

PROJECT LOCATION ANGOON

VICINITY MAP

AIRPORT LAYOUT PLAN

ANGOON AIRPORT

ANGOON, ALASKA

LEGENI	LEGEND							
ITEM	EXISTING	ULTIMATE						
AIRPORT REFERENCE POINT (ARP)	٥	۵						
ANTENNA	4							
APPROACH PROTECTION ZONE		ARPZ						
APPROACH SITING (THRESHOLD)	- — TSS — -	TSS						
AVIGATION EASEMENT								
BUILDINGS, IDENTIFIER	2222 (A)	■ (B)						
BUILDING RESTRICTION LINE	BRL							
DEPARTURE PROTECTION ZONE	DRPZ	DRPZ						
FENCE	-XXX-							
TREE/TERRIAN OBSTRUCTION, IDENTIFIER								
PAPI	0000							
PROPERTY LINE								
REIL	-&-	-&-						
ROTATING BEACON	>0€							
RUNWAY OBSTACLE FREE AREA	OFA	OFA						
RUNWAY OBSTACLE FREE ZONE	——ofz——	OFZ						
RUNWAY PROTECTION ZONE	RPZ	RPZ						
RUNWAY SAFETY AREA	RSA	RSA						
SEGMENTED CIRCLE								
SHORELINE	-::::::::::::::::::::::::::::::::::::::							
SURVEY MONUMENT	Φ	•						
THRESHOLD MARKERS/LIGHTS								
TOPOGRAPHIC CONTOURS	100	100						
UTILITY POLE	-0-							
VEGETATION / TREE LINE								
WIND CONE	Р							

	SHEET INDEX							
SHT #	TITLE							
1	TITLE SHEET							
2	AIRPORT DATA SHEET							
3	AIRPORT LAYOUT PLAN DRAWING - NEAR TERM							
4	AIRPORT LAYOUT PLAN DRAWING - ULTIMATE							
5	AIRPORT AIRSPACE DRAWING (14 CFR PART 77)							
6	INNER PORTION OF THE APPROACH SURFACE: RUNWAY 13 — NEAR TERM							
7	INNER PORTION OF THE APPROACH SURFACE: RUNWAY 13 – ULTIMATE							
8	INNER PORTION OF THE APPROACH SURFACE: RUNWAY 31 — NEAR TERM							
9	INNER PORTION OF THE APPROACH SURFACE: RUNWAY 31 – ULTIMATE							
10	TERMINAL AREA DRAWING							
11	AIRPORT PROPERTY MAP							

PPROVED: DATE:			STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
HRISTOPHER GOINS, P.E. DESIGN SECTION CHIEF			SOUTHCOAST REGION
	┵		DATE:

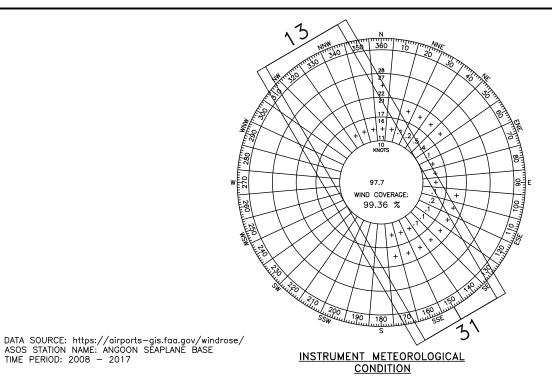
AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED $\underline{4}/\underline{01}/\underline{2020}$ FAA AIRSPACE REVIEW NUMBER: $\underline{2019}.AAL.91.N$ RA

FAA, AIRPORTS DIVISION ALASKAN REGION, AAL- 615

ANGOON AIRPORT
ANGOON, ALASKA
AIRPORT LAYOUT PLAN

TITLE SHEET

DATE: 2/12/2020 SHEET: 1 OF



MODIFICATION	TO	STANDARDS		

WIND DATA					
RUNWAY	10.5kt AW/IFR	13kt AW/IFR			
13-31	99.01%/98.72%	99.54%/99.36%			

NONSTANDARD CONDITIONS						
ITEM STANDARD EXISTING ULTIMATE						
NONE REQUIRED						

DECLARED DISTANCES								
RUNWAY TORA TODA ASDA LDA								
EXISTING	3300	3300	3300	3300	3300			
ULTIMATE	4000	4000	4000	4000	4000			

	PACS & SACS (OR OTHER CONTROL)								
PID	DESIGNATION	LATITUDE	EASTING	ELEVATION	DESCRIPTION				
TBD									
TBD									
TBD									

GEOGRAPHIC COORDINATES (NAD83) & ELEVATIONS (NAVD88)							
ITEM NEAR TERM LATITUDE NEAR TERM LONGITUDE NEAR TERM ELEVATION ULTIMATE LATITUDE ULTIMATE LONGITUDE ULTIMATE LONGITUDE ULTIMATE LONGITUDE							
AIRPORT REFERENCE POINT	57°28'36.15" N	134°33'04.29" W	117.00'	57°28'33.17" N	134°33'01.07" W	115.30'	
RUNWAY 13 THRESHOLD	57°28'50.20" N	134°33'19.50" W	123.60'	57°28'50.20" N	134*33'19.50" W	123.60'	
RUNWAY 31 THRESHOLD	57°28'22.11" N	134°32'49.09" W	108.80'	57°28'16.15" N	134°32'42.64" W	105.30'	

NOTES

1. THIS ALP DRAWING SET IS BASED ON AN AIRBORNE LIDAR SURVEY COMPLETED BY KODIAK MAPPING IN THE SPRING OF 2017 AND A CONTROL AND TOPOGRAPHIC SURVEY PERFORMED BY DOT&PF IN 2017, BOTH IN ACCORDANCE WITH FAA AC 150/5300-18B. THIS ALP WAS CREATED IN ACCORDANCE WITH FAA AC 150/5070-6B, AND SOP 2.00 IN FEBRUARY 2020.

2. VERTICAL DATUM IS NAVD 1988 USING GEOID12A.

DESCRIPTION

NONE REQUIRED

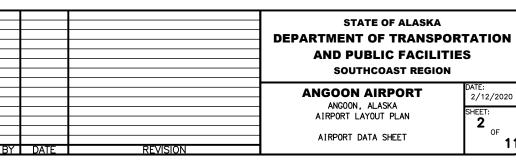
3. HORIZONTAL DATUM IS NAD83 (2011). DRAWING COORDINATES ARE ALASKA STATE PLANE ZONE 1, U.S. SURVEY FEET, UNLESS NOTED OTHERWISE.

