

FINAL ENVIRONMENTAL ASSESSMENT

DILLINGHAM AIRPORT IMPROVEMENTS



D E S I G N S E R V I C E S

Dillingham, Alaska

DOT&PF Project No. 59304

May 2012



**Department of Transportation
Federal Aviation Administration**

**FINDING OF NO SIGNIFICANT IMPACT
Dillingham Airport Improvements Project
DOT&PF Project No. 59304**

Purpose and Need

The purpose of the proposed project is to enhance safety at the Dillingham Airport, located 327 miles southwest of Anchorage (Environmental Assessment [EA] Figure 1), by providing a runway safety area (RSA) that meets Federal Aviation Administration (FAA) standards to the maximum extent practicable.

The safety and operational deficiencies at the Dillingham Airport were identified in the *Runway Safety Area Practicability Study Memorandum* (DOWL HKM, 2011a). Based on a 2010 air traffic forecast (EA Appendix A), the design aircraft for the Dillingham Airport is a Boeing 737 (C-III) aircraft. The current RSA varies from 200 to 300 feet wide and extends 288 feet past the end of Runway 1 (south) and 200 feet past the end of Runway 19 (north). According to FAA Standards for C-III runways, an RSA should be 500 feet wide and 1,000 feet long beyond runway end. Also, Airport Road crosses the RSA and encroaches on Part 77 Surfaces. FAA standards require a public road to be clear of these airport features.

Requested Federal Action

The Alaska Department of Transportation and Public Facilities (DOT&PF) is requesting the following federal actions from the FAA: (1) approval of the Dillingham Airport Layout Plan with unconditional approval of the proposed RSA improvements; and (2) participation in funding the proposed improvements using Airport Improvement Program grant funds.

Proposed Action

The DOT&PF in cooperation with the FAA proposes to complete the following:

- Expand the RSA to the maximum extent practicable for Runway 1/19 to meet FAA standards and ensure a safe operating runway, and
- Realign and reroute Airport Road to accommodate the expanded RSA.

The Dillingham Airport Improvements (Proposed Action) Project consists of the following operational and safety improvements (EA Figure 3):

- Construct approximately 310 feet of additional embankment beyond existing embankment at the end of Runway 1 and approximately 800 feet of embankment beyond the end of Runway 19 to achieve an RSA length to the maximum extent practicable;
- Widen the western side of the RSA to 250 feet from runway centerline to achieve an RSA width to the maximum extent practicable;
- Construct approximately 800 feet of Airport Road to connect around the north side of the General Aviation Apron for airport and residential access and close the public connection of Airport Road with Wood River Road; and

- Improve drainage, relocate fences, FAA facilities, and FAA utilities (e.g., localizer) to facilitate construction of the above identified improvements.

Reasonable Alternatives

Two alternatives were considered in detail: the No-Action Alternative and the Proposed Action. Under the No-Action Alternative safety and operational deficiencies would not be improved. The No-Action Alternative does not meet the purpose and need for the project. Users of the existing Dillingham Airport would continue to use RSAs (EA Chapter 1.0) that do not meet FAA's established standards, including safety and operational deficiencies.

In addition to the Proposed Action, sixteen other alternatives were considered during the preliminary design and in the *Runway Safety Area Practicability Study Memorandum* (DOWL HKM, 2011a), but were dismissed from further evaluation for exceeding the RSA financial feasibility limit according to FAA Order 5200.9. These alternatives are summarized in the EA Appendix B.

Impact Assessment

The EA analysis determined that the Proposed Action would not have significant adverse effects on any environmental resource. Table 2 in the EA summarizes environmental consequences for the project, and details of consequences are presented in the EA Chapter 4. The Proposed Action would result in permanent loss of 12.7 acres of wetlands (11.6 acres from the RSA expansion, 1.1 acres from the road relocation, and less than 0.01 from the fence). This loss would be mitigated through compensatory mitigation pursuant to a U.S. Army Corps of Engineers (USACE) Section 404 permit for impacts to Waters of the U.S. as described below under Mitigation Measures.

Coordination

A public scoping meeting was held February 10, 2011. Fourteen community members attended the meeting.

The Draft EA was circulated for agency review on March 13, 2012, with comments due on April 25, 2012. No written comments from agencies were received. A public meeting to discuss the proposed project and EA was held in Dillingham on April 18, 2012. Nine community members attended the meeting. The proposed project to improve the Dillingham Airport RSA is consistent with community planning efforts (EA page 9). Documentation of coordination efforts with the public and resource agencies and public meeting summaries are included in Appendix C of the EA. The primary topics discussed were:

- Purpose and need for runway improvements
- Current airport conditions
- Work to Date
- Proposed RSA improvements
- National Environmental Policy Act (NEPA) Process
- EA Process

Avoidance, Minimization and Mitigation Measures

Conditions of approval associated with this project are detailed in the EA and project permits will be included in the construction contract documents. The project has been coordinated with the appropriate agencies and local Tribes and includes measures to avoid and minimize impacts. The following commitments will be included in the project to reduce environmental impacts.

Air Quality

A dust palliative or watering will be used to control dust if necessary throughout project construction.

Compatible Land Use

Signs will be placed indicating the airport property boundary and airport trespass regulations.

Fish, Wildlife and Plants

Prior to construction, existing information on eagles will be compiled and evaluated to determine if a bald eagle nest survey would need to be conducted to determine presence of nests within the vicinity of the Proposed Action. If bald eagle nests are found, construction within the vicinity of the nest should be avoided during the nesting period of March 1 through August 31, and further consultation with the USFWS will occur to discuss measures to avoid and minimize potential eagle take.

Vegetation clearing will be avoided between May 1 and July 15 to avoid impacts to migratory nesting birds unless absence of migratory nesting birds is confirmed, or the vegetated areas have been sufficiently disturbed or altered (e.g., by grubbing, excavation, fill placement, or use of plastic or other materials that would cover nesting habitat) prior to May 1 to eliminate nesting habitat.

Hazardous Materials, Pollution Prevention, and Solid Waste

During construction, regulated materials or hazardous substances may be used by the contractor: fuel, oil, lubricants, paints, solvents, and others of a similar nature that are commonly involved in construction processes. The quantity involved will be only that essential to the contractor's operations directly related to the project. Management of these materials will be the responsibility of the contractor. DOT&PF will require the contractor to develop and implement a Hazardous Materials Control Plan as part of the Stormwater Pollution Prevention Plan (SWPPP).

In the event contaminated soils or groundwater are encountered, the construction team will take appropriate steps to minimize, manage and dispose of these materials according to applicable regulations. Solid waste generated during construction activities will be handled in accordance with ADEC's Solid Waste Regulations.

Noise

Construction equipment will be equipped with mufflers that meet the minimum original equipment manufacturer specifications to reduce noise.

Water Quality

If excavation occurs when the groundwater levels are high, the contractor may need to obtain permission from ADEC to use the Excavation Dewatering General Permit for dewatering. The project will be constructed in compliance with the Alaska Pollution Discharge Elimination System (APDES) Construction General Permit, and a SWPPP will be prepared and implemented, which requires using Best Management Practices.

Wetlands

Wetland impacts will be minimized by filling only those areas necessary to maintain structural integrity, as well as meeting design standards. Unavoidable impacts to wetlands will be compensated by the Alaska DOT&PF through a Compensatory Mitigation Plan to be approved by the COE.

The proposed project will result in unavoidable wetland impacts. The project was developed in accordance with the Corps of Engineers Regulatory Guidance Letter 09-01 for Alaska.

Proposed wetland Avoidance and Minimization Measures for this project are listed below.

1. The project design has minimized the fill footprint to the maximum extent practicable by extending as far as possible at the end of Runway 1 (uplands) to minimize wetlands impacts on the Runway 19 end.
2. The relocated Airport Road side slopes will be steepened to 2:1 to reduce wetland impacts.
3. Slopes subject to erosion and disturbed areas will be re-vegetated with native vegetation to minimize stormwater pollution.
4. Materials will be stockpiled in developed areas to avoid impacting additional wetlands on airport property.
5. Construction vehicles will be operated only within the permitted boundaries or on designated roads to avoid unintentional impacts to wetlands in the area.

The Proposed Action would permanently fill approximately 12.7 acres of jurisdictional wetlands. DOT&PF will comply with the terms of the Corps fill permit stipulations including compensatory mitigation requirements.

Required Permits and/or Approvals

- **National Historic Preservation Act.** On January 26, 2012, the State Historic Preservation Officer concurred with DOT&PF and FAA's determination of no historic properties affected.
- **Clean Water Act:**
 - Section 404 permit for placement of fill material in wetlands (waters of the U.S.).
 - Alaska Waste Water General Permit may be needed for wastewater discharge from dewatering less than one mile from a contaminated site.
 - APDES General Permit for construction activities, pursuant to Section 402.
- **Endangered Species Act (ESA).** On March 21, 2011, the United States Fish and Wildlife Service stated the Proposed Action is not likely to adversely affect listed species and concluded Section 7 consultation.
- **Coastal Zone Management Act (CZMA).** As of July 1, 2011, the CZMA federal consistency provision no longer applies in Alaska. Federal agencies no longer provide Consistency Determinations or Negative Determinations to the State of Alaska CZMA pursuant to 16 United States Code (U.S.C.) 1456(c)(1) and (2), and 15 CFR Part 930, Subpart C. Persons or applicant agencies for federal authorizations or funding no longer provide Consistency Certifications to the State of Alaska CZMA pursuant to 16 U.S.C. 1456(c)(3)(A), (B) and 1456(d), and 15 CFR part 930, subparts D, E and F.

Federal Finding and Approval

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information I find the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the NEPA and other applicable environmental requirements. I also find the proposed Federal Action will not significantly affect the quality of the human environment or include any condition requiring consultation pursuant to Section 102 (2)(c) of NEPA. As a result, FAA will not prepare an EIS for this action.

Approved by: _____

James W. Lomen P.E. Deputy Manager, Airports Division, FAA Alaska Region

5/31/2012
Date

**FINAL ENVIRONMENTAL ASSESSMENT
DILLINGHAM AIRPORT IMPROVEMENTS**

DILLINGHAM, ALASKA

DOT&PF Project No. 59304

Proposed Action: To improve safety and operational deficiencies of the existing Dillingham Airport and to meet Federal Aviation Administration's (FAA) established Runway Safety Area standards to the extent practicable.

Project Location: 59.0414° North Latitude and -158.509 ° West Longitude (USGS Quad Dillingham A-7) in Sections 18 and 19, Township 13 South, Range 55 West, Seward Meridian

MAY 2012

Prepared for:

United States Department of Transportation
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This Environmental Assessment becomes a Federal document when evaluated, signed, and dated by the Responsible FAA Official.


Responsible FAA Official


Date

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LIST OF ACRONYMS

AAC	Alaska Administrative Code
AC	Advisory Circular
ACMP	Alaska Coastal Management Program
ADEC	State of Alaska Department of Environmental Conservation
ADF&G	Alaska Department of Fish and Game
APDES	Alaska Pollutant Discharge Elimination System
ARC	Airport Reference Code
AvGas	aviation gasoline
BMPs	Best Management Practices
CFR	Code of Federal Regulations
COD	City of Dillingham
CRC	Cultural Resource Consultants LLC
CZMA	Coastal Zone Management Act
DCCED	State of Alaska Department of Commerce, Community and Economic Development
DOLWD	State of Alaska Department of Labor and Workforce Development
DOT&PF	State of Alaska Department of Transportation and Public Facilities
EA	Environmental Assessment
EFH	Essential Fish Habitat
EMAS	Engineered Material Arresting System
ESA	Environmental Site Assessment
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
National Register	National Register of Historic Places
NETC	Nushagak Electric and Telephone Cooperative, Incorporated
NOAA	National Oceanic and Atmospheric Administration Fisheries
NRCS	Natural Resources Conservation Service
RSA	runway safety area
S&W	Shannon and Wilson, Incorporated
SWPPP	Storm Water Pollution Prevention Plan
U.S.	United States
USACE	United States Army Corps of Engineers
USC	United States Code
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service

AVIATION DEFINITIONS

Airport Layout Plan: The plan of an airport showing the layout of existing and proposed airport facilities.

Airport Reference Code (ARC): A coding system used to relate airport design criteria to the operational and physical characteristics of the airplanes intended to operate at the airport. Example: Airports expected to accommodate single-engine airplanes normally fall into ARC A-I or B-I. Airports serving larger general aviation and small jet airplanes are usually ARC B-II or C-II.

Federal Aviation Administration ARC Groups

Approach Speed		Wingspan	
Type	Speed in Knots	Type	Wingspan in Feet
A	Less than 91	I	Up to 49
B	92 - 120	II	49 - 78
C	121 - 140	III	79 - 117
D	141 - 165	IV	118-170
E	166 or more	V	171 - 213
		VI	214 - 262

Omni-Directional Approach Light (ODAL): Used to identify the approach end and centerline of the runway.

Operation: A landing or takeoff by an aircraft.

Runway: A defined rectangular surface on an airport prepared or suitable for the landing or takeoff of airplanes.

Runway Length: The extent of a runway based on Advisory Circular AC 150/5325 and airplane flight manuals or computer program "Airport Design (for Microcomputers) Version 4.1."

Runway Protection Zone (RPZ): An area off the runway end to enhance the protection of people and property on the ground.

Runway Safety Area (RSA): A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.

Taxiway: A defined path established for the taxiing of aircraft from one part of an airport to another.

1.0 PURPOSE AND NEED

The purpose of the proposed project is to enhance safety at the Dillingham Airport, located 327 miles southwest of Anchorage (Figure 1), by providing a runway safety area (RSA) that meets Federal Aviation Administration (FAA) standards to the maximum extent practicable. The safety and operational deficiencies at the Dillingham Airport were identified in the *Runway Safety Area Practicability Study Memorandum* (DOWL HKM, 2011a). Based on a 2010 air traffic forecast (Appendix A), the design aircraft for the Dillingham Airport is a Boeing 737 (C-III) aircraft.

The RSA is a defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway (Advisory Circular AC 150/5300-13). According to Boeing Commercial Airplanes (2005), 71% of the world's jet aircraft accidents between the years of 1995 and 2004 occurred during landing and takeoff and accounted for 41% of all onboard and third party fatalities. In the seventeen months between October 2004 and February 2006, seven airplanes skidded off the runways in Canada and the United States (U.S.) resulting in eight deaths, thirty-four injuries, and a complete loss of four aircraft. An aircraft that undershoots, overshoots, or veers off a runway into a RSA that meet FAA design standards has less chance of damage and a lower probability of loss of lives.

The Airport Reference Code (ARC) for the Dillingham Airport is Aircraft Approach Category C, Airplane Design Group III (C-III). Figure 2 shows the existing conditions. According to FAA standards for C-III runways, an RSA should be 500 feet wide and 1,000 feet long beyond each runway end. The current RSA varies in width (200 to 300 feet) and extends 288 feet past the end of Runway 1 (south) and 200 feet past the end of Runway 19 (north). Federal Aviation Regulation (FAR) Part 77 Surface establishes standards for determining obstructions in navigable airspace (14 Code of Federal Regulations (CFR) Part 77, Subpart A). This specifies a clearance of at least 15 feet above a roadway. Currently, Airport Road on the end of Runway 19 is an encroachment to FAR Part 77 Surfaces. Existing conditions and necessary corrective actions as warranted by the design aircraft are outlined in Table 1.

Table 1: Existing Conditions and Corrective Actions

Component	FAA Standard* (ARC C-III)	Existing Conditions	Corrective Action (Near-term Improvements)
RSA Length at the End of Runway 1	600/1,000 feet**	288 feet	600/1,000 feet**
RSA Length at the End of Runway 19	600/1,000 feet**	200 feet	1,000 feet
RSA Width	500 feet	200-300 feet	350 feet
Airport Road Relocation	15 feet clear above roadway for FAR Part 77 Surfaces	Roadway encroaches on RSA and obstacle free area, and penetrates FAR Part 77 Surfaces	Relocate Airport Road for airport and residential access

*AC 150/5300-13

**600 feet prior to landing threshold, 1,000 feet beyond runway end

This project is anticipated for construction in 2012 and 2013.

1.1 Identification of Federal Action Requested

The federal actions requested of the FAA by the State of Alaska Department of Transportation and Public Facilities (Alaska DOT&PF) are approval of the location of the airport improvements, approval of the Airport Layout Plan, and participation in funding of the proposed improvements through the Airport Improvement Program.

2.0 PROPOSED ACTION

The Alaska DOT&PF in cooperation with the FAA proposes to complete the following:

- Expand the RSA to the maximum extent practicable for Runway 1/19 to meet FAA standards and ensure a safe operating runway, and
- Realign and reroute Airport Road to accommodate the expanded RSA.

The Dillingham Airport Improvements (Proposed Action) consists of the following operational and safety improvements (Figure 3):

- Construct approximately 310 feet of additional embankment beyond existing embankment at the end of Runway 1 and approximately 800 feet of embankment beyond the end of Runway 19 to achieve standard RSA length on both runway ends;

- Widen the western side of the RSA to 250 feet from runway centerline to achieve an RSA width to the maximum extent practicable;
- Construct approximately 800 feet of Airport Road to connect around the north side of the General Aviation Apron for airport and residential access and close the public connection of Airport Road with Wood River Road; and
- Improve drainage, relocate fences, FAA facilities, and FAA utilities (e.g., localizer) to facilitate construction of the above identified improvements.

The operational and safety improvements would require an estimated 529,000 cubic yards of fill material discussed further in Section 4.3.

3.0 ALTERNATIVES

This section describes and compares alternatives considered for this project. This Environmental Assessment (EA) analyzes one action alternative, the Proposed Action, and the No-Action Alternative (No-Action). Based on the analysis presented in this EA, the FAA has determined that meeting an RSA length and width at the Dillingham Airport to full standards using traditional means (such as graded areas surrounding the runways) is not practicable due to cost, environmental factors, cultural resource factors, landownership, transportation factors, and schedule. In response to guidance provided in FAA Order 5200.9, *Financial Feasibility and Equivalency of Runway Safety Area Improvements and Engineered Material Arresting Systems*, as well as input received from the FAA Alaska Region, the FAA headquarters has determined that the maximum feasible cost of RSA improvement for the Dillingham Airport is approximately \$25 million. Other alternatives were considered in the *Runway Safety Area Practicability Study Memorandum* (DOWL HKM, 2011a), but were not considered as viable alternatives and dismissed from further evaluation due to exceeding the \$25 million budget established by FAA Alaska Region. In addition, these alternatives would not meet the project purpose and need, and are discussed further in Section 3.3 and Appendix B. The only alternative that would meet the project purpose and need is the Proposed Action.

3.1 Proposed Action

3.1.1 Description of Action

The Alaska DOT&PF and the FAA proposes to improve safety and operational deficiencies of the existing Dillingham Airport and to meet FAA’s established RSA standards to the extent practicable for C-III design group aircraft. Refer to Chapter 2.0 for a detailed Proposed Action description. The environmental consequences of this alternative are summarized in Table 2. See Figure 3 for the locations of all project elements.

Table 2: Comparison of Alternatives’ Environmental Effects

Resource Category	Potential Environmental Effects	
	Proposed Action	No-Action
Air Quality	No long-term air quality impacts.	None
Compatible Land Use	New fences prevent the unauthorized use of airport property by snowmachines.	Airport property trespass continues to occur around runway end 19.
Energy Supplies and Natural Resources	Fill material would be acquired from an upland material site. Water would be used temporarily during construction. No increase in electricity demand. Slight increase in fuel consumption for RSA maintenance.	None
Socioeconomic, Environmental Justice, and Children’s Health and Safety Risks	Positive short-term economic effects during construction. No impacts on subsistence use. Safety improvements for the socioeconomic environment and children’s health and safety risks. No disproportionate high or adverse impact on any minority or low income population.	No safety improvement for the socioeconomic environment or children’s health or safety risks.
Fish, Wildlife, and Plants	Altering approximately 75 acres of upland and wetlands habitat. No likely adverse impacts to federally-listed endangered and threatened species.	None
Floodplains	No floodplain impacts	None
Hazardous Materials, Pollution Prevention, and Solid Waste	No hazardous materials are expected to be encountered by the Proposed Action. Solid waste generation would not exceed the landfill capacity.	None
Historical, Architectural, Archaeological, and Cultural Resources	No historic, architectural, archaeological, or cultural resource impacts.	None
Light Emissions and Visual Effects	No impacts from light emissions. A slight change in the visual setting from the increased RSA surface area.	None
Noise	No noise impacts.	None
Water Quality	Short-term water quality impacts during construction minimized through the use of best management practices.	None
Wetlands	Approximately 12.7 acres of wetland loss (11.6 acres from the RSA expansion, 1.1 acres from the road relocation, and less than 0.01 from the fence).	None

Resource Category	Potential Environmental Effects	
	Proposed Action	No-Action
Construction Impacts	<ul style="list-style-type: none"> • Minor and short-term air quality impacts minimized by using best management practices. • Temporary use of an existing water supply would have short-term and minor impacts to energy supplies and natural resources. • Positive, short-term, economic effects to the socioeconomic environment for potential employment of local labor and use of local services. • Short-term direct and indirect water quality impacts minimized by using best management practices. 	None
Cumulative Impacts	No substantial cumulative impacts anticipated.	None
Required Permits, Approvals, and Consultations	U.S. Army Corps of Engineers Section 404 Permit; Section 401 Water Quality Certification; Alaska Pollutant Discharge Elimination System General Permit for Construction Activities; State Historic Preservation Office Section 106 consultation under the <i>National Historic Preservation Act</i> ; Excavation Dewatering General Permit (to be obtained by construction contractor); and Temporary Water Use Permit (to be obtained by construction contractor).	None

3.1.2 Summary of Environmental Consequences

The Proposed Action would not have significant adverse impacts in any resource category, and reduces the risk to human lives and potential damage to aircraft in the event of an accident. A summary of the environmental effects relevant to the Proposed Action and the No-Action are shown in Table 2. Resource categories not identified in the project area are not discussed in the table. Chapter 4.0 provides a detailed discussion of the affected environment and environmental consequences of each resource category.

3.2 **No-Action**

3.2.1 Description of Action

Under the No-Action safety and operational deficiencies would not be improved.

The No-Action does not meet the purpose and need for the project. Users of the existing Dillingham Airport would continue to use RSAs (see Chapter 1.0) that do not meet FAA’s established standards.

3.2.2 Summary of Environmental Consequences

The No-Action would not bring the RSA up to FAA's established safety standards.

3.3 **Alternatives Considered but Dismissed**

To improve safety and operational deficiencies, and to meet FAA's established RSA standards to the maximum extent practicable, the Proposed Action must provide RSA length and width to the maximum extent practicable. Refer to Chapter 2.0 for a detailed description of the Proposed Action.

In addition to the Proposed Action (near-term improvements), sixteen other alternatives were considered during the preliminary design and in the *Runway Safety Area Practicability Study Memorandum* (DOWL HKM, 2011a), but not evaluated in this EA. One alternative considered but dismissed, the 40-knot Engineered Material Arresting System (EMAS) alternative (Figure 4), would include the following:

- Install a 40-knot EMAS on the end of Runway 1;
- Construct approximately 800 feet of embankment beyond the end of Runway 19;
- Widen the western side of the existing RSA to 250 feet from runway centerline;
- Maintain dimensions of the eastern side of the existing RSA;
- Construct approximately 800 feet of Airport Road to connect around the north side of the General Aviation Apron for airport and residential access and close the public connection of Airport Road with Wood River Road; and
- Miscellaneous improvements such as relocating fences and FAA facilities and utilities to facilitate constructing the above identified improvements.

The 40-knot EMAS alternative was dismissed because a new alternative was developed (the Proposed Action) that better met the purpose and need of the project by meeting the 600-foot undershoot standard. The Proposed Action also supports the long-term plan at a lower overall cost.

The other fifteen alternatives that were considered are summarized in Appendix B. Those alternatives exceeded the RSA financial feasibility limit according to FAA Order 5200.9, and were dismissed from further consideration.

4.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This chapter provides a description of the existing environmental, social, and economic setting of the area affected by the Proposed Action and discusses the potential impacts of the Proposed Action and the No-Action. FAA Orders 1050.1E and 5050.4B, also outlined in the FAA *Environmental Desk Reference for Airport Actions* (2007), require that impacts of a proposed federal airport project be evaluated for specific environmental impact categories. This is an issues-based EA; that is, only those environmental impact categories where the project impacts were identified as an issue of potential concern are evaluated in detail.

Environmental consequences are described in terms of direct, indirect (secondary), and cumulative impacts. Indirect impacts are those that are caused by the action and occur later in time or are further removed in distance, but are still reasonably foreseeable. Both direct and indirect impacts are discussed in this chapter. Cumulative impacts are those that result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions. Cumulative impacts for the Proposed Action are discussed in Section 4.20.

The following resource categories were not identified within the proposed project's affected area and are not evaluated in this document. The No-Action and the Proposed Action would not affect:

- **Coastal Barriers:** A review of the U.S. Fish and Wildlife Service (USFWS) website indicated that there are no lands included in the Coastal Barriers Resources System located within Alaska (USFWS, 2011a).
- **Coastal Zone:** The Alaska Coastal Management Program (ACMP) expired by operation of Alaska Statutes 44.66.020 and 44.66.030 on June 30, 2011. As a result, the ACMP was withdrawn from the National Coastal Management Program on July 1, 2011, and Alaska no longer has a *Coastal Zone Management Act* (CZMA) program. Because a federally approved coastal management program must be administered by a state agency,

no other entity may develop or implement a federally approved coastal management program for the state.

As of July 1, 2011, the CZMA Federal consistency provision no longer applies in Alaska. Federal agencies no longer provide Consistency Determinations or Negative Determinations to the State of Alaska CZMA pursuant to United States Code 16 USC 1456(c)(1) and (2), and 15 CFR Part 930, Subpart C. Persons or applicant agencies for Federal authorizations or funding no longer provide Consistency Certifications to the State of Alaska CZMA pursuant to 16 USC 1456(c)(3)(A), (B), and (d), and 15 CFR Part 930, Subparts D, E, and F. Although no longer regulatory, the ACMP plan can still be used as a guide to identify potential adverse impacts to coastal resources.

