AIRPORT LAYOUT PLAN
HAINES AIRPORT (HNS, PAHN)
HAINES, ALASKA

PREPARED FOR

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

SHEET INDEX

PLANNED: JRJ
DRAWN: GLB
CHECKED: TMM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION PLANNING

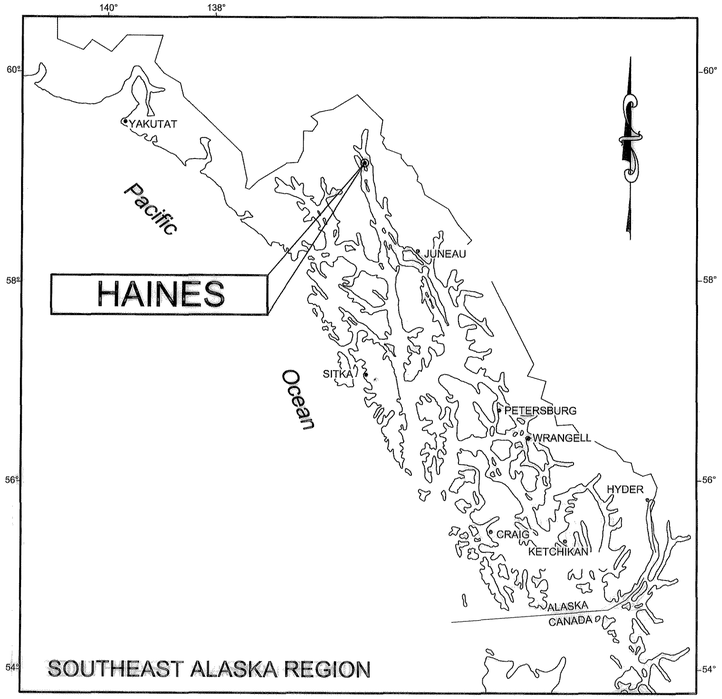
PREVIOUS REVISION DATE: N/A
APPROVED:
DATE: 5/7/04
VERNE SKAGERBERG, TRANSPORTATION PLANNER
FOR ANDY HUGHES, CHIEF OF PLANNING

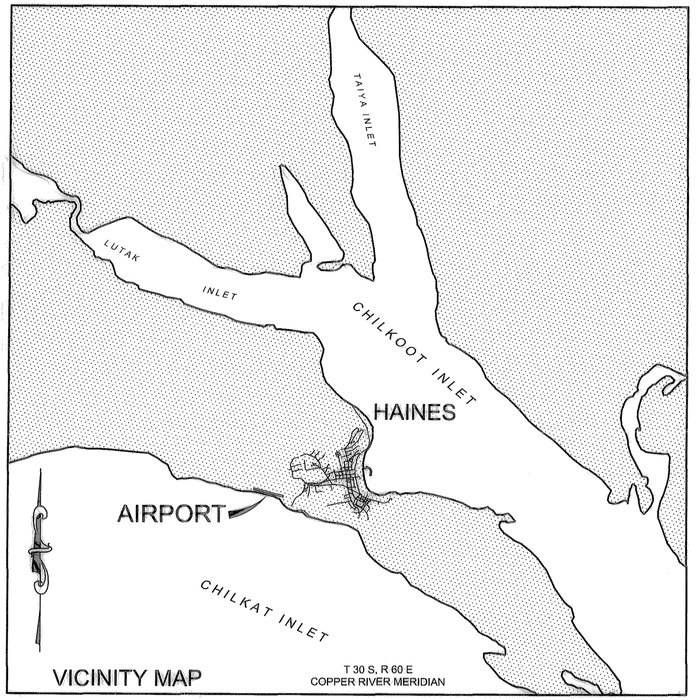
FAA AIRSPACE REVIEW NO: 04-AAL-24-NRA
FAA APPROVAL DATE: 5/21/04
BY:
FAA AIRPORT DIVISION, ALASKA REGION, AAL-600
SUBJECT TO CONDITIONS IN LETTER DATED: 3/2/04
PREVIOUS ALP FAA APPROVAL DATE: 3-25-92

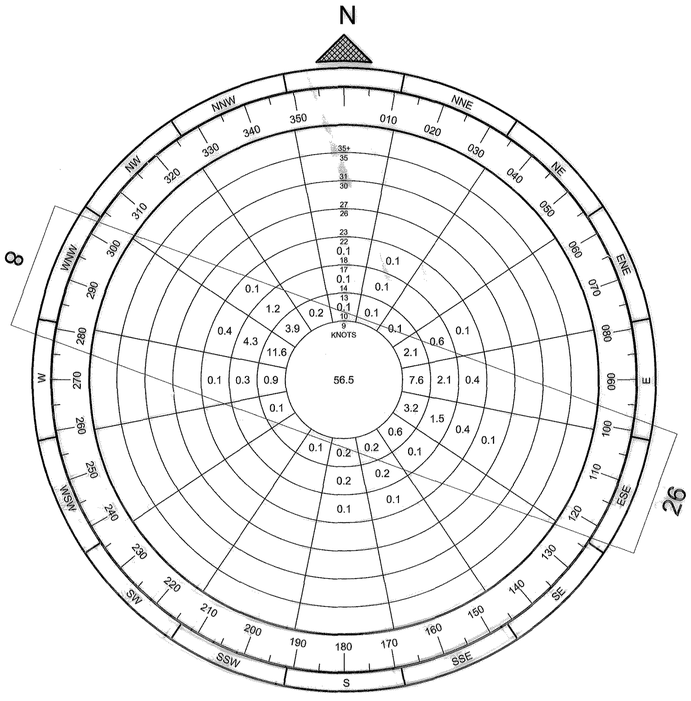
Haines Airport
Airport Layout Plan

SHEET 1 OF 12

PROJECT: P:\PROJECTS\DB804\ALP DRAWING NAME: ALPDATA-HAINES.DWG SCRIPT FILE FOR THIS SHEET: PLOTTED: MAY 04 2004 13:36:32 (GLB) DOT&PF FILE No: 230-50A







WIND DATA

WIND COVERAGE:

SPEED	R/W 8/26
10.5 KNOTS	97.06%
13 KNOTS	98.76%
16 KNOTS	99.48%
20 KNOTS	99.88%

SOURCE: U.S. DEPARTMENT OF COMMERCE, NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, WESTERN REGIONAL CLIMATE CENTER
FEBRUARY 13, 2003

PERIOD: JULY 1, 1996 - DECEMBER 31, 2002

NON-STANDARD CONDITIONS

ITEM	EXISTING	STANDARD	FUTURE
TAXIWAY OFA IN VICINITY OF HELIPAD	90'	131'	131'

BASIC DATA TABLE

RUNWAY DATA

ITEM		RUNWAY 8 / 26 EXISTING	FUTURE
EFFECTIVE GRADE		0.08%	SAME
INSTRUMENT RUNWAY		NO	NO
RUNWAY SURFACE		ASPHALT	ASPHALT
PAVEMENT STRENGTH	lbs.	S-12.5	-
APPROACH SURFACES		20:1 / 34:1	SAME
VISIBILITY MINIMUM			
RUNWAY LIGHTING		MIRL	SAME
RUNWAY MARKING		NONPRECISION	SAME
RUNWAY NAVIGATION AIDS		PAPI, REIL	SAME
AIRCRAFT APPROACH CATEGORY		B	B
AIRCRAFT DESIGN GROUP		II	II
RUNWAY SAFETY AREA DIMENSION	FT.	4600 x 150	SAME
RUNWAY DIMENSION	FT.	4000 x 100	SAME
RUNWAY OBJECT FREE AREA DIMENSION	FT.	4600 x 500	SAME
RUNWAY OBSTACLE FREE ZONE DIMENSION	FT.	4400 x 400	SAME
RUNWAY END ELEVATION	FT. MSL.	15.3 / 12.0	SAME
TOUCH DOWN ZONE ELEVATION	FT. MSL.	15.3 / 14.6	SAME
RUNWAY PROTECTION ZONE DIMENSIONS	FT.	1000 x 500 x 700	SAME
GEODETIC POSITIONS (N.A.D. 83)			
THRESHOLD - RUNWAY 8	LAT.	59°14'44.573"N	SAME
	LONG.	135°32'00.839"W	SAME
THRESHOLD - RUNWAY 26	LAT.	59°14'30.998"N	SAME
	LONG.	135°30'48.632"W	SAME

AIRPORT DATA

ITEM		EXISTING	FUTURE
AIRPORT ELEVATION	FT. MSL.	15	SAME
AIRPORT REFERENCE POINT (A.R.P.)	LAT.	59°14'37.785" N	
	LONG.	135°31'24.735 W	
AIRPORT IDENTIFIERS		HNS, PAHN	SAME
TAXIWAY LIGHTING		MITL	SAME
RAMP LIGHTING		NONE	NONE
MEAN MAX. TEMPERATURE, HOTTEST MONTH (JULY)		64.4° F	-
MAGNETIC DECLINATION, YEAR		24°23' E (2003)	-
AIRPORT REFERENCE CODE		B-II	B-II
AIRPORT AND TERMINAL NAVIGATION AIDS		NDB	NDB
AIRPORT NAVIGATION AIDS		PAPI	PAPI
RUNWAY SURVEY SOURCE AND TYPE		20:1 APPROACH BY LCMF WITH AERIAL PHOTO INTERPRETATION BY AEROMAP	

LEGEND

ITEM	EXISTING	FUTURE
PROPERTY LINE		
AVIGATION & HAZARD EASEMENT		
AIRPORT REFERENCE POINT (A.R.P.)		
BUILDING RESTRICTION LINE	BRL	BRL
RUNWAY OBJECT FREE AREA	ROFA	ROFA
RUNWAY OBJECT FREE ZONE	OFZ	OFZ
RUNWAY SAFETY AREA	RSA	RSA
TAXIWAY OBJECT FREE AREA	TOFA	TOFA
TAXIWAY SAFETY AREA	TSA	TSA
LIGHT		
WIND CONE AND SEGMENTED CIRCLE		
CONTOURS	100	100
PAVED ROADWAYS		
GRAVEL ROADWAYS		
BUILDINGS		
UTILITY POLE w/GUY ANCHOR		
EDGE OF WATER		
EDGE OF TREES		
EDGE OF BRUSH		
GUARD RAIL		
FENCE		
CULVERT		
MARSH		

