

ALASKA FEDERATION OF NATIVES, INC.

411 West 4th Ave., Suite 1-A

~~1577 C Street, Suite 304~~ Anchorage, Alaska 99501 Phone 907-274-3611



March 17, 1981

Burt Wagon
Deputy Commissioner
Ak. Dept. of Transportation/
Public Facilities
4111 Aviation Drive
Anchorage, Ak.

Packet has:
① Templates
② Agreement
③ Option paper
④ Agreement performance

RECEIVED
MARCH 17 1981
DOT & PF
STATE M & O
Highways & Aviation

Dear Sir:

After a corporation has received Interim Conveyance to its selected lands from BLM, Section 14(c)(4) of ANCSA requires that:

"The Village Corporation shall convey to the Federal Government, State, or to the appropriate Municipal Corporation, title to the surface estate for airport sites, airway beacons, and other navigation aids as such existed on December 18, 1971, together with such additional acreage and/or easements as are necessary to provide related governmental services and to insure safe approaches to airport runways as such airport sites, runways and other facilities existed as of December 18, 1971."

During these past few years, as a given village corporation has received I.C. to its selected lands, the Alaska State Department of Transportation and Public Facilities has been very quick to write the corporation requesting a reconveyance of 14(c)(4) property to the State of Alaska. Often this request would ask for many more acres than actually existed in the subject airport in 1971. Such requested acreage overruns are arbitrary figures based on DOT & PF property plan projections of future airport developments. While it is understandable that Alaska State DOT & PF is moving quickly to protect and maximize its property interest in rural Alaska, such property is potentially the most profitable, commercial acreage that will be owned by the ANCSA village corporation.

In order to protect the various village airport property interests, the Alaska Federation of Natives Land Managers Association has forged a Memorandum of Agreement with DOT & PF concerning the implementation of ANCSA 14(c)(4). **The main point of the Agreement is to set standards for acreage requirements**

for the subject airports as they operated in 1971. Also included is a provision for cooperative management of the airport property between the operator (usually the State) and the Community government, and an acknowledgement that the local government, instead of the State, might also receive these 14(c)(4) airport properties from the corporation, thus retaining a significant element of local control, with the future possibility of eventually taking over airport operations. The Memorandum of Agreement with a set of four standard airport templates is attached as Exhibit A.

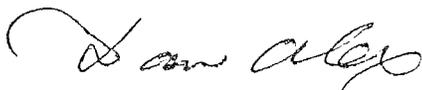
We also attach the specific airport template(s) (in color) which apply to your village or region. These were constructed by DOT & PF and represent their starting position in any 14(c)(4) negotiations. In other words, they are subject to change as the parties reach an agreement. Finally, we attach an outline of the options available to the ANCSA corporations in implementing ANCSA 14(c)(4) and in future management of village airports (Exhibit B).

This AFN-LMA/DOT & PF Agreement is only the beginning in seeking the proper implementation of ANCSA 14(c)(4). Completion of the job will involve reasonable negotiations among the corporation, local governments and the State of Alaska. Most of all, the job will require a thoughtful community planning effort to allow for future community development in a balanced fashion. Assistance in this planning process is available to the corporation from the Alaska Native Foundation and the appropriate regional profit and nonprofit corporation Land Departments. For both corporations and local governments (municipal and unincorporated "future cities") technical planning assistance is available from the Alaska Department of Community and Regional Affairs' Division of Community Planning, 14(c) Technical Assistance program.

AFN-LMA hopes that this package will aid a cooperative resolution of airport property interests with the intent of enhancing Alaska's transportation and business environment.

Respectfully,

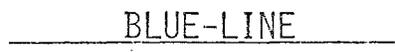
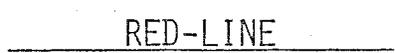
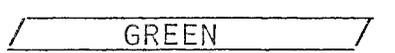
AFN-LAND MANAGERS ASSOCIATION