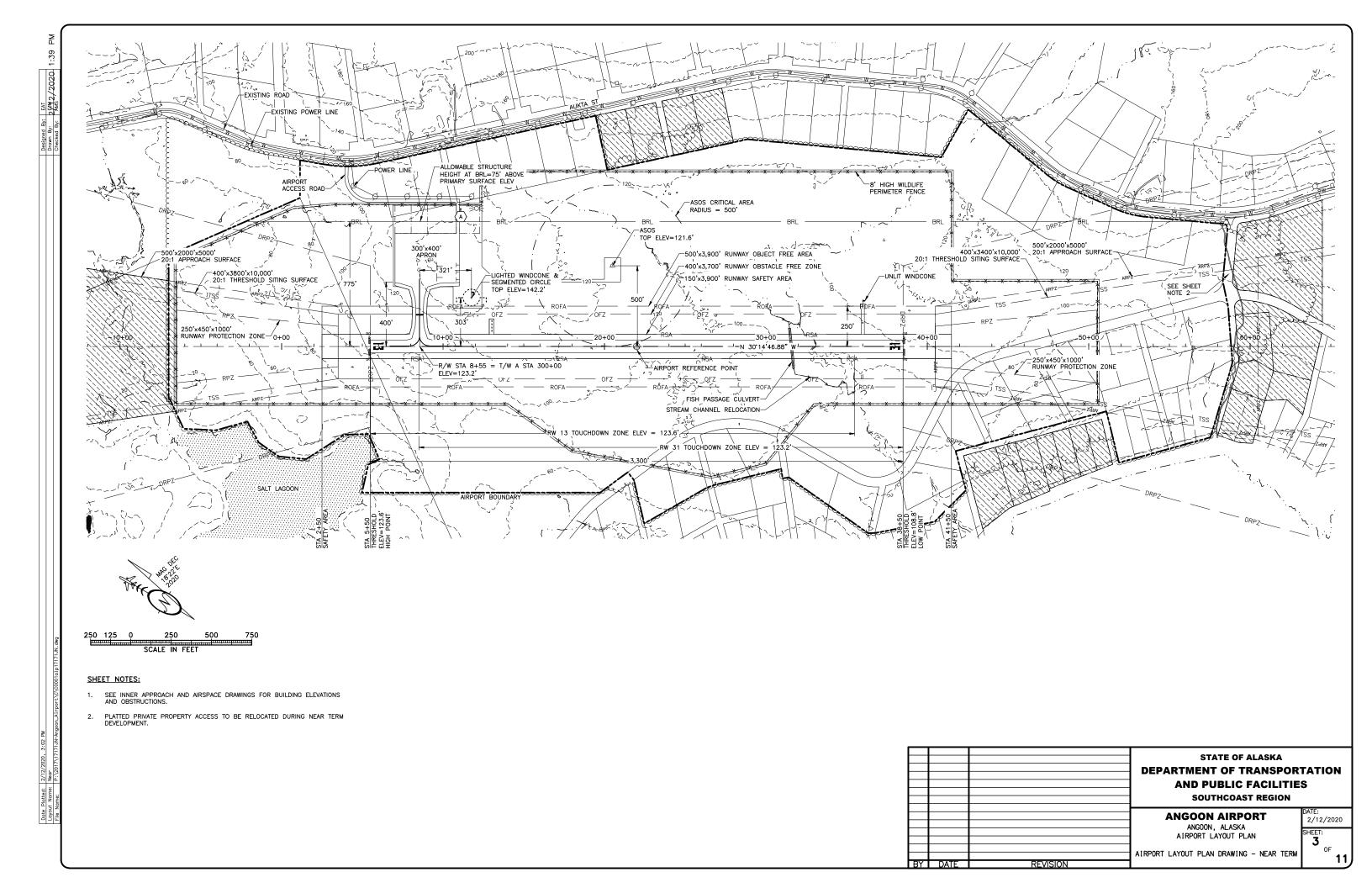
STANDARD EXISTING ULTIMATE AIRSPACE # APPROVAL DATE

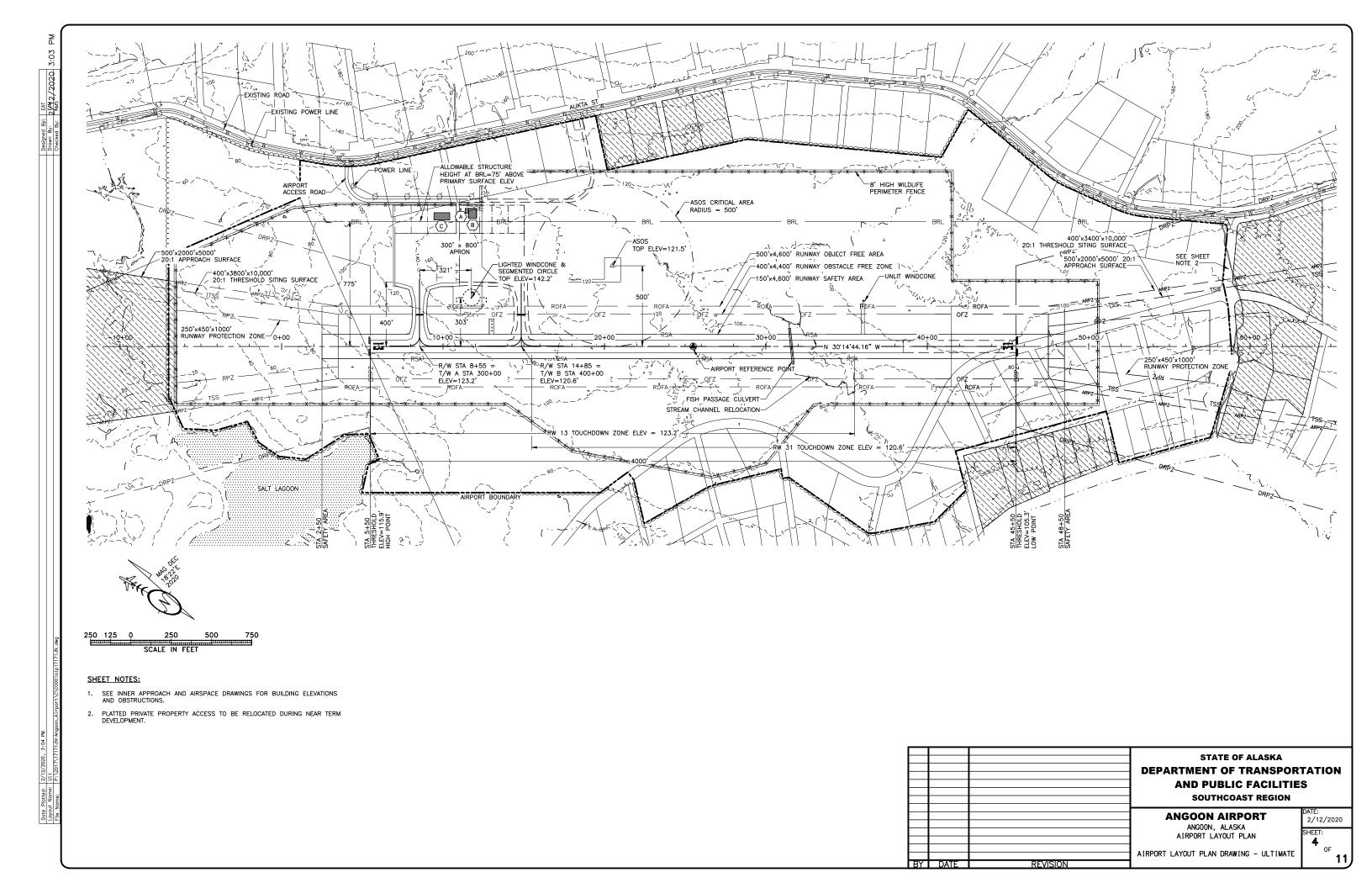
AIRPORT DATA						
ITEM	NEAR TERM	ULTIMATE				
ICAO IDENTIFIER	TBD	SAME				
NATIONAL AIRPORT IDENTIFIER	TBD	SAME				
AIRPORT REFERENCE CODE (ARC)	B-II SMALL	SAME				
CRITICAL AIRCRAFT	WINGSPAN: KING AIR APPROACH SPEED: NAVAJO	SAME				
MEAN MAX TEMPERATURE, HOTTEST MONTH	62°F, JUL	SAME				
AIRPORT ELEVATION (NAVD88)	123.6'	SAME				
AIRPORT NAVIGATIONAL AIDS	BEACON	SAME				
MISCELLANEOUS FACILITIES	LIGHTED WINDCONES, SEGMENTED CIRCLE, ASOS	SAME				
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	18 * 22'E, 2020	0°17'W PER YEAR				
NPIAS SERVICE LEVEL (P, CS, R, GA)	GA	SAME				
STATE EQUIVALENT SERVICE ROLE	COMMUNITY	SAME				