PLANNED: JRJ
DRAWN: GLB
CHECKED: TMM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION PLANNING

PREVIOUS REVISION DATE: N/A
APPROVED:
DATE: 5/7/04
VERNE SKAGERBERG, TRANSPORTATION PLANNER
FOR ANDY HUGHES, CHIEF OF PLANNING

FAA AIRSPACE REVIEW NO: 04-AAL-24-NRA
FAA APPROVAL DATE: 5/21/04
BY:
FAA AIRPORT DIVISION, ALASKA REGION, AAL-600
SUBJECT TO CONDITIONS IN LETTER DATED: 5/21/04
PREVIOUS ALP FAA APPROVAL DATE: 3-25-92

Haines Airport
Airport Layout Plan
Vicinity Map and Data Tables

SHEET 2 OF 12

PROJECT: P:\PROJECTS\058044\ALP
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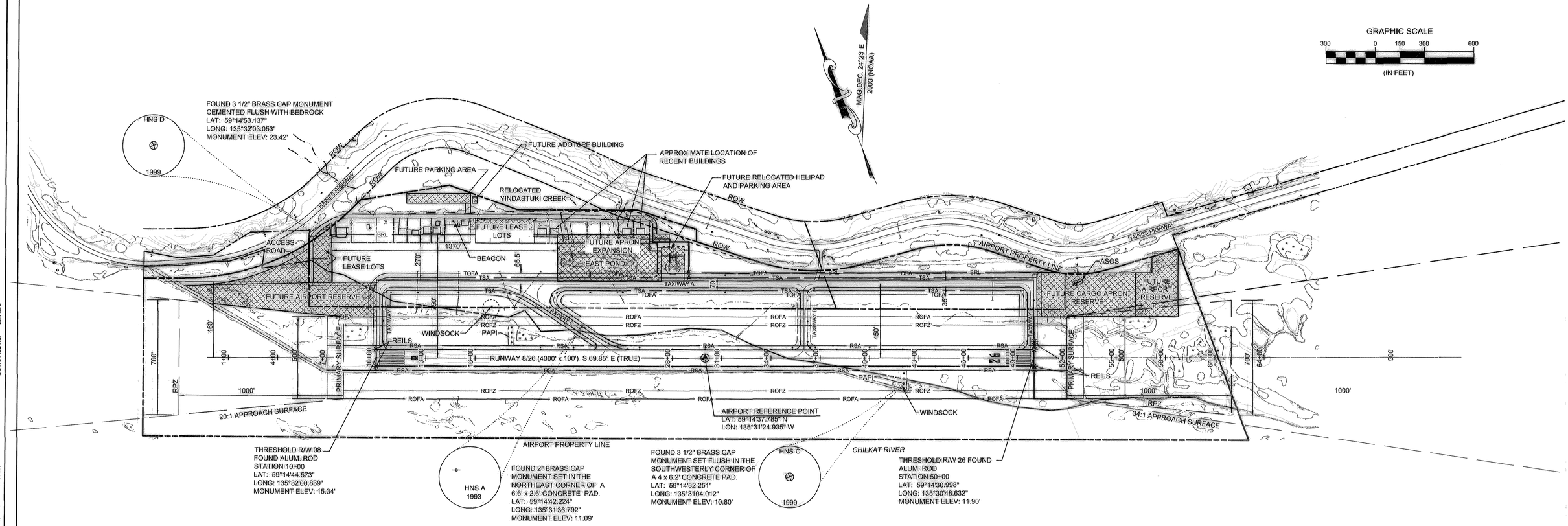
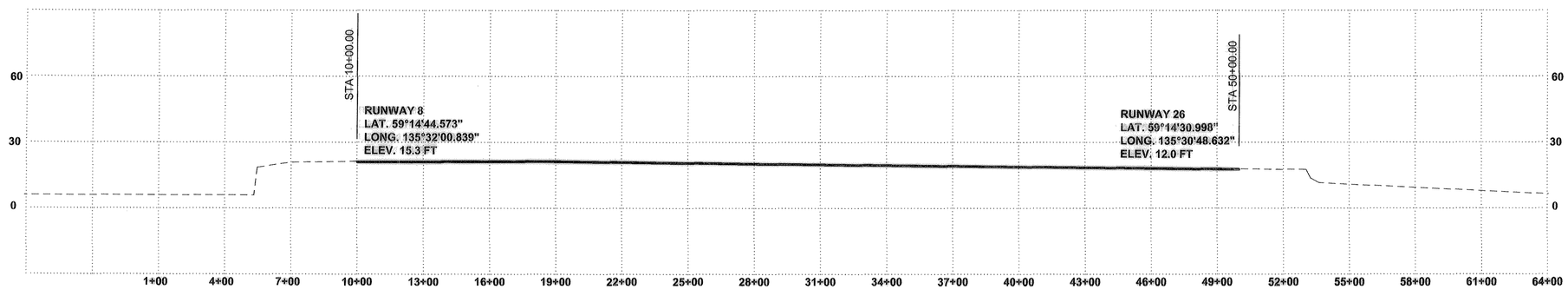


1/3 **RUNWAY PLAN**
SCALE: 1"=300'



2/3 **RUNWAY PROFILE**
SCALE: HORIZ 1"=300'
VERT 1"=30'

NOTES

1. NO OFZ OBJECT PENETRATIONS.
2. THRESHOLD SITING SURFACE IS PENETRATED BY MULTIPLE TREES EAST OF AIRPORT, SEE SHEETS 4-7 FOR MORE DETAIL. TREES PENETRATING THE APPROACH SURFACE AND/OR THRESHOLD SITING SURFACE WILL BE REMOVED.
3. RUNWAY 26 THRESHOLD ELEVATION IS 12.0 FEET. THE ELEVATION OF THE SURVEY MONUMENT AT THE THRESHOLD OF RUNWAY 26 IS 11.9 FEET.

PLANNED: JRJ
DRAWN: GLB
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION PLANNING

PREVIOUS REVISION DATE: N/A
APPROVED:
DATE: 5/3/04
VERNE SKAGERBERG, TRANSPORTATION PLANNER
FOR ANDY HUGHES, CHIEF OF PLANNING

FAA AIRSPACE REVIEW NO: 04-AAL-24-NRA
FAA APPROVAL DATE: 5/21/04
BY:
FAA AIRPORT DIVISION, ALASKA REGION, AAL-600
SUBJECT TO CONDITIONS IN LETTER DATED: 5/21/04
PREVIOUS ALP FAA APPROVAL DATE: 3-25-92

Haines Airport
Airport Layout Plan

SHEET 3 OF 12

PROJECT: P:\PROJECTS\D0504\ALP
DRAWING NAME: PLAN-APPRO-HAINES.DWG SCRIPT FILE FOR THIS SHEET: LAYOUTPLAN.scr
PLOTTED: MAY 04 2004 13:32:26 (GLB)
DOWL FILE No: 239-06C

NOTE:
AREA INSIDE HEAVY LINE PENETRATES PART 77 SURFACES

NOTE:
SEE SHEET 5 FOR OBSTRUCTION INFORMATION.

SEE SHEET 7 FOR DETAILS OF CLOSE-IN OBSTRUCTIONS.

MAG DEC. 24°23' E
2003 (NOAA)

20:1 CONICAL SURFACE

HORIZONTAL SURFACE 166.0

NOTE:
AREA INSIDE HEAVY LINE PENETRATES PART 77 SURFACES

HORIZONTAL SURFACE 166.0

20:1 CONICAL SURFACE

MAP BASED ON THE FOLLOWING USGS QUADS:
- SKAGWAY B-2 SW, 1:25000, 1991
- SKAGWAY B-2 SE, 1:25000, 1991
- SKAGWAY A-2 NE, 1:25000, 1991
- SKAGWAY A-2, 1:63360, 1954

GRAPHIC SCALE
1500 0 750 1500 3000
1" = 1500'

PLANNED: JRJ
DRAWN: GLB
CHECKED: TMM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION PLANNING

PREVIOUS REVISION DATE: N/A
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DATE: 5/7/04
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SUBJECT TO CONDITIONS IN LETTER DATED: 5/21/04
PREVIOUS ALP FAA APPROVAL DATE: 3-25-92

Haines Airport
Airport Layout Plan
Airport Airspace

SHEET 4 OF 12

PROJECT: P:\PROJECTS\D\28044\ALP
DRAWING NAME: PART77_HAINES.DWG
SCRIPT FILE FOR THIS SHEET: Part77
PLOTTED: MAY 04 2004 13:46:03 (GLB)
DOVIL FILE No: 230-600