Dan Alex
Chairman

14(c)(4) AIRPORTS

LEGEND

 BLUE-LINE	BOUNDARY OF LANDS ELIGIBLE FOR RECONVEYANCE IN ACCORDANCE WITH AFN-LAND MANAGERS' CLASSIFICATIONS.
 RED-LINE	BOUNDARY OF LANDS ELIGIBLE FOR RECONVEYANCE IN ACCORDANCE WITH ADOT/PF CLASSIFICATIONS.
 YELLOW	LANDS CONTAINED WITHIN ORIGINAL ADOT/PF PROPERTY PLAN (PP) BOUNDARY SELECTED BY VILLAGE CORPORATIONS.
 WHITE	LANDS CONTAINED WITHIN ADOT/PF RED-LINE TEMPLATE PRESENTLY CONTROLLED BY STATE.
 BLUE	LANDS NOT SELECTED BY VILLAGE CORPORATION NOR CONTROLLED BY STATE BUT TO BE ACQUIRED (TBA) IN ACCORDANCE WITH ADOT/PF RED-LINE TEMPLATE.
 GREEN	LANDS SELECTED BY VILLAGE CORPORATION, NOT WITHIN ORIGINAL PROPERTY PLAN BUT WITHIN ADOT/PF RED-LINE TEMPLATE.
 PINK	LANDS PRESENTLY CONTROLLED BY STATE BUT TO BE DISPOSED TO PROPER LAND OWNER.

14(c)4 PRIORITIES FOR RECONVEYANCE

FIRST PRIORITY AIRPORT PROJECTS: Chapter 50/80 funding

<u>Location</u>	<u>Expected Advertising date</u>
Akiak	Fall '80
Cheformak	Summer '81
Chevak	Summer '81
Kokhanok	Fall '81
Kwigillingok	Spring '81
New Stuyahok	Fall '81
Quinhagak	Summer '81
Sleetmute	Summer '81
Togiak	Spring '81
Buckland	Spring '81
Deering	Spring '81
Emmonak	Fall '80
Fort Yukon	Fall '80
Kotzebue	Spring '81
Koyukuk	Spring '81
Marshall	Fall '81
Noorvik	Spring '81
Pilot Station	Fall '81
Russian Mission	Fall '80
Selawik	Spring '83
Shageluk	Spring '82
Shungnak	Spring '82
Stebbins	Fall '80
White Mountain	Spring '81

SECOND PRIORITY AIRPORT PROJECTS: Chapter 120/80 funding (Bond Issue)

<u>Location</u>	<u>Expected Advertising Date</u>
Dutch Harbor Runway Extension	Fall '81
Manokotak Airport Construction	
Fort Yukon Runway Surfacing	Spring or Summer '81
Klawock Runway Extension	
Kotzebue Land Acquisition	N/A

THIRD PRIORITY AIRPORT PROJECTS: Chapter 118/80 funding

<u>Location</u>
Emmonak Airport - Phase 1
Hoonah Airport

EXHIBIT A

MEMORANDUM OF AGREEMENT

AFN-LMA/DOTPF Policy Guidelines on Airport Conveyances

The Alaska Federation of Natives Land Managers Association (AFN-LMA) and the Alaska Department of Transportation and Public Facilities (DOT/PF) agree to the following guidelines concerning the implementation of Section 14(c)(4) of the Alaska Native Claims Settlement Act (ANCSA).

1. It is understood that each village corporation and municipality is a separate entity and that the AFN-LMA cannot make any commitments on behalf of any village corporation or municipality. Likewise, these are guidelines for DOT/PF and the parties understand that in individual cases the factual situations will vary. In addition, the signatories for the State do not act for nor bind the State as trustee for future municipalities in any way. These guidelines are recommended by AFN-LMA and DOT/PF as a starting point for 14(c)(4) negotiations between the village corporations and DOT/PF.
2. The surface estate land conveyance required by Section 14(c)(4) of ANCSA applies to each airport as it existed on December 18, 1971. DOT/PF will not acquire additional property interests that may be required for present or future airport operations by means of a 14(c)(4) conveyance.
3. Additional lands required for present or future airport operations may be obtained by DOT/PF by lease from the local municipality or the State-in-trust for future municipality or other normal methods of acquisitions.
4. DOT/PF and AFN-LMA have developed four standard templates for airport size which are to be used by the involved parties as a starting point and guideline for negotiations concerning the land requirements for airports. (Attached as Exhibit A)
5. DOT/PF will relinquish any property interests in excess of its present or anticipated future needs which it may claim under 14(c)(4) at an airport. (Subject to FAA consent, if required.)
6. It is DOT/PF's objective to cooperate with local municipalities for the future management and operation of the local airport.

