System vs. Master Plan

The primary purpose of airport system planning is to study the performance and interaction of an entire aviation system to understand the interrelationship of the member airports.
Planning Goals

- Inventory aviation facilities, carriers and service providers
- Conduct an analysis of existing and future system activity trends, and factors affecting them
- Evaluate needs for aviation facilities, services, and policies
### Facility Type

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airports</td>
<td>20</td>
</tr>
<tr>
<td>Seaplane Bases</td>
<td>41</td>
</tr>
<tr>
<td>Heliports</td>
<td>11</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>72</strong></td>
</tr>
</tbody>
</table>

### Owners

<table>
<thead>
<tr>
<th>Owner</th>
<th>Airports</th>
<th>SPBs</th>
<th>Heliports</th>
</tr>
</thead>
<tbody>
<tr>
<td>DOT&amp;PF</td>
<td>12</td>
<td>23</td>
<td>N/A</td>
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<tr>
<td>Federal</td>
<td>6</td>
<td>2</td>
<td>6</td>
</tr>
<tr>
<td>Private</td>
<td>2</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Local Sponsor</td>
<td>1</td>
<td>13</td>
<td>1</td>
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</tbody>
</table>

**Notes**

1. There are no DOT&PF-owned helicopter facilities registered with the FAA.
2. Other owners include local sponsors, private entities, and other branches of government.
Findings & Conclusions

Facility Needs

- Operational capacity is not an issue
- Seaplane facilities will continue to be important – Most common a/c is a Beaver on floats
- Fleet is shifting toward wheeled aircraft, particularly in the northern half
Facility Needs

- The new airport in Angoon will be an improvement for the whole system
- Need for more developable lease lots and utilities (funding challenge)
Plan Status


- Send comments to:
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- Final will be published in October, but comments are always welcome
Next Efforts

- Angoon Airport Environmental Impact Statement
- Update of the Southeast Plan
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