is situated some 326 miles southwest of Anchorage and 39 miles south of King Salmon. Egegik's geographical location is approximately 58° 12' 55" N, 157° 22' 28" W. The City's population is 126 permanent residents, of whom 80% or more are Alaska Native persons. The population swells during the summer sockeye salmon commercial fishery season to between 3,500-4,000 seasonal workers. The current Egegik Airport was constructed, in 1994, and was conveyed by the Alaska Department of Transportation and Public Facilities to the City, together with all Airport expansion land and the Airport access road, in November 1997. The City has owned and operated the Airport, two miles south of the community center, since the time of that conveyance date.

Originally, the Egegik Bay site was a traditional, summer fishing campsite for the Alaska Native people who lived in the Lake Becharof/Egegik River region. Following the establishment in the late 19th century of a fish processing plant on the River's south side Egegik River/Bay bluff nexus, there eventually developed a more permanent community. In April 1995, Egegik was incorporated as a second-class City within Alaska, having a land area of 30.4 square miles and a water area of 104.6 square miles; the latter including the entirety of the lucrative Egegik Commercial Fishery District. Perennially, the entire Egegik Fishery District and River System has been one of the largest, wild sockeye salmon production and harvesting river systems in the world.

The Bristol Bay sockeye salmon fish processing industry is being forced to change because of less expensive, farmed salmon hatchery operations being developed in other countries. For the Egegik fishery industry and the Egegik economy to survive, archaic barging and stock-piling of canned sockeye salmon from Egegik must become a secondary industry marketing mechanism. In its place, the exporting from the Egegik Airport, through use of larger air cargo planes, of fresh, fresh frozen and value added fish products directly to air cargo transportation hubs where, in turn, this seafood immediately can be transported to domestic U.S. and North Pacific Rim nation markets, must become the primary and dominant fish processing marketing operation. Value added products could include, fish fillets, smoked fish fillets and processed salmon patties. The local Alaska Native Village Corporation, Becharof Corporation in conjunction with the Egegik Tribal Governing Body has planned a fish freezer storage plant, and a fish value added products plant contingent on airport improvements. In order to spur this development, in 1995 a Public Dock was constructed on Egegik's south side at a total cost of \$2,300,000. Now, with the Egegik Tribal Governing Body, in 2000, constructing a new road connecting the Public Dock and the Airport, only the extension of the Airport runway from 3,000' to 5,600' needs to be completed in order for this change in seafood marketing operations to become reality.

Egegik is accessible only by air and water. Surrounded on three sides by extensive wetlands, there are no roads connecting Egegik to other communities. Barge service is provided from Seattle and Anchorage, through Naknek, 40 miles north of Egegik, approximately five times in the summer months. The last cargo barge arrives in late August or early September, while the final fuel delivery barge usually arrives in late September. Ordinarily, barge service is not available eight months of the year. The barge situation deteriorated at the close of 1998, when one of the two major barge cargo carriers discontinued operations for Western Alaska and Bristol Bay Communities. Financially considered, barged freight to Egegik is relatively expensive due to the increased tariff and handling costs resulting from the fact all cargo must be unloaded, at Naknek, from the larger ocean barges and reloaded on medium size barges which can enter the Egegik River.

Due to the existing Airport runway size, air cargo delivery is costly and limited to smaller aircraft, the largest of which is Peninsula Airways' Cessna Caravan. Significant additional costs are incurred because vendors must fabricate materials and supplies in order that such materials can fit into the Caravan.

The City's money economy solely is based on commercial fishing and fish processing. Five fish processing plants are on the City's north side, with two fish processors, one having a cannery, on the south side. Some 30 floating processors and an innumerable number of tenders participate in the Egegik fishery. The Egegik Fishery District harvest averages 10.5 million sockeye salmon yearly, with an average weight of 5.3 pounds per sockeye totaling approximately 55 million pounds. During a typical season over 5.5 million pounds of salmon cross the Egegik public dock, with the remaining harvest crossing private docks or being delivered by tenders to floating processors.