7. DOT/PF will confer with the local municipality or village government as well as the village corporation so that all parties know which lands are necessary for current or future airport operations.
8. In lieu of a direct conveyance from village corporations under 14(c)(4), DOT/PF is willing to accept title to the same land from municipalities or the State-in-trust with a reversionary clause, so that title would revert to the municipality or future municipality in the event the lands are not used for airport purposes or the municipality later becomes the airport operator. DOT/PF and the municipality or the State-in-trust may instead negotiate a mutually satisfactory, long-term lease for the same property. This lease may include other lands needed for present or future airport purposes.
9. AFN-LMA and DOT/PF agree that airports in rural communities significantly impact the citizens and that prompt implementation of a rural airport improvements program is in the best interest of the people of the State of Alaska.



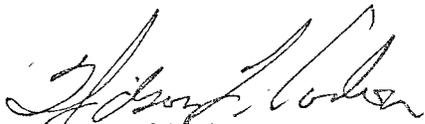
Robert W. Ward
Commissioner, Department
of Transportation and
Public Facilities

February 12, 1981
Dated



Frank Ferguson
President, Alaska Federation
of Natives

11 March, 1981
Dated



Wilson L. Condon
Attorney General

January 27, 1981
Dated

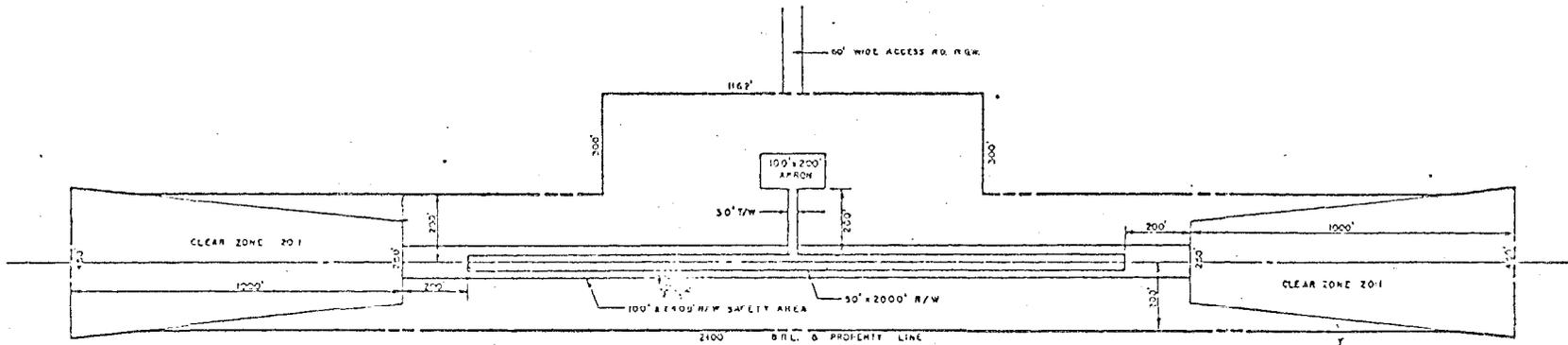


Dan Alex
Chairman, Alaska Federation
of Natives, Land Managers
Association

Feb 25, 1981
Dated

TYPICAL STOL AIRPORT

THIS DRAWING HAS BEEN DEVELOPED FOR THE PURPOSE OF DETERMINING 14(c)(4) ANCSA RECONVEYANCES. DIMENSIONS ARE DERIVED FROM FAA ADVISORY CIRCULAR NO. 150/53CO-



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Serves primarily as a recreational or emergency strip. Not the primary means of access to a community. Accommodates single engine and STOL Aircraft. Visual Approaches only. "Basic Utility (1)."

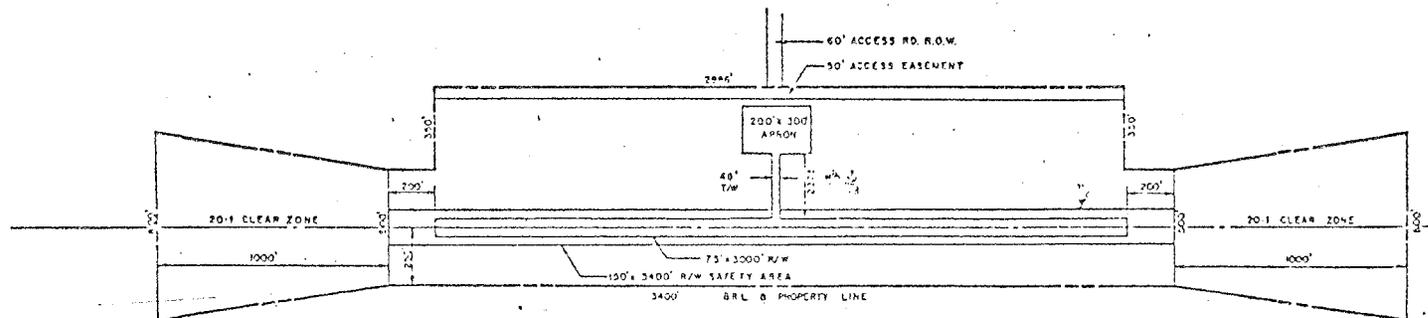
Landing Area - 23 Acres, Approach Area - 21 Acres, Building Area - 8 Acres.