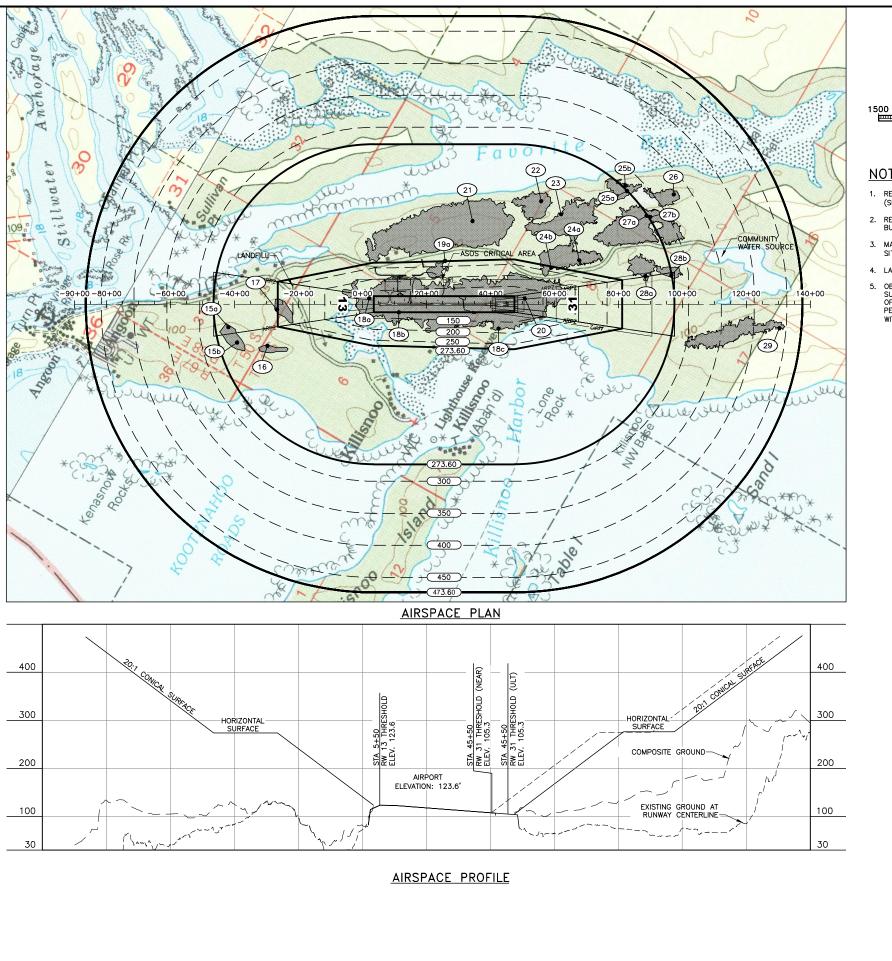
RUNWAY 13-31 DATA						
ITEM	NEAR	TERM	ULTIMATE			
ITEM	13	31	13	31		
RUNWAY CATEGORY (UTILITY, OTHER THAN UTILITY)	UTILITY	UTILITY	SAME	SAME		
RUNWAY DESIGN CODE (RDC)	B-II(S)	-5000	SA	ME		
APPROACH REFERENCE CODE (APRC)	B-II(S)	-5000	SA	ME		
DEPARTURE REFERENCE CODE (DPRC)	B-II(S)	-5000	SA	ME		
RUNWAY SURFACE	ASP	HALT	SA	ME		
PAVEMENT STRENGTH (SW, DW, DTW x1000lbs/PCN)	54/F/D/Y/	F PCN TBD	SA	ME		
SURFACE TREATMENT	NC	NE	SA	ME		
EFFECTIVE RUNWAY GRADIENT (%)	-0.50	0.50	-0.50	0.50		
RUNWAY DIMENSIONS (LENGTHxWIDTH)	3300'×75'		4000'x75'			
DISPLACED THRESHOLD	N/A	N/A	N/A	N/A		
RUNWAY SAFETY AREA (RSA) DIMENSIONS	3900	'x150'	4600'x150'			
RUNWAY LIGHTING TYPE	MI	RL	SAME			
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	250'x450' x1000'	250'x450' x1000'	SAME	SAME		
RUNWAY MARKING TYPE (V, NP, P)	NP	NP	NP	NP		
PART 77 APPROACH CATEGORY	20:1	20:1	SAME	SAME		
14 CFR 77 APPROACH TYPE (V, NP, P)	NP	NP	NP	NP		
VISIBILITY MINIMUMS	1 SM	1 SM	SAME	SAME		
AERONAUTICAL SURVEY REQUIRED FOR APPROACH	NVGS	NVGS	SAME	SAME		
RUNWAY DEPARTURE SURFACE	Y	Y	Y	Y		
OBJECT FREE AREA (OFA) DIMENSIONS	3900'x500'	3900'x500'	4600'x500'	4600'x500'		
OBSTACLE FREE ZONE (OFZ) DIMENSIONS	3700'x250'	3700'x250'	4400'x250'	4400'x250'		
THRESHOLD SITING SURFACE (TSS) APPROACH SLOPE	20:1	20:1	SAME	SAME		
VISUAL AND INSTRUMENT NAVAIDS	PAPI, REIL	REIL	PAPI, REIL	REIL		
TOUCHDOWN ZONE ELEVATIONS (NAVD88)	120.3'	113.8'	120.3'	110.3'		

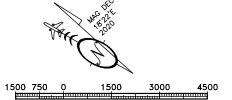
TAXIWAY DATA						
ITEM	NEAR	TERM	ULTI	MATE		
IIEM	Α	В	Α	В		
TAXIWAY DESIGN GROUP	2	N/A	SAME	2		
WIDTH	35'	N/A	SAME	35'		
SHOULDER WIDTH	15'	N/A	SAME	15'		
TAXIWAY SAFETY AREA (TSA) WIDTH	79'	N/A	SAME	79'		
TAXIWAY OBJECT FREE AREA (TOFA) WIDTH	131'	N/A	SAME	131'		
DISTANCE TO FIXED OR MOVEABLE OBJECT	57.5'	N/A	SAME	57.5'		
TAXIWAY SAFETY EDGE MARGIN (TSEM)	7.5'	N/A	SAME	7.5'		
LIGHTING TYPE	MITL	N/A	SAME	MITL		











AIRPORT AIRSPACE LEGEND						
AIRSPACE ELEVATION (SURFACE DIVIDERS)						
	AIRSPACE CONTOURS					
	RUNWAY CENTERLINE (EXTENDED)					

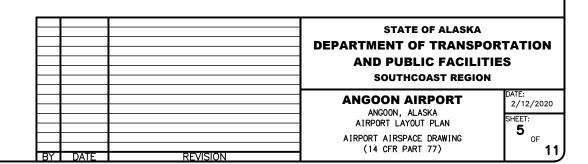
NOTES:

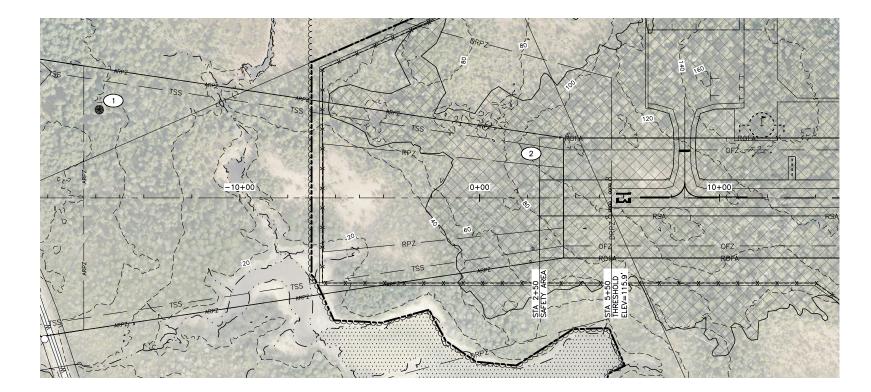
- REFER TO INNER PORTION OF APPROACH SURFACE (SHEETS 6 - 9) FOR CLOSE IN OBSTRUCTIONS.
- REFER TO THE TERMINAL AREA PLAN (SHEET 10) FOR BUILDING LOCATIONS AND ELEVATIONS.
- MAPPING IS FROM US GEOLOGICAL SURVEY (USGS) MAPS SITKA (B-2) & SITKA (C-2).
- 4. LANDFILL IS 2807' FROM RUNWAY 13 THRESHOLD.
- OBSTRUCTION ANALYSIS BASED ON AN AIRBORNE LIDAR SURVEY COMPLETED BY KODIAK MAPPING IN THE SPRING OF 2017 AND A CONTROL AND TOPOGRAPHIC SURVEY PERFORMED BY DOT&PF IN 2017, BOTH IN ACCORDANCE WITH FAA AC 150/5300-18B.

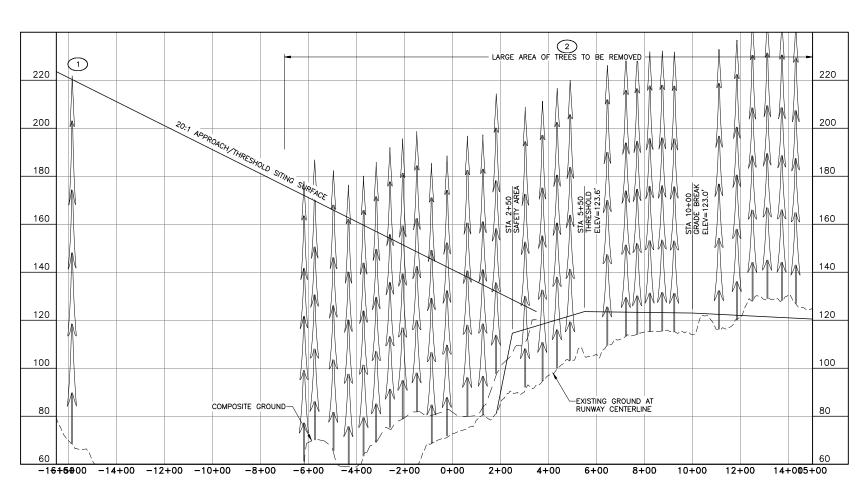
14 CFR PART 77 DIMENSIONS (ULTIMATE)							
UTILITY, NP APPROAC	CH, ≥1 SM VISIBILITY						
DESCRIPTION	DIMENSION						
PRIMARY SURFACE	500'x4400'						
HORIZONTAL SURFACE ELEVATION	273.6'						
HORIZONTAL SURFACE RADIUS	5,000'						
APPROACH SURFACE	500'x2000'x5000'						
APPROACH SURFACE SLOPE	20:1						
CONICAL SURFACE WIDTH, SLOPE	4000' @ 20:1						
TRANSITIONAL SURFACE SLOPE	7:1						

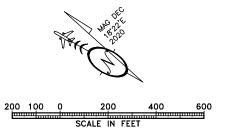
	14 CFR PART 77 SURFACE OBSTRUCTION DATA								
ID#	DESCRIPTION	STATION/OFFSET	TOP ELEV	SURFACE ELEV	SURFACE PENETRATED	SURFACE PENETRATION	DISPOSITION	STAGE TO CORRECT	
15a	TREE CLUSTER*	-41+92 / 714 RT	278.5	273.6	APPROACH	4.9	REMOVE	NEAR TERM	
15b	TREE CLUSTER*	-39+19 / 1196 RT	288.4	273.6	HORIZONTAL	14.8	TO REMAIN	N/A	
16	TREE CLUSTER*	-29+71 / 1299 RT	274.8	273.6	HORIZONTAL	1.2	TO REMAIN	N/A	
17	TREE CLUSTER*	-26+72 / 164 RT	288.0	273.6	APPROACH	14.4	REMOVE	NEAR TERM	
18a	TREE CLUSTER*	2+14 / 184 LT	240.7	130.4	APPROACH	110.3	REMOVE	NEAR TERM	
18b	TREE CLUSTER*	11+36 / 250 RT	246.4	122.4	PRIMARY	124.0	REMOVE	NEAR TERM	
18c	TREE CLUSTER*	43+83 / 744 RT	191.5	178.0	TRANSITONAL	13.5	SELECTIVE REMOVAL	NEAR TERM	
19a	TREE CLUSTER*	25+86 / 1360 LT	280.9	273.6	TRANSITIONAL	7.3	SELECTIVE REMOVAL	NEAR TERM	
20	TREE CLUSTER*	50+74 / 181 LT	241.7	121.5	APPROACH	120.2	REMOVE	NEAR TERM	
21	TREE CLUSTER*	34+40 / 2600 LT	402.4	273.6	HORIZONTAL	128.8	TO REMAIN	N/A	
22	TREE CLUSTER*	55+86 / 3224 LT	365.1	273.6	HORIZONTAL	91.5	TO REMAIN	N/A	
23	TREE CLUSTER*	62+09 / 2816 LT	564.9	273.6	HORIZONTAL	291.3	TO REMAIN	N/A	
24a	TREE CLUSTER*	67+76 / 1375 LT	389.1	273.6	HORIZONTAL	115.5	TO REMAIN	N/A	
24b	TREE CLUSTER*	59+04 / 1147 LT	338.3	268.5	TRANSITIONAL	69.8	SELECTIVE REMOVAL	NEAR TERM	
25a	TREE CLUSTER*	82+67 / 3540 LT	345.0	273.6	HORIZONTAL	71.4	TO REMAIN	N/A	
25b	TREE CLUSTER*	82+12 / 3702 LT	332.8	277.1	CONICAL	55.7	TO REMAIN	N/A	
26	TREE CLUSTER*	97+33 / 3435 LT	358.8	326.2	CONICAL	32.6	TO REMAIN	N/A	
27a	TREE CLUSTER*	88+85 / 2767 LT	379.1	273.6	HORIZONTAL	105.5	TO REMAIN	N/A	
27b	TREE CLUSTER*	89+97 / 2734 LT	398.7	276.2	CONICAL	122.5	TO REMAIN	N/A	
28a	TREE CLUSTER*	86+25 / 1374 LT	346.4	273.6	HORIZONTAL	72.8	TO REMAIN	N/A	
28b	TREE CLUSTER*	99+98 / 921 LT	322.6	290.7	CONICAL	31.9	TO REMAIN	N/A	
29	TREE CLUSTER*	130+30 / 747 RT	493.4	439.6	CONICAL	53.8	TO REMAIN	N/A	

^{*} GREATEST PENETRATION IN A LARGE AREA OF TREE OR TERRAIN PENETRATION. REFER TO HATCHED AREAS ON MAP.