- **Section 4(f):** There are no identified publicly owned lands including public parks, recreation area, wildlife or waterfowl refuges of national, state, or local significance, or land from an historic site of national, state, or local significance within the area of Proposed Action. Therefore, no 4(f) resources have been identified within the area of Proposed Action. The Togiak National Wildlife Refuge is located 0.6 mile from the Proposed Action. The material site will be determined by the contractor, but is anticipated to be along Aleknagik Lake Road. Proximity of the Togiak National Wildlife Refuge to the material site would be approximately 2 miles and 0.2 mile from the haul route.
- **Farmlands:** According to the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) (USDA NRCS, 2011), there are no unique or prime farmlands in the state of Alaska since soil temperatures do not meet the threshold established by congress.
- **Wild and Scenic Rivers:** There are no designated wild or scenic rivers in the vicinity of the Proposed Action (National Park Service, 2011).

4.1 Air Quality

According to Alaska Administrative Code (AAC), 18 AAC 50.15, the community of Dillingham is considered a Class II area for air quality (State of Alaska Department of Environmental Conservation [ADEC], 2011a). Class II air quality areas, as defined by the *Clean Air Act*,

includes all clean air regions not listed in Class I air quality areas (e.g., Denali National Park and other National Wilderness Areas). An area designated Class II is allowed moderate pollution increases unless otherwise designated by a state or tribe. Dillingham is designated as an “Attainment Area,” meaning the area is within acceptable levels for various air pollutants.

Proposed Action: Long-term adverse impacts to air quality are not anticipated. The project is not expected to increase the level of aircraft operations or air emissions, as the purpose of the project is to meet FAA design standards by improving safety and operational deficiencies, not increase capacity.

No air quality analysis is need for the Proposed Action because forecasted operations in the study period are less than 1.3 million passengers and less than 180,000 operations annually. Based on FAA guidelines, it is not necessary to include an Air Quality Analysis for such projects.

For a description of short-term impacts to air quality due to construction activities, refer to Section 4.14.

No-Action: Under the No-Action alternative, no direct or indirect impacts are anticipated.

4.2 Compatible Land Use

The airport property is owned in fee-simple by the Alaska DOT&PF. The governing document for the area adjacent to the airport is the *City of Dillingham (COD) Comprehensive Plan*, which outlines goals for the community of Dillingham (COD, 2006). The plan does not reference specific maintenance or rehabilitation projects planned for the airport. However, the plan outlines the objective of promoting Dillingham as a hub for southwest Alaska through supporting facility improvements and enhancements at the airport.

The majority of developed land in Dillingham is classified as being used for either commercial or residential purposes. There are a limited number of industrial facilities within the city, the most notable being the Peter Pan cannery and Nushagak Electric. A specific categorization of these uses by acreage or density is not currently available from the city office (COD, 2011).

The COD maintains and manages a Class II solid waste landfill (Figure 5A) and sewage lagoon (Figure 5B). FAA AC 150/5200-33B considers it incompatible unless a distance is maintained of at least 10,000 feet between solid waste disposal facilities and a runway that serve turbine-powered aircraft and 5,000 feet for airports serving piston powered aircraft. The solid waste landfill and sewage lagoon are approximately 3.5 miles (18,000 feet) feet away from the nearest point on the runway. There are no plans to move either the sewage lagoon or the solid waste landfill at this time.

Snowmachine users commonly cross airport property between the north runway end and the northerly property limit. This area is located outside the fenced operational area, but within the safety and object-free setback requirements in FAA standards. No identified 17(b) easements or RS2477 trails are located within the airport property boundary and DOT&PF has sufficient property rights to implement the safety and security controls that FAA requires, including the embankment and fencing expansions proposed by this project.

The COD does not have a zoning ordinance, which is essential for ensuring land use conflicts are minimized. No community concerns regarding noise were identified during public scoping for this EA (Appendix C).

Proposed Action: The proposed improvements would be located within the existing property boundaries of the Dillingham Airport. The Dillingham Airport lands are primarily owned by the Alaska DOT&PF and are currently used for aviation purposes. Within the Dillingham Airport property boundary line is the Evergreen Cemetery and a few private parcels with residential homes and a church, although all remain outside the fenced airport area. The Proposed Action would not result in any changes from existing land use designations and would not directly affect the Evergreen Cemetery, residential homes, or the church located in the immediate vicinity. The Evergreen Cemetery directly abuts the fenced airport area, the approximate limits of the Proposed Action in this area. The closest residential homes and the church are approximately 450 feet from the Proposed Action. Proposed improvements would not relocate airport operations closer to the Evergreen Cemetery, residential homes, or the church.

The Proposed Action would prevent snowmachine use around the north runway end. Users of this area are apparently unaware they are trespassing on airport property. In addition to the fence

installation, signs would be placed indicating the airport property boundary. A community member at the EA public meeting noted an alternate route could be taken by winter trail users (Appendix C).

No-Action: Under the No-Action alternative, no direct or indirect impacts to land uses would occur.

4.3 Energy Supplies and Natural Resources

Electricity is provided by Nushagak Electric and Telephone Cooperative, Incorporated (NETC), to approximately 950 residential and 46 community facilities in Dillingham and Aleknagik (Southwest Alaska Municipal Conference, 2010).

Fuel is delivered to Dillingham by barge. Approximately twelve facilities store aviation gasoline (AvGas) and jet fuel. There are also four bulk fuel storage facilities in the community that include Delta Western Fuel, Bristol Fuels, Peter Pan Seafoods, and NETC.

There are two available existing upland material sites along Aleknagik Lake Road, just north of the Dillingham Airport (Figure 5C).

Non-potable groundwater is available at the Dillingham Airport.

Proposed Action: The Proposed Action would require an estimated 529,000 cubic yards of fill material which is available from upland material sites. Temporary water use would be required for dust control and compaction during construction which is described further in Section 4.14. The Proposed Action is not anticipated to result in a direct or indirect increase in electricity demand. A slight increase in fuel consumption to maintain the increased surface area is expected. The Proposed Action would not cause demands exceeding available or future natural resource or energy supplies.

No-Action: No-Action would not change electrical, fuel, borrow material, or water demands. Therefore, no direct or indirect effect on energy supplies or natural resources are anticipated.

4.4 Socioeconomic, Environmental Justice, and Children's Health and Safety Risks

The Alaska Department of Commerce, Community, and Economic Development (Alaska DCCED, 2011) describes Dillingham as a major hub for western Bristol Bay economy, transportation, and public service centers. The fishing industry is the main economy which includes commercial fishing, fish processing, and cold storage. Fish processing plants are operated by Icicle, Peter Pan, Trident, and Unisea. Commercial fishing permits are held by 227 residents (Alaska DCCED, 2011). In the spring and summer months the Dillingham population doubles. Many Dillingham residents rely on subsistence activities that provide cash income; this includes trapping beaver, otter, mink, lynx, and fox (Alaska DCCED, 2011). Subsistence activities do not occur on airport property. Local residents harvest salmon, grayling, pike, moose, bear, caribou, and berries.

The 2005-2009 American Community Survey (U.S. Census Bureau, 2010) estimates Dillingham residents are 76.5% employed, 5.7% unemployed, and 17.8% not in labor force. The mean family income is \$100,201, with nonfamily households earning a mean of \$63,791. 9.9% of the Dillingham residents live below poverty level (U.S. Census Bureau, 2010).

The Dillingham Census area includes the communities of Dillingham, Aleknagik, Clark's Point, Ekuk, Ekwok, Koliganek, Manokotak, New Stuyahok, Portage Creek, Togiak, and Twin Hills. According to the 2010 Census, the community of Dillingham has a population of approximately 2,329 and the Dillingham Census Area has a population of 4,847. The Alaska Department of Labor and Workforce Development (Alaska DOLWD, 2011) shows an average annual percent change in the Dillingham Census Area of about -0.03% people per year between 2009 and 2034. People in the Dillingham Census Area are 72% American Indian or Alaska Native, 18% Caucasian, 2% Hispanic, 1% Asian, 0.4% African American, 0.1% Pacific Islander, and 9% multi-racial (Alaska DOLWD, 2011). There are approximately 2,427 housing units in the Dillingham Census Area, of which 1,563 are occupied (Alaska DOLWD, 2011).

The 2005-2009 American Community Survey (U.S. Census Bureau, 2010) estimates 560 family households in Dillingham, of which 126 have children under age 18. In addition, 312 non-family households live in Dillingham. Children under age 18 compose 15.2% of Dillingham residents living below the poverty level (U.S. Census Bureau, 2010).

Proposed Action: Major long-term economic changes are not anticipated as a result of the Proposed Action. In addition to short-term economic benefits from the increase in jobs and food/lodging for out of town construction workers, the Proposed Action would result in safety improvements, which is considered a benefit to the socioeconomic environment. The Proposed Action would not affect subsistence use because all improvements would be within the existing airport fence (except the Airport Road relocation) or commercial material sites that are not used for subsistence.

The Proposed Action would not require relocating any residence or business or disrupt orderly or planned development. The Proposed Action would not increase noise or air quality impacts, and would result in safety improvements; therefore, there would not be a disproportionate high or adverse impact on any minority or low-income population in Dillingham. Similarly, there would not be a disproportionate impact on children's health or safety due to the Proposed Action.

No-Action: No-Action would not be expected to result in direct or indirect effects to environmental justice. No-Action would not provide short-term economic activity for Dillingham residents.

4.5 Fish, Wildlife, and Plants

4.5.1 Avian Populations

The local Dillingham habitat supports nesting and feeding for shorebirds, passerines, and waterfowl. Sea birds and migratory waterfowl are seasonally abundant. Spruce grouse, willow ptarmigan, cranes, ducks (e.g., mallards, pintails, teal, widgeons, goldeneyes, mergansers, and eiders), brant, geese (e.g., Canada, emperor, white-fronted), swans, murre, and seagulls are the most commonly found birds. The estuarine tidal flats along the coast and river mouths provide forage habitat for shorebirds. No known bald eagle nests exist near the Proposed Action, anticipated material site, or haul route (USFWS, 2011b). The USFWS regulates the *Bald and Golden Eagle Protection Act* (16 USC 668-668c, 54 Stat. 250), including the final rule in 2009 on two eagle permit regulations (50 CFR Parts 13 and 22), and the *Migratory Bird Treaty Act* (16 USC 703). The Alaska Department of Fish and Game (ADF&G) reported that 1984 was the last representative year that subsistence harvests were recorded for Dillingham, at which time, 10,793 pounds of migratory and other birds were harvested (ADF&G, 2011a).

4.5.2 Mammal Populations

Caribou, brown bear, and moose are the most abundant large mammals present in the local Dillingham habitat; however, airport fencing prevents large mammals from entering the area of aircraft operations within the airport property. Small mammals that reside in the Dillingham area, and may occur on airport property, include beaver, red fox, porcupine, snowshoe, and arctic hare. In 1984 the Dillingham community harvested 134,490 pounds of large and small land mammals (ADF&G, 2011a).

4.5.3 Fish Populations and Essential Fish Habitat

The ADF&G *Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes* does not list any anadromous fish streams in the Proposed Action area (ADF&G, 2011b). The Nushagak River (325-30-10100) is the nearest anadromous fish stream located approximately 550 feet away from the Proposed Action, and Squaw Creek (325-30-10100-2021) is located approximately 700 feet away from the Proposed Action (Figure 5D). Chum, coho, Chinook, pink, and sockeye salmon; Arctic char, and whitefish are present in the Nushagak River. Chum, pink, and sockeye salmon; Dolly Varden, and smelt are present in Squaw Creek. Nushagak River and Squaw Creek are also considered Essential Fish Habitat (EFH) under the *Magnuson-Stevens Fishery Conservation and Management Act*, which defines EFH as, “those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity” (National Oceanic and Atmospheric Administration [NOAA] Fisheries, 2011a). In 1984 the community of Dillingham harvested 288,651 pounds of salmon, and 35,649 pounds of non-salmon species (ADF&G, 2011a).

4.5.4 Vegetation and Terrestrial Habitats

A field study conducted for this project found that paper birch and black spruce dominate the tree stratum in the area of Proposed Action; dimondleaf willow, Alaska bog willow, dwarf birch, crowberry, purple marshlocks, bog blueberry, sundew, and Labrador tea dominate the shrub stratum; and bluejoint, manyflower sedge, buckbean, field horsetail, foul bluegrass, deer fern, Bigelow’s sedge, creeping sedge, and water horsetail dominate the herb stratum (DOWL HKM, 2011b). In 1984 the Dillingham community harvested 16,328 pounds of plants and berries

(ADF&G, 2011a). No community concerns regarding berry picking, or other plant harvest areas, were raised during scoping for the Proposed Action.

4.5.5 Federally-listed Endangered and Threatened Species

The USFWS (2011c; Appendix C) notes the following federally-listed endangered and threatened species have the potential to occur within the vicinity of the Proposed Action: North American breeding Steller's eider (listed as threatened in 1997), spectacled eider (listed as threatened in 1993), Kittlitz's murrelet (listed as a candidate species in 2004), yellow-billed loon (listed as a candidate species in 2009), and northern sea otter (listed as threatened in 2005).

Proposed Action: Prior to construction, the USFWS (2011c; Appendix C) recommends that existing information on eagles should be compiled and evaluated to determine if a bald eagle nest survey would need to be completed (described further in Chapter 5.0). The USFWS (2011c; Appendix C) recommends that DOT&PF complies with the *Migratory Bird Treaty Act*, and that vegetation clearing should not occur between May 1 and July 15 to avoid impacts to migratory birds. The USFWS (2011c; Appendix C) noted that the Proposed Action would not likely have adverse effects to federally-listed endangered and threatened species, and that no further consultation under Section 7 of the *Endangered Species Act* is necessary.

No-Action: The No-Action would not result in any direct or indirect impacts to fish, wildlife, or plants.

4.6 **Floodplains**

The flood hazard potential resulting from high rainfall, storm surges, and ice jams in Dillingham is rated low. If flooding occurs, flat areas south of Dillingham are generally the areas that flood (Palcsak and Dorava, 1994). The Federal Emergency Management Agency studied the peak-discharge frequencies for flooding sources affecting Dillingham, and the 100-year floodplain in Dillingham, which extends up Squaw Creek adjacent to the area of Proposed Action. No known tsunamis have been reported within the Bristol Bay area, and the Alaska Tsunami Warning Center reports that Dillingham is not in an area prone to tsunamis (NOAA, 2011b). The Dillingham Airport sits at an elevation between 82 to 88 feet above sea level and is generally

protected from floodwaters of the Nushagak River, Squaw Creek, or potential tsunami run-up. The Proposed Action is located outside the 100-year floodplain (Figure 5D).

Proposed Action: No direct or indirect impacts to the 100-year floodplain or floodways would be anticipated as a result of the Proposed Action.

No-Action: No-Action would not result in any direct or indirect floodplains or floodways impacts.

4.7 Hazardous Materials, Pollution Prevention, and Solid Waste

The Dillingham Airport, where it exists today, has operated since 1951, but was not paved until 1980. Aircraft may be deiced on the apron before take-off. A Preliminary Phase I Environmental Site Assessment (ESA) was completed for the project to assess the potential to encounter known areas of environmental contamination (DOWL HKM, 2011c). Based on the information obtained for the Preliminary Phase I ESA, two areas of recognized environmental conditions are associated with past activities on and adjacent to airport property (Figure 6).

The Pen Air Hangar, located on the west side of the airport terminal apron, had a release of 1,200 gallons of AvGas from a tanker truck within the hangar in 1992. AvGas drained to the subsurface through a floor drain which reportedly connects to an open-ended pipe beneath the building's gravel pad. Static water levels at the site have been recorded at approximately 27 feet below ground surface. Shannon and Wilson, Incorporated (S&W), completed an Area-Wide Ground Water Assessment for the Dillingham Airport in 2006. Seven soil borings were advanced and monitoring wells were installed at these locations. Groundwater samples indicate that petroleum hydrocarbons have contaminated groundwater. The ADEC is currently planning to install three sets of nested monitoring wells to sample and delineate the extent of groundwater contamination at the site (ADEC, 2012).

The Yute Air Terminal, located on the west side of the airport terminal apron, has contaminated soil and groundwater from an AvGas release that occurred in 1994 (ADEC, 2012). The ADEC approved a Contaminated Soil Remediation Work Plan for the site. The ADEC status of the site is "active" as cleanup efforts continue.

A detailed description of known contaminated sites and recognized environmental conditions are included in the Preliminary Phase I ESA (DOWL HKM, 2011c).

The COD operates a Class II landfill, which is located approximately 3.5 miles from the airport. The landfill's permit (SW2A015-14) was issued in June 2009 and will expire in June 2014. The landfill consists of an existing cell site, transfer station, and burn box (COD, 2006). Dillingham Refuse, Incorporated, a private firm, collects refuse three times a week (Alaska DCCED, 2011). The landfill is approved and permitted to accept ash, construction material and debris, and regulated asbestos-containing material. The landfill area is 100 acres, of which up to 69 acres is designated to receive waste materials (COD, 2011). One acre is currently used to receive waste materials (COD, 2012).

Proposed Action: Recognized environmental conditions identified in the Preliminary Phase I ESA are not expected to affect the areas of proposed construction under this project. The Alaska DOT&PF contract specifications for the Proposed Action would include special provisions that require developing and implementing a work plan that addresses steps to be taken in the event that contaminated soils or groundwater are encountered.

Any solid waste generated during construction activities would be handled in accordance with ADEC's Solid Waste Program (<http://www.dec.state.ak.us/eh/sw/DisposalGuidance.htm>). Solid waste generated as a result of construction is not expected to exceed the current capacity of the landfill. The landfill was opened in 1999 and has an anticipated lifespan of 50 years (COD, 2012).

No-Action: No-Action does not involve ground-disturbing activities; therefore, has no risk of encountering environmental contamination.

4.8 Historical, Architectural, Archaeological, and Cultural Resources

A survey of historic, architectural, archaeological, and cultural resources of the area of potential effect was conducted for this project in 2010 and 2011 (CRC, 2011). The survey included areas that would be directly impacted, as well as potential historic structures that could experience potential indirect effects, such as noise or visual impacts. The cultural resource survey included a literature review, archive aerial photograph comparison, tax record review, and a ground

survey. The direct area of potential effect was defined as an approximate 50-foot offset from the cut and fill limits. The indirect area of potential effect was defined as the potential extent of visual and/or noise impacts. No cultural resources eligible for the National Register of Historic Places (National Register) were found in the areas of direct or indirect potential effect.

The survey and analysis recommended no historic properties would be affected by the Proposed Action.

Proposed Action: The State Historic Preservation Officer concurred with the DOT&PF's finding of no historic properties affected. The Proposed Action would not have any direct or indirect effect on historic, architectural, archaeological, or cultural resources.

No-Action: No-Action would not directly or indirectly affect historic, architectural, archaeological, or cultural resources.

4.9 Light Emissions and Visual Effects

Currently, the Dillingham Airport has high intensity runway lighting, wind cone lighting, an Omni-Directional Approach Light System to Runway 19, and a rotating beacon. No community concerns regarding light emissions or visual effects were identified during public scoping for this EA (Appendix B).

Proposed Action: The Proposed Action would not alter existing lighting or add lighting at the Dillingham Airport; therefore, the Proposed Action would not have any direct or indirect effects to light emissions. The Proposed Action would increase the surface area of the RSA that would be located closer to Kananak Road than the existing RSA, resulting in a slight change in the visual setting of the runway.

No-Action: No-Action would not directly or indirectly affect light emissions or the existing visual setting.

4.10 Noise

Sound levels of 65 decibels or lower are typically compatible with most land uses. FAA Order 1050.1E recommends an initial noise analysis for airports that exceed the threshold of 700 annual adjusted jet operations. In 2010, there were approximately 520 jet operations and

51,120 non-jet operations at the Dillingham Airport (Appendix A). Existing average noise levels in 2000 and future average noise levels in 2005 surrounding the Dillingham Airport were modeled using the FAA Integrated Noise Model (Integrated Noise Model; Appendix D). The Integrated Noise Model uses the weighted day/night noise level sound for measuring airport noise, which is a 24-hour average hourly noise level, with a 10-decibel penalty for nighttime noise events. The annual noise exposure calculated by the model is based on the actual aircraft fleet operating at the airport, runway use, number of operations, and time of day. The Integrated Noise Model produced a map of noise exposure levels in 2000 and 2005 around the airport based on this information.

Aviation noise produced by the Dillingham Airport extends beyond the airport property boundary into residential areas to the east and northeast of the Dillingham Airport over which neither the Alaska DOT&PF nor the FAA has authority. Specifically, the 65-decibel contour extends outside the airport property boundary in small areas that may include up to 60 residences; however, loud noise (greater than 75 decibels) is confined within the airport property boundary. FAA standards specify a noise level above 65 decibels is generally incompatible with residential living. Often, noise concerns like this develop where the local government has not adopted appropriate limitations on incompatible land use.

The COD does not have a zoning ordinance, which is essential for ensuring land use conflicts are minimized. No community concerns regarding noise were identified during public scoping for this EA, and one community member voiced concern during the EA Public Meeting that the project would increase noise levels. The project team responded that the Proposed Action would not alter current runway thresholds for landing and take-off; therefore, aircraft noise would not increase due to the Proposed Action. (Appendix C).

Proposed Action: The Proposed Action would not increase aviation operations or change the fleet mix at the Dillingham Airport; therefore, the Proposed Action would have no effect on noise.

No-Action: No-Action would not directly or indirectly affect airport noise.

4.11 Water Quality

Existing drainage ditches and culverts around the airport control surface flow and minimize impacts to water quality. No water bodies in the area of the Proposed Action are on *Alaska's List of Impaired or 303(d) Listed Water Bodies* (ADEC, 2010). The Dillingham Airport is covered under an existing Alaska Pollutant Discharge Elimination System (APDES) permit. The *Area-Wide Groundwater Assessment* (S&W, 2006) describes contaminated groundwater in the vicinity of the main airport apron where groundwater depth ranges from 4.93 feet to 31.40 feet below ground surface. Groundwater flow direction is unknown due to variation in groundwater data, but it does not appear that contaminated groundwater is migrating beyond the limits of the airport (S&W, 2006).

Proposed Action: The Proposed Action would require excavating up to 10 feet below ground surface to install culverts; therefore, may have the potential to reach contaminated groundwater if work is done during times when the groundwater surface is high. If so, the contractor will obtain permission from ADEC to use the Excavation Dewatering General Permit for any dewatering during construction, as the Proposed Action is within a one mile radius of a known contaminated site. The contractor would comply with the APDES Construction General Permit and prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) and will use best management practices (BMPs) to protect water quality, including erosion prevention and slope stabilization measures described further in Section 4.14.

No-Action: No direct or indirect impacts to water quality would be anticipated under this alternative.

4.12 Wetlands

Previous wetland delineations were verified in July 2010 and August 2011 based on a field survey of plant species, soil conditions, hydrological indicators, and comparison to true-color aerial photography (DOWL HKM, 2011b). The August 2011 wetland delineation ground-truthed an expanded wetland study area on the northwest side of the general aviation apron that was not previously delineated. The previous wetland delineations were completed in 1985 by S&W and in 2005 by ASCG Incorporated. A Jurisdictional Determination was obtained from the U.S. Army Corps (USACE) of Engineers on May 13, 2005, and expired on May 13, 2010. A

Jurisdictional Determination extension request was sent to the USACE on May 12, 2010, and a Jurisdictional Determination was reissued by the USACE on October 8, 2010. An additional Jurisdictional Determination will be requested for the expanded wetland study area. Wetland areas were classified, according to the system guidelines outlined in the Classification of Wetlands and Deepwater Habitats of the U.S. (Cowardin et al., 1979). Jurisdictional wetlands comprise approximately 105 acres (36.6%) of the wetland study area (Table 3, Figure 7).

Table 3: Acreage of Wetlands in the Wetlands Study Area

National Wetlands Inventory Class	Functions and Values	Area (acres)	Percent of Wetlands Study Area
Palustrine Emergent Persistent Permanently Flooded (PEM1H)	Low	13.77	4.8%
Palustrine Emergent Persistent Semi permanently Flooded (PEM1F)	Low	1.60	0.6%
Palustrine Scrub-Shrub/Emergent Persistent Saturated (PSS/EM1B)	Low	38.22	13.3%
Palustrine Scrub-Shrub/Emergent Persistent Semi permanently Flooded (PSS/EM1F)	Low	13.67	4.8%
Palustrine Scrub-Shrub Broadleaved Deciduous/Emergent Persistent Permanently Flooded (PSS1/EM1H)	Low	2.61	0.9%
Palustrine Scrub-Shrub Broadleaved Evergreen/Broadleaved Deciduous Saturated (PSS3/1B)	Low	0.51	0.2%
Palustrine Scrub-Shrub Broadleaved Evergreen/Emergent Persistent Semi permanently Flooded (PSS/EM1F)	Low	0.66	0.2%
Palustrine Scrub-Shrub Needleleaved Evergreen/Emergent Persistent Saturated (PSS4/EM1B)	Low	28.65	10%
Palustrine Scrub-Shrub/Emergent (PSS/EM)	Low	4.67	1.6%
Palustrine Emergent Persistent/Forested Needleleaved Evergreen Saturated (PEM1/FO4B)	Low	0.83	0.3%
Total		105.19	36.6%

A total of ten wetland classification types, outlined in Table 3, were documented in the wetlands study area. All wetland classifications are of low value due to isolation, human degradation, and common wetland habitat types compared to the surrounding area. The most common wetland classification in the wetlands study area is PSS/EM1B, comprising approximately 36.3% of all identified wetlands and 13.3% of the entire wetlands study area. Uplands and developed areas comprise approximately 63.4% of the entire study area.

Proposed Action: Under the Proposed Action, wetland loss is unavoidable due to the proximity and abundance of wetlands at the Dillingham Airport. Constructing the Proposed Action would permanently fill approximately 12.7 acres of low value jurisdictional wetlands, as depicted

within the cut and fill limits on Figure 7 and Table 4. RSA improvements would require placing fill in approximately 11.6 acres of low value wetlands, the airport road relocation less than 1.1 acres, and the fence relocation less than 0.01 acre.