Actual length may be greater for pre-existing strips.

TYPES:
DIMENSIONS:
STANDARD:
REQUIREMENTS:

TYPICAL SECONDARY AIRPORT

THIS DRAWING HAS
DEVELOPED FOR THE
OF DETERMINING
REQUIREMENTS.
DIMENSIONS ARE TO
FAA ADVISORY CIRCULAR

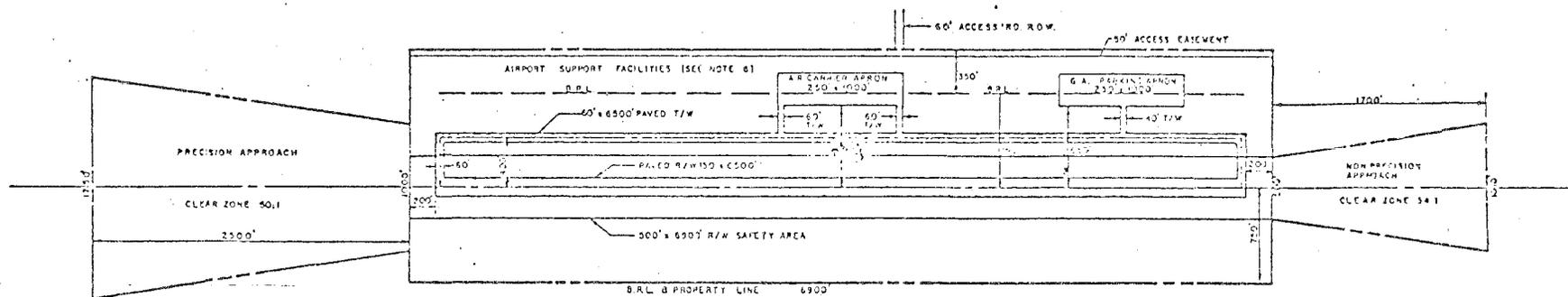


NOTES:

1. PURPOSE: Primary Means of access to a rural community. Not a hub airport for other communities. May also be major recreational airstrip.
2. AIRCRAFT TYPES: Light twins and smaller.
3. WEATHER MINIMUMS: Non-Precision Instrument
4. FAA DESIGN STANDARD: "General utility."
5. MINIMUM LAND REQUIREMENTS: Landing Area - 39 Acres, Approach Area - 30 Acres, Building Area - 24 Acres.

TYPICAL TRUNK AIRPORT

THIS DRAWING
DEVELOPED FOR
OF DETERMINING
RECONVEYANCE
DIMENSIONS AND
FAA ADVISORY



NOTES:

- | | |
|-------------------------------|---|
| 1. PURPOSE: | Primary means of access to a large rural community.
Also serves as a hub airport for nearby smaller communities. |
| 2. AIRCRAFT TYPES: | Jets up to B727 size and smaller aircraft. |
| 3. WEATHER MINIMUMS: | Precision instrument approach. |
| 4. FAA DESIGN STANDARD: | "Air Carrier - over 4200 feet." |
| 5. LOCAL CONDITIONS: | Actual layout will vary depending on local conditions. |
| 6. CROSSWIND RUNWAY: | Airport probably will include a X-wind runway to transport standards. |
| 7. MINIMUM LAND REQUIREMENTS: | Landing Area - 238 Acres, Approach Area - 107 Acres, Building Area - 55 Acres. |
| 8. EXCEPTION: | Actual building area requirements will vary in order to accommodate the uses prescribed in 17 AAC 4320(b)(1) |

EXHIBIT B

ANCSA 14(c) (4) Options Outline

Option 1:

- a) Village Corporation negotiates with ADOT & PF and reconveys the appropriate airport acreage to the State under ANCSA 14(c) (4). ADOT & PF will own in whole or part and operate the airport. Village corporation consults with DOT & PF and reconveys the remainder or post 1971 airport property to the local government under 14(c) (3) on the condition that such property is leased to ADOT & PF to operate the airport.
- b) The local government and ADOT & PF would forge a cooperative management agreement for future planning and managment of airport properties.
- c) DOT & PF will acquire additional lands as needed by purchase from the corporation or a long term lease from the local government.