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

Obstruction ID	Description	Obstruction Elevation (MSL)	Surface Penetrated	Max Amount of Penetration	Disposition	Stage
001	TREE	332'	Conical Surface	24'	Remain	
002	TREE	290'	Conical Surface	74'	Remain	
003	TREE	448'	Horizontal Surface	282'	Remain	
004	TREE	208'	Conical Surface	39'	Remain	
005	TREE	207'	Conical Surface	28'	Remain	
006	TREE	489'	Horizontal Surface	323'	Remain	
007	TREE	220'	Horizontal Surface	36'	Remain	
008	TREE	246'	Horizontal Surface	80'	Remain	
009	TREE	190'	Horizontal Surface	24'	Remain	
010	TREE	173'	Horizontal Surface	7'	Remain	
011	TREE	180'	Horizontal Surface	14'	Remain	
012	TREE	267'	Conical Surface	12'	Remain	
013	TREE	336'	Conical Surface	27'	Remain	
014	TREE	486'	Conical Surface	169'	Remain	
015	TREE	368'	Conical Surface	29'	Remain	
016	TREE	378'	Conical Surface	44'	Remain	
017	TREE	612'	Conical Surface	260'	Remain	
018	TREE	322'	Conical Surface	105'	Remain	
019	TREE	633'	Conical Surface	430'	Remain	
020	TREE	1185'	Conical Surface	924'	Remain	
012	TREE	629'	Conical Surface	287'	Remain	
022	TREE	1496'	Horizontal Surface	1330'	Remain	
023	TREE	1534'	Conical Surface	1359'	Remain	
024	TREE	986'	Conical Surface	717'	Remain	
025	TREE	554'	Conical Surface	227'	Remain	
026	TREE	614'	Conical Surface	276'	Remain	
027	TREE	890'	Conical Surface	545'	Remain	
028	TREE	1244'	Conical Surface	983'	Remain	
029	TREE	1752'	Horizontal Surface	1586'	Remain	
030	TREE	1949'	Horizontal Surface	1783'	Remain	
031	TREE	1092'	Horizontal Surface	926'	Remain	
032	TREE	1199'	Horizontal Surface	1033'	Remain	
033	TREE	2167'	Horizontal Surface	2001'	Remain	
034	TREE	2610'	Horizontal Surface	2444'	Remain	
035	TREE	2131'	Horizontal Surface	1965'	Remain	
036	TREE	2122'	Conical Surface	1840'	Remain	
037	TREE	2065'	Conical Surface	1641'	Remain	
038	TREE	2167'	Conical Surface	1749'	Remain	
039	TREE	2384'	Conical Surface	2129'	Remain	
040	TREE	2944'	Conical Surface	2747'	Remain	
041	EARTH	2672'	Horizontal Surface	2506'	Remain	
042	EARTH	3295'	Horizontal Surface	3129'	Remain	
043	EARTH	576'	Horizontal Surface	3410'	Remain	
044	TREE	2743'	Horizontal Surface	2577'	Remain	
045	TREE	3112'	Horizontal Surface	2946'	Remain	
046	TREE	1364'	Horizontal Surface	1198'	Remain	
047	TREE	1047'	Horizontal Surface	881'	Remain	
048	TREE	203'	Horizontal Surface	37'	Remain	
049	TREE	701'	Horizontal Surface	535'	Remain	
050	TREE	226'	Horizontal Surface	60'	Remain	
051	TREE	268'	Horizontal Surface	102'	Remain	
052	TREE	598'	Horizontal Surface	432'	Remain	
053	EARTH	2407'	Horizontal Surface	2241'	Remain	
054	TREE	1936'	Horizontal Surface	1770'	Remain	

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

Obstruction ID	Description	Obstruction Elevation (MSL)	Surface Penetrated	Max Amount of Penetration	Disposition	Stage
055	TREE	3446'	Horizontal Surface	3280'	Remain	
056	TREE	2913'	Horizontal Surface	2747'	Remain	
057	EARTH	3336'	Horizontal Surface	3170'	Remain	
058	TREE	1388'	Conical Surface	1033'	Remain	
059	TREE	1922'	Conical Surface	1574'	Remain	
060	TREE	2680'	Conical Surface	2407'	Remain	
061	TREE	3335'	Conical Surface	2988'	Remain	
062	TREE	2055'	Conical Surface	1774'	Remain	
063	TREE	2982'	Horizontal Surface	2816'	Remain	
064	TREE	1270'	Horizontal Surface	1104'	Remain	
065	TREE	312'	Horizontal Surface	146'	Remain	
066	TREE	192'	Horizontal Surface	26'	Remain	
067	TREE	271'	Horizontal Surface	105'	Remain	
068	TREE	208'	Horizontal Surface	42'	Remain	
069	TREE	485'	Conical Surface	138'	Remain	
070	TREE	169'	Horizontal Surface	3'	Remain	
071	TREE	363'	Horizontal Surface	197'	Remain	
072	TREE	170'	Horizontal Surface	4'	Remain	
073	TREE	188'	Horizontal Surface	22'	Remain	
074	TREE	175'	Horizontal Surface	9'	Remain	
075	TREE	199'	Horizontal Surface	33'	Remain	
076	TREE	239'	Horizontal Surface	73'	Remain	
077	TREE	177'	Horizontal Surface	11'	Remain	
078	TREE	179'	Horizontal Surface	13'	Remain	
079	TREE	169'	Horizontal Surface	3'	Remain	
080	TREE	233'	Horizontal Surface	67'	Remain	
081	TREE	186'	Horizontal Surface	20'	Remain	
082	TREE	172'	Horizontal Surface	6'	Remain	
083	TREE	181'	Horizontal Surface	15'	Remain	
084	TREE	173'	Horizontal Surface	7'	Remain	
085	TREE	179'	Horizontal Surface	13'	Remain	
086	TREE	213'	Horizontal Surface	47'	Remain	
087	TREE	191'	Horizontal Surface	25'	Remain	
088	TREE	182'	Horizontal Surface	26'	Remain	
089	TREE	196'	Horizontal Surface	30'	Remain	
090	TREE	168'	Horizontal Surface	2'	Remain	
091	TREE	178'	Horizontal Surface	12'	Remain	
092	TREE	221'	Horizontal Surface	55'	Remain	
093	TREE	233'	Horizontal Surface	67'	Remain	
094	TREE	216'	Horizontal Surface	50'	Remain	
095	TREE	180'	Horizontal Surface	14'	Remain	
096	TREE	171'	Horizontal Surface	5'	Remain	
097	TREE	215'	Horizontal Surface	49'	Remain	
098	TREE	187'	Horizontal Surface	21'	Remain	
099	TREE	200'	Horizontal Surface	34'	Remain	
100	TREE	175'	Horizontal Surface	9'	Remain	
101	TREE	158'	Transitional Surface	8'	Remain	
102	TREE	136'	Transitional Surface	12'	Remain	
103	TREE	174'	Transitional Surface	38'	Remain	
104	TREE	158'	Transitional Surface	10'	Remain	
105	TREE	134'	Transitional Surface	18'	Remain	
106	TREE	159'	Transitional Surface	25'	Remain	
107	TREE	130'	Transitional Surface	8'	Remain	
108	TREE	138'	Transitional Surface	2'	Remain	

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

Obstruction ID	Description	Obstruction Elevation (MSL)	Surface Penetrated	Max Amount of Penetration	Disposition	Stage
109	TREE	100'	Transitional Surface	5'	Remove	
110	TREE	94'	Transitional Surface	7'	Remove	
111	WINDSOCK	33'	Transitional Surface	19'	Remain	
112	PAPI	21'	Transitional Surface	6'	Remain	
113	PAPI	21'	Transitional Surface	6'	Remain	
114	PAPI	21'	Transitional Surface	6'	Remain	
115	PAPI	15'	Transitional Surface	1'	Remain	
116	TREE	111'	Transitional Surface	23'	Remove	
117	TREE	98'	Transitional Surface	16'	Remove	
118	TREE	84'	Transitional Surface	2'	Remove	
119	TREE	88'	Transitional Surface	8'	Remove	
120	TREE	85'	Transitional Surface	13'	Remove	
121	TREE	77'	Transitional Surface	8'	Remove	
122	TREE	86'	Transitional Surface	17'	Remove	
123	TREE	106'	Transitional Surface	12'	Remove	
124	TREE	108'	Transitional Surface	8'	Remain	
125	TREE	98'	Transitional Surface	3'	Remain	
126	TREE	185'	Transitional Surface	53'	Remain	
127	TREE	170'	Transitional Surface	43'	Remain	
128	TREE	222'	Transitional Surface	83'	Remain	
129	TREE	173'	Transitional Surface	32'	Remain	
130	TREE	224'	Transitional Surface	68'	Remain	
131	TREE	118'	Transitional Surface	26'	Remain	
132	TREE	136'	Transitional Surface	52'	Remain	
133	TREE	106'	Transitional Surface	26'	Remain	
134	TREE	113'	Transitional Surface	30'	Remain	
135	TREE	130'	Transitional Surface	3'	Remain	
136	TREE	204'	Transitional Surface	71'	Remain	
137	TREE	134'	Transitional Surface	16'	Remain	
138	PAPI	18'	Transitional Surface	5'	Remain	
139	PAPI	17'	Transitional Surface	4'	Remain	
140	PAPI	17'	Transitional Surface	4'	Remain	
141	TREE	519'	Horizontal Surface	353'	Remain	
142	TREE	236'	Horizontal Surface	70'	Remain	
143	TREE	159'	Transitional Surface	6'	Remain	
144	TREE	148'	Transitional Surface	3'	Remain	
145	TREE	158'	Transitional Surface	7'	Remain	
146	TREE	169'	Transitional Surface	33'	Remain	
147	TREE	150'	Transitional Surface	14'	Remain	
148	TREE	158'	Transitional Surface	26'	Remain	
149	TREE	148'	Transitional Surface	17'	Remain	
150	TREE	120'	Transitional Surface	28'	Remain	
151	TREE	136'	Transitional Surface	20'	Remain	
152	TREE	119'	Transitional Surface	8'	Remain	
153	TREE	127'	Transitional Surface	4'	Remain	
154	TREE	138'	Transitional Surface	20'	Remain	
155	TREE	143'	Transitional Surface	62'	Remain	
156	TREE	114'	Transitional Surface	15'	Remain	
157	TREE	182'	Transitional Surface	60'	Remain	
158	TREE	133'	Transitional Surface	22'	Remain	
159	TREE	153'	Transitional Surface	11'	Remain	
160	TREE	151'	Transitional Surface	10'	Remain	
161	TREE	307'	Horizontal Surface	141'	Remain	
162	TREE	312'	Horizontal Surface	146'	Remain	