Currently, nearly all the Egegik fish product is either frozen or canned for barging and storage. The Egegik fishery is losing the competitive edge to the farmed salmon industry companies, particularly in Chile, Norway, etc, that deliver an inferior but fresh seafood product to North Pacific Rim and domestic U.S. markets. Inasmuch as the existing 3,000' Egegik Airport cannot accommodate larger turbine engine aircraft for the hauling by air cargo of sockeye salmon and other seafood directly to urban transportation hubs and markets, Egegik Fish Processors and individual Egegik fishermen currently cannot remain competitive; one on-shore processor already having succumbed as a business after the 1998 commercial fishery season. Indeed, if the fishing industry at Egegik is to survive, on which the entire economy of Egegik is dependent, the Egegik Airport must be extended to 5,600' so that the required larger aircraft can land at Egegik and carry the fishery industry's harvested and valuable natural resources, processed as the more marketable, fresh, fresh frozen or value-added seafood products, directly to Anchorage and elsewhere.

The Egegik Tribal Governing Body and the Becharof Corporation (the local, Alaska Native Village Corporation established under ANCSA) intend to construct and operate, respectively, a small fish processing plant and freezer storage plant, so that Egegik fishermen might be able to form their own Fisheries Cooperative that would sell fresh, fresh frozen and value added sockeye and other seafood products directly to the U.S. domestic market, particularly to new, Native American business operations. The City, by Resolution, has committed \$400,000 in investment savings, generated from its 1% Raw Fish Sales/Use Tax revenues, as a local cash match to FAA-AIP funds being awarded for this project.

AIRPORT USAGE AND FORECASTS

Passenger

In 1999 Egegik Airport was served by two air taxi operators (Peninsula Airways and Yute Air), with scheduled service 3 to 5 times daily in winter, and 4 to 6 times daily in summer. During one week long peak periods at the beginning and ending of the summer fishing season, up to 20 unscheduled charter operations daily occur.

Following is a summary of aircraft operations at Egegik Airport with a forecast of operations over the next twenty year period. The low projection is based on no growth, the medium projection is based on steady growth in population and fisheries activity at a rate of 0.6%, and the high projection is based on a 1.2% combined population and fisheries growth rate.

Egegik Airport - Forecasted Aviation Operations

Year	Low	Medium	High
1999		3,700	
2004	3,700	3,813	3,928
2009	3,700	3,929	4,169
2014	3,700	4,049	4,426
2019	3,700	4,172	4,698

Following are enplanements reported by air carriers for the 5 year period ending in 1998.

Egegik Airport - Passenger Enplanements

Year	Enplanements
1994	2,307
1995	2,647
1996	1,925
1997	1,972
1998	1,755

Recorded enplanements indicate a steady decrease; however, the actual number of enplanements likely is considerably higher due to non-reporting. Based on local reports, air taxi takeoffs average 2 to 3 passengers departing Egegik, therefore, actual enplanements are on the order of 10,000 annually. Lower enplanements reported for 1997 and 1998 are attributable to the financial hardships suffered by Egegik residents because of the lower than average, District, commercial fishery harvests for those years.

Based Aircraft

Reportedly, there are two resident owned, based aircraft at the Egegik Airport, and approximately twenty transient aircraft based at Egegik during the summer fishing season. An increase in aircraft based at the Egegik Airport over the next twenty years is anticipated.

Air Cargo

No current landed weight figures are available for air cargo at Egegik Airport. Estimated yearly cargo weight, based on scheduled service and responses from air carriers and fish processors indicate that approximately 150 tons of freight are flown in to Egegik yearly. Due to limited runway width and length, freight service and air taxi bypass mail is performed through use of small aircraft such as the Cessna Caravan. The City estimates that within three years of runway construction, more than 500 tons of fresh fish product would be transported by air from Egegik, with annual increases thereafter.

Following is a summary of air cargo weight enplaned and deplaned at Egegik Airport, with a forecast of increases over the next twenty year period. The low projection is based on no airport improvements, and increases in air freight due to population increases only. The medium projection is based on the anticipated immediate large increase in air freight of fish product once runway improvements are completed, with a steady increase in air freight thereafter. The high forecast is based on sustaining the fresh fish market supplied by the Copper River sockeye salmon fishery, as the Egegik Fishery peak closely follows the Copper River Fishery peak. Approximately 1,000 tons of Copper River sockeye salmon is air freighted from Cordova Airport annually. The high projection is based on a large immediate increase (medium forecast) in air freight of fish product, with a further increase approximating the tonnage flown from the Copper River Fishery annually (1,000 tons), and a steady increase thereafter.