Option 2:

- a) Village Corporation consults with ADOT & PF and reconveys the entire airport acreage to the local government body under ANCSA 14(c) (3) and 14(c) (4). The local city or "future city" will then convey at zero or nominal charge such acreage to the State. Such conveyance would include a reversionary clause stating that whenever any airport property ceases to be used for airport purposes ownership of that property would revert to the local government. ADOT & PF would operate and own the airport subject to the reversionary clause.
- b) Same as 1 (b) above.
- c) Same as 1 (c) above.

Option 3:

- a) Village Corporation consults with ADOT & PF and reconveys the entire airport acreage to the local government body under ANCSA 14 (c) (4) and 14 (c) (3).
- b) The local city or "future city" will negoitate a long term lease with ADOT & PF to manage the airport property complete with cooperative management provisions. The local government would own the property and the State would operate the facility under the protections of the lease.
- c) Same as 1 (c) above.

Appendix A

BIBLIOGRAPHY

FAA Design Standards:

1. FAR Part 77 Objects Affecting Navigable Airspace
Describes the imaginary surfaces surrounding an airport.
2. FAR Part 152 Airport Aid Program
Describes ADAP program, ALP's, Clear zones, etc.
3. FAA AC 150/5300-4B Utility Airports
Describes FAA Design Standards for Utility Airports.
4. FAA AC 150/5300-6 Basic and General Transport
Describes FAA Design Standards for Transport Airports.
5. FAA AC 150/5335-4 Air Carriers
Describes FAA runway geometrics for Air Carrier Airports.
6. FAA AC 150/5335-1A Taxiways
Describes FAA Design Standards for Taxiways.
7. FAA AC 150/5335-2 Aprons (Working Draft)
Describes FAA Design Standards for Aprons.
8. FAA AC 150/5325-4 Runway Length Requirements
Provides data on runway lengths.
9. FAA AC 150/5325-5A Aircraft Data

American Society of Civil Engineers Publications:

The following references are from the Proceedings of the ASTE, as published in the Journal of the Air Transport Division. The first number given is the volume, followed by the Journal Number in parentheses, with the month and year following the first colon and number of the paper falls after the second colon.

83(AT2): 12/57: (miscellaneous numbers). Most of the eighteen papers, presented at the "JET-AGE AIRPORT CONFERENCE" in May 1957, contain information or references relating to the configuration and land needs of airports.

86(AT1): 5/60: 2462: "APRON DESIGNED FOR LIGHT AIRPLANES", Kenneth K. Wilde.

87(AT1):3/61:2758: "AIRPLANE PERFORMANCE AND THE SMALL AIRPORT", Walter E. Gillfillan.

(After volume 87 the publication title became "JOURNAL OF THE AERO-SPACE TRANSPORT DIVISION".)

88(AT1):8/62:3213: "HELICOPTER PERFORMANCE AND HELIPORT DESIGN:", Kenneth K Wilde.

89(AT1):4/63:3475: "HUSTONS JETERO AIRPORT--LOCATION AND CONFIGURATION", Frank H. Newnam Jr.

89(AT1):4/63:3487: "HUSTONS JETERO AIRPORT--DEVELOPMENT OF TERMINAL AND RELATED AREAS", Robert O. Grimes.

89(AT1):4/63:3490: "EFFECT OF GRADIENT ON JET TRANSPORT RUNWAY LENGTHS", Gale Ahlbron and Robert Horonjeff.

89(AT2):10/63:3674: "ANALYSIS OF MASTER PLAN FOR CHICAGO O'HARE AIRPORT", Martin A. Warskow and Howard C. Burns.

90(AT2):10/64:4076: "TRENDS IN AUTOMOBILE PARKING AT AIRPORTS", Charles A. Lawler.

90(AT2):10/64:4064: "EVOLUTION AND FUTURE OF AIRPORT PASSENGER TERMINALS", by Arnold W. Thompson.

90(AT2):10/64:4078: "AUTOMOBILE PARKING REQUIREMENTS AT AIRPORTS", Wolfgang S. Homburger and William R. Eager.