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

Obstruction ID	Description	Obstruction Elevation (MSL)	Surface Penetrated	Max Amount of Penetration	Disposition	Stage
163	TREE	729'	Horizontal Surface	563'	Remain	
164	TREE	314'	Horizontal Surface	148'	Remain	
165	TREE	235'	Horizontal Surface	69'	Remain	
166	TREE	218'	Horizontal Surface	52'	Remain	
167	BLDG	188'	Horizontal Surface	22'	Remain	
168	TREE	198'	Horizontal Surface	32'	Remain	
169	TREE	191'	Horizontal Surface	25'	Remain	
170	TREE	184'	Horizontal Surface	18'	Remain	
171	TREE	215'	Horizontal Surface	49'	Remain	
172	TREE	251'	Horizontal Surface	85'	Remain	
173	TREE	239'	Horizontal Surface	73'	Remain	
174	TREE	203'	Horizontal Surface	37'	Remain	
175	TREE	175'	Horizontal Surface	9'	Remain	
176	TREE	236'	Horizontal Surface	70'	Remain	
177	BLDG	197'	Horizontal Surface	31'	Remain	
178	TREE	256'	Horizontal Surface	90'	Remain	
179	BLDG	171'	Horizontal Surface	5'	Remain	
180	BLDG	168'	Horizontal Surface	2'	Remain	
181	TREE	170'	Horizontal Surface	4'	Remain	
182	TREE	171'	Horizontal Surface	5'	Remain	
183	TREE	174'	Horizontal Surface	8'	Remain	
184	TREE	174'	Horizontal Surface	8'	Remain	
185	TREE	176'	Horizontal Surface	10'	Remain	
186	TREE	169'	Horizontal Surface	3'	Remain	
187	TREE	179'	Horizontal Surface	13'	Remain	
188	TREE	198'	Horizontal Surface	32'	Remain	
189	TREE	190'	Horizontal Surface	24'	Remain	
190	TREE	223'	Horizontal Surface	57'	Remain	
191	TREE	219'	Horizontal Surface	53'	Remain	
192	TREE	188'	Horizontal Surface	22'	Remain	
193	TREE	185'	Horizontal Surface	19'	Remain	
194	TREE	184'	Horizontal Surface	18'	Remain	
195	TREE	193'	Horizontal Surface	27'	Remain	
196	TREE	189'	Horizontal Surface	23'	Remain	
197	TREE	199'	Horizontal Surface	33'	Remain	
198	BLDG	168'	Horizontal Surface	2'	Remain	
199	TREE	347'	Horizontal Surface	181'	Remain	
200	TREE	204'	Horizontal Surface	38'	Remain	
201	TREE	188'	Horizontal Surface	22'	Remain	
202	TREE	178'	Horizontal Surface	12'	Remain	
203	TREE	193'	Horizontal Surface	27'	Remain	
204	TREE	180'	Horizontal Surface	14'	Remain	
205	TREE	215'	Horizontal Surface	49'	Remain	
206	TREE	260'	Horizontal Surface	94'	Remain	
207	BLDG	187'	Horizontal Surface	21'	Remain	
208	TREE	230'	Horizontal Surface	64'	Remain	
209	TREE	210'	Conical Surface	33'	Remain	
210	TREE	190'	Conical Surface	10'	Remain	
211	TREE	188'	Horizontal Surface	22'	Remain	
212	TREE	73'	Approach Surface	5'	Remove	
213	TREE	70'	Approach Surface	6'	Remove	
214	TREE	67'	Approach Surface	8'	Remove	
215	TREE	70'	Approach Surface	7'	Remove	
216	TREE	70'	Approach Surface	10'	Remove	

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

Obstruction ID	Description	Obstruction Elevation (MSL)	Surface Penetrated	Max Amount of Penetration	Disposition	Stage
217	TREE	70'	Approach Surface	5'	Remove	
218	TREE	69'	Approach Surface	6'	Remove	
219	TREE	64'	Approach Surface	2'	Remove	
220	TREE	38'	Approach Surface	1'	Remove	
221	TREE	63'	Approach Surface	6'	Remove	
222	TREE	63'	Approach Surface	6'	Remove	
223	TREE	72'	Approach Surface	16'	Remove	
224	TREE	63'	Approach Surface	10'	Remove	
225	TREE	70'	Approach Surface	18'	Remove	
226	TREE	63'	Approach Surface	13'	Remove	
227	TREE	64'	Approach Surface	17'	Remove	
228	TREE	51'	Approach Surface	7'	Remove	
229	TREE	51'	Approach Surface	5'	Remove	
230	TREE	55'	Approach Surface	13'	Remove	
231	TREE	58'	Approach Surface	5'	Remove	
232	TREE	57'	Approach Surface	5'	Remove	
233	TREE	57'	Approach Surface	9'	Remove	
234	TREE	58'	Approach Surface	13'	Remove	
235	TREE	54'	Approach Surface	7'	Remove	
236	TREE	49'	Approach Surface	6'	Remove	
237	TREE	44'	Approach Surface	2'	Remove	
238	TREE	41'	Approach Surface	3'	Remove	
239	TREE	41'	Approach Surface	3'	Remove	
240	TREE	39'	Approach Surface	5'	Remove	
241	TREE	34'	Approach Surface	8'	Remove	
242	TREE	31'	Approach Surface	15'	Remove	
243	TREE	2872'	Conical Surface	2652'	Remain	
244	TREE	298'	Conical Surface	127'	Remain	
245	TREE	987'	Conical Surface	773'	Remain	
246	TREE	202'	Horizontal Surface	36'	Remain	
247	TREE	283'	Conical Surface	18'	Remain	
248	TREE	308'	Conical Surface	78'	Remain	
249	TREE	315'	Conical Surface	96'	Remain	
250	TREE	475'	Conical Surface	285'	Remain	
251	TREE	496'	Horizontal Surface	330'	Remain	
252	TREE	526'	Horizontal Surface	362'	Remain	
253	TREE	182'	Horizontal Surface	16'	Remain	
254	TREE	169'	Horizontal Surface	3'	Remain	

PLANNED: JRJ
DRAWN: GLB
CHECKED: TMM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION PLANNING

PREVIOUS REVISION DATE: N/A
APPROVED:
DATE: 5/2/04
VERNE SKAGERBERG, TRANSPORTATION PLANNER
FOR ANDY HUGHES, CHIEF OF PLANNING

FAA AIRSPACE REVIEW NO: 04-AAL-24-NRA
FAA APPROVAL DATE: 5/21/04
BY:
FAA AIRPORT DIVISION, ALASKA REGION, AAL-600
SUBJECT TO CONDITIONS IN LETTER DATED: 5/21/04
PREVIOUS ALP FAA APPROVAL DATE: 3-25-92

Haines Airport
Airport Layout Plan
Airport Airspace Obstruction Table

SHEET 5 OF 12

PROJECT: P:\PROJECTS\58044\ALP
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DRAWING NAME:
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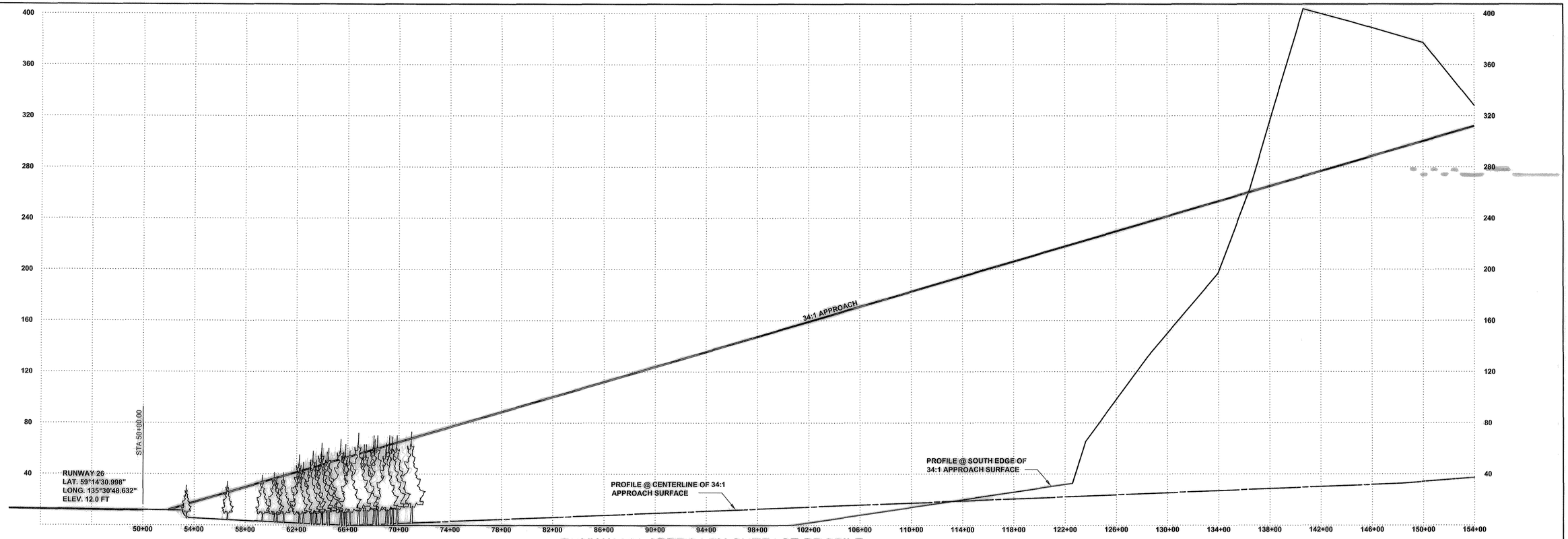
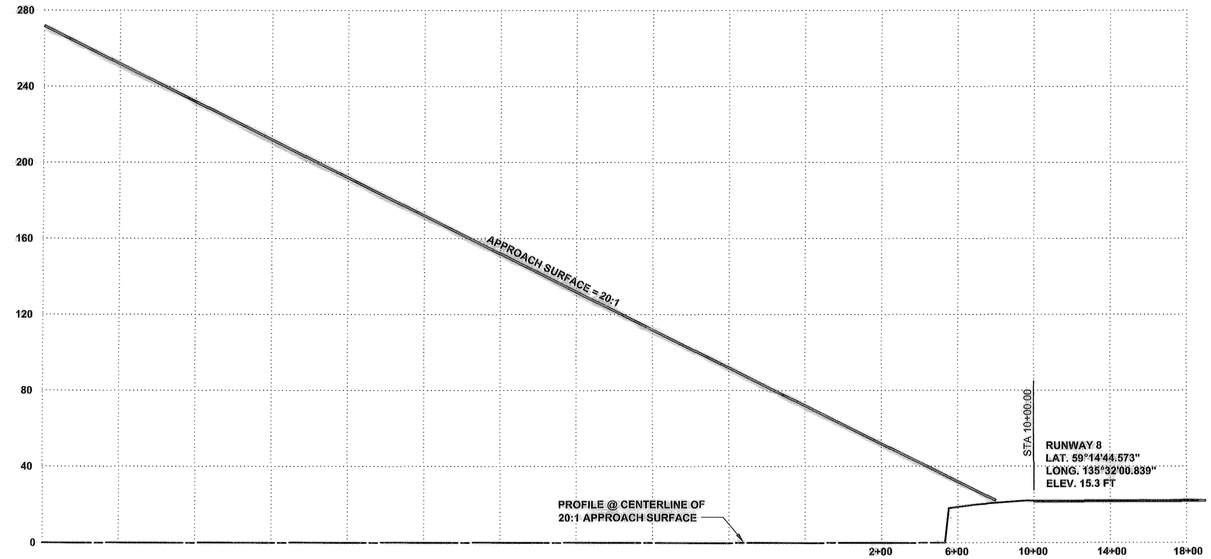