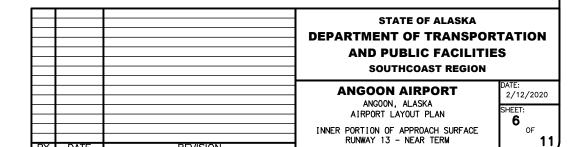


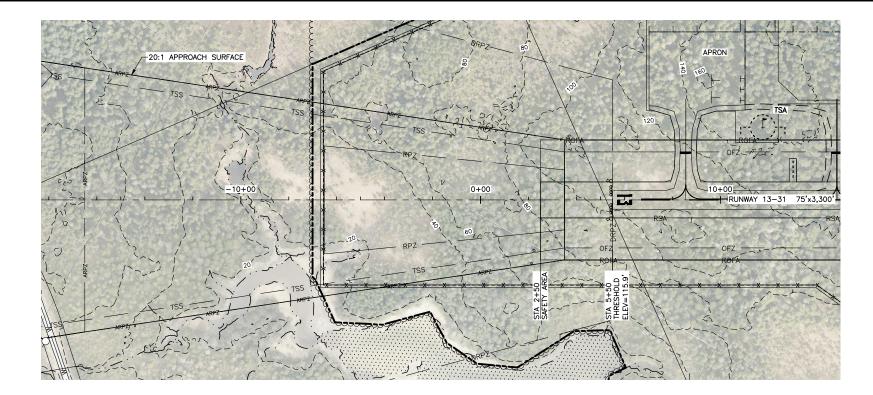
SHEET NOTES:

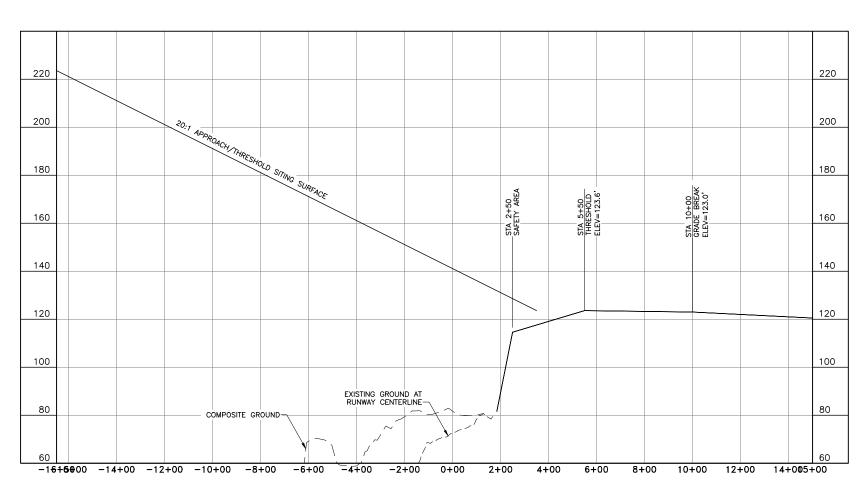
- OBSTRUCTION ANALYSIS BASED ON AN AIRBORNE LIDAR SURVEY COMPLETED BY KODIAK MAPPING IN THE SPRING OF 2017 AND A CONTROL AND TOPOGRAPHIC SURVEY PERFORMED BY DOT&PF IN 2017, BOTH IN ACCORDANCE WITH FAA AC 150/5300-18B.
- 2. OBSTRUCTIONS OUTSIDE THE INNER APPROACH ARE SHOWN ON SHEET 5.
- AFTER NEAR TERM IMPROVEMENTS ARE COMPLETE THERE WILL BE NO RUNWAY 13 THRESHOLD SITING SURFACE OBJECT PENETRATIONS.

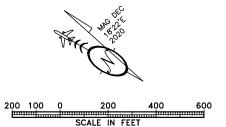
	OBSTRUCTION DATA (INNER PORTION R/W 13)									
ID#	ID# DESCRIPTION STATION/OFFSET TOP ELEV SURFACE PENETRATED SURFACE PENETRATION DISPOSITION									
1	TREE	-15+85 / -367	220.0	220.4	APPROACH	0.4	REMOVE			
2	TREE CLUSTER*	2+14 / -184.2	240.7	130.4	APPROACH	110.3	REMOVE			
3	STREAM	10+35 / 0	14.3	188.8	APPROACH	N/A	TO REMAIN			

* GREATEST PENETRATION IN A LARGE AREA OF TREE OR TERRAIN PENETRATION. REFER TO HATCHED AREAS ON MAP.





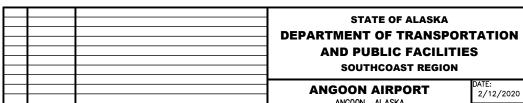




SHEET NOTES:

- OBSTRUCTION ANALYSIS BASED ON AN AIRBORNE LIDAR SURVEY COMPLETED BY KODIAK MAPPING IN THE SPRING OF 2017 AND A CONTROL AND TOPOGRAPHIC SURVEY PERFORMED BY DOT&PF IN 2017, BOTH IN ACCORDANCE WITH FAA AC 150/5300-18B.
- 2. OBSTRUCTIONS OUTSIDE THE INNER APPROACH ARE SHOWN ON SHEET 5.
- 3. AFTER NEAR TERM IMPROVEMENTS ARE COMPLETE THERE WILL BE NO RUNWAY 13 THRESHOLD SITING SURFACE OBJECT PENETRATIONS.

	OBSTRUCTION DATA (INNER PORTION R/W 13)								
ID#	DESCRIPTION	STATION/OFFSET	TOP ELEV	SURFACE ELEV		SURFACE PENETRATION	DISPOSITION		
	NONE								



ANGOON, ALASKA AIRPORT LAYOUT PLAN

INNER PORTION OF APPROACH SURFACE RUNWAY 13 - ULTIMATE

OF



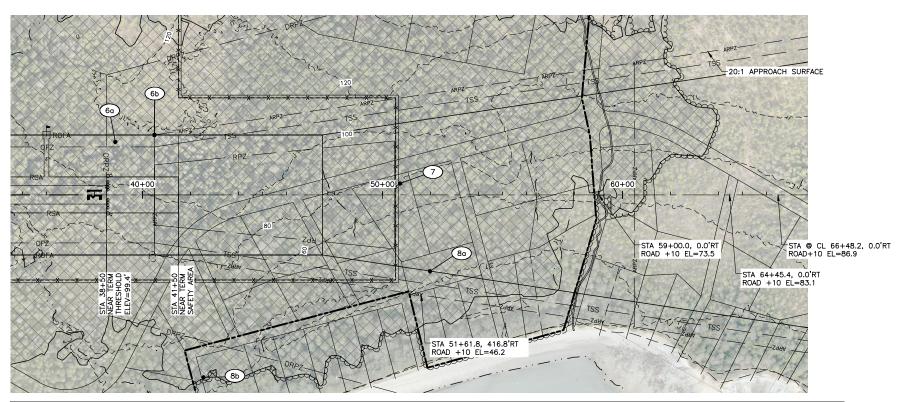
200 100 0 200 400 60

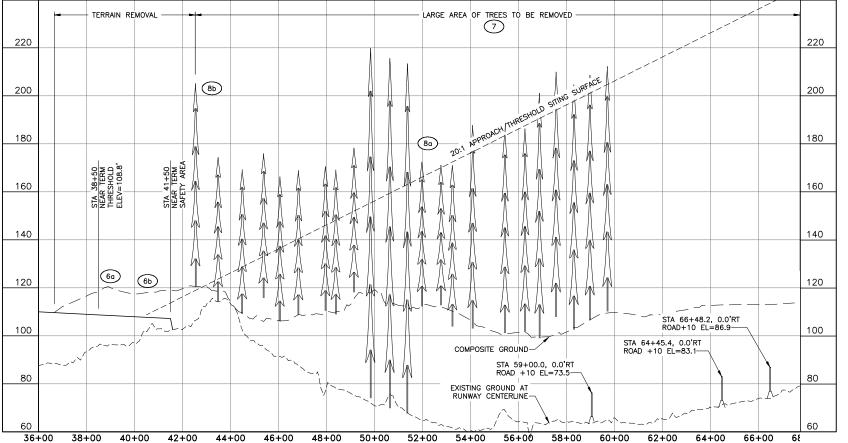
SHEET NOTES:

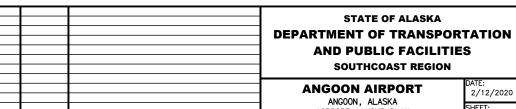
- OBSTRUCTION ANALYSIS BASED ON AN AIRBORNE LIDAR SURVEY COMPLETED BY KODIAK MAPPING IN THE SPRING OF 2017 AND A CONTROL AND TOPOGRAPHIC SURVEY PERFORMED BY DOT&PF IN 2017, BOTH IN ACCORDANCE WITH FAA AC 150/5300-18B.
- 2. OBSTRUCTIONS OUTSIDE THE INNER APPROACH ARE SHOWN ON SHEET 5.
- AFTER NEAR TERM IMPROVEMENTS ARE COMPLETE THERE WILL BE NO RUNWAY 31 THRESHOLD SITING SURFACE OBJECT PENETRATIONS.

	OBSTRUCTION DATA (INNER PORTION R/W 31)								
ID#	DESCRIPTION	STATION/OFFSET	ELEV	SURFACE ELEV	SURFACE PENETRATED	SURFACE PENETRATION	DISPOSITION		
6a	TERRAIN POINT*	38+91 / 223 LT	120.5	108.8	PRIMARY	11.7	REMOVE		
6b	TERRAIN POINT*	40+50 / 250 LT	117.7	108.8	APPROACH	8.9	REMOVE		
7	TREE CLUSTER*	50+74 / 181 LT	241.7	160.0	APPROACH	141.1	REMOVE		
8a	TREE CLUSTER*	51+98 / 318 RT	172.4	166.2	APPROACH	6.2	SELECTIVE REMOVAL		
8b	TREE CLUSTER*	42+55 / 760 RT	205.1	187.5	TRANSITIONAL	17.6	SELECTIVE REMOVAL		

* GREATEST PENETRATION IN A LARGE AREA OF TREE OR TERRAIN PENETRATION. REFER TO HATCHED AREAS ON MAP.

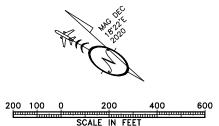






ANGOON, ALASKA AIRPORT LAYOUT PLAN INNER PORTION OF APPROACH SURFACE RUNWAY 31 - NEAR TERM

SHEET: 8 OF

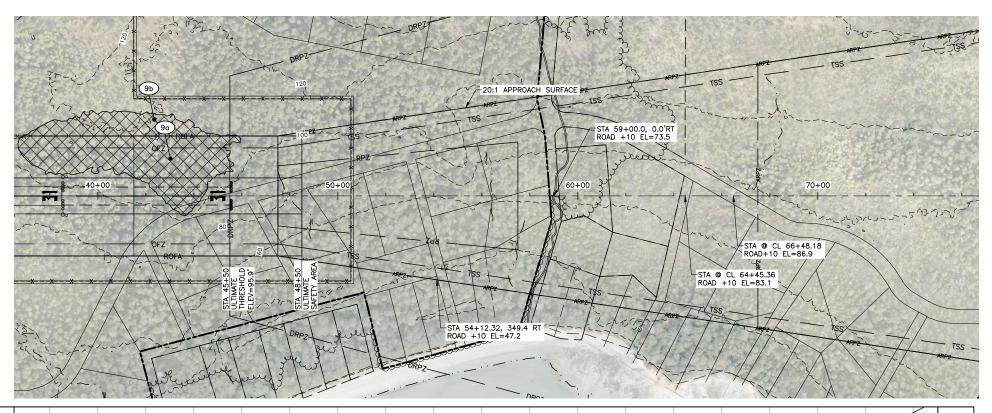


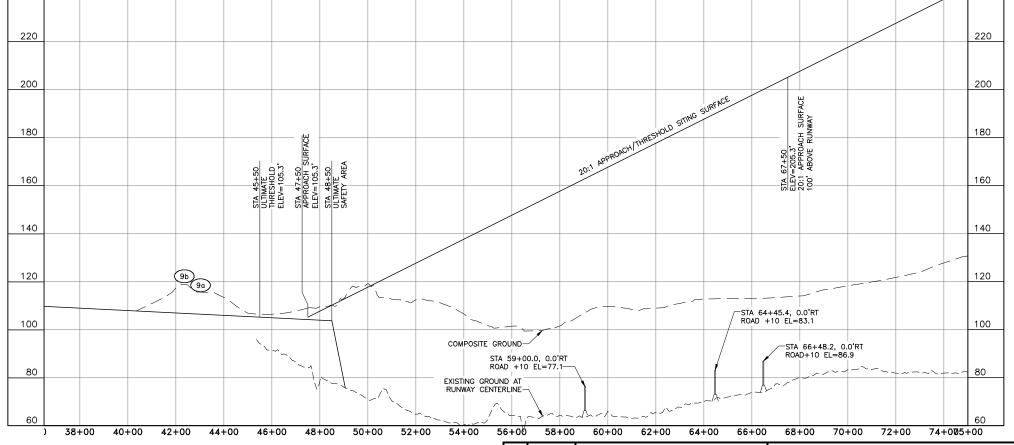
SHEET NOTES:

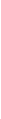
- OBSTRUCTION ANALYSIS BASED ON AN AIRBORNE LIDAR SURVEY COMPLETED BY KODIAK MAPPING IN THE SPRING OF 2017 AND A CONTROL AND TOPOGRAPHIC SURVEY PERFORMED BY DOT&PF IN 2017, BOTH IN ACCORDANCE WITH FAA AC 150/5300-18B.
- OBSTRUCTIONS OUTSIDE THE INNER APPROACH ARE SHOWN ON SHEET 5.
- AFTER NEAR TERM IMPROVEMENTS ARE COMPLETE THERE WILL BE NO RUNWAY 31 THRESHOLD SITING SURFACE OBJECT PENETRATIONS.

	OBSTRUCTION TABLE (INNER PORTION R/W 31)									
ID# DESCRIPTION STATION/ ELEV SURFACE SURFACE PENETRATED SURFACE PENETRATION D						DISPOSITION				
9a	TERRAIN POINT*	43+02 / 155 LT	118.0	106.5	PRIMARY	11.5	REMOVE			
9b	TERRAIN POINT*	42+35 / 319 LT	120.8	116.7	TRANSITIONAL	4.1	REMOVE			

* GREATEST PENETRATION IN A LARGE AREA OF TREE OR TERRAIN PENETRATION. REFER TO HATCHED AREAS ON MAP.