Table 4: Estimated Impacts to Wetlands

Project Description		Wetland Classification Type/Value	Fill Quantities (cubic yards)	Total Wetland Impacts (acres)
Permanent Fill				
1	RSA Expansion	PEM1F PEM1H PSS/EM1B PSS/EM1F PSS4/EM1B PSS1/EM1H /Low	169,130	11.6
2	Airport Road Relocation	PEM1H PSS/EM1B PSSEM	5,539	1.1
3	Fence Relocation	PEM1H PSS/EM1B PSS/EM1F PSS1/EM1H PSS4/EM1B /Low	1,063	> 0.01
Total			175,732	12.7

- PEM1F Palustrine Emergent, Persistent, Semi-permanently Flooded
- PEM1H Palustrine Emergent, Persistent, Permanently Flooded
- PSS/EM1B Palustrine Scrub-Shrub/Emergent, Persistent, Saturated
- PSS/EM1F Palustrine Scrub-Shrub/Emergent, Persistent, Semi-permanently Flooded
- PSS4/EM1B Palustrine Scrub-Shrub Needleleaved Evergreen/Emergent, Persistent, Saturated
- PSS1/EM1H Palustrine Scrub-Shrub/Emergent, Persistent, Permanently Flooded
- PSSEM Palustrine Scrub-Shrub Emergent

Executive Order 11990, *Protection of Wetlands*, requires that there be no practicable alternative to the Proposed Action, and that the project includes all practicable measures to minimize harm to wetlands. DOT&PF analyzed the Proposed Action and determined that there are no practicable alternatives having less impact on the aquatic ecosystem. The Proposed Action was designed to avoid wetlands to the extent practicable; however, due to the proximity of wetlands to the airport, complete avoidance is not possible. RSA improvements would bisect Airport Road; therefore, a new route for the road must be considered. The Airport Road realignment utilizes uplands and previously disturbed areas to the extent practicable, in addition to steepening side slopes 2:1 to lessen wetland impacts. The RSA expansion utilizes the maximum extent of

upland area possible on the end of Runway 1 until it abuts Kananak Road to lessen wetland impacts on the end of Runway 19. Due to the location of the airport property boundary it is impossible to avoid or reduce wetland impacts from the fence relocation. Wetlands have been avoided and minimized to the maximum extent practicable. Compensatory mitigation for unavoidable impacts to 12.7 acres of wetlands shall be provided in accordance with USACE RGL ID No. 09-01, which requires a mitigation plan based on the functions and values of the affected wetlands, and compensatory mitigation for federally-funded projects. Wetlands enhancement or restoration would be primarily for palustrine scrub-shrub/emergent wetlands. A compensatory mitigation plan for wetlands impacts will be identified during the wetland permitting process.

No-Action: No-Action would not affect wetlands.

4.13 Construction Impacts

Proposed Action: Potential impacts during all phases of construction are discussed below.

Air Quality

Impacts to air quality during construction are expected to be limited to the project area and short-term in duration and would be minimized through the use of BMPs as discussed in Chapter 5.0, Environmental Commitments and Mitigation.

Operating diesel-fueled construction equipment may result in slight, localized degradations in air quality during construction. Pollutant emissions from construction equipment, including minor releases of soot, carbon monoxide, and fugitive dust are not expected to affect long-term air quality of the project area or the region.

Construction equipment operation would occur during project excavations for grading and drainage, gravel quarrying, hauling and placement. Impacts associated with these operations are expected to be localized, periodic, and minor.

Energy Supplies and Natural Resources

Temporary use of an existing water supply to be determined by the contractor would be short-term and minor. A material site would be used to extract approximately 529,000 cubic yards of

material. Use of the material site would be short-term, during the construction of the Proposed Action, and minor as material extraction for the Proposed Action would not deplete available sources.

Socioeconomic, Environmental Justice, and Children’s Health and Safety Risks

Positive short-term economic effects could result from using local labor and services during construction.

Hazardous Materials, Pollution Prevention, and Solid Waste

During construction, regulated materials or hazardous substances may be used by the contractor: fuel, oil, lubricants, paints, solvents, and others of a similar nature that are commonly involved in construction processes. The quantity involved will be only that essential to the contractor’s operations directly related to the project. Management of these materials will be the responsibility of the contractor. DOT&PF will require the contractor to develop and implement a Hazardous Materials Control Plan as part of the SWPPP.

In the event contaminated soils or groundwater are encountered, the construction team will take appropriate steps to minimize, manage and dispose of these materials according to applicable regulations.

Water Quality

During construction, short-term direct and indirect water quality impacts may occur. BMPs would be in place to protect water quality, including erosion prevention and slope stabilization measures. If working when the groundwater level is high, the contractor would be required to obtain permission from ADEC to use the Excavation Dewatering General Permit for dewatering the site, develop a SWPPP, and comply with the APDES Construction General Permit.

No-Action: No construction impacts would result from No-Action.

4.14 Cumulative Impacts

FAA’s *National Environmental Policy Act* guidance, per 5050.4B, requires that the cumulative impacts section of an EA include critical background of past, present, and reasonably foreseeable

future actions. Cumulative impacts are those that result from the incremental consequences of an action when added to other past, present and reasonably foreseeable future actions. Cumulative effects can result from several individually minor impacts that may collectively be substantial over time (40 CFR 1508.7).

Past, present, and reasonably foreseeable future actions in the Dillingham area include:

Dillingham Downtown Streets Reconstruction and Rehabilitation (Funded 2011, Alaska DOT&PF). This project will realign and rehabilitate, as necessary, three streets forming a loop in the downtown area of Dillingham. The project will include Main Street from City Hall to the intersection of “D” Street; “D” Street north to 2nd Street and back to City Hall. The project will also pave Kanakanak Road from “D” Street intersection to the small boat harbor entrance. Appropriate pedestrian improvements are included.

Nushagak Area Hydroelectric Projects: Lake Elva (Preliminary Study, Funded 2010, Alaska Energy Authority). NETC received funding for a proposed 1.5 megawatt capacity Lake Elva project, located approximately 36 miles north by northwest of Dillingham. The hydroelectric project will displace costs of diesel fuel electrical generation which is currently NETC’s only generation alternative. The Lake Elva project is located outside the Nushagak Mulchatna Watershed where the Proposed Action is located. Therefore, this project will not add to cumulative water quality impacts associated with the Proposed Action. Hydroelectric power would presumably cost less than diesel-generated power, so airport operation and maintenance costs would likely reduce if the Lake Elva Project was constructed.

Between 2005 and 2009 NETC installed five new dual-fuel diesel generator sets to burn ultra-low sulfur diesel fuel. The new dual-fuel diesel generator sets burn low emissions and have improved fuel efficiency of the NETC power plant.

Dillingham Water System Improvements Phase II (Funded 2010, ADEC). The proposed project will develop a new water source in the Neqleq Subdivision; construct a new well, water treatment plant and transmission lines; and connect the new water supply to the existing system.

Wood River Road Reconstruction (Funded 2010, Alaska DOT&PF). Reconstruct 2.8 miles of hard surfaced road from the intersection of Kakanak and Wood River Road to the Wood River Landing.

Dillingham Airport Apron and Taxiway Reconstruction (Funded 2010, Alaska DOT&PF). Reconstruct the Terminal Apron and Taxiways A and B. This project added the reconstruction of Taxiway C during construction.

Proposed Action: Substantial cumulative impacts were not identified for the Proposed Action. Only those resource categories documented as impacted in this EA are described below.

Energy Supplies and Natural Resources: Fill material will likely be used from a local material site. A number of material sites are located along Aleknagik Lake Road, just north of the Dillingham Airport. Material sources appear to have enough material in reserve for constructing the Proposed Action and would not deplete local supply for other projects.

Fish, Wildlife, and Plants: The Proposed Action will alter approximately 75 acres of upland and wetland habitat. Wildlife and their associated habitats are currently, and will continue, to be affected by development in the Dillingham area. The relative quantity and quality of habitat impacted by the Proposed Action is minimal. Construction activities proposed by reasonably foreseeable future actions, with the exception of the hydroelectric projects, are largely confined to previously disturbed areas. To avoid impacts to migratory birds, vegetation clearing would not occur between May 1 and July 15. Therefore, cumulative impacts to wildlife due to habitat loss would be minor.

Wetlands: Wetland habitats are abundant in the Dillingham area. The Proposed Action would result in the loss of approximately 12.7 acres of wetlands habitat (approximately 11.6 acres for the RSA, approximately 1.1 for the road alignment, and less than 0.01 for the fence relocation). This acreage of permanent wetland loss due to development is minimal compared to the amount of similar wetland types that exist in the surrounding area. The Proposed Action's contribution to the cumulative loss of wetlands over time would be minor.

No-Action: Cumulative impacts are not discussed for the No-Action since this alternative would not be expected to contribute to existing cumulative impacts in the area of Proposed Action.

5.0 ENVIRONMENTAL COMMITMENTS AND MITIGATION

The following additional measures have been identified and incorporated into the project to reduce potential adverse environmental effects.

Table 5: Environmental Commitments and Mitigation

Resource Category	Mitigation Measure or Environmental Commitment
Air Quality	<ul style="list-style-type: none"> A dust palliative or watering will be used to control dust during dust producing activities throughout construction of the Proposed Action.
Compatible Land Use	<ul style="list-style-type: none"> Signs will be placed indicating the airport property boundary and notification of airport trespass regulations.
Fish, Wildlife, and Plants	<ul style="list-style-type: none"> Prior to construction, existing information on eagles will be compiled and evaluated to determine if a bald eagle nest survey would need to be conducted to determine presence of nests within the vicinity of the Proposed Action. If bald eagle nests are found, construction within the vicinity of the nest should be avoided during the nesting period of March 1 through August 31, and further consultation with the USFWS will occur to discuss measures to avoid and minimize potential eagle take. Vegetation clearing will be avoided between May 1 and July 15 to avoid impacts to migratory nesting birds, unless absence of migratory nesting birds is confirmed, or the vegetated areas have been sufficiently disturbed or altered (e.g., by grubbing, excavation, fill placement, or use of plastic or other materials that would cover nesting habitat) prior to May 1 to eliminate nesting habitat.
Hazardous Materials, Pollution Prevention, and Solid Waste	<ul style="list-style-type: none"> Contractor will develop and implement a Hazardous Materials Control Plan as part of the SWPPP. In the event contaminated soils or groundwater are encountered, the construction team will take appropriate steps to minimize, manage, and dispose of these materials according to applicable regulations. Solid waste generated during construction activities will be handled in accordance with ADEC's Solid Waste Regulations.
Noise	<ul style="list-style-type: none"> Construction equipment will be equipped with mufflers that meet the minimum original equipment manufacturer specifications to reduce noise.
Water Quality	<ul style="list-style-type: none"> Contractor will obtain permission from ADEC to use the Excavation Dewatering General Permit for any dewatering during construction due to a known contaminated site within a one mile radius of the Proposed Action. Contractor will comply with APDES Construction General Permit, prepare and implement a SWPPP, and use BMPs.
Wetlands	<ul style="list-style-type: none"> Wetland impacts will be minimized by filling only those areas necessary to maintain structural integrity, as well as meeting design standards. A compensatory mitigation plan for wetlands impacts will be identified during the wetland permitting process.

6.0 COMMENTS AND COORDINATION

The process of gathering information from the public and agencies on the purpose and need for a project, potential alternatives, and possible issues and concerns that need to be addressed during the environmental review and design, is called "scoping." Public comments received as of March 4, 2011, and agency comments received as of March 18, 2011 (the conclusion of the formal public and agency scoping period) were compiled in the Scoping Summary Report (Appendix C). Comments received after the end of the formal scoping period have also been reviewed and considered by the project team and are included in Appendix C.

6.1 Project Website

A project website (<http://www.DillinghamAirport.com>) was developed to provide information to the public and resource agencies regarding the project, area, objectives, schedule, documents, team members, and a place to provide comments. A project-specific e-mail address (DillinghamAirport@dowlhkm.com) was created to allow interested parties to send comments via e-mail. The project website included a link to the project-specific e-mail address, which was included in the scoping meeting flyer, the newspaper advertisement, and the comment form distributed at meetings.

6.2 Mailing List of Potential Affected Interests

Three project mailing lists were developed for the general public, leaseholders and state government officials, and agency representatives.

The general public mailing list includes all post office box holders in Dillingham and others who, through the course of advertisements and scoping, showed an interest in previous projects in the area.

The mailing list of leaseholders and state government officials includes leaseholders and businesses within the airport property boundary and state government officials currently holding a position in public office for the Dillingham area.

The agency distribution list includes local, state, and federal resource agency representatives who might have an interest or concern, environmental or otherwise, in the project.

Mailing lists are included in Appendix A of the Scoping Summary Report.

6.3 Agency Scoping

Letters to initiate agency scoping were e-mailed and mailed on February 25, 2011. Comments from agencies were requested by March 18, 2011. The letter provided a description of the proposed project, purpose and need, and the opportunity to request an agency scoping meeting. A reminder e-mail, notifying agencies of the comment period end date, was e-mailed to the distribution list on March 14, 2011. Agency scoping materials and correspondence with agencies is documented in Appendix F of the Scoping Summary Report. Agencies who

responded to scoping are listed in Table 6. A summary of comments received from the agencies and how the comments are addressed is included in Appendix C.

A government-to-government initiation consultation letter was mailed on March 31, 2011 to the Curyung Tribal Council. Comments on the Proposed Action were requested within 30 days of receipt of the letter. The letter provided the purpose of the government-to-government consultation, project information, a form for project consultation, and figures (Appendix C).

Table 6: Agency Scoping

Agency Contacted	No Response	Comment	Correspondence Attached in Appendix G of the Scoping Summary Report
ADEC	X		
ADF&G		X	X
Alaska DCCED	X		
Alaska Department of Natural Resources, Office of Habitat Management and Permitting	X		
Curyung Tribal Council	X		
National Marine Fisheries Service	X		
USFWS		X	X
U.S. Environmental Protection Agency	X		
USACE	X		

6.4 Public Scoping

Informational flyers were mailed to the general public and leaseholder distribution lists on January 25, 2011, to announce the public scoping meeting. An e-mail, including an informational flyer, was sent to leaseholders and state government officials on February 7, 2011. The flyer contained the project description and meeting overview, along with a map of the project area and contact information.

Newspaper advertisements for the public scoping meeting appeared in the *Anchorage Daily News* on January 31, 2011, and in the *Bristol Bay Times* on February 7, 2011. Affidavits of publication are included in Appendix B of the Scoping Summary Report.

A public service announcement was sent on January 26, 2011, to local radio station KDLG and ran for two weeks prior to the February 10, 2011 meeting. In addition, an interview with Wolfgang Junge, Alaska DOT&PF Project Manager, aired on KDLG a week prior to the public meeting.

A public scoping meeting announcement was included in the January 27, February 2, and February 7, 2011, *What's Up* e-mail newsletter distributed throughout Alaska that announces workshops, seminars, training, webinars, webcasts, statewide events, and teleconferences.

A public scoping meeting was held on February 10, 2011, from 7 to 9 p.m. at the Bingo Hall in Dillingham, Alaska. Approximately 14 people, not counting project staff, attended the meeting. Meeting minutes, presentation, and sign-in sheets are included in Appendix E of the Scoping Summary Report. A summary of comments received from the public and how the comments are addressed is included in Appendix C.

6.5 Public Meeting to Review Draft Environmental Assessment

The Draft EA was circulated for public and agency review. Informational flyers to announce the Draft EA availability and the upcoming public meeting were sent to the COD Executive Assistant who posted flyers at the Dillingham City Hall, local grocery stores, and the local Post Office. The flyer contained the project description and meeting overview, along with a map of the project area and contact information.

A newspaper advertisement for the Draft EA availability and the upcoming public meeting appeared in the *Anchorage Daily News* and in the *Bristol Bay Times/Dutch Harbor Fisherman* on March 15, 2012. Affidavits of publication are included in Appendix C. The notice has also been posted on the State Public Notice website since March 14, 2012 (Appendix C).

A public service announcement about the Draft EA availability and the upcoming public meeting was broadcast by local radio station KDLG for one week prior to the April 18, 2012 meeting.

A Draft EA availability and the upcoming public meeting announcement was included in the April 11 and 18, 2012, *What's Up* e-mail newsletter distributed throughout Alaska that announces workshops, seminars, training, webinars, webcasts, statewide events, and teleconferences.

A public meeting was held on April 18, 2012, to discuss the Proposed Action and potential project impacts, from 6 to 8 p.m. at the City Hall in Dillingham, Alaska. Nine people, not including project staff, attended the meeting. Meeting minutes, presentation, and sign-in sheets

are included in Appendix C. A summary of comments received from the public and how the comments are addressed is included in Appendix C. One comment was received after the public comment period expired. The author is opposed to the project and believes the airport should be relocated instead of upgraded. The comment and response are included in Appendix C.

7.0 LIST OF PREPARERS

Table 7: List of Preparers

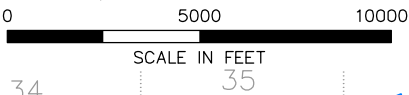
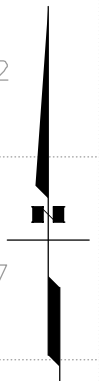
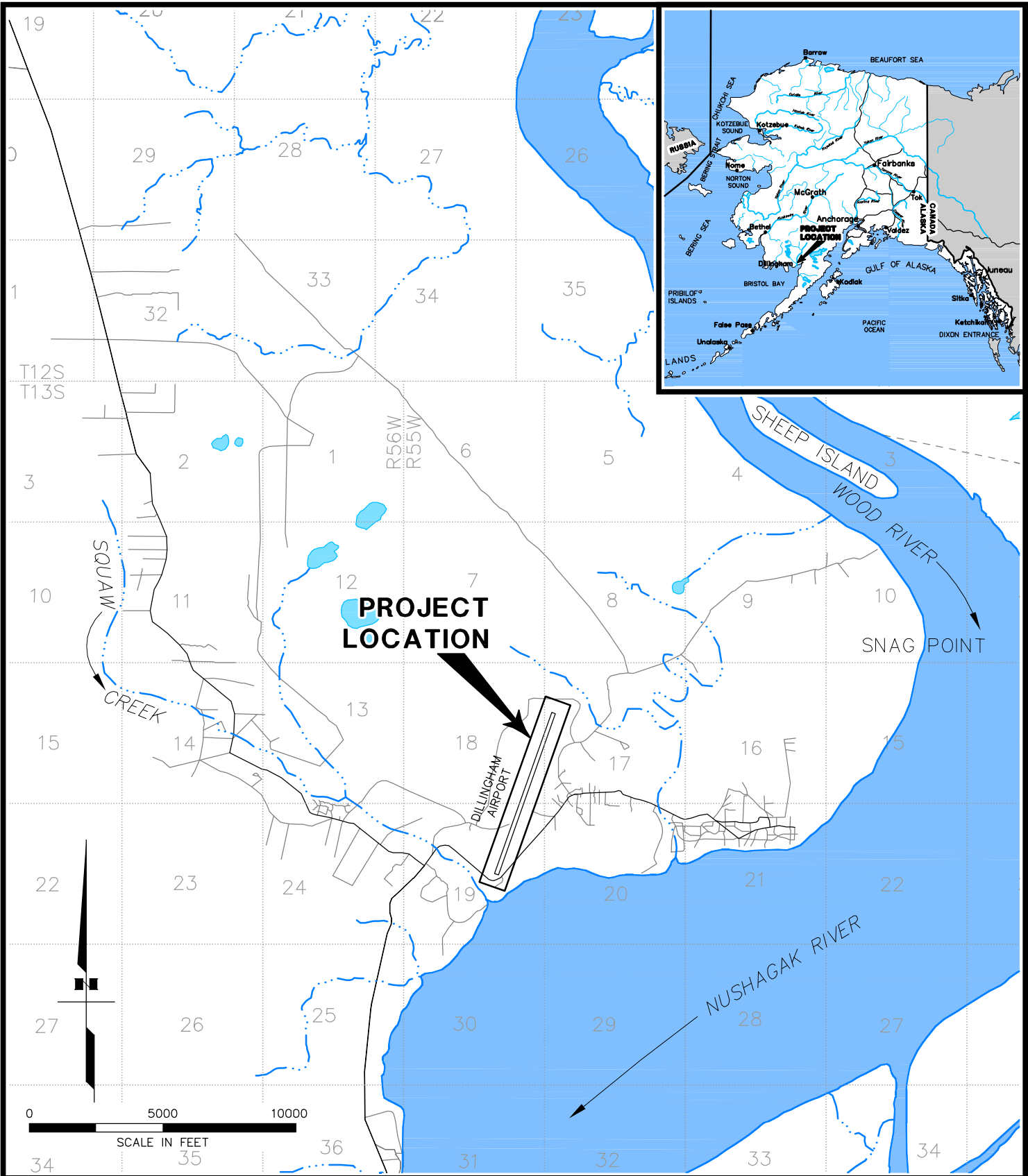
Name	Affiliation/Expertise Applied to Document	Profession
Project Development and Supervision		
Bruce Greenwood	FAA Environmental Protection Specialist, EA Review	Environmental Protection Specialist
Wolfgang Junge, P.E.	Alaska DOT&PF Project Manager	Design Engineer Manager
Lynn Cason, P.E.	Alaska DOT&PF Senior Reviewer	Design Engineer
Jessica Wuttke	Alaska DOT&PF Consultant Coordinator	Engineering Assistant
Dan Golden	Alaska DOT&PF Environmental Analyst, EA Review	Environmental Analyst
Teresa Zimmerman	Alaska DOT&PF Environmental Analyst, EA Review	Environmental Team Leader
Brian Hanson, P.E.	DOWL HKM Project Manager, Airport Engineering	Aviation Engineering Manager
Text and Organization of EA		
Kristen Hansen	DOWL HKM, EA Review	Environmental Services Manager
Heather Campfield	DOWL HKM, EA Co-Author	Senior Environmental Specialist
Kacy Hillman, PWS	DOWL HKM, EA Co-Author	Environmental Specialist
Brian O'Quinn	DOWL HKM, AutoCAD and Figures	Engineering Technician
Chris Harrington, GISP	DOWL HKM, GIS and Figures	GIS Coordinator

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FIGURES



Vicinity Map

Sections 17, 18 & 19, T 13 S, R 55 W &
 Section 13, T 13 S, R 56 W, Seward Meridian



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES

DOT&PF Project No. 59304
 DILLINGHAM AIRPORT IMPROVEMENTS

Dillingham, Alaska

DATE: NOVEMBER 2011 | FIGURE 1

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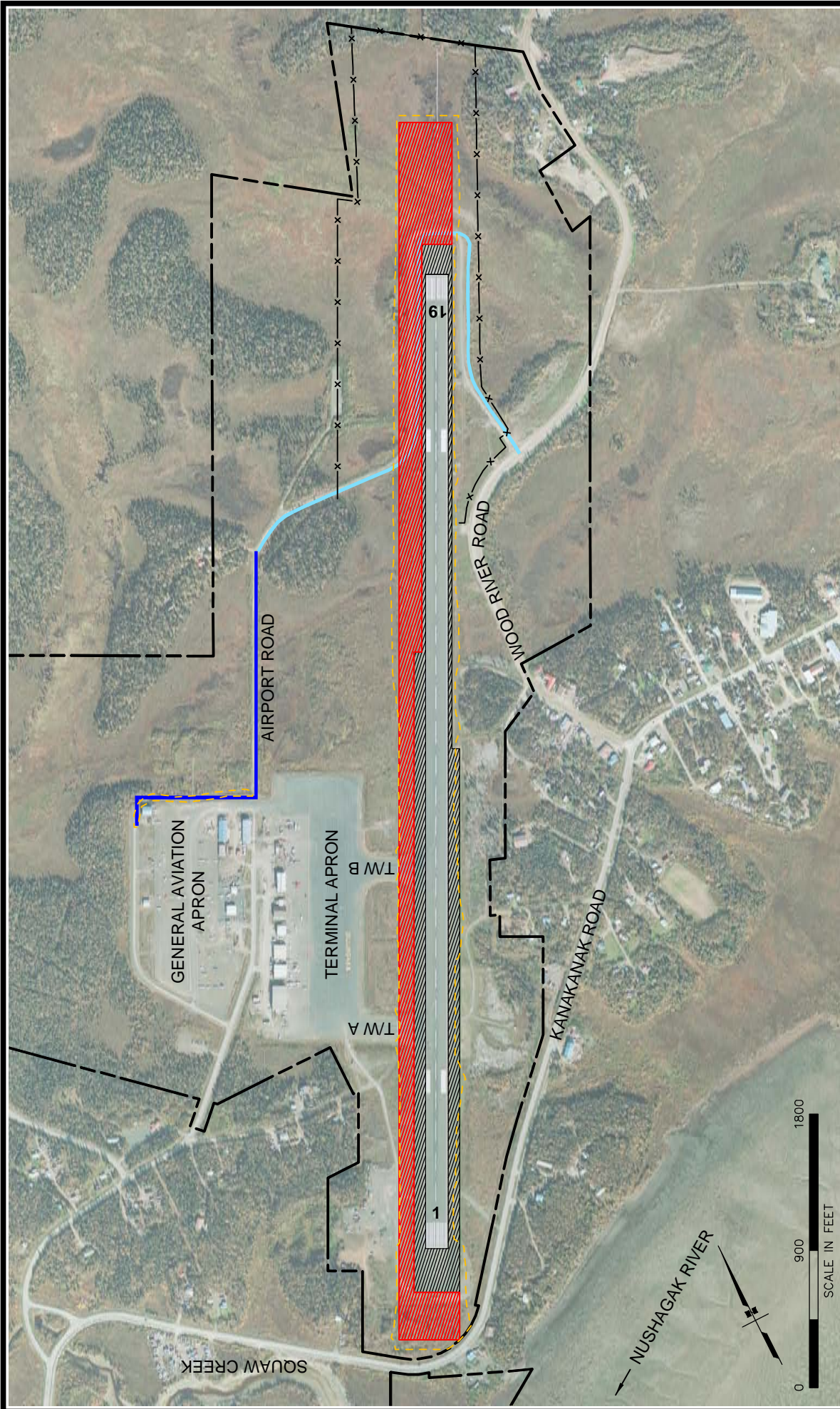
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 DOT&PF Project No. 59304
 DILLINGHAM AIRPORT IMPROVEMENTS
 IMPROVEMENTS
 Dillingham, Alaska
 December 2011