RUNWAY 26 APPROACH SURFACE PROFILE



RUNWAY 8 APPROACH SURFACE PROFILE

GRAPHIC SCALE

400 0 200 400 800

HORIZONTAL SCALE IN FEET

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PLANNED: JRJ
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION PLANNING

PREVIOUS REVISION DATE: N/A
APPROVED:
DATE: 5/7/04
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FOR ANDY HUGHES, CHIEF OF PLANNING

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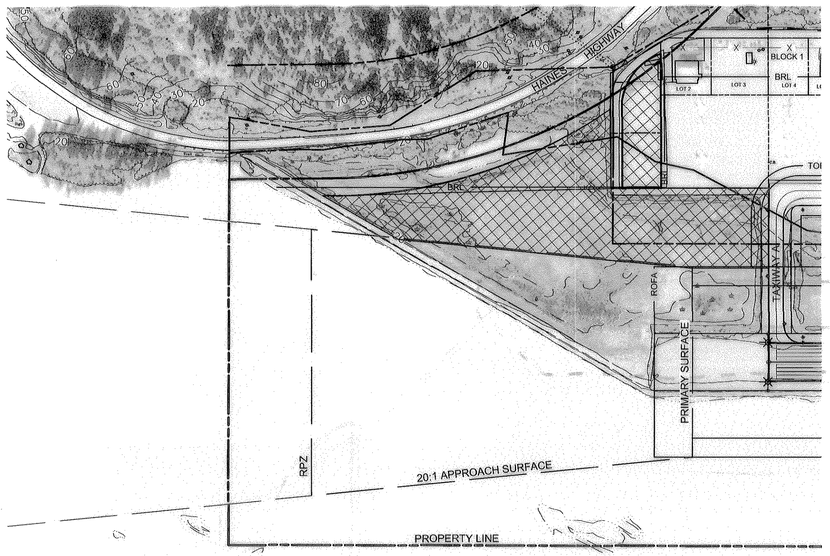
PREVIOUS ALP FAA APPROVAL DATE: 3-25-92

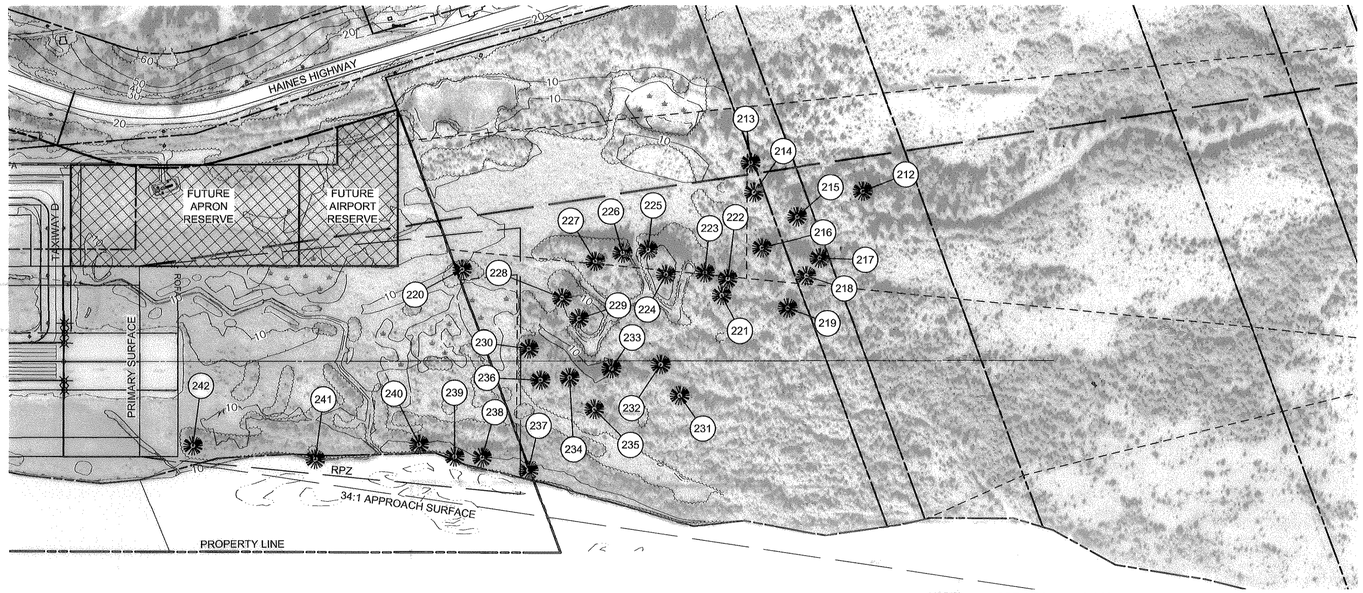
Haines Airport
Airport Layout Plan
Airport Airspace - Approach Surface Profiles

SHEET 6 OF 12



THRESHOLD R/W 08

MAG DEC. 24°23' E
2003 (NOAA)



SEE SHEET 10 FOR MORE INFORMATION ON EASEMENTS

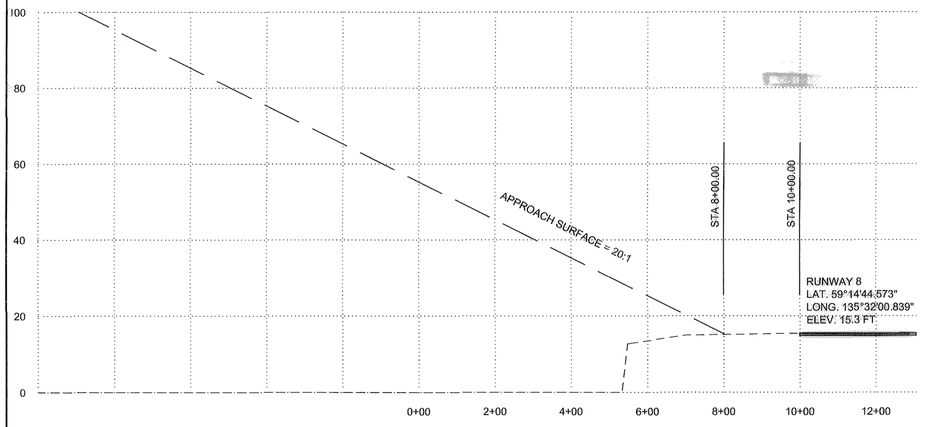
GRAPHIC SCALE

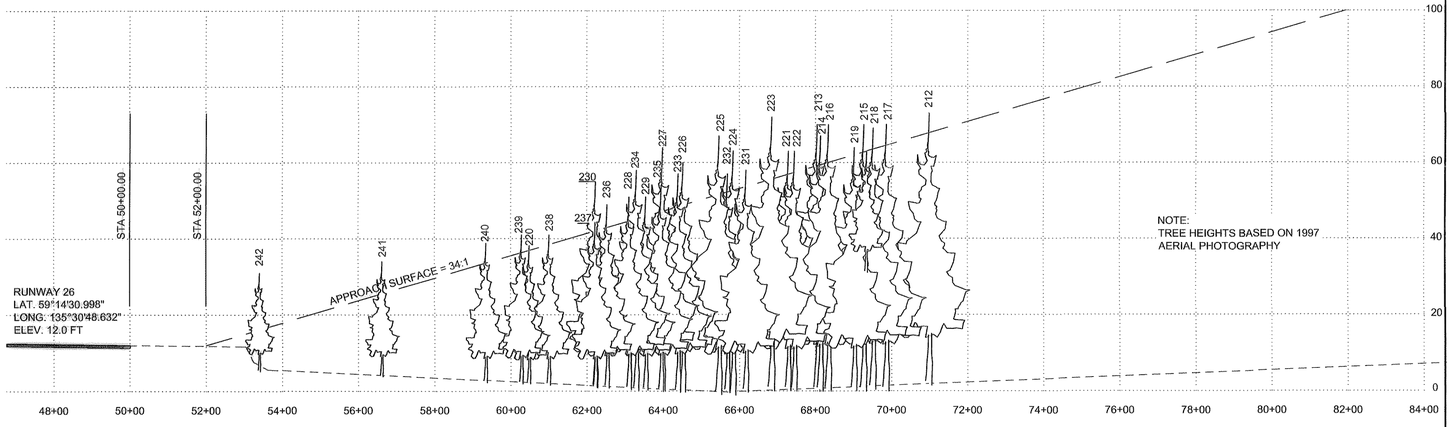
200 0 100 200 400

(IN FEET)