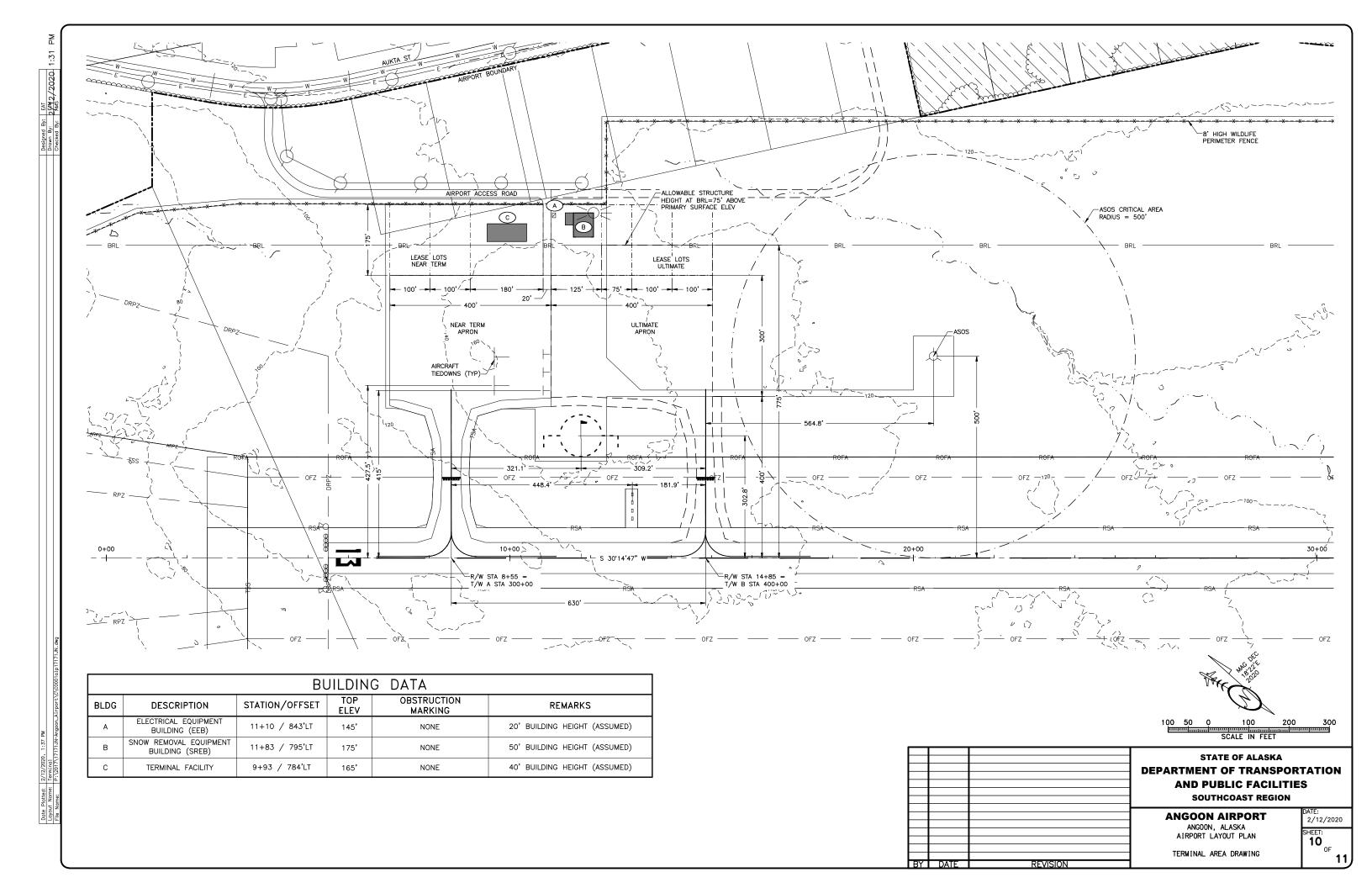


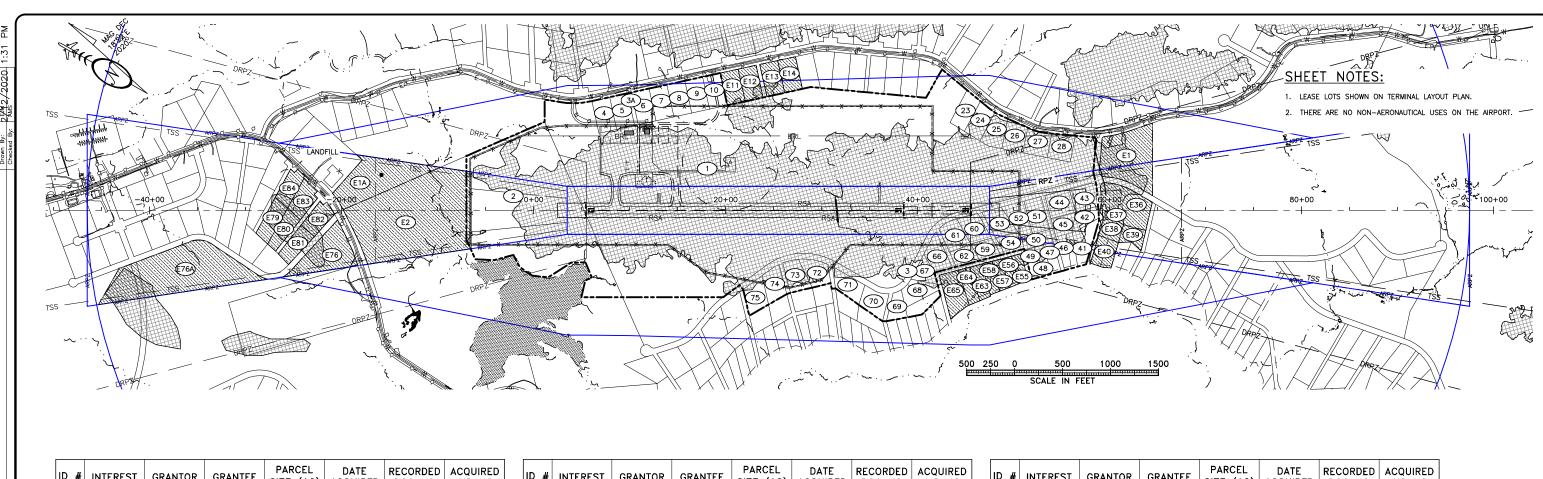
ANGOON AIRPORT ANGOON, ALASKA

STATE OF ALASKA **DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES** SOUTHCOAST REGION