Existing Conditions
 Sections 17, 18, 19, T 13 S, R 55 W & Section 13
 T 13 S, R 56 W, Seward Meridian

— Existing Airport Boundary
 — Evergreen Cemetery
 — Existing RSA
 - - Existing Fence

0 400 800 Feet

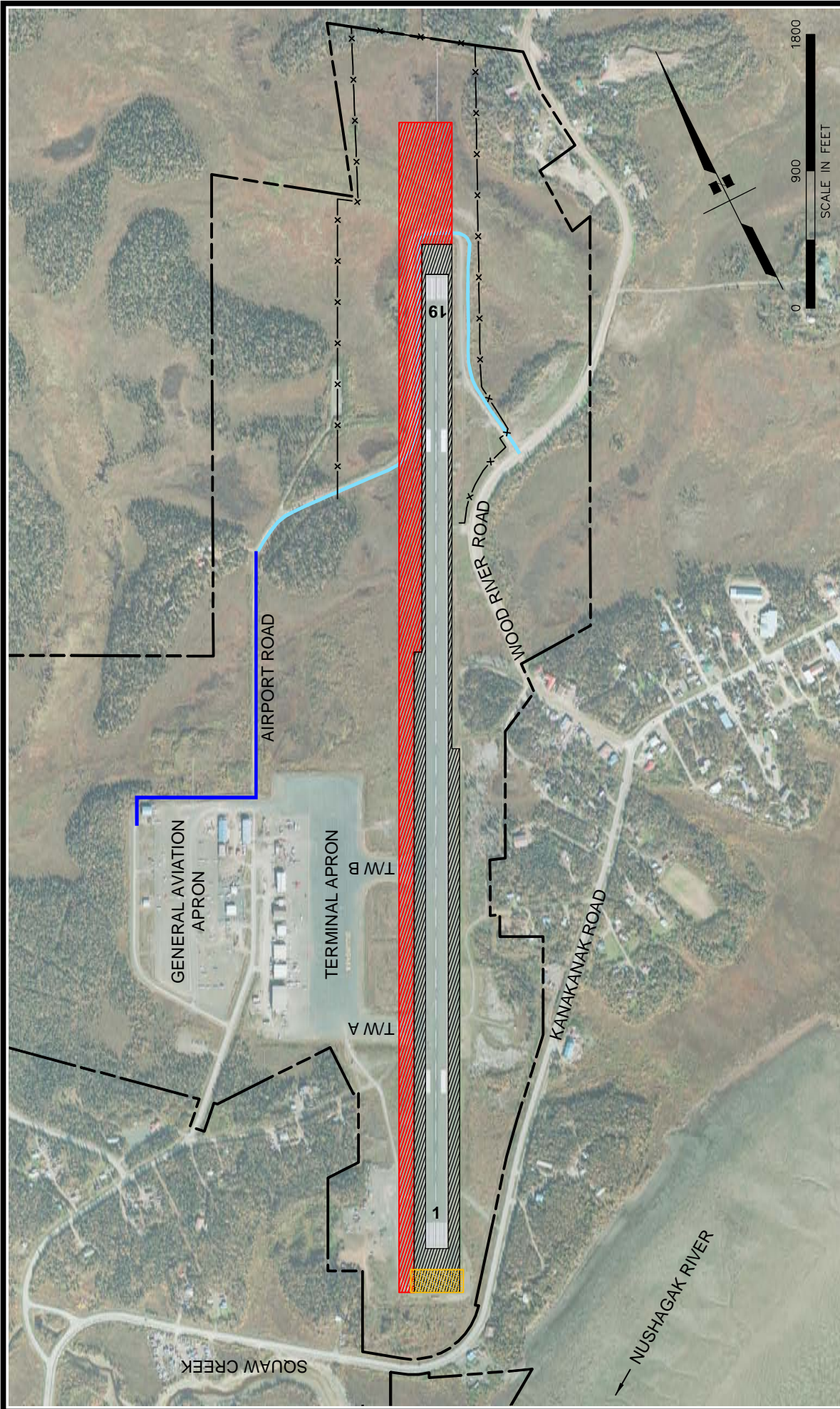


STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 DOT&PF Project No. 59304
 DILLINGHAM AIRPORT IMPROVEMENTS
 Dillingham, Alaska
 DATE: NOVEMBER 2011 FIGURE 3



PROPOSED ACTION
 Sections 17, 18 & 19, T 13 S, R 55 W &
 Sec. 13, T 13 S, R 56 W, Seward Meridian

LEGEND	
	EXISTING RSA
	PROPOSED ACTION- NEAR TERM RSA IMPROVEMENTS
	EXISTING AIRPORT PROPERTY BOUNDARY
	PROPOSED CUT AND FILL LIMITS
	PROPOSED FENCE
	PROPOSED AIRPORT ROAD RELOCATION
	PROPOSED AIRPORT ROAD CLOSURE









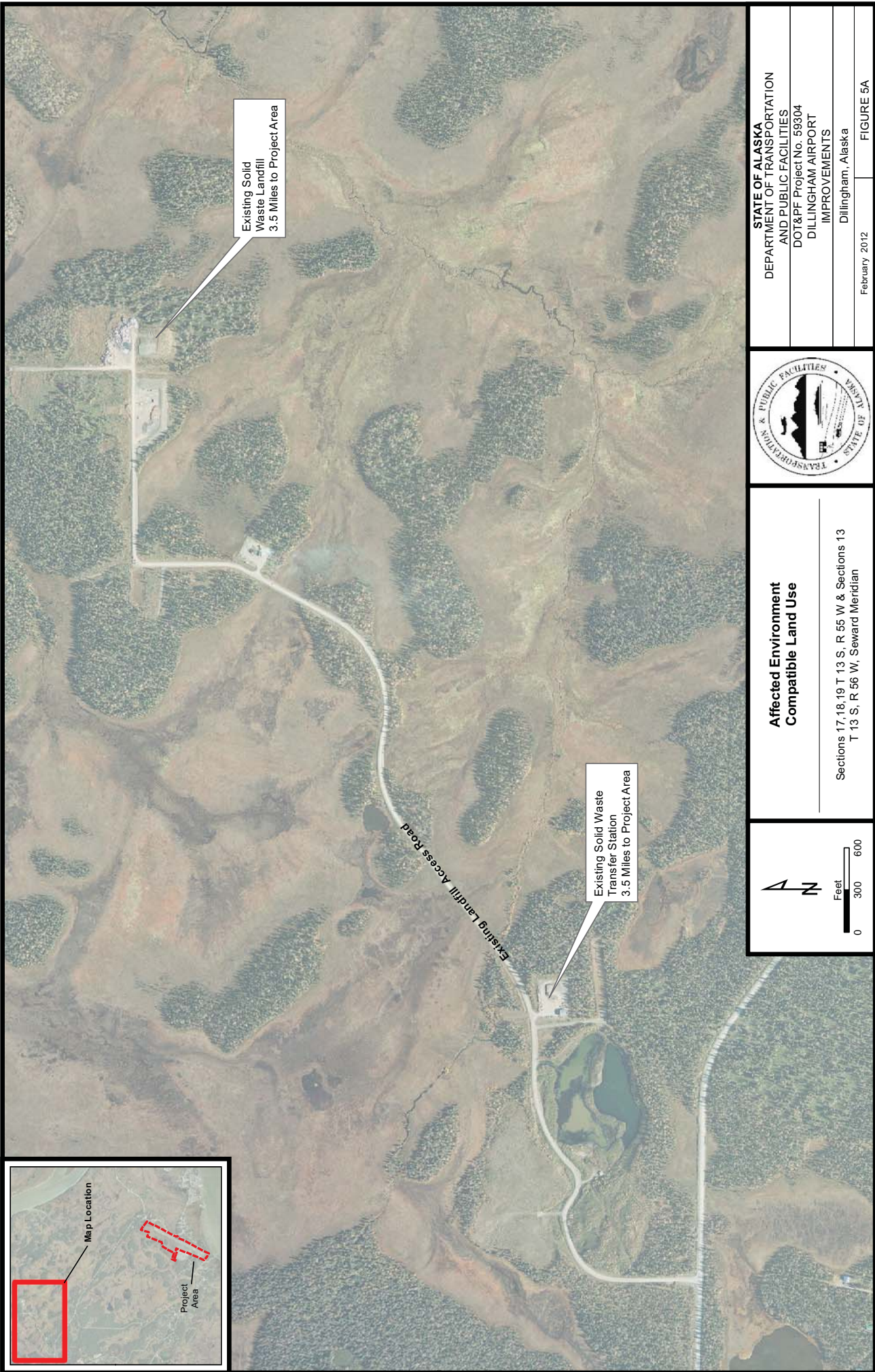
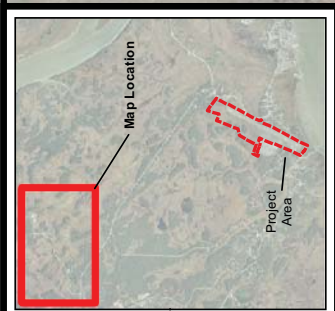
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 DOT&PF Project No. 59304
 DILLINGHAM AIRPORT IMPROVEMENTS
 EMAS ALTERNATIVE
 Dillingham, Alaska
 DATE: NOVEMBER 2011 FIGURE 4



EMAS ALTERNATIVE
 Sections 17, 18 & 19, T 13 S, R 55 W &
 Sec. 13, T 13 S, R 56 W, Seward Meridian

LEGEND

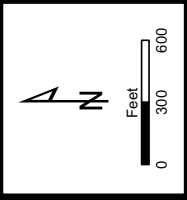
-  EXISTING RSA
-  PROPOSED EMAS
-  PROPOSED RSA
-  AIRPORT PROPERTY BOUNDARY
-  PROPOSED AIRPORT ROAD RELOCATION
-  PROPOSED AIRPORT ROAD CLOSURE



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
DOT&PF Project No. 59304
DILLINGHAM AIRPORT
IMPROVEMENTS
Dillingham, Alaska
February 2012

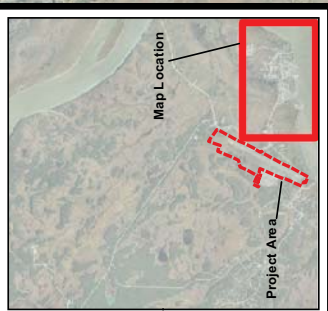
**Affected Environment
Compatible Land Use**

Sections 17, 18, 19, T 13 S, R 55 W & Sections 13
T 13 S, R 56 W, Seward Meridian





Sewage Lagoons
2 Miles to Project Area



Map Location

Project Area

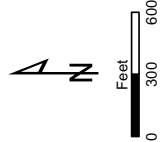


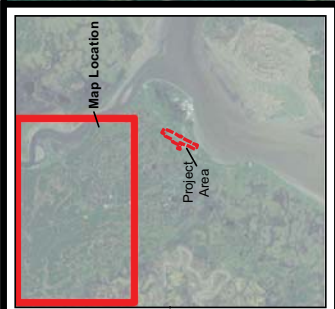
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
DOT&PF Project No. 59304
DILLINGHAM AIRPORT
IMPROVEMENTS
Dillingham, Alaska
February 2012

FIGURE 5B

**Affected Environment
Compatible Land Use**

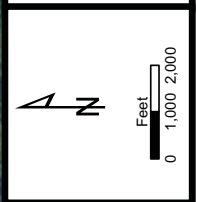
Sections 17, 18, 19, T 13 S, R 55 W & Section 13
T 13 S, R 56 W, Seward Meridian





**Affected Environment
Energy Supplies and Natural Resources**

Sections 17, 18, 19, T 13 S, R 55 W & Section 13
T 13 S, R 56 W, Seward Meridian



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
DOT&PF Project No. 59304
DILLINGHAM AIRPORT
IMPROVEMENTS
Dillingham, Alaska

February 2012

FIGURE 5C



**Affected Environment
Fish Populations and Essential Fish Habitat
and Flood Plains**

Sections 17, 18, 19, T 13 S, R 55 W & Section 13
T 13 S, R 56 W, Seward Meridian

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DOT&PF Project No. 59304
DILLINGHAM AIRPORT
IMPROVEMENTS
Dillingham, Alaska

February 2012

FIGURE 5D

- Autonomous Streams
- Existing Airport Boundary
- Evergreen Cemetery
- Existing RSA
- 100-Year Floodplain

100-Year Floodplain adapted from FEMA FIRMs, City of Dillingham, Alaska, Bristol Bay Division, Panels 10, 16, and 17 of 20, Effective September 30, 1992.

Feet

0 300 600



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 DOT & PF Project No. 59304
 DILLINGHAM AIRPORT IMPROVEMENTS
 RECOGNIZED ENVIRONMENTAL CONDITIONS
 Dillingham, Alaska



DATE: NOVEMBER 2011 FIGURE 6

LEGEND

- AIRPORT PROPERTY BOUNDARY
- CONTAMINATED SITES
- APPROXIMATE LOCATION OF STOCKPILED CONTAMINATED SOILS

0 800 1600
 SCALE IN FEET

NUSHAGAK RIVER



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 DOT&PF Project No. 59304
 DILLINGHAM AIRPORT IMPROVEMENTS

JANUARY 2011

Dillingham, Alaska

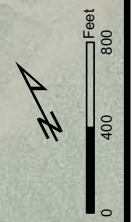
FIGURE 7



Wetland Impacts

Sections 17, 18, 19, T 13 S, R 55 W & Section 13
 T 13 S, R 56 W, Seward Meridian

	Wetland Study Area		PSS1EM1H
	Cut and Fill Limits		PSS31B
	DEVELOPED		PSS3EM1F
	PEM1/PO4B		PSS4EM1B
	PEM1F		PSSEM
	PEM1H		UPLAND
	PSS2EM1B		
	PSS2EM1F		



P:\Projects\060456\GIS\NEW\Figure 7 Wetland Impacts.mxd Jan 31, 2012 3:14:52 PM User: charrington

APPENDIX A

Socioeconomic Profile and Air Traffic Forecast

SOCIOECONOMIC PROFILE AND AIR TRAFFIC FORECAST

DILLINGHAM AIRPORT

DILLINGHAM, Alaska

**DOT & PF Project No. 59304
AIP 3-02-0078-XXX-2011**

Prepared for:

State Of Alaska
Department of Transportation and Public Facilities
Central Region
4111 Aviation Drive
Anchorage, Alaska 99502

Prepared by:

SOUTHEAST STRATEGIES
900 1st Street, Suite 12
Douglas, Alaska 99824

with

DOWL HKM
4041 B Street
Anchorage, Alaska 99503

December 2010

DILLINGHAM AIRPORT MASTER PLAN SOCIOECONOMIC PROFILE AND AIR TRAFFIC FORECAST

Methodology

The Dillingham air traffic forecast is consistent with the Federal Aviation Administration Advisory Circular 150/5070-6B, and July 2001 guidance paper entitled “Forecasting Aviation Activity by Airport.” The forecast was developed using historic air traffic data, and prior forecasts, as well as interviews with airlines serving Dillingham, Airport management, and other informed parties. In addition, demographic and economic trends for Dillingham and the surrounding region were examined and used to develop this forecast. Sources interviewed for this report often provided information based on their expertise and judgment. Judgment of the forecaster was also used in development the air traffic forecast. Forecasts for low, moderate and high growth scenarios are developed in this report.

Socioeconomic Profile

Dillingham is located at the northern end of Nushagak Bay in western Bristol Bay, near the mouths of the Nushagak and Wood Rivers. The community is 327 air miles southwest of Anchorage, and is accessed by air and sea-going transportation, but has no road connection to the Alaska road system. Originally inhabited by both Yupik Eskimo and Athabascans, the area became a trade center when the Russians built a trading post nearby in the early 1800s. In 1884, the first of many Bristol Bay salmon canneries was built east of the current city of Dillingham. A hospital and orphanage were built near the city site after the 1918 flu epidemic decimated the region’s population, leaving fewer than 500 survivors. The City of Dillingham was formed in 1963 as a first class city, and is part of Alaska’s unorganized borough.

Dillingham currently serves as a transportation, trade, and service center in western Bristol Bay. Fish processing and support of the commercial fishing industry contribute greatly to the economy of the area. Dillingham also serves as an access point to the Togiak National Wildlife Refuge, the Wood-Tikchik State Park, the Aleknagik State Recreation Site, and many remote lodges and camps in the Western Bristol Bay area.

Demographics

Table 1 presents population estimates for the City of Dillingham and the Dillingham Census Area from 1950 to 2009. The Dillingham Census area includes the communities of Dillingham, Aleknagik, Clark’s Point, Ekuk, Ekwok, Koliganek, Manokotak, New Stuyahok, Portage Creek, Togiak, and Twin Hills. The estimated 2009 population of the City of Dillingham was 2,264, down slightly from 2,466 in 2000. 2009 population estimates for the Census Area was 4,729, down nearly 200 residents since 2000. In general, the populations of both the Dillingham Census Area and the City of Dillingham have been relatively stable over the past 10 years, with less than a one percent average annual change over that time. The population of both has declined slightly since 2000.

**Table 1: Population of the City of Dillingham
and the Dillingham Census Area, 1950 - 2009**

Year	Dillingham	Annual Change	Dillingham Census Area	Annual Change
1950	577		NA	
1960	424	-2.7%	NA	
1970	914	11.6%	NA	
1980	1,563	7.1%	NA	
1990	2,017	2.9%	NA	
2000	2,466	2.2%	4,922	
2001	2,461	-0.2%	4,889	-0.7%
2002	2,468	0.3%	4,918	0.6%
2003	2,385	-3.4%	4,904	-0.3%
2004	2,407	0.9%	4,852	-1.1%
2005	2,371	-1.5%	4,793	-1.2%
2006	2,405	1.4%	4,806	0.3%
2007	2,404	0.0%	4,779	-0.6%
2008	2,335	-2.9%	4,767	-0.3%
2009	2,264	-3.0%	4,729	-0.8%
Average Annual Growth, 2000-2009		-0.9%		-0.4%

Sources: Alaska Departments of Labor and Workforce Development, and Commerce, Community, and Economic Development.

A forecast of population growth prepared by the Alaska Department of Labor and Workforce Development (DOL&WD) in 2007 shows an average annual growth rate in the Dillingham Census area of about 0.5% per year between 2010 and 2030.

Data from the 2000 Census count indicates that the median age of City of Dillingham residents was about 32.8 years of age, and 854 residents (about 35%) were under 18 years. About 6.2% of Dillingham residents were aged 62 or older in that year. In 2000 the City of Dillingham population was about 61% Alaska Native, and the Census Area's population was about 70% Alaska Native. The average household size in the Census Area was 3.2 persons (2.8 persons for the City) in 2000. According to the U.S. Bureau of Economic Analysis, the 2008 annual per capita personal income for Dillingham Census Area residents was \$37,377, which is about 85% of the statewide average, and about 93% of the national average.

Economy

The major economic activities in Dillingham include regional trade (wholesale and retail) and services (such as health care and transportation services), commercial fishing and fish processing, and tourism and recreation activities. In 2009, a total of 2,604 wage and salary jobs were located in the Dillingham Census Area, although some of those jobs were held by

nonresidents. The average annual wage of those jobs was \$34,600. State and Federal Government jobs had the highest wages in that year, averaging a little over \$54,000 per year. Table 2 presents average annual wage and salary jobs located in the Dillingham Census Area from 1999 through 2009. This information can be misleading because the figures reported are averaged over the year, and do not show seasonal changes. The worker count does not include self-employed persons such as commercial fishers and owners of small businesses with no employees. The jobs reported in Table 2 were held by both residents and non-residents of the Census Area.

Table 2 also presents changes over time in jobs and average annual earnings in both actual dollars, and in real dollars (adjusted for inflation to 2009 dollars). While actual earnings increased by 2.2% between 1999 and 2009, the real value of those earnings declined slightly when adjusted for inflation. Employment in the Census Area increased by about 1.3% per year over that time.

**Table 2: Average Annual Wage and Salary Employment and Earnings
Dillingham Census Area, 1999 to 2009**

Year	Employment	Average Annual Earnings	Real Average Annual Earnings (in 2009 \$)
1999	2,301	\$28,392	\$35,774
2000	2,400	\$28,908	\$35,933
2001	2,355	\$29,436	\$35,765
2002	2,350	\$30,048	\$35,937
2003	2,332	\$31,620	\$36,964
2004	2,470	\$31,116	\$35,566
2005	2,488	\$31,164	\$34,654
2006	2,577	\$31,716	\$34,253
2007	2,522	\$33,276	\$35,206
2008	2,533	\$33,624	\$34,027
2009	2,604	\$34,600	\$34,600
Average Annual Change	1.3%	2.2%	-0.3%

Source: Alaska Department of Labor and Workforce Development.

The following table presents average annual employment of Dillingham Census Area residents by industry in 2008 and 2009. Non-residents working in the Borough are not included in this count. This count is averaged over the year, so does not reflect seasonal fluctuations. It also does not include self-employed residents. Information on self-employed residents is presented later in this section.

**Table 3: Dillingham City and Census Area Employment by Industry
Annual Average 2008 and 2009 - Residents Only**

Industry	<u>Dillingham City</u>			<u>Dillingham Census Area</u>		
	2008	2009	Change	2008	2009	Change
Natural Resources & Mining	14	13	-7.1%	32	27	-15.6%
Construction	24	21	-12.5%	58	38	-34.5%
Manufacturing	22	18	-18.2%	59	39	-33.9%
Trade, Transportation & Utilities	210	199	-5.2%	324	328	1.2%
Information	38	34	-10.5%	42	38	-9.5%
Financial Activities	78	99	26.9%	99	132	33.3%
Professional & Business Services	19	18	-5.3%	39	28	-28.2%
Education & Health Services	297	283	-4.7%	387	375	-3.1%
Leisure & Hospitality	32	28	-12.5%	48	40	-16.7%
State Government	91	86	-5.5%	109	109	0.0%
Local Government	309	236	-23.6%	868	767	-11.6%
Other	39	115	194.9%	54	186	244.4%
Total	1,173	1,150	-2.0%	2,119	2,107	-0.6%

Source: Alaska Department of Labor and Workforce Development, 2010.

The industries of Local Government, private Education and Health Services, and Trade, Transportation and Utilities are the largest employers in both the City of Dillingham and the surrounding Census Area. Employment in both areas declined slightly between 2008 and 2009. Table 4 shows the number of residents holding commercial fishing permits and crew licenses in 2009. City of Dillingham residents held 232 Alaska business licenses in 2010.

Table 4: Dillingham Census Area Resident Commercial Fishing Participation, 2009

	Fishing Permit Holders	Crew License Holders
Aleknagik	24	34
Clarks Point	11	17
Dillingham	227	259
Ekwok	3	1
Koliganek	18	25
Manokotak	84	93
New Stuyahok	25	39
Togiak	224	117
Twin Hills	7	2
Total Census Area	623	587

Source: Alaska Dept. of Fish and Game, Commercial Fisheries Entry Commission, 2010.

The following lists present the top employers by number of resident employees in Dillingham and the Dillingham Census Area for 2009 as gathered by DOW&WD.

Top employers in the City of Dillingham:

- Bristol Bay Area Health Corporation
- Dillingham City School District
- Bristol Bay Native Association
- State of Alaska (excludes University of Alaska)
- City of Dillingham
- Bristol Bay Housing Authority
- Omni Enterprises
- Nushagak Electric and Telephone Cooperative, Inc.
- Alaska Commercial Company
- University of Alaska

Top employers in the Dillingham Census Area:

- Bristol Bay Area Health Corporation
- Southwest Region Schools
- Bristol Bay Native Association
- Dillingham School District
- State of Alaska (excludes University of Alaska)
- Bristol Bay Housing Authority
- City of Dillingham
- Alaska Commercial Company
- Omni Enterprises
- Peninsula Airways, Inc.

A 2008 report on resident vs. non-resident workers in Alaska published by DOL&WD shows that 3,191 jobs were located in the Dillingham Census Area in 2008, and that over 38% of those jobs were held by non-Dillingham Census Area residents. The majority of jobs held by nonresidents were in the manufacturing industry, mostly involving fish processing.

Regional Trade and Service Center

Because of Dillingham's regional airport and well developed infrastructure and institutions, the city serves as a regional center for western Bristol Bay. Residents of nearby communities come to Dillingham to access transportation, health care, education, and business services, and to purchase goods. In some cases, Dillingham serves as a wholesale center for retail businesses in neighboring communities. The Kakanak Hospital, Dillingham Medical Clinic, and Dillingham Health Clinic, all operated by Bristol Bay Area Health Corporation, provide acute health care, mental health services, and emergency services to the western Bristol Bay region. Because many of the economic drivers in Dillingham are seasonal in nature, its role as a regional trade and service center (which provides year around employment) tends to even out the seasonal employment fluctuations.

While Dillingham had 48% of the population of the Dillingham Census Area in 2009, it had about 55% of the resident-held jobs. About 61% of the Retail and Wholesale Trade jobs held by residents in the Census Area were located in Dillingham. In addition, about 61% of the Transportation, Communication and Utilities jobs, 89% of the Information industry jobs, 75% of the Financial Activities industry jobs, and 75% of the Education and Health industry jobs held by Census Area residents were located in Dillingham in 2009.

Table 5 presents the value of sales taxes collected by the City of Dillingham between 2000 and 2009. While the population has decreased slightly over that time, sales tax revenues have increased slightly.

Table 5: Sales Taxes Collected by the City of Dillingham, 2000 to 2009

Sales Taxes	
2000	\$2,030,307
2001	\$2,086,269
2002	\$2,263,989
2003	\$2,149,468
2004	\$2,302,932
2005	\$2,346,531
2006	\$2,383,165
2007	\$2,428,746
2008	\$2,436,079
2009	\$2,132,402
Average Annual Percent Change	0.6%

Source: City of Dillingham, 2010.