91(AT1):4/65:4301: "JET TRANSPORTS CHARACTERISTICS RELATED TO AIRPORTS", Robert Horonjeff and Gale Ahlbron.

94(AT1):11/68:6244: "NEWARK AIRPORT REDEVELOPMENT PROGRAM", John T. Veerling.

(After volume 94, the publication title was changed to "TRANSPORTATION ENGINEERING JOURNAL OF ASCE".)

96(TE1):2/70:7109: "GENERAL AVIATION'S URBAN AIRPORT CAPACITY PROBLEM", Walter E. Gillfillan.

96(TE3):8/70:7483: "DESIGN OF HAMBURG'S NEW AIRPORT TERMINAL", Joseph Treiterer.

97(TE3):8/71:8277: "V/STOL CONCEPTS IN SHORT HAUL AIR TRANSPORT", Bernard L. Fry and R. William DeDecker.

97(TE3):8/71:8298: "STOL PASSENGER DEMAND IN UNDERDEVELOPED AREAS", Jason C. Yu.

97(TE4):11/71:8512: "DENSITY ALTITUDE VARIATIONS AND RUNWAY LENGTH", Thomas B. Davinroy.

- 98(TE1):2/72:8721: "LIST OF INFORMATION SOURCES FOR AIRPORT PLANNERS", Robert K. Palmer.
- 99(TE2):5/73:9743: "STOL AIRCRAFT FLIGHT AND LANDING AREA CONSIDERATIONS", John M. Riebe.
- 100(TE4):11/74:10920: "STAGING OF IMPROVEMENTS TO AIR TRANSPORT TERMINALS", Angus J. McKenzie, Jack W. E. Huggett, and Kenneth W. Ogden.
- 101(TE2):5/75:11308: "METHOD FOR DESIGNING AIRPORT TERMINAL CONCEPTS", John T. Braaksma and John H. Shortreed.
- 101(TE3):8/75:11478: "TRANSPORTATION CORRIDOR PLANNING FOR ARIZONA REGIONAL AIRPORT", Wayne W. Linthacum.
- 101(TE3):8/75:11489: "SCALE MODEL STUDY OF LOS ANGELES INTERNATIONAL AIRPORT", Richard G. Cann.
- 103(TE4):7/77:13069: "FUTURE CTOL AIRCRAFT CHARACTERISTICS", John T. Braaksma.
- 104(TE3):5/78:13771: "PLANNING AND DESIGN OF SMALL AIRPORTS IN CANADA", Douglas G. Hubley.
- 105(TE6):11/79:14945: "AIR TERMINAL DESIGN--DECENTRALIZATION AND SHAPE", John T. Braaksma and W. Alex Ramsay.