Egegik Airport - Forecasted Air Transport (Tons)

Year	Low	Medium	High
1999		0.30	
2004	0.31	500.31	500.31
2009	0.32	515.53	1,000.32
2014	0.33	531.21	1,030.75
2019	0.34	547.37	1,062.11

Economic Benefits

The City of Egegik, the Native Village of Egegik, the Becharof Village Corporation, commercial permit holders, fish processors and the residents of Egegik, all would benefit economically from air transport of fresh fish from an improved runway at Egegik.

The City would benefit by increases in fish brought across the public dock with a corresponding increase in wharfage revenues. The increase in price for fresh products could result in higher Fisheries Business Tax revenues (paid by Processors) which are shared by the State, the Borough and the City.

The Quarterly Permit fee revenues at the Egegik Airport would increase, thus helping Airport to be self-subsistent. The City and its residents also would benefit because of reduced fuel oil charges and costs for public works construction. Currently there is minimal competition for fuel delivery. In many areas of Alaska, air transport of fuel is cost competitive with barge service. A runway at Egegik, capable of accommodating air transport of fuel, inasmuch as such an accommodation should tend to reduce fuel transportation costs, would benefit the City and all its residents. Likewise, once the City has a 5,600' runway, on which building construction materials can be landed on a twelve month basis, the City and private contractors can schedule, finance and construct public works projects throughout the entire year. Construction now is primarily limited to the summer-only delivery of barged materials; while the financing of projects currently is dependent on Federal and State funding cycles which often do not coincide with the summer barge delivery of materials.

With the completion of the Airport extension, commercial fishery permit holders would have increased benefits from sockeye and silver salmon, fresh fish product sales. They would receive full payment, at the time of the sale of their harvested fresh, fresh frozen and value added fish products, to the seafood retail outlets; a process that, in the case of the transporting by air cargo of fresh sockeye salmon, could occur within twelve hours. Currently, the fishermen often receive, at time of the transfer/sale of their harvested fish to the processors' tenders, less than half of the finally determined per pound price of the fish which they have harvested; with final payments sometimes not occurring until seven months later. In other words, many months usually elapse from the time the sockeye salmon now is sold to fish processors by the fishermen, to the time the barged, canned or frozen product is sold to foreign or domestic buyers and the fish processors actually pay the final harvesting price to the fishermen.

AIRPORT DESIGN STANDARDS

The determination of appropriate design standards for Egegik Airport improvements is based upon the physical characteristics of the various aircraft that are anticipated to use the airport. For the near term, passenger service is anticipated to continue with: A-I aircraft such as the Piper PA-32 Cherokee 6; A-II aircraft such as the Cessna 208 Caravan; and, light, twin B-I aircraft such as the Piper PA-31 Navajo. With an improved, 5,600' length runway, the commencing of charter passenger service during peak summer fishing months, with larger A-III aircraft such as the Douglas DC-3, and De Havilland Dash 8 could be anticipated. Air cargo commerce, including fish hauling, in the proximate future is anticipated to be conducted with: A-III aircraft such as the De Havilland DHC-4 Caribou; B-III aircraft such as the Douglas DC-6 and Curtiss C-46; and, some limited service with the D-IV Lockheed Hercules. In the long term, fish hauling and other air cargo needs are anticipated to be met with larger C-III and D-IV aircraft, as the Douglas and Curtiss series-air transport aircraft are phased out. In the near term the appropriate design standard for the primary runway is B-III; however, it would be prudent to plan for an ultimate upgrade of the primary runway to a D-IV standard. A crosswind runway to an ultimate B-II standard should also be planned. The following table summarizes recommended design standards for the Egegik Airport.

ITEM	AIRPORT DESIGN STANDARDS				
	RUNWAY 12/30			RUNWAY 3/21	
	EXISTING	PROPOSED	ULTIMATE	PROPOSED	ULTIMATE
Runway Length	3000'	5600'	5600'	1500'	2400'
Runway Width	75'	100'	150'	75'	75'
Runway Shoulder Width	10'	20'	25'	10'	10'
Runway Safety Area Width	150'	300'	500'	150'	150'
Runway Safety Area Length Beyond Runway Ends	300'	600'	1000'	300'	300'
Runway Obstacle Free Area Length Beyond Runway Ends	600'	600'	600'	600'	600'
Runway Obstacle Free Area Width	500'	800'	800'	500'	500'
Taxiway Width	35'	50'	75'	35'	35'
Taxiway Shoulder Width	15'	20'	25'	15'	15'
Taxiway Safety Area Width	79'	118'	171'	79'	79'
Taxiway Object Free Area Width	131'	186'	259'	131'	131'
Taxilane Object Free Area Width	115'	162'	225'	115'	115'
Aircraft Parking Area Setback	400'	400'	500'	400'	400'
Runway Protection Zone Length	1000'	1000'	1700'	1000'	1000'
Runway Protection Zone Inner Width	500'	500'	500'	500'	500'
Runway Protection Zone Outer Width	700'	700'	1010'	700'	700'
Building Restriction Line	600'	600'	600'	400'	400'
Approach Slope Angle	34:1	34:1	50:1	34:1	34:1