Commercial Fishing and Fish Processing

Bristol Bay is the location of one of the largest commercial fisheries in Alaska. In 2009, Dillingham Census Area residents held 623 commercial fishing permits, and 587 commercial fishing crew licenses. In the same year, 227 City of Dillingham residents held commercial fishing permits, and 259 held commercial fishing crew licenses. Preliminary Alaska Commercial Fisheries Entry Commission data for 2009 indicates that residents of the City of Dillingham caught over 12 million pounds of seafood with a value of over \$7 million in the same year. Similar data for Dillingham Census Area residents is not available for reasons of confidentiality. Regardless of where these fish were caught, landed, or processed, the earnings positively impact the Borough economy, as residents bring some of their earnings home, and create additional economic activity in the area.

Five land-based fish processing plants are licensed to operated in the Dillingham area in 2010. These plants operate seasonally. The main commercial fishing and processing seasons in the Dillingham area are:

- May – Togiak Herring
- Late June to mid July – Sockeye Salmon
- June through August – King Salmon

The following table presents annual salmon harvest in the Nushagak District near Dillingham, regardless of the residence of the commercial fishing permit holder. These counts include all salmon species. The harvest has fluctuated widely over time, but the average annual growth between 1990 and 2009 has been 13.8%. While not all of this income comes back to the region as income to residents, some is spent in the region in support of fishing efforts that occur there.

Table 6: Annual Salmon Harvest in the Nushagak District of Bristol Bay, 1990 to 2009

Year	Lbs Harvested	Percent Change	Value of Harvest	Percent Change
1990	23,101,591		\$23,155,188	
1991	32,399,535	40.2%	\$22,819,364	-1.5%
1992	20,820,029	-35.7%	\$20,065,639	-12.1%
1993	37,043,751	77.9%	\$23,444,674	16.8%
1994	24,110,118	-34.9%	\$21,030,629	-10.3%
1995	30,334,770	25.8%	\$21,779,892	3.6%
1996	38,800,455	27.9%	\$29,490,734	35.4%
1997	17,100,616	-55.9%	\$14,113,482	-52.1%
1998	20,125,987	17.7%	\$21,835,108	54.7%
1999	34,805,009	72.9%	\$28,553,261	30.8%
2000	39,830,946	14.4%	\$25,864,018	-9.4%
2001	36,016,971	-9.6%	\$14,053,898	-45.7%
2002	19,732,626	-45.2%	\$8,850,004	-37.0%
2003	48,110,777	143.8%	\$22,526,398	154.5%
2004	41,510,076	-13.7%	\$19,762,536	-12.3%
2005	51,967,061	25.2%	\$29,062,260	47.1%
2006	70,519,475	35.7%	\$42,656,299	46.8%
2007	54,475,777	-22.8%	\$33,456,202	-21.6%
2008	43,883,098	-19.4%	\$30,863,890	-7.7%
2009	51,640,392	17.7%	\$37,590,100	21.8%
Annual Average		13.8%		10.6%

Source: Alaska Department of Fish and Game, Commercial Fisheries Division.

Table 7 presents the herring harvest in Bristol Bay (the Togiak herring fishery) between 1990 and 2009, regardless of residence of the commercial fishing permit holder. While wide fluctuation between harvest years is evident, the average annual growth of the harvest since 1990 is nearly 5%.

Table 7: Herring Harvest in Bristol Bay, 1990 to 2009

Year	Permits	Harvest (in Lbs)	Percent Change in Harvest
1990	781	24,918,856	
1991	752	30,289,035	21.6%
1992	854	51,979,426	71.6%
1993	448	36,232,384	-30.3%
1994	636	60,938,852	68.2%
1995	756	53,746,339	-11.8%
1996	1,166	50,200,912	-6.6%
1997	711	47,623,428	-5.1%
1998	377	45,551,216	-4.4%
1999	509	38,918,650	-14.6%
2000	379	40,841,796	4.9%
2001	232	44,739,920	9.5%
2002	183	34,164,466	-23.6%
2003	165	43,340,067	26.9%
2004	105	37,741,425	-12.9%
2005	112	41,823,858	10.8%
2006	86	47,907,928	14.5%
2007	49	34,263,288	-28.5%
2008	53	41,046,192	19.8%
2009	58	34,413,995	-16.2%
Average Annual Change			4.9%

Source: Alaska Department of Fish and Game, Commercial Fisheries Division.

Five land-based fish processing plants were licensed to operating in Dillingham in 2009. The DOL&WD prepares an annual report on resident vs. nonresident employment in Alaska. The following table presents Alaska resident vs. nonresident employment within the seafood processing industry in the Dillingham Census Area from 2004 to 2008. Some of those employees counted as Alaska residents may not be residents of the Dillingham Census Area, but may come from other parts of the state.

Table 8: Alaska Resident vs. Non-Alaska Resident Fish Processing Workers in the Dillingham Census Area, 2004 to 2008

Year	All Workers	Alaska Resident Workers	Non-Alaska Resident Workers	Percent Non-Alaska Resident
2004	430	47	383	89.1%
2005	310	34	276	89.0%
2006	416	39	377	89.4%
2007	408	56	352	85.4%
2008	398	55	343	84.3%

Source: Nonresidents Working in Alaska, AK Department of Labor and Workforce Development, 2004 Through 2008.

Note: This is the individual count of all workers, not an average annual estimate.

Other sectors in Dillingham’s economy also benefit from the commercial fishing activity in the area. Fishers and fish processors purchase goods and services in Dillingham to support their activities. Transportation services are used to transport fish to market, and fishing crew and supplies into Dillingham and to the nearby fishing grounds. The Bristol Bay Economic Development Corporation is located in Dillingham, and administers the Community Development Quota Program in the Western Bristol Bay area. They have a large staff and programs that provide training, financial assistance, and other resources to local fishers and communities in the Bristol Bay area. In 2009, the City of Dillingham received \$187,259 as its share of State-shared fisheries business taxes.

Tourism and Recreation

The western Bristol Bay area attracts visitors because of its scenic beauty and world class fishing, hunting, and other recreational activities. The Togiak National Wildlife Refuge, the Wood-Tikchik State Park, the Aleknagik State Recreation Site, and many remote lodges and camps in the Western Bristol Bay area are mainly accessed through Dillingham. Many of these remote areas are accessed via air taxi from Dillingham Airport and nearby seaplane facilities, and these visitors create much of the aviation activity at Dillingham.

While hunting activities in Western Bristol Bay have slowed with the decline of the moose and caribou herds in the past decade, the sport fishing effort has increased slightly. Table 9 shows sport fishing effort in the area by year between 1999 and 2008. While wide yearly fluctuations in that effort are evident, the average annual change has been slightly positive. This effort includes resident and non-resident anglers in the area.

**Table 9: Sport Fishing Effort on the Nushagak and Wood Rivers, and Togiak
1999 to 2008**

Year	Number of Anglers	Percent Change	Angler-days Fished	Percent Change
1999	7,918		36,632	
2000	8,093	2.2%	43,512	18.8%
2001	8,132	0.5%	43,519	0.0%
2002	6,133	-24.6%	32,618	-25.0%
2003	7,275	18.6%	40,987	25.7%
2004	7,539	3.6%	46,011	12.3%
2005	7,801	3.5%	49,078	6.7%
2006	7,486	-4.0%	44,259	-9.8%
2007	8,576	14.6%	43,550	-1.6%
2008	7,915	-7.7%	34,638	-20.5%
Annual Average		0.7%		0.7%

Source: Estimates from the Alaska Department of Fish and Game, sport fishing survey data.

The economic downturn in 2008 has curtailed recreational travel, and the visitor count at western Bristol Bay State recreation areas in Table 10 illustrates that decline. Anecdotal evidence indicates that area recreational lodges and fish camps have lost 20% to 30% of their business since the 2007 season, and several remote fish camps have closed recently.

Table 10: Number of Visits to Western Bristol Bay State Recreation Areas, 2005 to 2009

Fiscal Year	Wood Tikchik State Park Visits	Percent Change	Aleknagik State Recreation Site Visits	Percent Change
2005	57,270		77,853	
2006	59,577	4.0%	80,998	4.0%
2007	59,992	0.7%	83,157	2.7%
2008	41,560	-30.7%	40,822	-50.9%
2009	39,490	-5.0%	42,059	3.0%

Source: Alaska Division of Parks, Wood Tikchik State Park Office, 2010

While an actual count of visitors to Dillingham is not available, Table 11 shows revenues to the City of Dillingham from bed taxes paid for lodging within the city limits. Bed tax revenues peaked in 2006, and have declined dramatically since then.

Table 11: Bed Taxes Paid for Lodging in the City of Dillingham, 2000 to 2009

Bed Taxes	
2000	\$67,450
2001	\$59,687
2002	\$57,135
2003	\$63,615
2004	\$46,227
2005	\$47,043
2006	\$90,818
2007	\$71,384
2008	\$54,385
2009	\$50,885
Average Annual Percent Change	-2.7%

Source: City of Dillingham, 2010.

The visitor industry has seen greater impacts from the recent economic downturn than other industries in Alaska. With an economic rebound, that industry should see some rebound also.

Other Economic Influences

Local government provided 36% of the wage and salary jobs in the Dillingham Census Area in 2009. Those jobs include employment in public schools. Local government jobs are somewhat dependant on State and Federal Government funding, and Federal Government funding is likely to be harder to come by as the country struggles to recover from the recent recession. State funding is mainly dependant on oil revenues, and while oil prices may increase, production in Alaska will likely continue to decline. The number of jobs in Local Government is likely to decline in future years.

Private health and education services contribute 18% of the wage and salary jobs in the Dillingham Census Area. These industries are also somewhat dependent on government funding, yet health care is one of the fastest growing industries in the nation. Impacts to the industry of upcoming health care reforms are uncertain.

The Bristol Bay area is rich in mineral resources. A huge deposit of gold, silver, copper and molybdenum was discovered north of Dillingham near a tributary to the Nushagak River. Plans to develop the Pebble mine have met with resistance, but if it is developed, it could provide jobs for the region. There are concerns that development could also cause environmental damage that would negatively impact the Bristol Bay fisheries, so potential economic impact of this project is uncertain. If the project is developed, construction would begin in about 2020, with production beginning in 2023. There is also evidence of abundant oil resources in the Bristol Bay area. About a week before the Gulf of Mexico oil platform blowout in April 2010, President Obama announced a moratorium against offshore oil exploration in the North Aleutian Basin (Bristol Bay).

Several alternative energy projects located in the Dillingham Census Area have recently received grant funding from the Alaska Energy Authority. Studies of wind generation at New Stuyahok have been funded, and partial funding has been granted for two hydroelectric plants near Dillingham, which could be operational by 2015. Project development and construction will create temporary jobs. Decreased energy costs may spur economic development in affected communities.

Subsistence harvest activities provide food and other goods to many residents of the Dillingham Census Area. While subsistence goods do provide an economic impact to the region, it is difficult to quantify that impact.

Current and Historic Air Traffic

The following sections present information about current transportation services, historic traffic, and fleet mix at the Dillingham Airport. Historic air traffic data was obtained from the U.S. Department of Transportation (USDOT), Office of Transportation Statistics, the Air Carrier's Activity Information System (ACAIS), the Federal Aviation Administration's Terminal Area Forecasts (TAF), air carriers who serve Dillingham, FAA Flight Service stations, Dillingham Airport management, and other knowledgeable parties.

Dillingham Service Area

Dillingham is located at the northwestern side of the Bristol Bay, near the confluence of the Nushagak and Wood rivers. The community is located 327 air miles southwest of Anchorage. Because there are no road connections between Dillingham and the Alaska road system, the community is served only by air and sea-going transportation. Dillingham is the largest community in the Dillingham Census Area, and it serves as a transportation, retail and service hub for the surrounding communities. The Dillingham Airport accommodates air carrier traffic from Anchorage, and serves as a hub to communities in the surrounding area via commuter air service. In addition, Dillingham is the access point to several Federal and State recreation areas, and various remote lodges, camps and hunting areas.

Historic Air Service

The Dillingham Airport (DLG) is located 327 air miles southwest of Anchorage, and is classified as a Regional Airport in the 1996 Alaska Aviation System Plan Update (Alaska Dept. of Transportation and Public Facilities). The airport has a 6,404 foot paved runway and an FAA flight service station. It is the longest runway in western Bristol Bay, and serves as the postal hub for communities in the Dillingham Census Area. The airport has historically been served year around by both air carriers and commuter airlines providing passenger, freight and mail service. The one air carrier providing passenger service between Dillingham and Anchorage began reducing winter service in 2007, and as of 2009, they provide service on that route only during the peak summer season of June through August.

In addition to scheduled passenger, mail and freight service, on-demand charter service is provided to DLG by both scheduled carriers and air taxis. The majority of charter traffic is

made up of air taxis providing transportation to parks, lodges, camps and other remote recreation areas in western Bristol Bay. Air taxi traffic currently accounts for nearly half the operations at DLG. Locally-generated general aviation (GA) traffic has historically been strong at DLG, and currently accounts for about 24% of operations at the Airport. Itinerant general aviation traffic only accounts for about 2% of operations at DLG, and has historically been light.

Table 12 presents historic enplanements at DLG from 2000 to 2009 from three data sources - the U.S. Department of Transportation (USDOT), Office of Transportation Statistics, Form 41, Schedule T-100; the Air Carrier’s Activity Information System (ACAIS); and the Federal Aviation Administration’s Terminal Area Forecasts (TAF). While the enplanements listed below vary by data source, they all show a trend of decreasing enplanements in recent years.

**Table 12: Historic Enplanements at Dillingham Airport
2000 to 2009**

Year	USDOT Form 41, Schedule T-100	Air Carrier Activity Information System	FAA Terminal Area Forecasts
2000	NA	45,398	42,433
2001	NA	37,545	36,384
2002	35,647	34,746	24,669
2003	35,158	48,168	36,483
2004	35,931	46,311	36,819
2005	32,769	42,979	33,387
2006	32,176	43,420	31,816
2007	32,601	42,617	33,214
2008	32,061	32,215	31,887
2009	29,214	NA	30,241*

Sources: U.S. DOT, Bureau of Transportation Statistics, Form 41 Schedule T-100; U.S. DOT Air Carrier Activity Information System; and Federal Aviation Administration, Terminal Area Forecasts.

*2009 FAA Terminal Area Forecast data is a forecast.

NA = data is incomplete or not yet available.

Of the three data sources used in Table 12, this forecast uses the U.S. DOT, Bureau of Transportation Statistics, Form 41, Schedule T-100 data for much of its analysis because of the amount and variety of data available. With this database, origin and destination city pairs, type of aircraft used for each flight, and other data can be determined. However, data available from this source prior to 2002 is incomplete. This data is developed from reports submitted by the airlines, but only includes traffic for airlines certified to perform scheduled service. Although some of this activity is from actual charter flights, it only included charter flights by those airlines certified to perform scheduled service. Traffic data for air taxis for on-demand services is not consistently reported, so cannot be included here.

**Table 13: Historic Passenger, Freight and Mail Traffic at Dillingham Airport, 2002 to 2009
From USDOT Form 41, Schedule T-100**

	Flights	Enplaned Passengers	Deplaned Passengers	Enplaned Freight & Mail (Lbs.)	Deplaned Freight & Mail (Lbs.)
2002	9,098	35,647	35,098	5,401,897	7,754,307
2003	10,461	35,158	35,156	5,320,762	13,545,296
2004	10,112	35,931	36,464	5,398,959	14,202,075
2005	9,034	32,769	33,735	5,234,310	13,825,480
2006	8,232	32,176	33,075	5,051,558	13,636,754
2007	8,150	32,601	33,497	4,857,637	13,521,733
2008	7,848	32,061	32,939	4,943,530	13,064,466
2009	6,790	29,214	30,280	5,053,773	12,602,310

Source: U.S, DOT, Bureau of Transportation Statistics, Form 41, Schedule T-100 data.

In order to provide a longer time series of air traffic statistics at DLG, data from the FAA Terminal Area Forecasts is used. Table 14 presents commercial enplanements at DLG by type of carrier from 1990 through 2008.

Table 14: Commercial Enplanements at Dillingham Airport, TAF Data, 1990 to 2008

	Air Carrier	Commuter	Total
1990	16,405	14,337	30,742
1991	14,565	12,683	27,248
1992	11,751	24,361	36,112
1993	11,441	23,240	34,681
1994	11,075	25,497	36,572
1995	9,706	29,857	39,563
1996	10,444	27,447	37,891
1997	9,414	32,527	41,941
1998	11,308	26,932	38,240
1999	12,372	28,141	40,513
2000	13,304	29,129	42,433
2001	7,680	28,704	36,384
2002	9,387	15,282	24,669
2003	8,486	27,997	36,483
2004	7,431	29,388	36,819
2005	6,071	27,316	33,387
2006	5,828	25,988	31,816
2007	6,446	26,768	33,214
2008	3,404	28,483	31,887

Source: Federal Aviation Administration, Terminal Area Forecasts, 2010.

Table 15 presents historic FAA Terminal Area Forecast data on operations by type of activity at DLG from 1990 through 2008. Data for 1993 was not available from this data source at this airport.

Table 15: Operations by Type of Traffic at Dillingham Airport, TAF Data, 1990 to 2008

	Air Carrier	Commuter & Air Taxi	Itinerant GA	Military	Local GA	Total Operations	Based Aircraft
1990	15,720	12,000	29,000	20	4,000	60,740	76
1991	21,044	12,000	29,000	20	4,000	66,064	76
1992	1,852	12,000	29,000	20	4,000	46,871	76
1993	-	-	-	-	-	-	-
1994	3,100	2,828	49,939	260	9,603	65,730	100
1995	3,100	2,828	49,939	260	9,603	65,730	100
1996	3,100	2,828	49,939	260	9,603	65,730	100
1997	2,100	2,528	49,939	260	9,603	64,430	100
1998	2,100	2,528	49,939	260	9,603	64,430	100
1999	2,100	2,525	49,939	12	9,603	64,179	100
2000	2,118	2,528	49,939	21	9,603	64,209	100
2001	2,118	2,578	49,939	12	9,603	64,250	52
2002	700	2,828	49,939	12	9,603	63,081	52
2003	2,140	2,634	49,939	12	9,603	64,330	52
2004	2,151	2,662	49,939	12	9,603	64,367	52
2005	700	2,828	49,939	12	9,603	63,081	52
2006	700	2,828	49,939	12	9,603	63,082	52
2007	1,323	36,489	10,986	11	2,083	50,905	52
2008	1,323	36,489	10,986	11	2,083	50,892	52

Source: Federal Aviation Administration, Terminal Area Forecasts, 2010.

Scheduled Air Service

Air carriers (operating aircraft with greater than 30 passenger seats or greater than 7,500 lbs in payload capacity) provide scheduled service between Dillingham and Anchorage, but do not continue on to outlying communities. Commuter airlines (operating aircraft with less than 30 passenger seats or less than 7,500 lbs in payload capacity) provide scheduled service between Dillingham and the outlying communities, and some may provide service between Dillingham and Anchorage. Passengers, freight and mail traveling on air carriers between Anchorage and communities outlying Dillingham must change planes to commuter carriers at Dillingham.

Dillingham is a postal hub for Aleknagik, Clark’s Point, Ekwok, Koliganek, Manokotak, New Stuyahok, Togiak, and Twin Hills. These communities receive regularly scheduled commuter air service from Dillingham. One air carrier provides scheduled passenger service between

Dillingham and Anchorage during the summer season, and several commuter airlines provide scheduled passenger service between Dillingham and Anchorage year around. Several air carriers and commuter airlines provide freight service between Anchorage and Dillingham, and to the communities within the Dillingham Census Area. The following table presents traffic by scheduled air carriers and commuter airlines from Dillingham in 2009.

Table 16: Flights Originating from Dillingham by Airlines Offering Scheduled Service 2009

Destination	Operations	Passengers	Freight (lbs.)	Mail (lbs.)
Aleknagik	119	13	2,285	63,903
Anchorage	1,737	22,839	1,148,923	256,648
Bethel	79	289	2,167	0
Clark's Point	249	343	7,065	36,443
Cold Bay	16	16	680	148
Ekwok	252	127	11,421	100,300
Igiugig	10	11	0	0
Iliamna	115	132	5,008	89
King Salmon	1,068	1,962	50,812	24,887
Kodiak	41	0	587	1,628
Koliganek	282	253	20,440	237,109
Levelock	36	35	416	69
Manokotak	744	653	47,283	506,245
New Stuyahok	544	384	51,941	638,312
Portage Creek	21	27	0	0
South Naknek	26	24	90	7
Togiak	1,043	1,398	336,620	1,425,044
Twin Hills	80	347	11,624	37,741
Other	328	361	6,638	21,200
Total	6,790	29,214	1,704,000	3,349,773

Source: U.S. DOT, Bureau of Transportation Statistics, Form 41, Schedule T-100 data, 2010.

Table 16 shows that some scheduled service to communities outside of the Dillingham Census Area also occurs. Communities such as Bethel, Cold Bay, King Salmon, Iliamna, and Kodiak also receive frequent traffic from Dillingham. This data does not include flights by air taxis, although some of these flights may be on-demand charters by air carriers certified to provide scheduled service.

Scheduled Freight and Mail Service

The majority of freight and mail moved through Dillingham tends to be bypass mail for communities in the region coming in from Anchorage, and fish being flown out to Anchorage (in summer). Several cargo-only airlines (both air carriers and commuters) serve Dillingham on a regular schedule. However, because Dillingham is a postal hub for outlying communities, most

airlines, even those that carry passengers, transport some mail and freight. In fact, the majority of mail passing through Dillingham (over 90% in 2009) is carried by passenger airlines. About a third of the freight passing through Dillingham is carried by passenger airlines.

Table 17: Freight and Mail into and out of Dillingham Airport, 2009

	Freight (lbs.)	Mail (lbs.)
Enplaned		
All Airlines	1,704,000	3,349,773
Cargo Only Airlines	1,228,753	90,282
% Carried	72.1%	2.7%
Passenger Airlines	475,247	3,259,491
% Carried	27.9%	97.3%
Deplaned		
All Airlines	3,672,923	8,929,387
Cargo Only Airlines	3,227,948	8,056,516
% Carried	87.9%	90.2%
Passenger Airlines	444,975	872,871
% Carried	12.1%	9.8%

Source: U.S. Department of Transportation Form 41, Schedule T-100 data, 2010.

Air Taxi Service

Air taxis based in Dillingham and other communities service Dillingham year around. Much of the air taxi traffic comes from passengers traveling to parks, lodges, camps, and other remote areas for hunting, fishing and other recreational activities. Commercial fishing activities also create demand for air taxi services. Several air taxis are based at Dillingham, and fly mainly single engine wheel planes such as Piper Cherokee 6s, and Cessna 206 and 185 aircraft. Other air taxis are based elsewhere, but frequently use Dillingham Airport. These carriers fly similar single engine aircraft.

Charter flights for both passengers and freight may be performed by air taxis as well as by airlines that are certified to perform scheduled service. Charters by scheduled service providers are counted in the tables of scheduled air traffic data in this section. Air taxis are not required to report their traffic data, so that information is not available for this report. Air taxi operators who use Dillingham Airport provided some information about fleet, number of flights, and the peak times for that use.

General Aviation Traffic

General Aviation traffic at Dillingham Airport comes mainly from privately-owned single engine wheel planes based at DLG. Local residents use private planes for recreation, and also to transport supplies into Dillingham. As many of these plane owners are commercial fishers, the majority of local general aviation traffic occurs in months other than commercial fishing seasons

(June, July and August), with the peak months for this activity being May and September. About 22 general aviation aircraft are based at Dillingham, and they account for about 24% of the total traffic at the airport. Itinerant general aviation traffic is minimal. Since Dillingham Airport is out of the way of major air routes, it is not frequented by private aircraft from outside the area. According to FAA records, 70 Dillingham residents were certified as pilots in 2010 - 24 commercial pilots, and 46 private pilots.

Other Traffic

Military traffic at Dillingham is infrequent, and can include C-17 aircraft and helicopters. Medical evacuations sometimes occur at Dillingham, but are usually performed by air taxis, or occasionally by medevac companies based outside of Dillingham. Several State and Federal agencies have planes based at Dillingham. These are single engine wheel planes, and activity for these aircraft is considered under the category of General Aviation.

Based Aircraft and Aircraft Fleet Mix

The following list shows the fleet mix at Dillingham Airport in 2010. There may be two or three single engine planes not listed here (especially those offering air taxi and charter service) that are based at Dillingham Airport in the summer season, and others that are based elsewhere, but use the Dillingham Airport on occasion. The FAA indicates that 122 planes were registered to Dillingham residents in 2010. Only the 43 below are based year around at the Dillingham Airport.

Scheduled airlines offering passenger service:

- Based planes –
 - 3 Cessna 208s
 - 2 Cessna 207s
 - 2 Piper PA-32s
- Through planes –
 - Boeing 737- 400s and 400 Combis
 - Saab 340s

Scheduled airlines offering cargo-only service:

- Based planes – none
- Through planes –
 - Boeing 737- 200s
 - Embraer EMmb-120 Brasilia
 - Mcdonnell Douglas Dc-6
 - Curtiss C-46 Commando
 - Beech 1900

Air taxis and charter service:

- Based planes –
 - 3 Piper PA-32s
 - 5 Cessna 207s

- 1 Cessna 206
- 1 Cessna 185
- 1 Cessna 310
- 1 Grumman Otter Amphibian
- 1 Grumman Goose Amphibian
- 1 Grumman Widgeon Amphibian
- Through Planes –
 - Shorts Harland SC-7 Skyvan
 - Casa/Nurtanio C212 Aviocar
 - Piper PA-32s
 - Cessna 207s
 - Maule

General Aviation Aircraft:

- Based Planes – 22 single engine planes.
- Through Planes – anything from single engine aircraft to Boeing 737-800s.

Current Design Aircraft

Table 18 presents actual departure and load information for various types of aircraft departing Dillingham Airport in 2009.