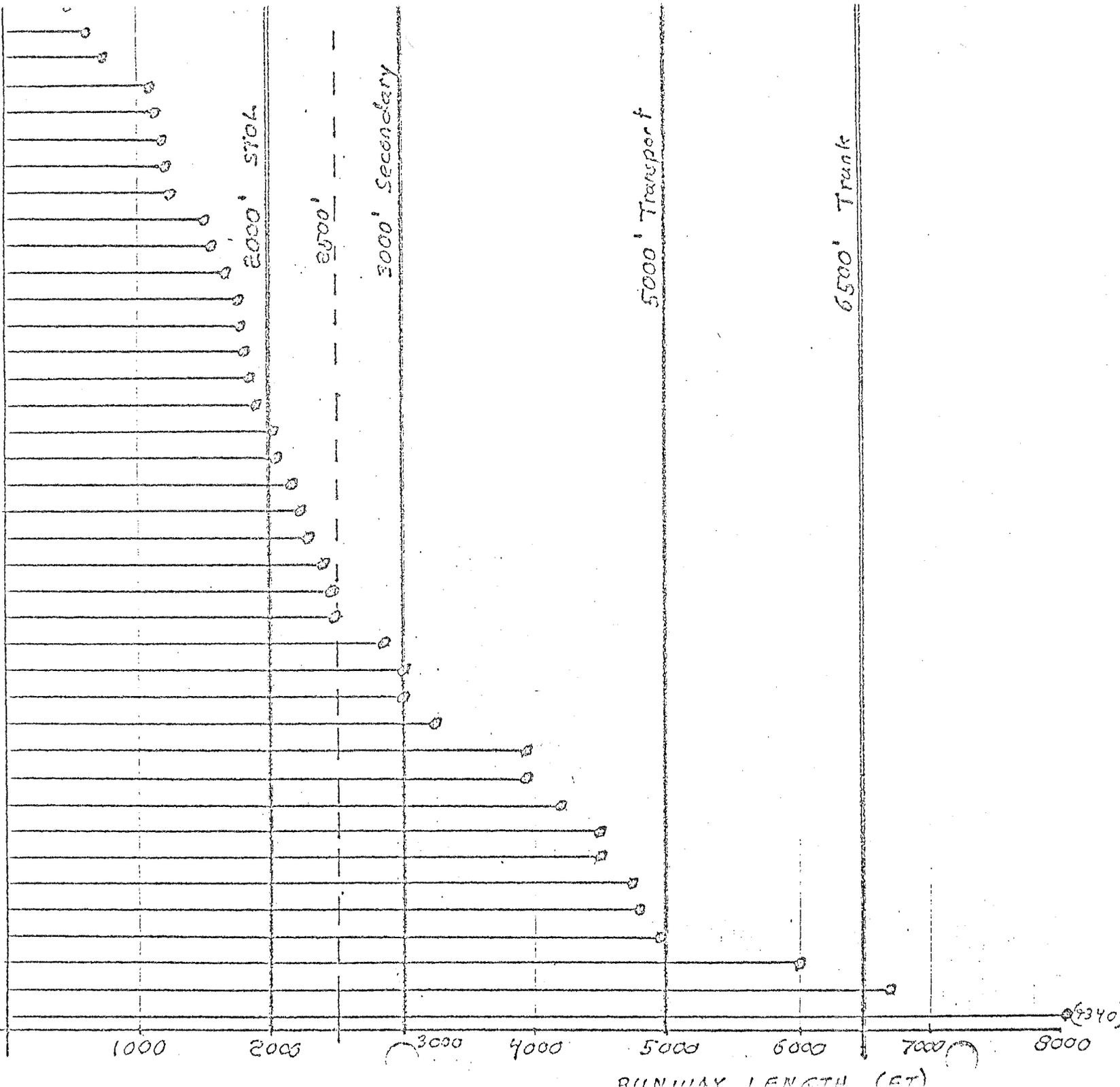
ASCE also published eighteen papers presented at the April, 1977, ASCE--AOCI SPECIALTY CONFERENCE in a separate book entitled "AIRPORT TERMINAL FACILITIES". Several of the papers included contained information relating to airport land needs, including "SPACE CRITERIA FOR AIRCRAFT APRONS", by Paul H. Stafford and D. Larry Stafford; "V/STOL PORTS AND SHORT-HAUL AIR TRANSPORTATION" by George P. Bates Jr. and Joan P. Barriage; and "COMPATIBLE LAND USE" by Dorn C. McGraph Jr.