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Egegik AP 5-13-03 Narrative Report Part 1 13/14

DESIGN DES _____

DRAWN DES _____

CHECKED FDR _____

	11/02	ALP UPDATE
BY	DATE	REVISIONS

CITY OF EGEKIK

APPROVED *Wayne Boedecker* DATE *3/3/03*

WAYNE BOEDECKER, P.E. PROJECT MANAGER

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL

BY: *[Signature]*
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-601

DATE: *5/18/03*

F.A.A. AIRSPACE REVIEW NUMBER: 99-AAL-238-NRA

R&M CONSULTANTS, INC.

ENGINEERS GEOLOGISTS SURVEYORS TESTLAB
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EGEKIK AIRPORT RUNWAY EXTENSION
AND IMPROVEMENT
AIP 3-02-0422-0299

**NARRATIVE REPORT
PART 1**

SHEET **13** OF **14**

Egegik ALP 5-13-03
 Narrative Report Part 2
 M/H

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RUNWAY ORIENTATION

The current Airport Layout Plan has the existing primary runway orientated at an azimuth of 319.7561 degrees; updated wind data verifies that the current Airport Layout Plan provides the optimum wind coverage; therefore, no change in runway orientation is planned. With the December, 1999 magnetic declination of 18.183 degrees east the primary runway designation is Runway 12/30. The current Airport Layout Plan has the future, cross wind runway orientated 90 degrees from the primary runway, this crosswind runway is designated as Runway 3/21.

RUNWAY LENGTH

The 1993 Airport Layout Plan recommended an ultimate primary runway length of 5,000 feet. Air carriers indicate that the current Lockheed Hercules air cargo aircraft require a 5,600 feet runway length for direct air service to urban seafood transportation hubs and markets, without refueling or payload reductions. A 5,600 foot primary runway length is recommended, this length can be accomplished by extending the current Runway 30 west towards the Egegik Bay bluff; and Runway 12 east towards a wetlands area. As a prerequisite for the ultimate extension of the Runway 30 safety area, the City of Egegik will relocate the easement crossing City owned Airport property.

The 1993 Airport Layout Plan recommends a cross-wind runway length of 2,400 feet. Air taxi operators indicate that a 1500' cross wind runway is adequate for small aircraft which will be operating at Egegik Airport in the near term.

STAGE DEVELOPMENT

The FAA initially has been allocated 3.0 million dollars in funding for Egegik Airport in the current A.I.P. spending plan, based on the City's December, 1997, Airport Project Evaluation Criteria application. Together with the City's committed local match of \$400,000 for the project, a sum of \$3.4 million is available for near term improvements. Additional funding may be available, if required to meet the near term needs at Egegik Airport.

PHASE I PROPOSED IMPROVEMENTS

Near term improvements at Egegik Airport will consist of upgrading the existing primary Runway 12/30 from a B-II to a B-III standard, and construction of a A-I cross wind runway, designated Runway 3/21. The Runway 3/21 safety area, and runway width will be constructed to accommodate a future upgrade to a B-III standard. The improvements will include lengthening and widening the total primary runway safety area from 3,600 feet x 150 feet to 6,800 feet x 300 feet. The primary runway will be upgraded from 3,000 feet x 75 feet to 5,600 feet x 100 feet, with crushed aggregate surfacing. A new lighted 75' x 1500' cross wind runway (150' x 2100' safety area) with crushed aggregate surfacing will be constructed. Other improvements will include relocating and extending primary runway lighting, upgrading the existing taxiway, constructing a taxiway from the apron to the crosswind runway and expanding the apron. All obstacles preventing a Global Positioning Satellite, Non-Precision Instrument Approach, with a straight-in approach procedure to both ends of the runway, will be removed. The estimated cost for Phase I improvements, including planning, design, construction and construction management, is \$4.82 million.