Table 18: Commercial Aircraft Operations at Dillingham Airport, 2009

ARC	Aircraft Type	Operations	Passengers	Freight (lbs)	Mail (lbs)
A-I	Cessna C206/207/209/210 Skywagon	3,428	1,130	46,738	1,027,105
A-I	Piper Pa-32 (Cherokee 6)	2,454	1,749	34,914	362,125
A-I	Cessna 208 Caravan	2,448	2,967	192,940	1,650,990
B-II	Saab-Fairchild 340/B	1,978	16,138	56,571	205,124
B-II	Saab-Fairchild 340/A	792	6,156	15,100	63,086
B-II	Embraer Emb-120 Brasilia	456	0	136,342	537,189
B-II	Beech 1900 A/B/C/D	414	434	76,670	48,405
C-III	Boeing 737-100/200	368	0	771,773	146,400
B-III	Mcdonnell Douglas Dc-6a	282	0	700,328	423,982
C-IV	Lockheed L100-30/L-382e	210	0	524,048	58,518
B-I	Piper Pa-31 (Navajo)/T-1020	176	233	362	29,083
C-III	Boeing 737-400	154	2,696	156,733	7,916
B-I	Swearington Metro Iii	142	271	6,666	135,137
B-I	Fairchild Metro 23	124	604	4,122	65,046
A-I	Beech Bonanza 35a/C/D/E/G/H/J/K/S/V/ 36a	52	36	132	0
B-III	Curtiss C46/20t/A/D/F/R Commando	30	0	23,305	37,338
A-II	Pilatus Pc-12	26	56	0	0
A-II	Casa/Nurtanio C212 Aviocar	12	0	21,518	0
B-II	Cessna 406 Caravan	10	21	0	0
B-II	Shorts Harland SC-7 Skyvan	10	0	13,071	0
A-I	Beech Barron (55 Series)	8	2	0	0
A-III	Dehavilland Dhc8-100 Dash 8	6	72	0	0
	Total	13,580	32,565	2,781,333	4,797,444
	Total Enplaned at DLG		29,214	1,704,000	3,349,773
	Total Pass Through		3,351	1,077,333	1,447,671

Source: U.S. DOT, Bureau of Transportation Statistics, Form 41, Schedule T-100 data, 2010.

The cargo-only air carrier using Lockheed L100 aircraft ceased scheduled service to Dillingham in 2009, so that aircraft will not land at the Dillingham Airport except during an occasional charter flight. That cargo business is likely being picked up by other airlines who offer scheduled cargo services to Dillingham, increasing the flights by ARC C-III and smaller aircraft. In 2009, there were 522 operations by C-III aircraft. As that number is likely higher in 2010, the current design aircraft for Dillingham Airport is ARC C-III.

Base Year (2010) Activity Estimates

Estimates of 2010 air traffic activity at the Dillingham Airport are presented in the following table. This activity was estimated using the most current USDOT, Bureau of Aviation Statistics, Form 41, Schedule T-100 data, as well as results of interviews with all airlines serving

Dillingham, airport management, FAA flight service stations and other knowledgeable parties. Much of the data from these interviews was the best guess of the respondent, although some carriers have internal records that they shared. Professional judgment was also used in developing these estimates.

Base Year Estimates

The following table presents base year (2010) estimates of air traffic at Dillingham Airport. The third column of the table presents the most recent air traffic activity estimates from the Federal Aviation Administration's Terminal Area Forecast database for comparison purposes.

Terminal Area Forecast (TAF) estimates of activity are only slightly higher than the base year estimates for this forecast, and that slight decline is likely due to the economic recession. One area of divergence between the TAF data and this forecast for 2010 estimates is the counts for local and itinerant general aviation activity. As Dillingham is not near major air routes, it does not get much itinerant general aviation air traffic, but it has a very active local general aviation fleet.

The FAA flight service station at DLG reported contact with 49,609 flights (operations) in the Dillingham area in 2009. Some of these flights may have only been passing Dillingham air space without landing, and some flights landing at Dillingham may not have contacted the flight service station. However, the 2009 FAA flight contact information is very close to the base year estimate of total operations for 2010 (49,619) presented here.

Table 19: Base Year (2010) Aircraft Activity at Dillingham Airport

	Base Year 2010	TAF - 2010
Based Aircraft	43	52
Enplaned Passengers	29,214	30,780
Air Carrier	2,787	3,175
Commuter	26,427	27,605
Enplaned Freight (lbs.)	1,704,000	
Air Carrier	1,278,004	
Commuter	425,996	
Enplaned Mail (lbs.)	3,349,773	
Air Carrier	97,828	
Commuter	3,251,945	
Deplaned Passengers	30,280	
Air Carrier	2,519	
Commuter	27,761	
Deplaned Freight (lbs.)	3,672,923	
Air Carrier	3,158,573	
Commuter	514,350	
Deplaned Mail (lbs.)	8,929,387	
Air Carrier	7,560,075	
Commuter	1,369,312	
Operations – Total*	49,619	51,267
Air Carrier	1,050	1,339
Commuter Airline	12,530	37,223
Total scheduled	13,580	
Air Taxi/Charter	23,758	
Total GA	12,261	
GA - Local	12,077	2,083
GA - Itinerant	184	10,986
Military	20	11

**

Sources: FAA Terminal Area Forecast for Dillingham, and Southeast Strategies, 2010.

*FAA Flight Service Station at DLG reported contact with 49,609 flights (operations) in 2009.

**TAF does not report operations for Commuter Airlines and Air Taxis separately. This is a combined total. The combined total of Commuter Airlines and Air Taxis in this base year estimate is 36,288.

Peaking Characteristics

Months for peak air traffic activity are June, July, and August which corresponds with commercial fishing activity and recreation activity in the region. Also, activity is high in

October, when the State of Alaska distributes Permanent Fund Dividends to Alaska residents, and people travel more, and purchase more goods that are shipped by air. Peak activity during the summer months occurs all day long, not during any particular hours. Peak operations per hour are about 40 in the summer months. Peak operations per day in summer are about 400.

Air Traffic Forecast

The Dillingham air traffic forecast was developed consistent with the recommendations in Federal Aviation Administration (FAA) Advisory Circular 150/5070-6B, and a related July 2001 guidance paper entitled “Forecasting Aviation Activity by Airport.” Information used to develop this forecast included historic air traffic data, prior forecasts, interviews with airlines serving Dillingham and other knowledgeable parties, and examination of Dillingham, the Dillingham Census Area, and the surrounding region’s past population and economy and future trends.

Existing Forecasts

Previous air traffic forecasts for Dillingham were produced by DOT&PF for the latest Dillingham Airport Master Plan Update in 2003, by the Federal Aviation Administration for their Terminal Area Forecast (TAF) system, and for the Draft Alaska Aviation System Plan Update (2010). The Alaska Aviation System Plan (DOT&PF) is in the process of being updated, and draft-only information is available here. The following tables summarize these forecasts. Table 20 presents the air traffic forecast produced for the 2003 Dillingham Airport Master Plan Update.

Table 20: Dillingham Air Traffic Forecast, 2003 Airport Master Plan

	2000	2005	2010	2020	Average Annual Change
Total Passenger Enplanements	40,647	48,073	53,737	65,065	3.0%
Air Carrier Enplanements	13,304	13,941	15,046	17,568	1.6%
Commuter Enplanements	27,343	34,132	38,691	47,497	3.7%
Cargo Enplanements (lbs.)	4,545,119	5,070,223	5,389,874	6,398,145	2.0%
Operations					
Air Carriers	2,118	1,899	1,949	1,956	-0.4%
Passenger	1,058	820	860	878	-0.9%
Cargo-Only	1,060	1,079	1,089	1,078	0.1%
Commuter/Air Taxi	2,528	3,414	3,686	3,958	2.8%
General Aviation - Itinerant	49,939	52,306	54,704	58,364	0.8%
Air Taxi	24,970	26,153	27,352	29,182	0.8%
Private	24,969	26,153	27,352	29,182	0.8%
General Aviation - Local	9,603	9,963	10,420	11,117	0.8%
Military	12	12	12	12	0.0%
TOTAL OPERATIONS	64,200	67,594	70,771	75,407	0.9%

Source: Dillingham Airport Master Plan, 2003, ASCG, Inc.

Table 21 presents the Dillingham air traffic forecast from the FAA Terminal Area Forecast System. This data is updated continually.

Table 21: Dillingham Air Traffic Forecast, FAA Terminal Area Forecast System

	2010	2015	2020	2030	Average Annual Change
Total Passenger Enplanements	30,780	33,622	36,739	43,875	2.1%
Air Carrier Enplanements	3,175	3,329	3,493	3,844	1.1%
Commuter Enplanements	27,605	30,293	33,246	40,031	2.3%
Operations					
Air Carriers	1,339	1,379	1,419	1,499	0.6%
Commuter/Air Taxi	37,223	39,106	41,079	45,294	1.1%
General Aviation - Itinerant	10,986	10,986	10,986	10,986	0.0%
General Aviation - Local	2,083	2,083	2,083	2,083	0.0%
Military	11	11	11	11	0.0%
TOTAL OPERATIONS	51,642	53,565	55,578	59,873	0.8%

Source: Federal Aviation Administration, Terminal Area Forecasts, 2010.

Table 22 presents an early draft of forecast data from the Alaska Aviation System Plan (DOT&PF), to be completed in late 2010.

Table 22: DRAFT Dillingham Air Traffic Forecast, Alaska Aviation System Plan Update, 2010

	2008	2015	2020	2030	Average Annual Change
Passenger Enplanements	32,061	35,913	38,689	44,601	1.8%
Enplaned & Deplaned Freight & Mail (lbs)	17,910,000	19,272,000	21,042,000	25,614,000	2.0%
Total Operations	50,892	49,750	51,557	55,912	0.4%
Commercial Operations	37,812	37,124	38,481	40,881	0.4%
General Aviation Operations	13,069	12,615	13,065	15,020	0.7%
Based Aircraft	52	52	52	56	0.3%

Source: Draft Alaska Aviation System Plan Update, DOWL/HKM for Alaska Department of Transportation and Public Facilities, 2010.

Significant Conditions

Several local, regional, and national trends significantly affecting air traffic at Dillingham are examined in this section. Some factors tend to increase demand for air travel, and some tend to dampen that demand. Several factors impact Dillingham directly while other factors impact the

region surrounding Dillingham. Indirect impacts will likely filter through and affect Dillingham air traffic.

While the Bristol Bay commercial fisheries (sockeye and king salmon, and Togiak herring, especially) are a large factor in the economy of the communities in the Dillingham area, the abundance of fish caught in these fisheries do not show any particular trend over time. Catch and income can range widely either up or down from year to year. Therefore it is not appropriate to consider the future of these fisheries alone as a factor in demand for aviation activity.

Factors dampening demand for aviation activity:

- The US Postal Service has proposed to create a new bypass mail hub at Togiak, removing Togiak and Twin Hills from the Dillingham bypass mail hub. The decision whether to make this change will be made after the public comment period ends in May 2011.
- The slow economy is impacting recreation travel. Lodge business is down 20% to 30% in the past 2 years, with no improvement expected for the 2010 season. Visits to the nearby Aleknagik State Recreation Site and the Wood-Tikchik State Park are down considerably, as shown in Table 23 below. It may take several years for recreation travel to regain pre-2008 levels.

Table 23: Number of Visits to State Recreation Areas Accessed Through Dillingham

Fiscal Year	Wood Tikchik State Park Visits	Percent Change	Aleknagik State Recreation Site Visits	Percent Change
2005	57,270		77,853	
2006	59,577	4.0%	80,998	4.0%
2007	59,992	0.7%	83,157	2.7%
2008	41,560	-30.7%	40,822	-50.9%
2009	39,490	-5.0%	42,059	3.0%

Source: Alaska Division of Parks, Wood Tikchik State Park Office, 2010

- The slow economy is impacting the income of all travelers, including residents of Alaska and the Dillingham area. The economy in rural areas of Alaska has slowed in recent years prior to the slowing of the National economy.
- Fuel costs have been high in recent years, and may get higher because of the oil spill in the Gulf of Mexico. These higher costs make travel more expensive, and the higher energy costs in rural areas reduce the amount of income available for travel.
- The Federal Government placed a moratorium on oil and gas drilling in North Aleutian Basin (Bristol Bay) in 2010. Potential oil and gas exploration and development, and resulting economic development in the state and the region will likely not occur.

- There is potential development of the Pebble Mine in Western Bristol Bay, possibly resulting in adverse impacts to the Bristol Bay salmon runs. If this occurs, it would likely occur in 2025 and beyond.
- A recent trend for fewer pilots being certified, both nationally, and in Alaska, has become evident. Table 24 presents the number of certified pilots per 1,000 population in the U.S., Alaska, and Anchorage from 2000 to 2009.

Table 24: Certified Domestic Pilots per 1,000 in Population

Year	Anchorage	Alaska	U.S.
2000	15.57	13.65	2.15
2005	14.66	12.88	1.95
2009	13.51	12.19	1.87

Sources: U.S. Census Data, Alaska Department of Labor and Workforce Development, and Federal Aviation Administration.

Factors increasing demand for aviation activity:

- The damage to Gulf of Mexico fisheries from the current oil spill may cause the price of fish to rise, creating additional activity and revenue within the Bristol Bay commercial fishery.
- Oil prices may increase due to the Gulf oil spill, and as a result, the State of Alaska’s revenue will increase, allowing more funds for municipal revenue sharing, and construction projects in communities, which will spur community and economic development.
- An improved national economy will likely increase recreational visitation to the Bristol Bay area, and provide additional income to residents that can be used for travel, and to purchase goods that need to be shipped in.
- Wildlife management efforts are being taken to increase moose and caribou numbers in the western Bristol Bay area. If those efforts work, increased hunting will occur, increasing aviation activity related to hunting at DLG. Air traffic relating to hunting moose and caribou was much higher in past years when herds were strong.
- Development of alternative energy projects are occurring in the region. Studies of wind generation at New Stuyahok have been funded, and partial funding has been granted for two hydroelectric plants near Dillingham (could be operational by 2015). Project construction will increase air traffic, and lower cost of energy will free up funds for residents to travel more, and possibly spur economic development.
- Development of Pebble Mine (construction by 2020, operation beginning 2023 or 2024) will improve the general economy in the region. Workers living in Dillingham and the surrounding villages would be commuting to the mine by air.

Trendline Development

Low, moderate and high rates of growth for air traffic at Dillingham were estimated using trendline analysis. The analysis was developed from examination of historic growth trends, and from interviews with air carriers serving Dillingham, community representatives and other knowledgeable parties. In addition, considerable professional judgment was used in the development of this forecast. The following table compares various forecasts and past population and economic trends at Dillingham and the Dillingham Census Area.

Table 25: Indicators of Growth Relating to Aviation Activity at Dillingham

Indicator	Source	Average Annual Growth
Population Growth, Dillingham Census Area, 2000-2009	AK Dept. of Labor & Workforce Development, 2010	-0.4%
Population Forecast, Dillingham Census Area, 2010-2030	AK Dept. of Labor & Workforce Development, 2007	0.5%
Enplanement Growth, Dillingham Scheduled Flights, 2000-2008	Federal Aviation Administration, Air Carrier Activity Information System, 2009	-2.8%
Alaska Aviation System Plan Update, Dillingham Airport Enplanement Forecast, 2009-2030	AK Dept. of Transportation & Public Facilities, 2010 Draft	1.6%
Alaska Aviation System Plan Update, Dillingham Airport Commercial Operations Forecast, 2009-2030	AK Dept. of Transportation & Public Facilities, 2010 Draft	0.4%
Employment growth, Dillingham Census Area - 1999-2009	AK Dept. of Labor & Workforce Development, 2010	1.3%
Wage Growth, Dillingham Census Area - 1999-2009 (2009 dollars)	AK Dept. of Labor & Workforce Development, 2010	-0.3%
Growth in per capita Licensed Pilots, Alaska, 2000-2009	Federal Aviation Administration 2010	-1.2%
Growth in sales taxes, Dillingham - 2000-2009 (2009 dollars)	AK Dept. of Commerce, Community & Economic Development, Alaska Taxable, 2000-2009	0.6%
Growth in bed taxes, Dillingham - 2000-2009 (2009 dollars)	AK Dept. of Commerce, Community & Economic Development, Alaska Taxable, 2000-2009	-2.7%
Average		-0.3%

Compiled by Southeast Strategies.

Dillingham Airport Air Traffic Forecast

The following tables present low, moderate, and high growth scenarios for air traffic growth at Dillingham Airport. Tables 26, 27, and 28 present forecast summaries. More detailed forecasts are presented in Tables 29, 30, and 31 at the end of this section.

Low-Growth Forecast

The low-growth forecast for Dillingham Airport assumes the following:

- A separate hub for bypass mail will be created at Togiak (which would remove Togiak and Twin Hills from the current Dillingham hub). Current airlines using DLG were consulted regarding the impacts of losing Togiak and Twin Hills from the Dillingham postal hub. They estimated that about half of the scheduled air traffic that now passes through Dillingham and connects to Togiak and Twin Hills would be eliminated if this change occurred.
- Pebble mine is developed and does damage to the Bristol Bay fisheries, but creates little or no air traffic activity at DLG from construction or operation of the mine.
- No possible future oil and gas exploration or development in the North Aleutian Basin.
- Economic recovery to a lower level of economic activity than experienced in 2007.
- Load factors for air carriers will increase slightly as carriers increase efficiency.
- Instrument operations at DLG will grow slightly, increasing to 5% growth per year toward the end of the forecast period.

Moderate-Growth Forecast

The moderate-growth forecast for Dillingham Airport assumes the following:

- The bypass mail hub will be fully maintained at DLG.
- Pebble Mine will not be developed.
- No oil and gas exploration or development will occur in the North Aleutian Basin.
- Economic recovery and maintenance of up to or near 2007 levels.
- Load factors for both air carriers and commuter airlines will increase slightly as carriers increase efficiency.
- Instrument operations at DLG will grow, increasing to 10% growth per year toward the end of the forecast period.

High-Growth Forecast

The high-growth forecast for Dillingham Airport assumes the following:

- The bypass mail hub will be fully maintained at DLG.
- Pebble Mine will be developed with no damage to the Bristol Bay fisheries, but will employ Dillingham and other regional residents, and will create economic benefits to the region.
- Some Oil and gas exploration will occur in the North Aleutian Basin towards the end of the forecast period.
- Increased aviation activity due to increased hunting as moose and caribou populations rebound.
- Higher commercial fish prices due to damage to the Gulf of Mexico fisheries from the oil spill, and resulting increase in fishing effort in Bristol Bay.
- Economic recovery to 2007 levels with continued growth thereafter.

- Load factors for both air carriers and commuter airlines will increase slightly as carriers increase efficiency.
- Instrument operations at DLG will grow, increasing to 10% growth per year toward the end of the forecast period.

The following table summarizes the full range of forecasts for air traffic at Dillingham Airport.

**Table 26: Air Traffic Forecast Summary
Dillingham Alaska, 2010 to 2030**

	2010 (Base)	2015	2020	2025	2030
Aircraft Operations					
Low	49,619	48,227	48,026	47,827	47,721
Moderate	49,619	51,356	54,178	57,225	61,292
High	49,619	53,951	59,742	67,000	76,517
Enplaned Passengers					
Low	29,214	28,431	28,431	28,431	28,431
Moderate	29,214	29,952	30,708	31,484	32,279
High	29,214	32,180	35,449	40,019	46,197
Freight & Mail (enplaned & deplaned in lbs.)					
Low	17,656,083	16,776,065	16,776,065	16,776,065	16,776,065
Moderate	17,656,083	18,101,921	18,559,017	19,027,656	19,508,128
High	17,656,083	19,976,237	22,601,279	24,953,639	27,550,834
Based Aircraft					
Low	43	43	43	43	43
Moderate	43	45	48	50	53
High	43	48	53	58	64

Source: Southeast Strategies, 2010.

Table 27 presents a breakout of operations forecasts by type for the three growth scenarios.

**Table 27: Forecast of Aircraft Operations by Type of Operation
Dillingham Airport, 2010 to 2030**

	2010 (Base)	2015	2020	2025	2030
Air Carrier Operations					
Low	1,050	1,023	1,006	990	973
Moderate	1,050	1,059	1,068	1,077	1,086
High	1,050	1,113	1,179	1,281	1,391
Commuter Operations					
Low	12,530	11,165	10,980	10,798	10,709
Moderate	12,530	12,426	12,323	12,220	12,119
High	12,530	13,388	14,305	15,665	17,580
Air Taxi Operations					
Low	23,758	23,758	23,758	23,758	23,758
Moderate	23,758	24,970	26,900	28,979	31,995
High	23,758	26,231	29,678	33,578	38,926
Total Commercial Operations					
Low	37,338	35,946	35,745	35,546	35,440
Moderate	37,338	38,455	40,290	42,276	45,199
High	37,338	40,732	45,162	50,524	57,898
General Aviation & Military Operations					
Low	12,281	12,281	12,281	12,281	12,281
Moderate	12,281	12,902	13,888	14,949	16,093
High	12,281	13,219	14,581	16,476	18,619
TOTAL OPERATIONS					
Low	49,619	48,227	48,026	47,827	47,721
Moderate	49,619	51,356	54,178	57,225	61,292
High	49,619	53,951	59,742	67,000	76,517

Source: Southeast Strategies, 2010.

The following table breaks out general aviation operations forecasts for all growth scenarios for Dillingham Airport.

**Table 28: Forecast of General Aviation Aircraft Operations
Dillingham Airport, 2010 to 2030**

	2010 (Base)	2015	2020	2025	2030
Local GA Operations					
Low	12,077	12,077	12,077	12,077	12,077
Moderate	12,077	12,693	13,674	14,731	15,870
High	12,077	13,010	14,365	16,252	18,388
Itineration GA Operations					
Low	184	184	184	184	184
Moderate	184	189	193	198	203
High	184	189	196	203	211
TOTAL GA OPERATIONS					
Low	12,261	12,261	12,261	12,261	12,261
Moderate	12,261	12,882	13,868	14,929	16,073
High	12,261	13,199	14,561	16,456	18,599

Source: Southeast Strategies, 2010.

Dillingham Fleet Mix Forecast

Table 18 presents actual operations and load information for various types of aircraft departing Dillingham Airport in 2009. The air taxi and local general aviation fleet at DLG consists of mainly single engine planes such as Piper Cherokee 6s, Cessna 206s and 207s and Piper Super Cubs. Itinerant general aviation traffic can include any type of aircraft. For all forecast growth scenarios, the assumption is that fleet mix for air taxi and general aviation aircraft will not change. Possible changes for aircraft providing scheduled service to DLG for all forecast growth scenarios:

- One air cargo carrier stopped service to DLG in March of 2010. They had a Lockheed L100 (ARC C-IV) - largest in the fleet. Other cargo carriers now serving DLG will likely pick up the business, increasing flights for other cargo carriers at DLG.
- One air cargo carrier is planning to replace their DC-6s with DC-9s starting in late 2010. Since it is a larger plane (ARC C-III), it will likely make fewer trips, which might be counterbalanced by additional trips to pick up cargo formerly carried by the L100.
- In 2009, there were 261 departures (522 operations) by C-III aircraft. With the change by one cargo carrier to C-III planes, that will increase. Also, other cargo carriers using 737-200s may increase operations to pick of the cargo not carried by the L100. If the bypass mail hub is added to Togiak, only a small portion of mail traffic will be diverted from DLG.

Considering the above assumptions, it appears the future critical aircraft for DLG will be C-III (Boeing 737-200s and 400s, and the DC-9s).

Table 29: Low-Growth Forecast for Dillingham Airport, 2010 to 2030

	Base Year					2010-	2010-	2015-	2020-	2025-	2030-
	2010	2015	2020	2025	2030	2010-2015	2015-2020	2020-2025	2025-2030	2030-	
Passenger Enplanements											
Air Carrier	29,214	28,431	28,431	28,431	28,431	-0.5%	0.0%	0.0%	0.0%	0.0%	0.0%
Commuter	2,787	2,787	2,787	2,787	2,787	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Operations											
Itinerant	26,427	25,644	25,644	25,644	25,644	-0.6%	0.0%	0.0%	0.0%	0.0%	0.0%
Air Carrier	49,619	48,227	48,026	47,827	47,721	-0.6%	-0.1%	-0.1%	-0.1%	-0.1%	0.0%
Commuter	37,542	36,150	35,949	35,750	35,644	-0.7%	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%
Local General Aviation	1,050	1,023	1,006	990	973	-0.5%	-0.3%	-0.3%	-0.3%	-0.3%	-0.3%
Military	12,530	11,165	10,980	10,798	10,709	-2.3%	-0.3%	-0.3%	-0.3%	-0.2%	-0.2%
Instrument Operations	23,758	23,758	23,758	23,758	23,758	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Operations	37,338	35,946	35,745	35,546	35,440	-0.7%	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%
Cargo/mail (enpl/depl - lbs.)	184	184	184	184	184	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Based Aircraft	20	20	20	20	20	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Average Aircraft Size (seats)	12,077	12,077	12,077	12,077	12,077	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Air Carrier	9,110	10,058	11,105	12,261	15,649	2.0%	2.0%	2.0%	2.0%	2.0%	5.0%
Commuter	40	40	40	40	40	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Average Cargo Payload (lbs)	17,656,083	16,776,065	16,776,065	16,776,065	16,776,065	-1.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Air Carrier	43	43	43	43	43	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Commuter	144	144	144	144	144	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Average Load Factor	10	10	10	10	10	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Air Carrier	31,874	31,874	31,874	31,874	31,874	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Commuter	5,416	5,416	5,416	5,416	5,416	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Departing Passengers	33.4%	33.4%	33.4%	33.4%	33.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Air Carrier	42.4%	46.0%	49.7%	53.5%	57.4%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Commuter	19.8%	26.0%	32.4%	39.2%	46.4%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Departing Cargo/Mail Load Factor	35.8%	50.1%	57.9%	66.0%	70.2%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Air Carrier - Cargo Only	285	271	264	258	255	-1.0%	-0.5%	-0.5%	-0.5%	-0.3%	-0.3%
Commuter - Cargo Only											
GA Operations per Based Aircraft											

Source: Southeast Strategies, 2010.