Appendix B

Runway Length Requirements
Aircraft Commonly in Service in Alaska

Manufacturer	Model	Max Gross Wt. (lbs)	Payload (lbs)	# Seats	# Engines	Cruise Speed (mph)	Range (mi)	Takeoff Runway (ft)
Beech	Bonanza A36	3,600	1,179	6	1	193	861	2,040
	Baron 58TC	6,100	1,419	4-6	2	257	1,188	2,495
	King Air E90	10,100	1,282	6-10	2	287	1,507	2,024
Boeing	737-200	115,500	24,384	115-130	2 (J)	576	2,370	6,700
	727-200	184,800	36,286	163-189	3 (J)	592	1,670	9,340
Britten-Norman	Islander	6,600	2,040	10	2	170	900	1,100
Casa	C-212 Aviocar	13,889	4,410	19	2	223	1,093	1,588
Cessna	172 Skyhawk	2,300	661	4	1	138	657	1,525
	180 Skywagon	2,800	786	4-6	1	162	834	1,205
	206 Stationair	3,600	1,415	4-6	1	182	700	1,810
	207 Skywagon	3,800	1,373	7	1	185	581	1,860
	210 Centurron	2,900	661	4	1	190	985	1,135
	310	5,200	986	4-6	2	222	1,082	1,795
	402	6,300	1,815	6-8	2	221	660	2,220
	Conquest	9,850	1,555	8-11	2	328	1,428	2,475
	Citation (11)	12,500	1,256	8-12	2 (J)	420	2,080	2,400
Convair	440	49,100	7,415	44-52	2	289	1,040	4,930
DeHavilland	Twin Otter DHC-6	12,500	2,888	11-20	2	182	794	1,200
	Dash 7 DHC-7	43,500	12,150	50	4	265	1,423	2,300
	Buffalo DHC-5D	49,200	18,000	41	2	261	691	2,875
Douglas	DC-3	25,200	5,869	28-30	2	207	2,125	3,250
	DC-6	106,000	32,281	64-92	4	307	3,860	4,500
Fairchild-Miller	Pilatus Porter	4,850	1,409	10	1	164	683	620
	F-27	40,500	9,393	44	2	270	1,655	3,950
	FH-227	43,500	12,393	52	2	270	1,655	3,950
Gates	Learjet 24E	12,499	1,184	6-8	2 (J)	507	1,455	3,000
	Learjet 36A	18,000	2,186	6	2 (J)	507	3,285	4,784
Helio	Courier H-250	3,400	790	6	1	152	644	750
Lockheed	C-82							3,000
	C-46	46,000	13,500		2			4,500
	L-188 Electra	116,000	25,580	74-98	4	405	2,770	4,720
	L-100 30 Hercules	155,000	51,007		4	361	4,699	6,000
Nihon	YS-11	50,265	12,130	52-60	2	257	1,290	4,200
Piper	PA-18 Super Cub	1,750	604	2	1	115	360	500
	Cherokee Six 260	3,400	1,129	6-7	1	153	890	1,900
	Aztec	5,200	1,287	6	2	179	790	1,695
	Navajo Chieftan	7,000	1,734	5-10	2	250	1,105	1,780
Shorts	SC-7 Skyvan	13,700	5,200	19	2	195	670	1,260
Swearingen	Merlin III	12,500	1,212	8-11	2	288	2,860	2,150

- Piper Super Cub
- F.H. Pilatus Porter
- Helio Courier
- Britten Norman Islander
- Cessna 210
- DeHavilland Twin Otter
- Cessna 180
- Shorts Skyvan
- Cessna 172
- Casa Aviocar
- Piper Aztec
- Piper Navajo
- Cessna 310
- Cessna 206
- Cessna 207
- Piper Cherokee Six
- Beech King Air
- Beech Bonanza
- Swearingen Merlin
- Cessna 402
- DeHavilland Dash 7
- Cessna Citation
- Cessna Conquest
- Beech Baron
- DeHavilland Buffalo
- Gates Learjet 24E
- Lockheed C-82
- Douglas DC-3
- F 27
- F11 227
- Nihon YS-11
- Douglas DC-6
- Lockheed C-46
- Lockheed Electra
- Gates Learjet 36A
- Convair 440
- Lockheed Hercules
- Boeing 737
- Boeing 727



103
I-A-1

EXHIBIT C

RESOLUTION

WHEREAS, _____, an Alaskan Corporation has received _____, dated _____, to the surface estate of certain lands pursuant to Sections 14 (a) and 22 (j) of the Alaska Native Claims Settlement Act of December 18, 1971 (85 Stat. 638, 702, 715; 43 U.S.C. 1601, 1613 (a), 1621 (j) (Supp. V, 1975), recorded in the _____ Recording District _____ Judicial District, State of Alaska, in Book _____ at Pages _____; and

WHEREAS, the surface estate of the land encompassing the _____ airport is a part of the real property conveyed to _____; and

WHEREAS, pursuant to Section 14 (c) (4) of the said Alaska Native Claims Settlement Act, _____ shall convey title to the surface estate for the existing airport sites, airway beacons, and other navigation aids, together with such additional acreage and/or easements as are necessary to provide related services and to insure safe approaches to airport runways.

NOW THEREFORE BE IT RESOLVED:

1. That _____ Village Corporation, known as _____ has held a meeting in accordance with its bylaws, for the purpose of carrying out its responsibilities relative to the aforementioned conveyance.

2. That by resolution set forth herein, _____ does hereby direct that a Quitclaim Deed be executed by the President or Vice President and the Secretary of said Corporation, conveying to the _____, the surface estate in those lands of the _____ airport, identified and depicted as Tract _____, on the _____ Airport Exhibit B, attached hereto.

We, the undersigned, _____ President/Vice President
and _____ of _____
Secretary

does hereby certify that the above resolution has been duly adopted by the Board of Directors of said corporation at a meeting held the _____ day of _____ 19____, at which a quorum was present and voting, in accordance with said Corporation's bylaws.

Dated this _____ day of _____ 19, at _____ Alaska.

President/Vice President

(SEAL)

ATTEST:

Secretary