AIRPORT LAYOUT PLAN INNER PORTION OF APPROACH SURFACE 2/12/2020 9

RUNWAY 31 - ULTIMATE





ID#	INTEREST	GRANTOR	GRANTEE	SIZE (AC)	ACQUIRED	DOC NO	ALD NO
1	FEE SIMPLE	KOOTZNOOWOO	DOT&PF	179.78	TBD	TBD	TBD
E1	AVIGATION ESMT	KOOTZNOOWOO	DOT&PF	6.73	TBD	TBD	TBD
E1A	AVIGATION ESMT	KOOTZNOOWOO	DOT&PF	6.43	TBD	TBD	TBD
2	FEE SIMPLE	CITY OF ANG	DOT&PF	38.04	TBD	TBD	TBD
E2	AVIGATION ESMT	CITY OF ANG	DOT&PF	20.73	TBD	TBD	TBD
3	FEE SIMPLE	CITY OF ANG	DOT&PF	8.34	TBD	TBD	TBD
3A	FEE SIMPLE	CITY OF ANG	DOT&PF	0.32	TBD	TBD	TBD
4	FEE SIMPLE	A. ASIS	DOT&PF	1.50	TBD	TBD	TBD
5	FEE SIMPLE	D. VIERTHALER	DOT&PF	1.50	TBD	TBD	TBD
6	FEE SIMPLE	B. GEORGE	DOT&PF	1.50	TBD	TBD	TBD
7	FEE SIMPLE	R. DEMMERT	DOT&PF	1.50	TBD	TBD	TBD
8	FEE SIMPLE	KOOTZNOOWOO	DOT&PF	1.50	TBD	TBD	TBD
9	FEE SIMPLE	C. FRED	DOT&PF	1.50	TBD	TBD	TBD
10	FEE SIMPLE	J. THOMPSON	DOT&PF	1.50	TBD	TBD	TBD
E11	AVIGATION ESMT	V. JAMES	DOT&PF	1.50	TBD	TBD	TBD
E12	AVIGATION ESMT	E. JAMES	DOT&PF	1.50	TBD	TBD	TBD
E13	AVIGATION ESMT	E. JACK	DOT&PF	1.50	TBD	TBD	TBD
E14	AVIGATION ESMT	A. ALBERT	DOT&PF	1.50	TBD	TBD	TBD
23	FEE SIMPLE	KOOTZNOOWOO	DOT&PF	1.50	TBD	TBD	TBD
24	FEE SIMPLE	KOOTZNOOWOO	DOT&PF	1.50	TBD	TBD	TBD
25	FEE SIMPLE	KOOTZNOOWOO	DOT&PF	1.50	TBD	TBD	TBD
26	FEE SIMPLE	KOOTZNOOWOO	DOT&PF	1.50	TBD	TBD	TBD
27	FEE SIMPLE	KOOTZNOOWOO	DOT&PF	1.50	TBD	TBD	TBD
28	FEE SIMPLE	KOOTZNOOWOO	DOT&PF	1.50	TBD	TBD	TBD
E36	AVIGATION ESMT	KOOTZNOOWOO	DOT&PF	2.72	TBD	TBD	TBD
E37	AVIGATION ESMT	R. HOGUE	DOT&PF	1.50	TBD	TBD	TBD
E38	AVIGATION ESMT	T. JAMES	DOT&PF	1.00	TBD	TBD	TBD
E39	AVIGATION ESMT	MULTIPLE	DOT&PF	1.00	TBD	TBD	TBD
E40	AVIGATION ESMT	KOOTZNOOWOO	DOT&PF	1.50	TBD	TBD	TBD

ID#	INTEREST	GRANTOR	GRANTEE	PARCEL SIZE (AC)	DATE ACQUIRED	RECORDED DOC NO	ACQUIRED AIP NO
41	FEE SIMPLE	KOOTZNOOWOO	DOT&PF	2.25	TBD	TBD	TBD
42	FEE SIMPLE	T. JAMES	DOT&PF	1.00	TBD	TBD	TBD
43	FEE SIMPLE	E. KOOKESH	DOT&PF	1.50	TBD	TBD	TBD
44	FEE SIMPLE	J. FRANK	DOT&PF	1.50	TBD	TBD	TBD
45	FEE SIMPLE	MULTIPLE	DOT&PF	1.00	TBD	TBD	TBD
46	FEE SIMPLE	R. SOBOLEFF	DOT&PF	0.75	TBD	TBD	TBD
47	FEE SIMPLE	J. MCCLUSKEY	DOT&PF	0.75	TBD	TBD	TBD
48	FEE SIMPLE	J. BROWN	DOT&PF	0.75	TBD	TBD	TBD
49	FEE SIMPLE	E. MCCLUSKEY	DOT&PF	0.75	TBD	TBD	TBD
50	FEE SIMPLE	MULTIPLE	DOT&PF	1.00	TBD	TBD	TBD
51	FEE SIMPLE	KOOTZNOOWOO	DOT&PF	1.50	TBD	TBD	TBD
52	FEE SIMPLE	A.R. BROWN	DOT&PF	1.50	TBD	TBD	TBD
53	FEE SIMPLE	MULTIPLE	DOT&PF	1.50	TBD	TBD	TBD
54	FEE SIMPLE	J. HUNTER	DOT&PF	1.00	TBD	TBD	TBD
E55	AVIGATION ESMT	I. CHULIK	DOT&PF	0.70	TBD	TBD	TBD
E56	AVIGATION ESMT	I. CHULIK	DOT&PF	0.73	TBD	TBD	TBD
E57	AVIGATION ESMT	I. CHULIK	DOT&PF	0.76	TBD	TBD	TBD
E58	AVIGATION ESMT	G. MILLER	DOT&PF	0.79	TBD	TBD	TBD
59	FEE SIMPLE	D. LOGAN	DOT&PF	1.00	TBD	TBD	TBD
60	FEE SIMPLE	MULTIPLE	DOT&PF	1.50	TBD	TBD	TBD
61	FEE SIMPLE	KOOTZNOOWOO	DOT&PF	1.50	TBD	TBD	TBD
62	FEE SIMPLE	KOOTZNOOWOO	DOT&PF	1.00	TBD	TBD	TBD
E63	AVIGATION ESMT	MULTIPLE	DOT&PF	1.00	TBD	TBD	TBD
E64	AVIGATION ESMT	MULTIPLE	DOT&PF	1.00	TBD	TBD	TBD
E65	AVIGATION ESMT	T. FOGARTY	DOT&PF	2.08	TBD	TBD	TBD

ID#	INTEREST	GRANTOR	GRANTEE	PARCEL SIZE (AC)	DATE ACQUIRED	RECORDED DOC NO	ACQUIRED AIP NO
66	FEE SIMPLE	G. NELSON	DOT&PF	1.50	TBD	TBD	TBD
67	FEE SIMPLE	KOOTZNOOWOO	DOT&PF	1.00	TBD	TBD	TBD
68	FEE SIMPLE	R. EDENSHAW	DOT&PF	1.50	TBD	TBD	TBD
69	FEE SIMPLE	KOOTZNOOWOO	DOT&PF	1.00	TBD	TBD	TBD
70	FEE SIMPLE	MULTIPLE	DOT&PF	1.50	TBD	TBD	TBD
71	FEE SIMPLE	R. GEORGE	DOT&PF	1.50	TBD	TBD	TBD
72	FEE SIMPLE	MULTIPLE	DOT&PF	1.50	TBD	TBD	TBD
73	FEE SIMPLE	S. JOHNSON	DOT&PF	1.50	TBD	TBD	TBD
74	FEE SIMPLE	KOOTZNOOWOO	DOT&PF	1.50	TBD	TBD	TBD
75	FEE SIMPLE	MULTIPLE	DOT&PF	1.50	TBD	TBD	TBD
E76	AVIGATION ESMT	KOOTZNOOWOO	DOT&PF	4.52	TBD	TBD	TBD
E76A	AVIGATION ESMT	KOOTZNOOWOO	DOT&PF	15.09	TBD	TBD	TBD
E79	AVIGATION ESMT	G. JOHNSON	DOT&PF	1.50	TBD	TBD	TBD
E80	AVIGATION ESMT	N. KOOKESH	DOT&PF	1.50	TBD	TBD	TBD
E81	AVIGATION ESMT	B. JACK	DOT&PF	1.50	TBD	TBD	TBD
E82	AVIGATION ESMT	K. GONZALES	DOT&PF	1.50	TBD	TBD	TBD
E83	AVIGATION ESMT	M. PERTERSEN	DOT&PF	1.67	TBD	TBD	TBD
E84	AVIGATION ESMT	D. STARR	DOT&PF	1.50	TBD	TBD	TBD