Table 30: Moderate-Growth Forecast for Dillingham Airport, 2010 to 2030

	Base Year									
	2010	2015	2020	2025	2030	2010-2015	2015-2020	2020-2025	2025-2030	
Passenger Enplanements										
Air Carrier	29,214	29,952	30,708	31,484	32,279	0.5%	0.5%	0.5%	0.5%	
Commuter	2,787	2,857	2,930	3,004	3,079	0.5%	0.5%	0.5%	0.5%	
Operations										
Itinerant	26,427	27,094	27,779	28,480	29,199	0.5%	0.5%	0.5%	0.5%	
Air Carrier	49,619	51,356	54,178	57,225	61,292	0.7%	1.1%	1.1%	1.4%	
Commuter	37,542	38,663	40,504	42,494	45,423	0.6%	1.0%	1.0%	1.4%	
General Aviation	1,050	1,059	1,068	1,077	1,086	0.2%	0.2%	0.2%	0.2%	
Military	12,530	12,426	12,323	12,220	12,119	-0.2%	-0.2%	-0.2%	-0.2%	
Local General Aviation	23,758	24,970	26,900	28,979	31,995	1.0%	1.5%	1.5%	2.0%	
Instrument Operations	37,338	38,455	40,290	42,276	45,199	0.6%	1.0%	1.0%	1.4%	
Peak Hour Operations	184	189	193	198	203	0.5%	0.5%	0.5%	0.5%	
Cargo/mail (enpl/depl - lbs.)										
Based Aircraft	20	20	20	20	20	0.0%	0.0%	0.0%	0.0%	
Local General Aviation	12,077	12,693	13,674	14,731	15,870	1.0%	1.5%	1.5%	1.5%	
Instrument Operations	9,110	11,627	14,840	18,940	30,504	5.0%	5.0%	5.0%	10.0%	
Peak Hour Operations	40	58	62	67	73	7.5%	1.5%	1.5%	1.5%	
Cargo/mail (enpl/depl - lbs.)	17,656,083	18,101,921	18,559,017	19,027,656	19,508,128	0.5%	0.5%	0.5%	0.5%	
Based Aircraft	43	45	48	50	53	1.0%	1.0%	1.0%	1.0%	
Average Aircraft Size (seats)										
Air Carrier	144	144	144	144	144	0.0%	0.0%	0.0%	0.0%	
Commuter	10	10	10	10	10	0.0%	0.0%	0.0%	0.0%	
Average Cargo Payload (lbs)										
Air Carrier	31,874	31,874	31,874	31,874	31,874	0.0%	0.0%	0.0%	0.0%	
Commuter	5,416	5,416	5,416	5,416	5,416	0.0%	0.0%	0.0%	0.0%	
Average Load Factor										
Departing Passengers										
Air Carrier	33.4%	40.3%	47.5%	55.0%	63.0%	1.0%	1.0%	1.0%	1.0%	
Commuter	42.4%	57.4%	74.0%	92.3%	112.6%	2.0%	2.0%	2.0%	2.0%	
Departing Cargo/Mail Load Factor										
Air Carrier - Cargo Only	19.8%	26.0%	32.4%	39.2%	46.4%	1.0%	1.0%	1.0%	1.0%	
Commuter - Cargo Only	35.8%	50.1%	57.9%	66.0%	70.2%	2.0%	1.0%	1.0%	0.5%	
GA Operations per Based Aircraft	285	285	285	285	285	0.0%	0.0%	0.0%	0.0%	

Source: Southeast Strategies, 2010.

Table 31: High- Growth Forecast for Dillingham Airport, 2010 to 2030

	Base Year											
	2010	2015	2020	2025	2030	2015- 2020	2020- 2025	2025- 2030	2010- 2015	2015- 2020	2020- 2025	2025- 2030
Passenger Enplanements	29,214	32,180	35,449	40,019	46,197	2.0%	2.0%	2.6%	2.0%	2.0%	2.6%	3.1%
Air Carrier	2,787	3,002	3,235	3,571	3,943	1.5%	1.5%	2.0%	1.5%	1.5%	2.0%	2.0%
Commuter	26,427	29,178	32,215	36,448	42,253	2.0%	2.0%	2.5%	2.0%	2.0%	2.5%	3.0%
Operations	49,619	53,951	59,742	67,000	76,517	1.7%	2.1%	2.4%	1.7%	2.1%	2.4%	2.8%
Itinerant	37,542	40,940	45,378	50,747	58,129	1.8%	2.2%	2.4%	1.8%	2.2%	2.4%	2.9%
Air Carrier	1,050	1,113	1,179	1,281	1,391	1.2%	1.2%	1.7%	1.2%	1.2%	1.7%	1.7%
Commuter	12,530	13,388	14,305	15,665	17,580	1.3%	1.3%	1.8%	1.3%	1.3%	1.8%	2.3%
Air Taxi	23,758	26,231	29,678	33,578	38,926	2.0%	2.5%	2.5%	2.0%	2.5%	2.5%	3.0%
Total Commercial	37,338	40,732	45,162	50,524	57,898	1.8%	2.2%	2.4%	1.8%	2.2%	2.4%	2.9%
General Aviation	184	189	196	203	211	0.5%	0.8%	0.8%	0.5%	0.8%	0.8%	0.8%
Military	20	20	20	20	20	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local General Aviation	12,077	13,010	14,365	16,252	18,388	1.5%	2.0%	2.5%	1.5%	2.0%	2.5%	2.5%
Instrument Operations	9,110	11,627	14,840	18,940	30,504	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	10.0%
Peak Hour Operations	40	44	50	57	65	2.0%	2.5%	2.5%	2.0%	2.5%	2.5%	2.5%
Cargo/mail (enpl/depl - lbs.)	17,656,083	19,976,237	22,601,279	24,953,639	27,550,834	2.5%	2.5%	2.0%	2.5%	2.5%	2.0%	2.0%
Based Aircraft	43	48	53	58	64	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Average Aircraft Size (seats)												
Air Carrier	144	144	144	144	144	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Commuter	10	10	10	10	10	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Average Cargo Payload (lbs)												
Air Carrier	31,874	31,874	31,874	31,874	31,874	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Commuter	5,416	5,416	5,416	5,416	5,416	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Average Load Factor												
Departing Passengers												
Air Carrier	33.4%	40.3%	47.5%	55.0%	63.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Commuter	42.4%	57.4%	74.0%	92.3%	112.6%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Departing Cargo/Mail Load Factor												
Air Carrier - Cargo Only	19.8%	26.0%	32.4%	39.2%	46.4%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Commuter - Cargo Only	35.8%	50.1%	57.9%	66.0%	70.2%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
GA Operations per Based Aircraft	285	300	307	315	323	1.0%	0.5%	0.5%	1.0%	0.5%	0.5%	0.5%

Source: Southeast Strategies, 2010.

APPENDIX B

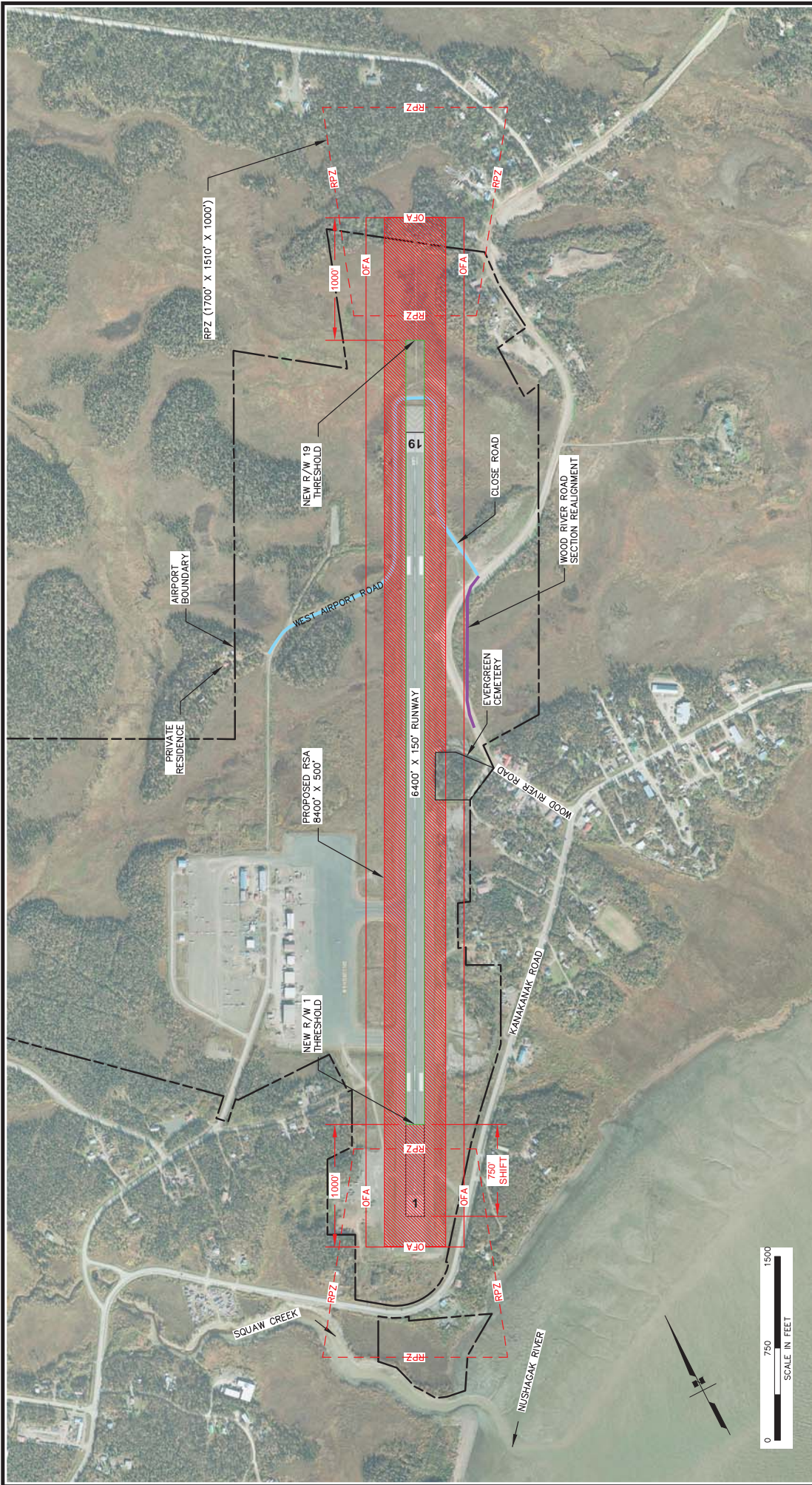
Alternatives Analysis

Table 1: Alternatives Considered But Dismissed*

Alternative	Figure	Description	Rationale for Dismissing Alternative
1-a	1	<ul style="list-style-type: none"> Shift runway 750 feet northeast. Construct full RSA. 	<ul style="list-style-type: none"> Overall project cost exceeds FAA Alaska Region's \$25 million budget. Wetland impact greater than the Proposed Action. ROW would be required for construction.
1-b	2	<ul style="list-style-type: none"> Shift runway 350 feet northeast. Construct RSA for declared distances. 	<ul style="list-style-type: none"> Overall project cost exceeds FAA Alaska Region's \$25 million budget. Wetland impact greater than the Proposed Action.
1-b.1	2	<ul style="list-style-type: none"> Shift runway 350 feet northeast. Construct RSA for declared distances. 	<ul style="list-style-type: none"> Overall project cost exceeds FAA Alaska Region's \$25 million budget. Wetland impact greater than the Proposed Action.
1-c	3	<ul style="list-style-type: none"> Construct full RSA. 	<ul style="list-style-type: none"> Overall project cost exceeds FAA Alaska Region's \$25 million budget. Compatible land use impact greater than the Proposed Action. ROW would be required for construction.
1-d	3	<ul style="list-style-type: none"> Construct full RSA. 	<ul style="list-style-type: none"> Overall project cost exceeds FAA Alaska Region's \$25 million budget. Compatible land use impact greater than the Proposed Action. ROW would be required for construction.
2-a	4	<ul style="list-style-type: none"> Shift runway 275 feet northwest and 700 feet northeast. Construct full RSA. 	<ul style="list-style-type: none"> Overall project cost exceeds FAA Alaska Region's \$25 million budget. Wetland impact greater than the Proposed Action. ROW would be required for construction.
2-b	5	<ul style="list-style-type: none"> Shift runway 275 feet northwest and 300 feet northeast. Construct RSA for declared distances. 	<ul style="list-style-type: none"> Overall project cost exceeds FAA Alaska Region's \$25 million budget. Wetland impact greater than the Proposed Action. ROW would be required for construction.
3-a	6	<ul style="list-style-type: none"> Rotate runway 5° northwest and shift 900 feet northeast. Construct full RSA. 	<ul style="list-style-type: none"> Overall project cost exceeds FAA Alaska Region's \$25 million budget. Wetland impact greater than the Proposed Action. ROW would be required for construction.

Alternative	Figure	Description	Rationale for Dismissing Alternative
3-b	7	<ul style="list-style-type: none"> • Rotate runway 5° northwest and shift 500 feet northeast. • Construct RSA for declared distances. 	<ul style="list-style-type: none"> • Overall project cost exceeds FAA Alaska Region's \$25 million budget. • Wetland impact greater than the Proposed Action. • ROW would be required for construction.
4-a	8	<ul style="list-style-type: none"> • Shift runway 150 feet northwest and 500 feet northeast. • Construct full RSA. 	<ul style="list-style-type: none"> • Overall project cost exceeds FAA Alaska Region's \$25 million budget. • Wetland impact greater than the Proposed Action. • ROW would be required for construction.
4-a.1	8	<ul style="list-style-type: none"> • Shift runway 150 feet northwest and 500 feet northeast. • Construct full RSA. 	<ul style="list-style-type: none"> • Overall project cost exceeds FAA Alaska Region's \$25 million budget. • Wetland impact greater than the Proposed Action. • ROW would be required for construction.
4-b	9	<ul style="list-style-type: none"> • Shift runway 150 feet northwest and 100 feet northeast. • Construct RSA for declared distances. 	<ul style="list-style-type: none"> • Overall project cost exceeds FAA Alaska Region's \$25 million budget. • Wetland impact greater than the Proposed Action.
4-b.1	9	<ul style="list-style-type: none"> • Shift runway 150 feet northwest and 100 feet northeast. • Construct RSA for declared distances. 	<ul style="list-style-type: none"> • Overall project cost exceeds FAA Alaska Region's \$25 million budget. • Wetland impact greater than the Proposed Action.
4-b: EMAS	10	<ul style="list-style-type: none"> • Shift runway 150 feet northwest and 100 feet northeast. • Construct RSA for declared distances. 	<ul style="list-style-type: none"> • Overall project cost exceeds FAA Alaska Region's \$25 million budget.
4-b: 40-knot EMAS	11	<ul style="list-style-type: none"> • Shift runway 150 feet northwest and 260 feet southeast. • Construct RSA for declared distances. 	<ul style="list-style-type: none"> • Overall project cost exceeds FAA Alaska Region's \$25 million budget. • Proposed Action better meets the Purpose and Need of the project by meeting the 600-foot undershoot standard, and it supports the long-term plan at a lower overall cost.

* Runway Safety Area Practicability Study Memorandum (DOWL HKM, 2011a)



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 DOT&PF Project No. 59304
 DILLINGHAM AIRPORT IMPROVEMENTS
 PRACTICABILITY STUDY MEMORANDUM
 Dillingham, Alaska
 DATE: NOVEMBER 2011 FIGURE 1

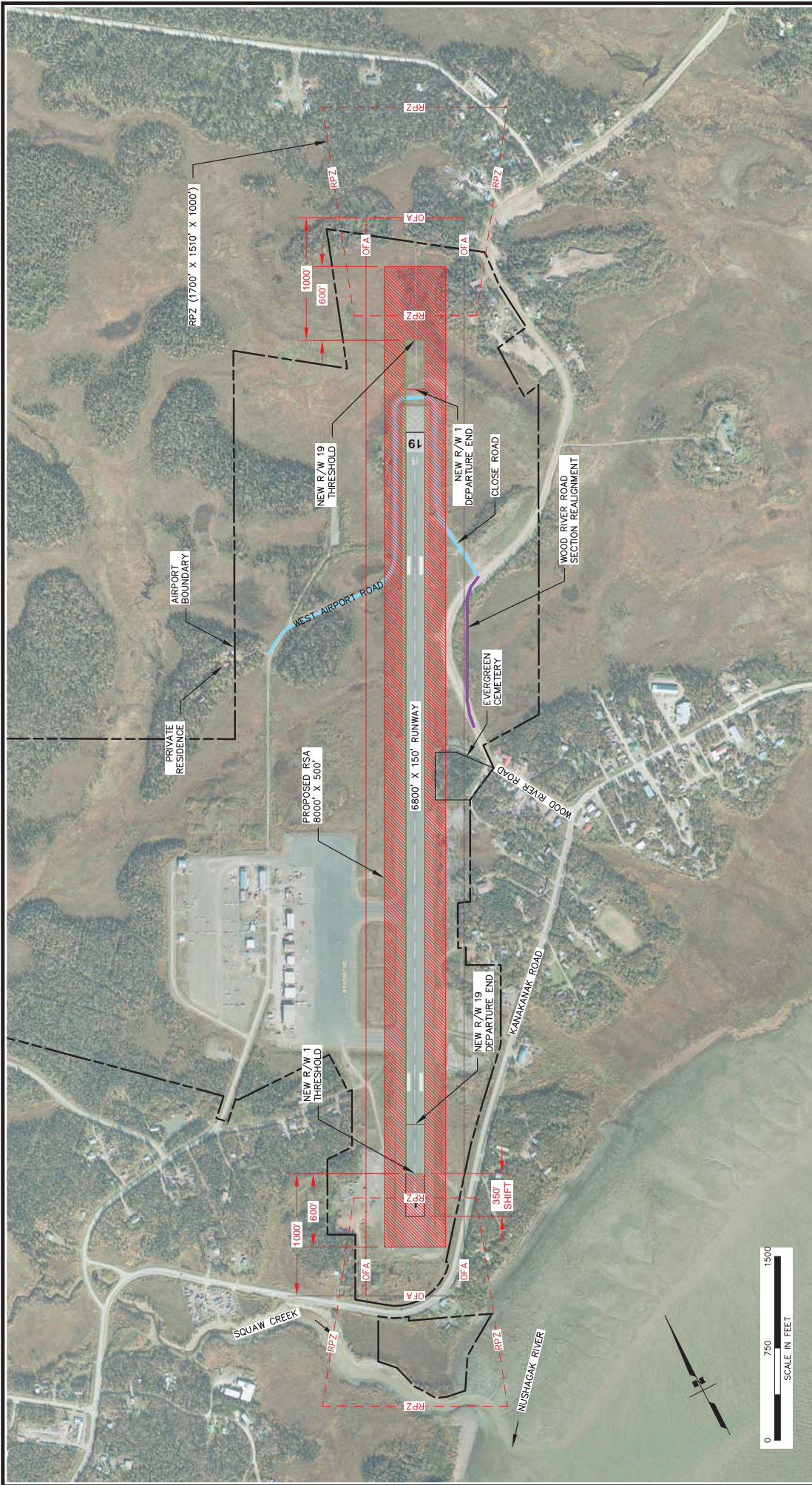


ALTERNATIVE 1-a
 SHIFT RUNWAY 750' NORTHEAST
 CONSTRUCT FULL RSA
 Sections 17, 18 & 19, T 13 S, R 65 W
 & Section 13, T 13 S, R 56 W, Seward Meridian

LEGEND

- PROPOSED RSA
- PROPOSED RUNWAY
- EXISTING AIRPORT PROPERTY BOUNDARY
- PROPOSED ROAD REALIGNMENT
- PROPOSED ROAD CLOSURE

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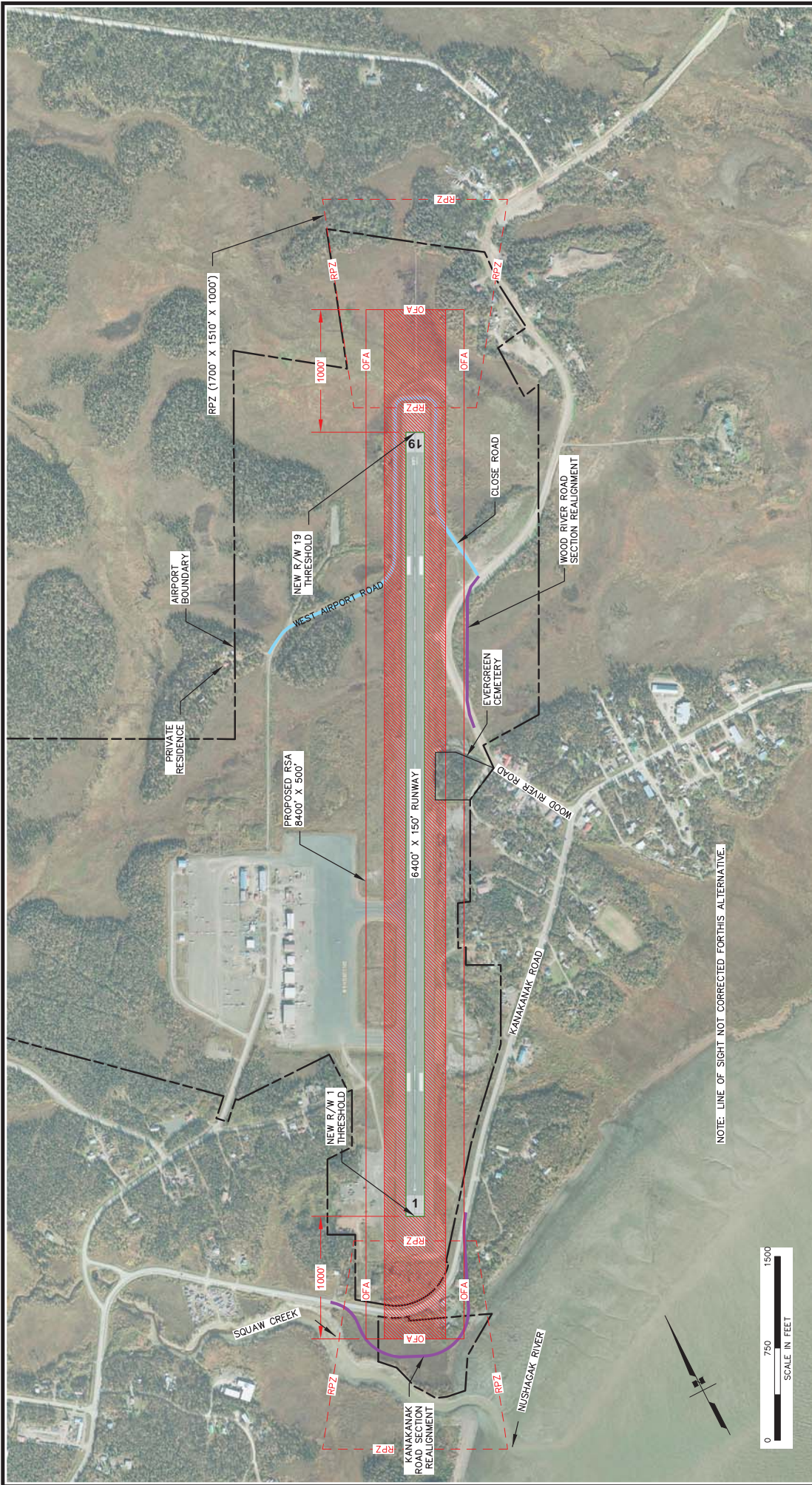
- LEGEND**
- PROPOSED RSA
 - PROPOSED RUNWAY
 - EXISTING AIRPORT PROPERTY BOUNDARY
 - PROPOSED ROAD REALIGNMENT
 - PROPOSED ROAD CLOSURE

ALTERNATIVE 1-b, 1-b.1
 SHIFT RUNWAY 350' NORTHEAST
 CONSTRUCT RSA FOR DECLARED DISTANCES
 Sections 17, 18 & 19, T 13 S, R 65 W
 & Section 13, T 13 S, R 56 W, Seward Meridian



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 DOT&PF Project No. 59304
 DILLINGHAM AIRPORT IMPROVEMENTS
 PRACTICABILITY STUDY MEMORANDUM
 Dillingham, Alaska
 DATE: NOVEMBER 2011 FIGURE 2

P:\Projects\060456\EN\NV-DLG-ALTS.DWG 2011-11-18



NOTE: LINE OF SIGHT NOT CORRECTED FORTHIS ALTERNATIVE.