RUNWAY 26 INNER APPROACH SURFACE DATA

No.	STATION	OBJECT	OBJECT ELEVATION	PART 77 ELEVATION	VERTICAL CLEARANCE	AMOUNT OF PENETRATION	DISPOSITION
212	70+98.75	TREE	73'	68'	-	5'	REMOVE
213	68+04.91	TREE	70'	64'	-	6'	REMOVE
214	68+13.62	TREE	67'	9'	-	8'	REMOVE
215	69+27.29	TREE	70'	63'	-	7'	REMOVE
216	68+34.54	TREE	70'	60'	-	10'	REMOVE
217	69+86.23	TREE	70'	65'	-	5'	REMOVE
218	69+51.62	TREE	69'	63'	-	6'	REMOVE
219	69+02.49	TREE	64'	62'	-	2'	REMOVE
220	60+47.02	TREE	38'	37'	-	1'	REMOVE
221	67+45.10	TREE	63'	57'	-	6'	REMOVE
222	66+17.56	TREE	63'	57'	-	6'	REMOVE
223	66+84.94	TREE	72'	56'	-	16'	REMOVE
224	65+82.41	TREE	63'	53'	-	10'	REMOVE
225	65+35.15	TREE	70'	52'	-	18'	REMOVE
226	34+68.48	TREE	63'	50'	-	13'	REMOVE
227	63+96.86	TREE	64'	47'	-	17'	REMOVE
228	63+10.04	TREE	51'	44'	-	7'	REMOVE
229	63+53.60	TREE	51'	46'	-	5'	REMOVE
230	62+21.72	TREE	55'	42'	-	13'	REMOVE
231	66+17.56	TREE	58'	53'	-	5'	REMOVE
232	65+67.79	TREE	57'	52'	-	5'	REMOVE
233	64+38.26	TREE	57'	58'	-	9'	REMOVE
234	63+28.75	TREE	58'	45'	-	13'	REMOVE
235	63+93.89	TREE	54'	47'	-	7'	REMOVE
236	62+52.43	TREE	49'	43'	-	6'	REMOVE
237	62+21.57	TREE	44'	42'	-	2'	REMOVE
238	60+99.10	TREE	41'	38'	-	3'	REMOVE
239	60+26.77	TREE	41'	38'	-	3'	REMOVE
240	59+33.41	TREE	39'	34'	-	5'	REMOVE
241	56+61.55	TREE	34'	26'	-	8'	REMOVE
242	53+39.42	TREE	31'	16'	-	15'	REMOVE





PLANNED: JRJ
DRAWN: GLB
CHECKED: TMM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION PLANNING

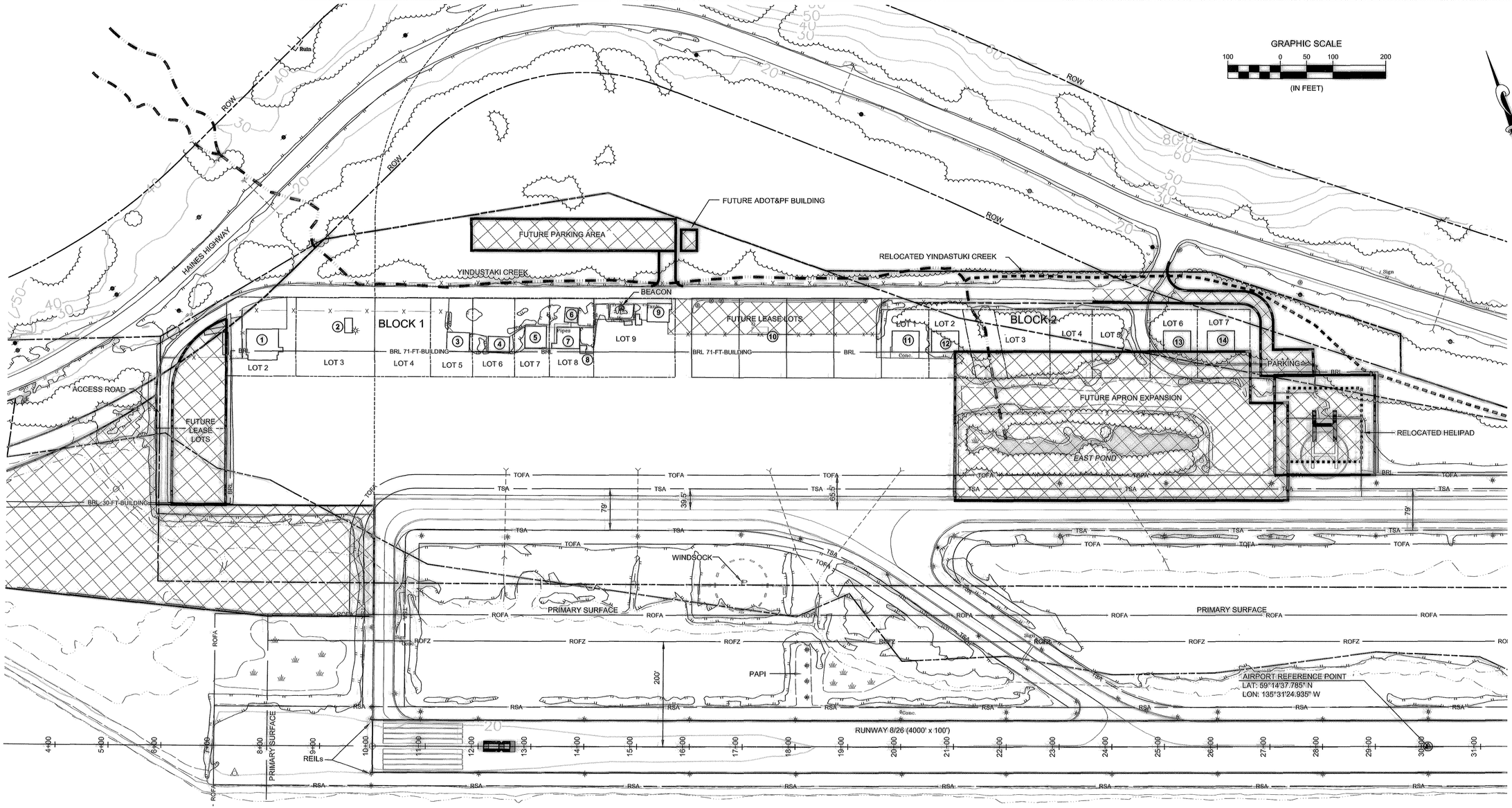
PREVIOUS REVISION DATE: N/A
APPROVED:
DATE: 5/7/04
VERNE SKAGERBERG, TRANSPORTATION PLANNER
FOR ANDY HUGHES, CHIEF OF PLANNING

FAA AIRSPACE REVIEW NO: 04-AAL-24-NRA
FAA APPROVAL DATE: 5/21/04
BY:
FAA AIRPORT DIVISION, ALASKA REGION, AAL-600
SUBJECT TO CONDITIONS IN LETTER DATED: 5/21/04
PREVIOUS ALP FAA APPROVAL DATE: 3-25-92

Haines Airport
Airport Layout Plan
Inner Portion of the Approach Surfaces

SHEET 7 OF 12

PROJECT: P:\PROJECTS\59044\ALP DRAWING NAME: PLAN-APPRO-HAINES.DWG SCRIPT FILE FOR THIS SHEET: ENDS.scr PLOTTED: MAY 04 2004 13:32:08 (GLB) DGN FILE No: 230-60G



BUILDING DATA TABLE

STRUCTURE IDENTIFICATION NUMBER	TOP ELEVATION OF STRUCTURE	DESCRIPTION
①	42'	L & A BENNETT HANGAR
②	27'	DELTA WESTERN FUEL TANK
③	36'	RONALD & PHYLLIS MARTIN HANGAR
④	29'	DON TURNER, JR. HANGAR
⑤	27'	SHANE HORTON HANGAR

STRUCTURE IDENTIFICATION NUMBER	TOP ELEVATION OF STRUCTURE	DESCRIPTION
⑥	25'	LAB FLYING SERVICE FUEL TANKS
⑦	34'	LAB FLYING SERVICE HANGAR
⑧	25'	LAB FLYING SERVICE SHED
⑨	31'	WINGS OF ALASKA TERMINAL
⑩	32'	INTERPRETIVE DISPLAY

STRUCTURE IDENTIFICATION NUMBER	TOP ELEVATION OF STRUCTURE	DESCRIPTION
⑪	43'	DRAKE OLSEN, JR. HANGAR
⑫	-	GEORGE MICHAEL HANGAR
⑬	-	STEVE CUNNINGHAM HANGAR
⑭	-	NANCY SERIGHT HANGAR

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DRAWN: GLB
CHECKED: TMM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION PLANNING

PREVIOUS REVISION DATE: N/A
APPROVED:
DATE: 5/2/04
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FOR ANDY HUGHES, CHIEF OF PLANNING

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SUBJECT TO CONDITIONS IN LETTER DATED: 5/21/04
PREVIOUS ALP FAA APPROVAL DATE: 3-25-92

Haines Airport
Airport Layout Plan
Terminal Area

SHEET 8 OF 12

DOWL FILE No: 230-601

PLOTTED: MAY 04 2004 13:43:19 (GLB)

SCRIPT FILE FOR THIS SHEET:

DRAWING NAME: LANDUSE-HAINES.DWG

PROJECT: P:\PROJECTS\D6804\ALP

TANANI BAY

MINK CREEK

JOHNSON CREEK

HAINES HIGHWAY

MAG DEC. 24°23' E
2003 (NOAA)

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

NUKAIK POINT

PORTAGE COVE

HAINES

HAINES HARBOR

SEAPLANE BASE

MOUNT RIPINSKI

TAKSHANUK MOUNTAINS

KEY

- I/H - Heavy Industrial
- I/L/C - Light Industrial / Commercial
- C - Commercial
- W - Waterfront
- SSA - Significant Structures Area
- SR - Single Residential
- MR - Multiple Residential
- RR - Rural Residential
- RMU - Rural Mixed Use
- R - Recreational

HAINES HIGHWAY

HAINES CITY LIMITS

FUTURE AIRPORT RESERVE

FUTURE AIRPORT RESERVES

HAINES HIGHWAY

CHILKAT RIVER

HAINES AIRPORT

PLANNED: JRJ
DRAWN: GLB
CHECKED: TMM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION PLANNING

PREVIOUS REVISION DATE: N/A
APPROVED:
DATE: 5/7/04
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FOR ANDY HUGHES, CHIEF OF PLANNING