PHASE II ULTIMATE IMPROVEMENTS

Long term, Phase II improvements include extending the cross wind Runway 3/21 from 1500' to 2400'; and also, upgrading primary Runway 12/30 from a B-III to a D-IV standard.

The estimated cost for Phase II, cross-wind runway improvements in 1999 dollars, including planning, design, construction and construction management is \$2.06 million.

The primary runway improvement would include widening the safety area from 300 feet to 500 feet; also, widening the runway from 100 feet to 150 feet. The runway would be reconstructed with a crushed aggregate base course and asphalt pavement. The runway lights would be relocated to the new runway shoulder. The apron and primary taxiway would also be paved. The estimated cost for Phase II primary runway improvements in 1999 dollars, including planning, design, construction and construction management, is \$6.68 million.

WIND COVERAGE

Wind coverage will be increased from the current 84.9% to a combined coverage of 98.8% (13 knots) with the proposed near term improvements. If a crosswind runway is not constructed wind coverage for Runway 12/30 would be 91.2% (13 knots).

TAXIWAY, APRON AND AIRCRAFT PARKING

Phase I
 The existing Group II primary taxiway will be upgraded to Group IV standards. This upgrade will involve increasing the safety area width from 79 feet to 171 feet, and increasing the crushed aggregate surfacing operating width from 35 feet to 75 feet. Existing taxiway lighting will be relocated to accommodate the new operating width. A new Group II lighted taxiway will be constructed connecting the existing apron to the new cross wind runway. A 250 foot x 220 foot apron expansion will be constructed for aircraft tie downs, in order to allow for adequate maneuvering and for a freight aircraft-loading area on the existing apron. The apron expansion will be set back 500 feet from the runway centerline, in order to meet the future D-IV runway standard.

Phase II
 Apron improvements will include: removing 100 feet of embankment to meet the 500 foot setback for a D-IV runway; expanding the apron to the north in order to replace the removed apron area; and, for relocating the lease-lot area to the north.

PROPERTY STATUS

The existing airport property will accommodate both the proposed and ultimate airport improvements. The City has initiated the process of relocating the City owned, easement that crosses the ultimate primary Runway 30 extension area. The easement, previously was identified by the Bureau of Land Management as subject to 17-b easement trail criteria; therefore, the City, in consultation with the BLM, will provide an alternate route around the Bluff end of Runway 30 and will dedicate a rerouting of the easement.

COMMUNITY INVOLVEMENT

On December 16, 1997, the Egegik City Council passed Resolution 97-19: a) requesting sufficient AIP funding for the extension to the existing runway, in order to accommodate larger air cargo aircraft for the shipment of fresh and fresh frozen fish product; and b) committing \$400,000 in City tax revenue investments for the combined Design and Construction project. This commitment was restated in the City Council's enactment, on June 16, 1998, of Ordinance 98-03, during which process two Public Hearings were conducted.

LANDFILL SEPARATION

FAA standards recommend 5,000 feet separation from landfills for piston powered aircraft, and 10,000 feet for turbine powered aircraft. A new landfill site is under construction and scheduled to be opened in June, 2000. The City is also installing a Batch Oxidation Plant which will burn solid waste prior to haul to the new landfill. The nearest point of the landfill to the Runway 30 threshold is approximately 9,800 feet. The planned operating cells at the new landfill are in excess of 10,000 feet from the Runway 30 threshold. The burning of waste prior to disposal will minimize wildlife attractants at the landfill.

ENCROACHMENTS INTO F.A.R. PART 77 SURFACES

There are no obstructions penetrating the Part 77 Imaginary Surfaces for the proposed and ultimate improvements.

DESIGN	
DRAWN	DES
CHECKED	FDR

BY	DATE	REVISIONS
	11/02	ALP UPDATE

CITY OF EGEKIK

APPROVED Wayne Boedecker DATE 3/3/03
 WAYNE BOEDECKER, P.E. PROJECT MANAGER

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL

BY: [Signature]
 FAA, AIRPORTS DIVISION
 ALASKAN REGION, AAL-601

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EGEKIK AIRPORT RUNWAY EXTENSION
 AND IMPROVEMENT
 AIP 3-02-0422-0299

NARRATIVE REPORT
PART 2

SHEET
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