



## **PUBLIC MEETING #2 SUMMARY**

**DATE:** Thursday, September 29, 2022  
From 6:00 PM to 8:00 PM

**LOCATION:** Virtually via Zoom, In-Person space in City Council Chambers

### **ATTENDANCE:**

#### **Project Staff:**

- Philana Miles, CM, Project Manager, DOT&PF
- Jon Taylor, Dillingham Airport Manager, DOT&PF
- Van Le, AICP, Project Manager, R&M Consultants
- Matt Majoros, P.E., Project Engineer, R&M Consultants
- Ben Coleman, AICP, Planner, R&M Consultants

#### **Attendees:**

- Patricia Buholm, City of Dillingham Planning Director
- Tracy Lopez, resident
- Perry Abrams, resident
- Dan Boyd, resident
- Deon Lopez, resident
- JD Cross, resident
- Kaleb Westfall, resident
- Sue Isaacs, resident
- Michael Bennett, resident
- Jennifer Evridge, resident
- Will Chaney, Nushagak Electric & Telephone Cooperative
- Rae Whitcomb
- John Sidik
- Renee Magnuson

### **NOTIFICATIONS:**

- Flyer posted to the City of Dillingham Website and events calendar
- Flyer and invitation circulated by City of Dillingham staff to stakeholders
- Project Website posting of Public Meeting
- Email to contacts list

### **MEETING MATERIALS:**

- PowerPoint Presentation
- Public Meeting Flyer
- Ultimate Airport Layout Plan Concept



- Meeting Recording of public input/discussions (available upon request)

## **SUMMARY:**

The virtual public meeting was hosted by R&M via Zoom. Attendees joined the meeting either (1) through computer video and audio or phoned in for audio participation or (2) in-person at the City Council Chambers, where they could see the online presentation. The chat function was also available for attendees to participate in the conversation. All attendees were present near the start of the meeting at 6:00 PM.

The objective of this meeting was to inform the public of the Dillingham Airport Master Plan (DLG AMP) update's progress since the previous public meeting and to receive input on the consultant's recommendations for the (1) Airport Layout Plan (ALP) and (2) Runway Safety Area (RSA) Practicability Study.

Van Le started the presentation with introductions at 6:00 PM. Ben Coleman provided a brief project overview, including the purpose of the Dillingham Airport Master Plan (AMP) update, noting that this plan provides guidance for capital improvements, maintenance, and operations at Dillingham Airport. He discussed work completed so far, including the Aviation Activity Forecast, Condition and Needs Assessment, Land Use and Economic Development Assessment, Environmental Overview, RSA Practicability Study, Financial & Capital Improvement Plans, Alternatives Development, and the 50% draft of the ALP.

Ben discussed results from the Aviation Activity Forecast, noting that the projected critical aircraft at Dillingham Airport (DLP) is expected to change from the Boeing 737-700 (current) to the Lockheed L-100 by 2040. This will affect future airport design requirements once this happens.

Matt Majoros discussed RSA requirements at DLG based on the critical aircraft, and how the team is tasked with determining the most feasible option to bring DLG's RSA to FAA standards, which it currently falls short of: the RSA is 400' too short on the south side, and 150' too narrow. There is also a line-of-sight deficiency, violated by 7.2'. Only 6,000' of runway length is justified, but the current length is 6,400'. This is problematic, because FAA will not pay for any runway improvements or maintenance beyond the required length.

Matt discussed the different alternatives considered:

1. Offset the runway 150' west
2. Offset the runway 150' west, shift the RW 1 threshold 400' north
3. Expand the existing RSA
4. No-build; publish declared distances

A partial vs. full taxiway was also considered, along with airport relocation, and airport rotation. The latter two options were deemed not feasible.

Alternative 2 is the preferred alternative with a parallel taxiway since it meets RSA requirements while mitigating impacts (e.g. infrastructure & utility impacts, Evergreen Cemetery impacts,



environmental impacts, obstructions, property acquisition needs). The estimated cost of Alternative 2 is \$52, 181,944 for the base alternative, plus \$9,178,290 for the full parallel taxiway and \$2,168,210 for line-of-sight correction. This totaled \$63,528,444.

Matt discussed the need for perimeter fencing improvements to meet FAA standards. Ben then discussed the recommendation to include a combined future terminal and terminal apron expansion in the ALP. These would not be eligible for funding through standard FAA sources, but they were consistently recommended by stakeholders, and including them in the official ALP would make it easier to seek grants or other funding sources.

Matt discussed potential construction phasing:

1. Service road and fencing improvements
2. Runway shift & RSA widening
3. Turnaround taxiways
4. Partial-length parallel taxiway (or full if possible)
5. Runway line-of-sight correction
6. Apron expansion and shared terminal facility (pending identification of funding source)

After the presentation, Ben asked attendees for questions or comments. There was a final reminder to provide contact information for anyone interested in receiving project updates. The project team was available via Zoom until 8:00 PM, at which time the meeting concluded.

### Public Questions and Discussion:

Q1. Will the apron be the same as the current apron?

A: Yes.

Q2. Will the approaches change with this master plan? Currently the houses on the west side of the runway have complained about the noise from planes flying over.

A: No. Planes will continue to approach the airport from the same direction.

Q3. Are there utility conflicts that need to be resolved?

A: The project team documented the existing utilities and potential conflicts in the Utility Coordination Report which is posted to the website. The project team coordinated with Nushagak Cooperative to receive GIS data on utilities.

Q4. Will Wood River Road utilities will be relocated?

A: Yes, during the design phases of the project, utilities will need to be relocated along with the road relocation. The last airport project also relocated utilities.

Q5. Are there plans to move the fence east of the runway? There are a couple businesses located that that could be impacted if the fence is moved east.



A: There are no plans in this master plan to move the airport fence east.

Q6. Will the General Aviation (GA) apron be impacted?

A: There are no planned changes or impacts to the GA apron as part of this master plan.

Q7. Will there be additional parking at the airport if the proposed terminal building is built?

A: The ultimate master plan layout plan is showing space for additional parking near the terminal. The design process for the terminal would help determine where and how much parking will be included.

Q8. Will there be city water and sewer expanded to the airport?

A: If the City of Dillingham takes the lead on expanding piped water to the airport, the Department of Transportation & Public Facilities would support that. However, the DOT&PF cannot initiate this. The facilities at the airport are currently on well. There are properties on the airport and around that have PFAS contamination so a piped water would help address this concern.

Q9. The link on the website to the previous meeting, Public Meeting 1 from October 2020 is not working.

A: Our project team will work with the DOT's webmaster to correct this.

Q10. Will there be shared parking at the proposed terminal building?

A: Potentially yes. The proposed terminal building will not be paid for by the Federal Aviation Administration (FAA). Once funding sources are secured and a design project happens, the terminal will be designed with space for public parking.

Q11. What phase is the airport fencing in?

A: The fence could be built in the summer of 2023 if it receives funding. It was recently nominated and scored against a competitive field of other project needs across the state.

Q12. Will the proposed road that connects the GA apron to the terminal area have the sharp turn that is showing on the airport layout concept?

A: No, that is a graphic representation. The road will have a more curved corner like the existing road.

Q13. Will GA apron road be widened?

A: It is likely that if the GA apron road to the proposed terminal area is improved, it will be upgraded and widened.