FAA AIRSPACE REVIEW NO: 04-AAL-24-NRA
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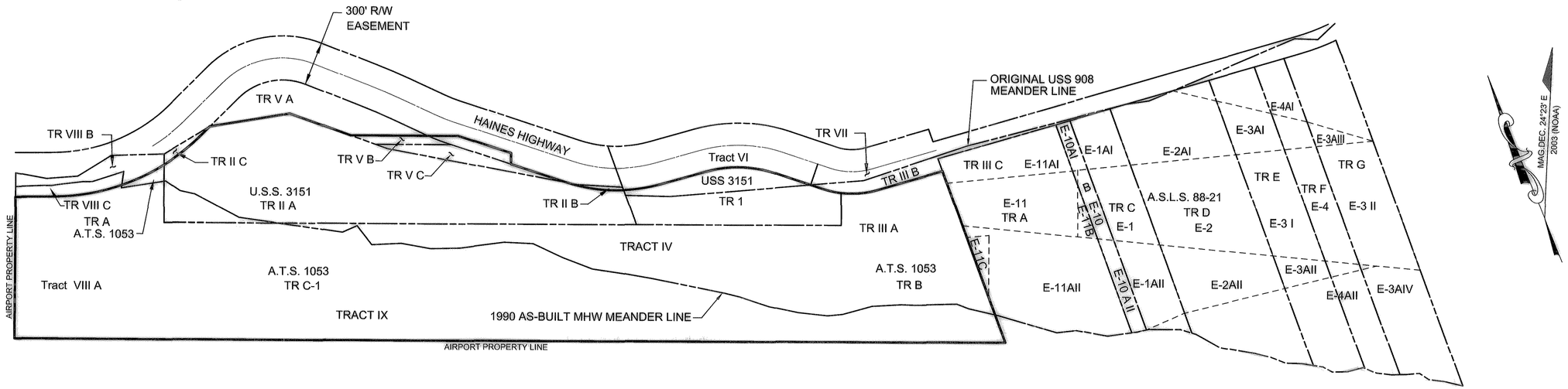
FAA AIRPORT DIVISION, ALASKA REGION, AAL-600
SUBJECT TO CONDITIONS IN LETTER DATED: 5/21/04
PREVIOUS ALP FAA APPROVAL DATE: 3-25-92

Haines Airport
Airport Layout Plan
Land Use

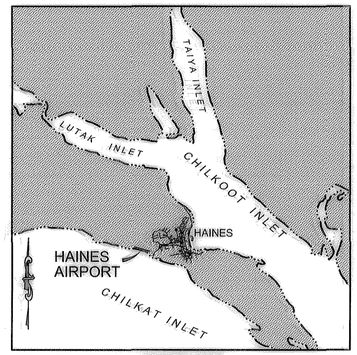
SHEET 9 OF 12



GRAPHIC SCALE

400 0 200 400 800

(IN FEET)



VICINITY MAP

Airport located within
T 30 S, R 60 E
COPPER RIVER MERIDIAN
USGS QUADS:
SKAGWAY B-2 SW, 1:25000, 1991
SKAGWAY B-2 SE, 1:25000, 1991
SKAGWAY A-2 NE, 1:25000, 1991
SKAGWAY A-2, 1:63360, 1954

PROPERTY STATUS

TRACT	PARCEL	DOT No.	AREA (ACRES)	INTEREST	DATE ACQUIRED
I (U.S.S.3151)		10197	10.44	PATENT #1143905 - SECT.16	2/4/54
II (U.S.S.3151)	A,B,C	10197	35.89	PATENT #1143905 - SECT.16	2/4/54
	B		0.16	HIGHWAY R.O.W. - P.L.O. 1613	
	C		0.3312	HIGHWAY R.O.W. - P.L.O. 1613	
III (A.T.S.1053)	A,B,C	10198	45.57	ILMA - ADL# 105316 (TRACT B FROM PLAT 96-26)	11/26/96
	B		1.833	HIGHWAY R.O.W. - P.L.O. 1613	
	C		31.82	ELIMINATED FROM AIRPORT BOUNDARY	
IV (A.T.S.1053)		10198	21.11	ILMA - ADL# 105316 TR.B&TR.C-1 FROM PLAT96-26	11/26/96
V (U.S.S.3151)	A		5.75	ELIMINATED FROM AIRPORT BOUNDARY	
	B		0.716	50 YEAR, 60 FT. WIDE R.O.W. GRANT FROM B.L.M.	7/15/85
	C		1.70	CORPORATION EASEMENT W.D. SEALASKA	6/25/93
VI (Lot 11,Sec.29)		10615	4.76	R.O.W. PATENT #50-76-0237 GRANTED BY U.S.A.	7/30/76
VII (Lot 10,Sec.29)		11247	1.19	HIGHWAY R.O.W. - P.L.O.1613	
VIII (A.T.S.1053)	A	11267	9.778	ILMA - ADL# 105316 (TR. C-1 FROM PLAT 96-26)	11/26/96
	B		1.40	BLM GRANT # AA - 16626 FOR ACCESS R.O.W.	2/13/78
	C	11289	3.558	HIGHWAY R.O.W. - P.L.O.1613 ILMA - ADL# 105316. TR C-2	10/6/80
IX (A.T.S.1053)			87.47	ILMA - ADL# 105316. (TR. C-1 FROM PLAT 96-26)	11/26/96

AVIGATION EASEMENTS A.S.L.S 88-21

TRACT	PARCEL	DOT No.	AREA (ACRES)	INTEREST	DATE ACQUIRED
A	E-11		7 +/-	AVIGATION EASEMENT	
	E-11A I		4.84 +/-	AVIGATION EASEMENT	
	E-11A II		15.13+/-	AVIGATION EASEMENT	
	E-11B		.54 +/-	AVIGATION EASEMENT	
	E-11C		.72+/-	AVIGATION EASEMENT	
B	E-10		1.11+/-	AVIGATION EASEMENT	
	E-10A I		1.11 +/-	AVIGATION EASEMENT	
	E-10A II		1.42+/-	AVIGATION EASEMENT	
	E-10B		.04+/-	AVIGATION EASEMENT	
C	E-1		3.47+/-	AVIGATION EASEMENT	
	E-1A I		2.42 +/-	AVIGATION EASEMENT	
	E-1A II		3.48+/-	AVIGATION EASEMENT	
D	E-2		10.27+/-	AVIGATION EASEMENT	
	E-2A I		7 +/-	AVIGATION EASEMENT	
	E-2A II		5.73+/-	AVIGATION EASEMENT	
E	E-3 I		2.37+/-	AVIGATION EASEMENT	
	E-3A I		5.7 +/-	AVIGATION EASEMENT	
	E-3A II		8.12+/-	AVIGATION EASEMENT	
F	E-4		3.97+/-	AVIGATION EASEMENT	
	E-4A I		1+/-	AVIGATION EASEMENT	
	E-4A II		.35+/-	AVIGATION EASEMENT	
G	E-3 II		1.29+/-	AVIGATION EASEMENT	
	E-3A III		.73 +/-	AVIGATION EASEMENT	
	E-3A IV		.04+/-	AVIGATION EASEMENT	

REVISIONS

No.	DESCRIPTION	BY	DATE
1			
2			
3			
4			
5			
6			
7			
8			

PLANNED: JRJ
DRAWN: GLB
CHECKED: TMM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION PLANNING

PREVIOUS REVISION DATE: N/A
APPROVED:
DATE: 5/2/04
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FOR ANDY HUGHES, CHIEF OF PLANNING

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PREVIOUS ALP FAA APPROVAL DATE: 3-25-92

Haines Airport
Airport Layout Plan
Property Plan

SHEET 10 OF 12

PROJECT: P:\PROJECTS\D5604\ALP DRAWING NAME: PROPPLAN-HAINES.DWG SCRIPT FILE FOR THIS SHEET: PROPPLAN.scr PLOTTED: MAY 04 2004 13:48:19 (GLB) DOWL FILE No: 230-60J

HAINES AIRPORT
AIRPORT LAYOUT PLAN
NARRATIVE

A. PURPOSE

This Narrative Report Summary is provided along with the Haines Airport Layout Plan in accordance with Federal Aviation Administration (FAA) Airport Design Advisory Circular 150/5300-13, Change 7, Appendix 7.

The rationale for development plans at Haines Airport is outlined below. This is a summary of the Airport Master Plan report.

B. INTRODUCTION

This Airport Layout Plan (ALP) supercedes the ALP approved by the FAA on 3-25-92.

The Haines Airport is located on the north bank of the Chilkat River approximately 3.5 miles west of the City of Haines. This is approximately 14 miles southeast of Skagway and 80 miles northwest of Juneau.

According to the 2000 census, Haines has a population of 1,811 permanent residents. The Haines Highway provides road access to Haines and the Alaska Marine Highway System provides regular ferry service to Haines. Wings of Alaska, L.A.B. Flying Service, and Skagway Air provide regularly scheduled air service between Haines and Juneau. Several other small carriers provide charter, medivac, or flightseeing flights on a limited basis.

C. AIRPORT USAGE AND FORECASTS

The Alaska Aviation System Plan has designated the Haines Airport as a Community Airport. A community class airport is defined as the "primary land or water access point to a small rural community of at least 25 permanent year-round residents without reliable year-round access." Haines Airport is not anticipated to change classification.

Because the Haines Airport has no tower, estimates of aircraft operations and enplanements are based on the fleet mix and published air service schedules along with the FAA Airport Master Record (FAA Form 5010) and ADOT&PF records.

The estimated number of passenger enplanements at the Haines Airport in 2001 was 11,712. Total mail and cargo passing through the Airport in 2001 was estimated at 913,249 pounds.
The estimated number of aircraft operations at the Haines Airport in 2001 was 10,859.

The fleet mix for Haines Airport includes:

Aircraft	Category
Piper Cherokee 6, Navajo, Archer, and Islander on wheels	A-I, B-I
Cessna 180, 185, 206, 207, and 208 on wheels	A-I, A-II
Occasionally DeHavilland Otters on amphibious gear	A-II
Rarely small business jets or military C-130 aircraft	B-II, C-IV

The critical design aircraft for the Haines Airport is a B-II aircraft ≤ 12,500 pounds.

The projected future aircraft operations are based on anticipated changes to the local economy, ferry service, cruise ship tourism, and potential mining and natural resource development. In recent years, the local economy has shown little growth and ferry service has replaced some aviation activity. Cruise ship tourism has varied widely from year-to-year and is subject to change again in the future. However, cargo and mail activity has shown slow steady growth during recent years.

The moderate annual air traffic growth rate for this forecast is 1.2 %. The moderate annual cargo/mail growth rate for this forecast is 2.7%.

Because the number of aircraft operations is not anticipated to increase significantly during the forecast period, most proposed improvements to the airport are maintenance related. Key maintenance items include tree removal, pavement repairs, and maintenance equipment.

Although the number of operations is not anticipated to increase, the demand for lease lots has been steady during the past several years and is expected to remain strong. Therefore, additional lease lots are planned along the northwest end of the apron and on the location of the current parking lot. A new parking lot and ADOT&PF maintenance building are planned for the north side of the Airport access road. The current apron will be expanded southeast to provide access to all lease lots along the apron.

Additionally the helipad will be shifted to remove a conflict with the Taxiway A Object Free Area (OFA). The access road for the helipad will be relocated to the north side of the existing hangars in this area to allow for the apron expansion.

All taxiways will be renamed in accordance with current standards. The parallel taxiway will become Taxiway A and the connector taxiways will become Taxiways B through E.

A 34:1 approach slope will be planned for Runway 26 in order to achieve an additional level of safety and to preserve options for future instrument approaches that may result from the Capstone Program.

FORECASTS OF FUTURE OPERATIONS:

ITEM	BASE YEAR 2001	2006	2011	2016	2021
Passenger Enplanements	11,712	12,432	13,196	14,007	14,868
Commuter	9,652	10,245	10,875	11,543	12,253
Charter	1,447	1,536	1,630	1,731	1,837
Helicopter	613	651	691	733	778
Operations	10,859	11,526	12,235	12,987	13,785
Commercial	10,069	10,688	11,345	12,042	12,782
General Aviation	790	839	890	945	1,003
Cargo/Mail (enplaned + deplaned)*	913,249	1,043,377	1,192,048	1,361,902	1,555,959
Based Aircraft	13	14	15	16	17

*Mail and Cargo annual growth rate is 2.7 percent

D. STAGE DEVELOPMENT

Development projects for the Haines Airport are scheduled based on anticipated need and availability of resources. The projects are grouped into short-term (0-5 years), mid-term (6-10 years) and long-term (11-20 years) projects.

Short-Term (0-5 years)

Obstruction Removal - Trees and brush that penetrate the Part 77 airspace surfaces will be removed beneath the approach to Runway 26 and along the airport entrance road.

Airport Pavement/Drainage Repairs - Repair pavement surface cracks and settling on apron, taxiway and runway. Install fencing and area lighting along north and west edges of apron. Repair subsurface drainage structures beneath apron and taxiways.

Airport Maintenance Equipment - Purchase snowblower and industrial mower for airport maintenance. The current snowblower is old and requires frequent repairs. A mower would allow mowing of grass portions of airfield to prevent the growth of trees and brush.

Short-term development is estimated to cost $2.4 million in 2003 dollars.

Mid-Term (6-10 years)

Apron Expansion/Helipad Improvements - Expand apron eastward to existing helipad. Relocate helipad slightly to north to clear Taxiway Object Free Area (TOFA). Relocate helipad parking area and access road behind existing hangars and lease lots. Install fencing around helipad and along perimeter road.

Mid-term development is estimated to cost $2.0 million in 2003 dollars.

Long-Term (10-20 years)

Airport Lease Lot Development - Relocate shared automobile parking lot to north side of airport entrance road. Create lease lots from existing parking lot.

Airport Maintenance Building - Construct 2-bay equipment/sand storage building north of airport entrance road.

Airfield Resurfacing - Resurfacing of entire airfield to address pavement end of life.

Long-term development is estimated to cost $3.5 million in 2003 dollars.

20+ Years

Development may include additional lease lots at the far west and eastern ends of the airport. It should also be possible to upgrade the airport to Airplane Design Group (ADG) III standards.

E. PROPERTY STATUS

The Haines Airport is located primarily on property owned by the ADOT&PF with some small parcels being owned by the Bureau of Land Management (BLM) and Sealaska Corp. Some portions of the Airport overlap the Right of Way (ROW) associated with the Haines Highway. The ADOT&PF also owns avigation easements over approximately 88 acres east of the airport.

F. COMMUNITY INVOLVEMENT

Proposed improvements to the Haines Airport shown in this ALP were discussed with residents of Haines during public meetings held in December, 2002 and August, 2003. These meetings were advertised in the Anchorage Daily News, the Chilkat Valley News, and the Eagle Eye News. A web site containing various project documents was also available during the development of the Master Plan.

HAINES AIRPORT DESIGN STANDARDS

ITEM	STANDARD	EXISTING	ULTIMATE
Runway Category	B-II	B-II	B-II
Runway Length	3300	4000	4000
Runway Width	100	100	100
Runway Shoulder Width	10	10	10
Runway Safety Area Width	150	150	150
Runway Safety Area Length Beyond End of Runway	300	300	300
Runway Object Free Area Width	500	500	500
Taxiway Width	35	35	35
Taxiway Shoulder Width	10	10	10
Taxiway Safety Area Width	79	79	79
Taxiway Object Free Area	131	131	131
Aircraft Parking Area Setback	250	516	516
Runway Protection Zone Length (R/W 26)	1000	1000	1000
Runway Protection Zone Length (R/W 8)	1000	1000	1000
Runway Protection Zone Inner Width	500	500	500
Runway Protection Zone Outer Width (R/W 26)	700	700	700
Runway Protection Zone Outer Width (R/W 8)	700	700	700
Building Restriction Line (30ft building)	460	460 / 750	460 / 750
Approach Surface (R/W 26)	34:1	34:1	34:1
Approach Surface (R/W 8)	20:1	20:1	20:1

G. NOTES

Mount Ripinski penetrates most of the Part 77 airspace north of the airport. A smaller hill located 2.5 miles east of the airport penetrates the approach surface for Runway 26. There are no plans to remove either of these obstructions.

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PLANNED: JRJ
DRAWN: GLB
CHECKED: TMM

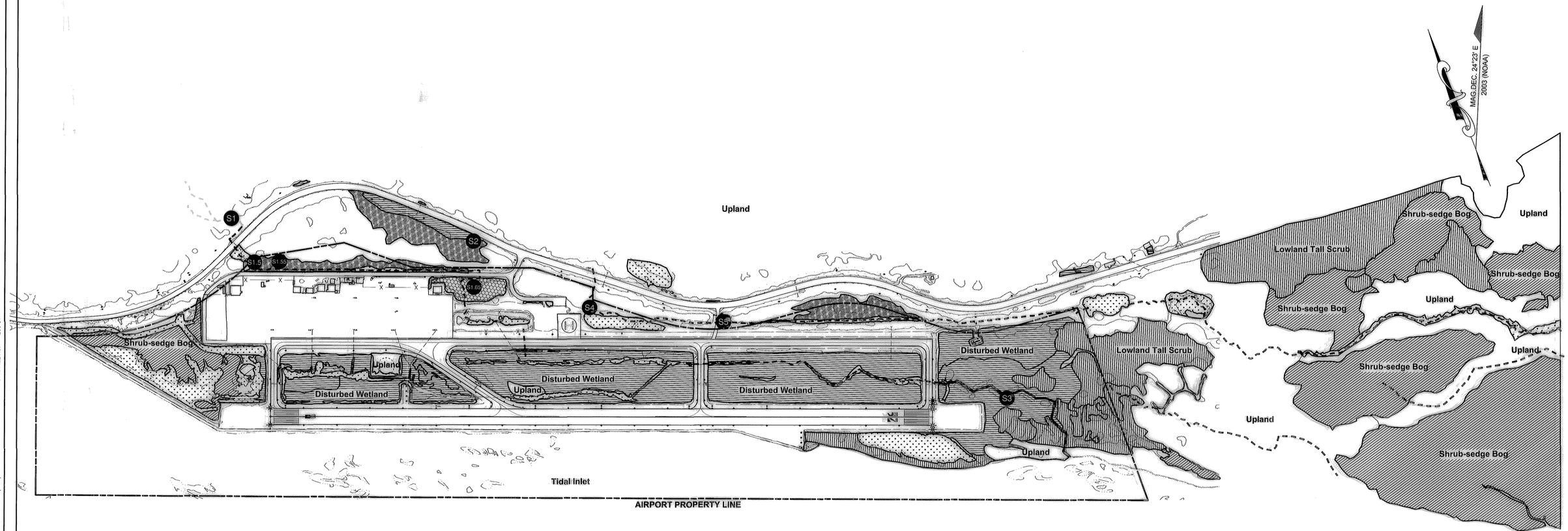
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION PLANNING

PREVIOUS REVISION DATE: N/A
APPROVED:
DATE: 5/7/04
VERNE SKAGERBERG, TRANSPORTATION PLANNER
FOR ANDY HUGHES, CHIEF OF PLANNING

FAA AIRSPACE REVIEW NO: 04-AAL-24-NRA
FAA APPROVAL DATE: 5/21/04
BY: FAA AIRPORT DIVISION, ALASKA REGION, AAL-600
SUBJECT TO CONDITIONS IN LETTER DATED: 5/21/04
PREVIOUS ALP FAA APPROVAL DATE: 3-25-92

Haines Airport
Airport Layout Plan
Narrative Report

SHEET 11 OF 12



GRAPHIC SCALE

300 0 150 300 600

(IN FEET)

WETLAND TYPES

- Lower Perrennial Stream
- Intermittent Stream
- Pond
- Fresh Herb Marsh
- Shrub-sedge Bog
- Shrub Swamp
- Lowland Tall Scrub
- Open Poplar Forest
- Disturbed Wetlands
- Riverbar
- S4 Stream Field Station

Source: Wetlands in Haines, Alaska Airport Project Area
ABR, June 2003

PLANNED: JRJ
DRAWN: GLB
CHECKED: TMM

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Haines Airport
Airport Layout Plan
Wetlands

SHEET 12 OF 12

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