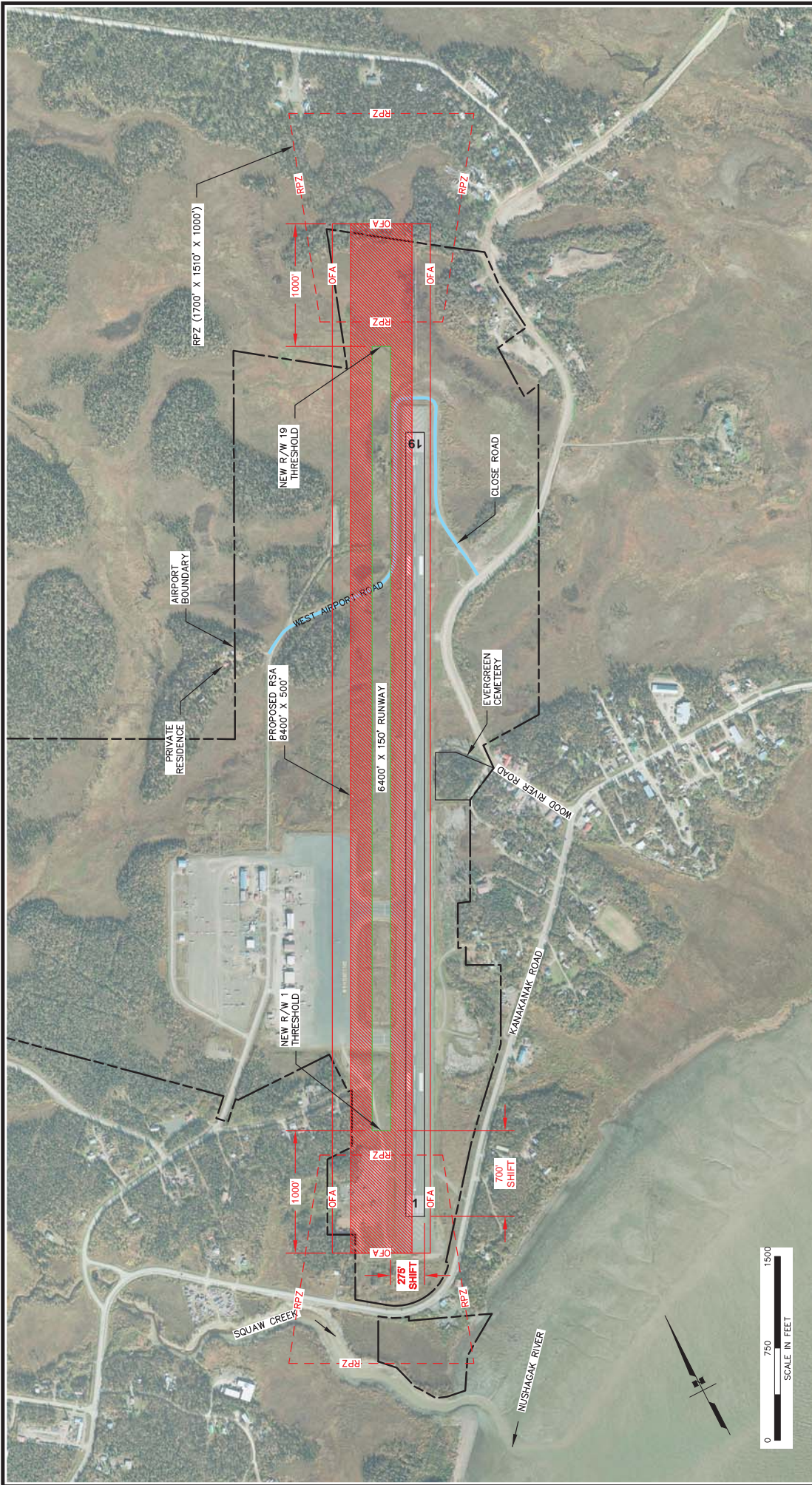
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 DOT&PF Project No. 59304
 DILLINGHAM AIRPORT IMPROVEMENTS
 PRACTICABILITY STUDY MEMORANDUM
 Dillingham, Alaska
 DATE: NOVEMBER 2011 FIGURE 3



ALTERNATIVE 1-c, 1-d
 CONSTRUCT FULL RSA
 Sections 17, 18 & 19, T 13 S, R 65 W
 & Section 13, T 13 S, R 56 W, Seward Meridian

LEGEND

- PROPOSED RSA
- PROPOSED RUNWAY
- EXISTING AIRPORT PROPERTY BOUNDARY
- PROPOSED ROAD REALIGNMENT
- PROPOSED ROAD CLOSURE



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 DOT&PF Project No. 59304
 DILLINGHAM AIRPORT IMPROVEMENTS
 PRACTICABILITY STUDY MEMORANDUM
 Dillingham, Alaska
 DATE: NOVEMBER 2011 FIGURE 4



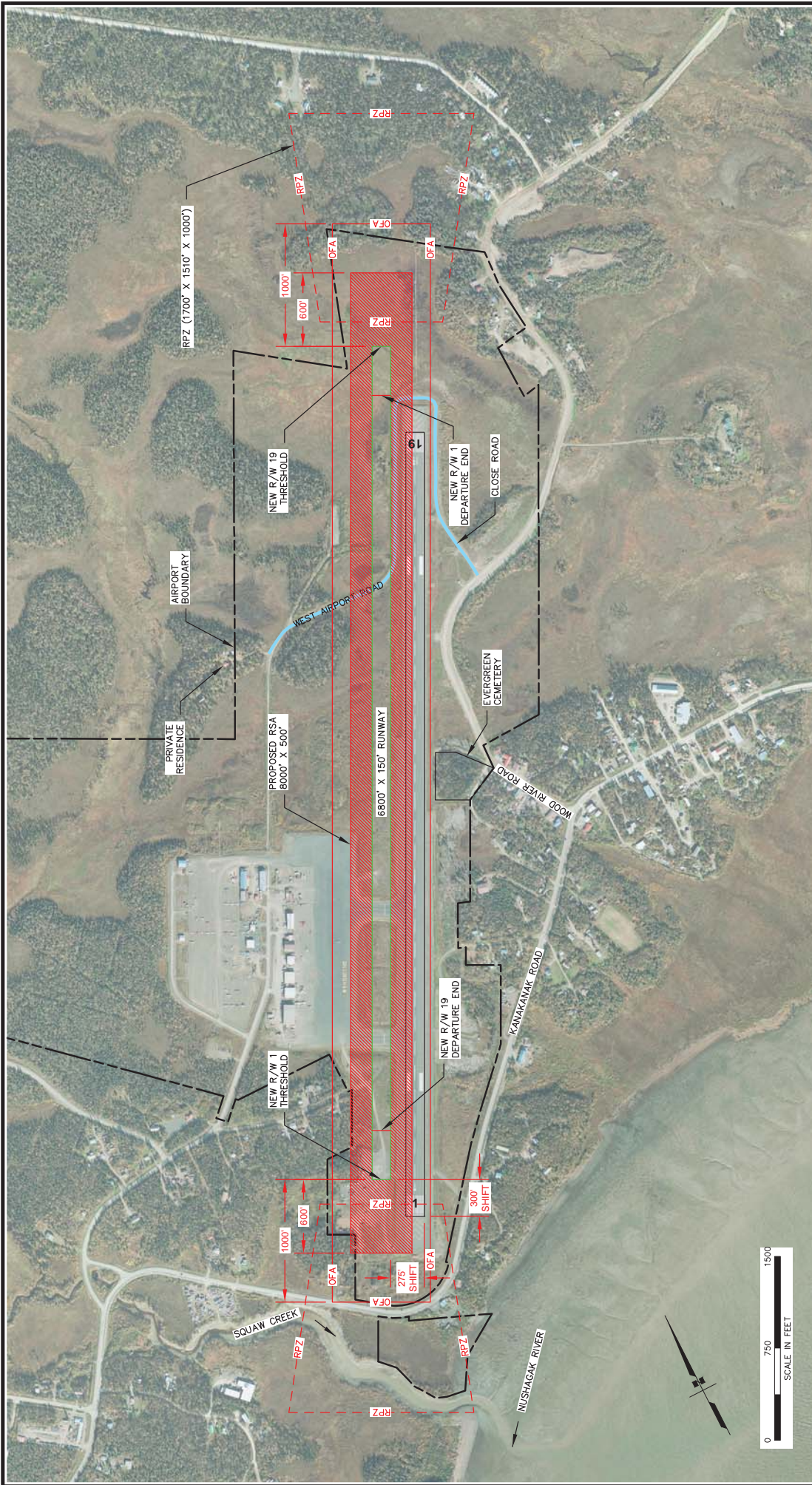
ALTERNATIVE 2-a
 SHIFT RUNWAY 275' NORTHWEST & 700' NORTHEAST
 CONSTRUCT FULL RSA
 Sections 17, 18 & 19, T 13 S, R 55 W
 & Section 13, T 13 S, R 56 W, Seward Meridian

LEGEND

- PROPOSED RSA
- PROPOSED RUNWAY
- EXISTING AIRPORT PROPERTY BOUNDARY
- PROPOSED ROAD REALIGNMENT
- PROPOSED ROAD CLOSURE



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STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 DOT&PF Project No. 59304
 DILLINGHAM AIRPORT IMPROVEMENTS
 PRACTICABILITY STUDY MEMORANDUM
 Dillingham, Alaska
 DATE: NOVEMBER 2011 FIGURE 5

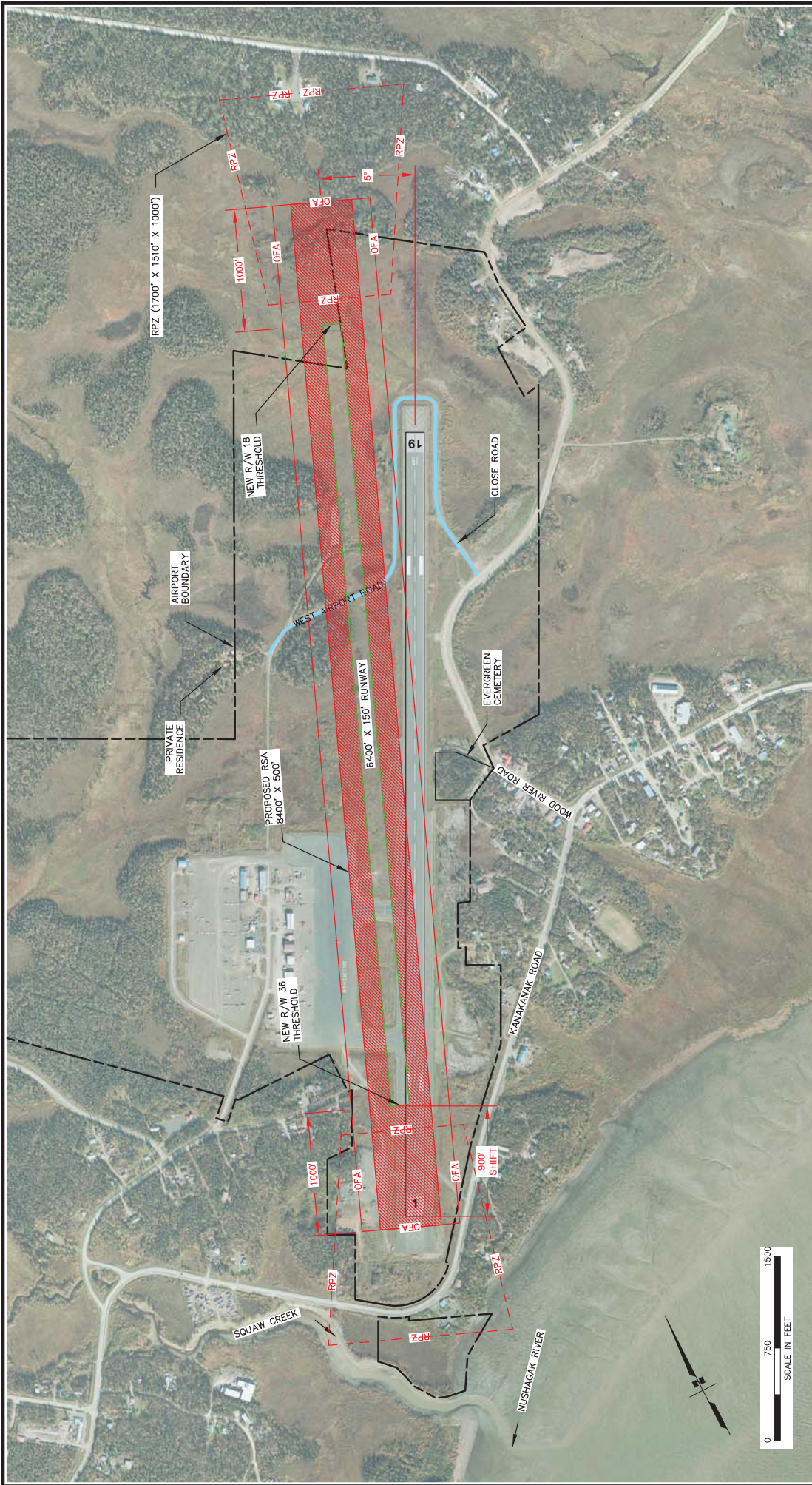


ALTERNATIVE 2-b
 SHIFT RUNWAY 275' NORTHWEST & 300' NORTHEAST
 CONSTRUCT RSA FOR DECLARED DISTANCES
 Sections 17, 18 & 19, T 13 S, R 55 W
 & Section 13, T 13 S, R 56 W, Seward Meridian

LEGEND

- PROPOSED RSA
- PROPOSED RUNWAY
- EXISTING AIRPORT PROPERTY BOUNDARY
- PROPOSED ROAD REALIGNMENT
- PROPOSED ROAD CLOSURE

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STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 DOT&PF Project No. 59304
 DILLINGHAM AIRPORT IMPROVEMENTS
 PRACTICABILITY STUDY MEMORANDUM
 Dillingham, Alaska
 DATE: NOVEMBER 2011 FIGURE 6



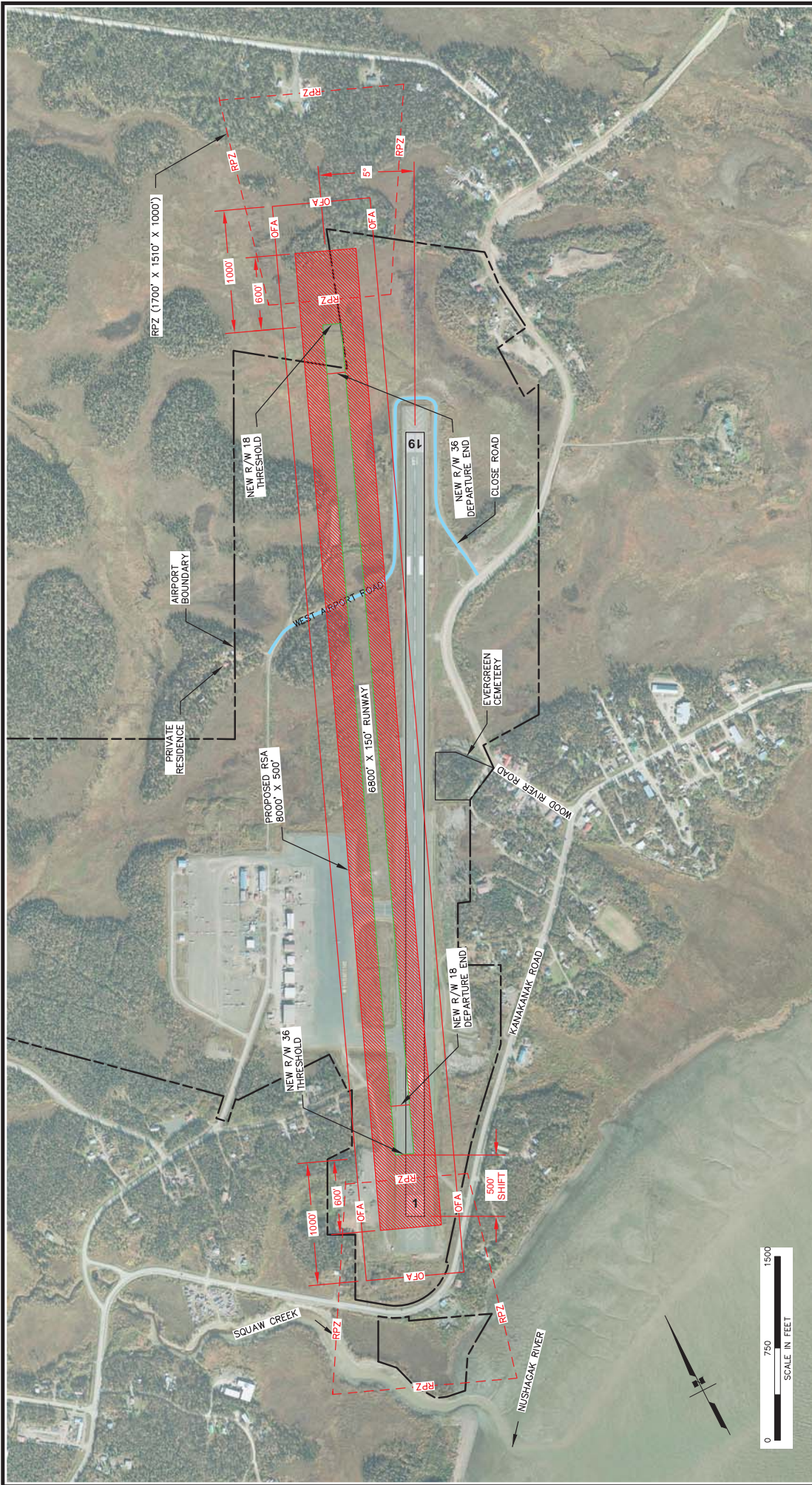
ALTERNATIVE 3-a
 ROTATE RUNWAY 5° NORTHWEST &
 SHIFT 900' NORTHEAST, CONSTRUCT FULL RSA
 Sections 17, 18 & 19, T 13 S, R 55 W
 & Section 13, T 13 S, R 56 W, Seward Meridian

LEGEND

- PROPOSED RSA
- PROPOSED RUNWAY
- EXISTING AIRPORT PROPERTY BOUNDARY
- PROPOSED ROAD REALIGNMENT
- PROPOSED ROAD CLOSURE



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- LEGEND**
- PROPOSED RSA
 - PROPOSED RUNWAY
 - EXISTING AIRPORT PROPERTY BOUNDARY
 - PROPOSED ROAD REALIGNMENT
 - PROPOSED ROAD CLOSURE

ALTERNATIVE 3-b, ROTATE RUNWAY
 5° NORTHWEST & SHIFT 500' NORTHEAST
 CONSTRUCT RSA FOR DECLARED DISTANCES

Sections 17, 18 & 19, T 13 S, R 55 W
 & Section 13, T 13 S, R 56 W, Seward Meridian

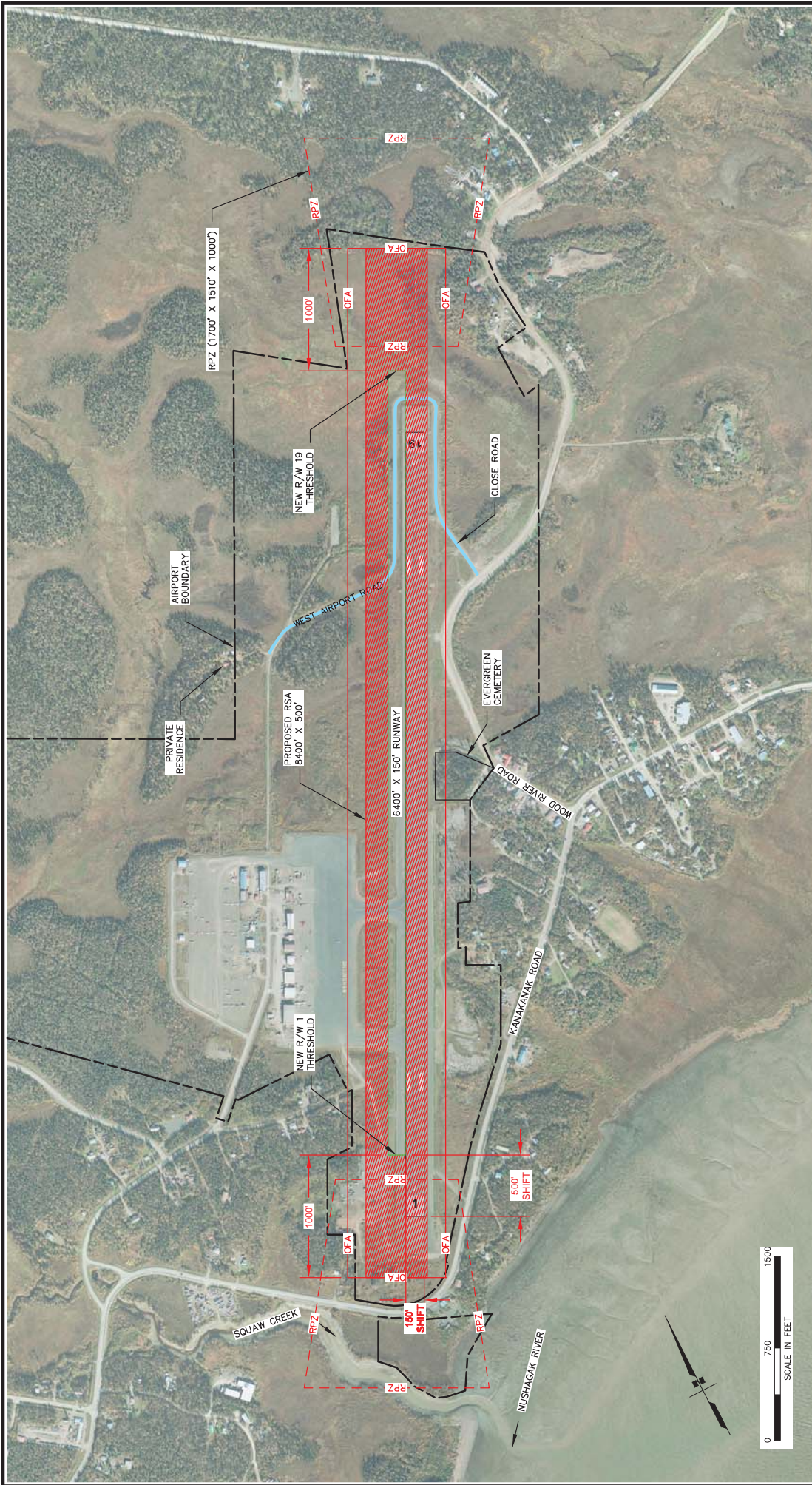


STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES

DOT&PF Project No. 59304
 DILLINGHAM AIRPORT IMPROVEMENTS
 PRACTICABILITY STUDY MEMORANDUM
 Dillingham, Alaska

DATE: NOVEMBER 2011 FIGURE 7

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STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 DOT&PF Project No. 59304
 DILLINGHAM AIRPORT IMPROVEMENTS
 PRACTICABILITY STUDY MEMORANDUM
 Dillingham, Alaska
 DATE: NOVEMBER 2011 FIGURE 8

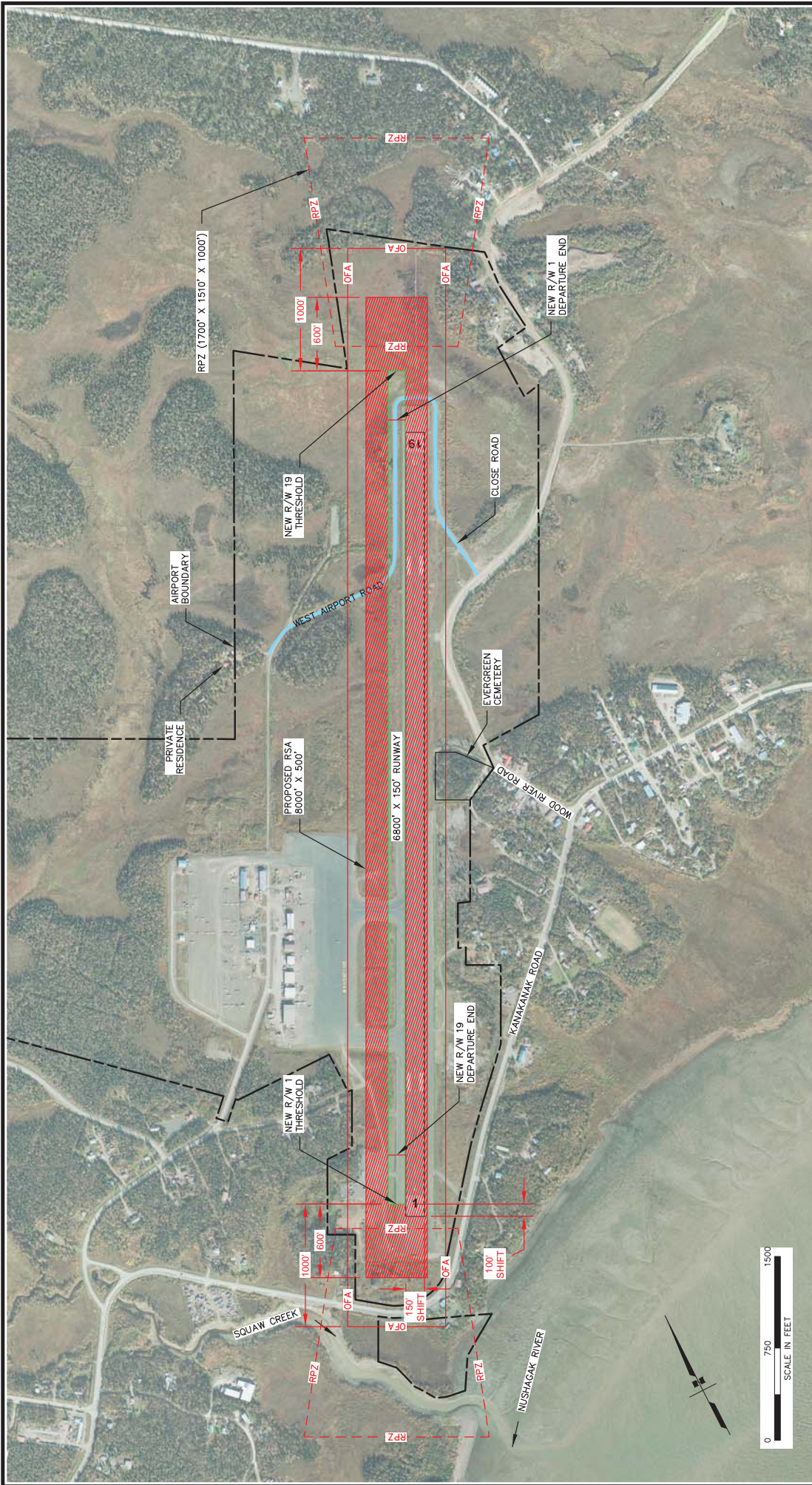


ALTERNATIVE 4-a, 4-a.1
 SHIFT RUNWAY 150' NORTHWEST & 500' NORTHEAST
 CONSTRUCT FULL RSA
 Sections 17, 18 & 19, T 13 S, R 55 W
 & Section 13, T 13 S, R 56 W, Seward Meridian

LEGEND

- PROPOSED RSA
- PROPOSED RUNWAY
- EXISTING AIRPORT PROPERTY BOUNDARY
- PROPOSED ROAD REALIGNMENT
- PROPOSED ROAD CLOSURE

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STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 DOT&PF Project No. 59304
 DILLINGHAM AIRPORT IMPROVEMENTS
 PRACTICABILITY STUDY MEMORANDUM
 Dillingham, Alaska
 DATE: NOVEMBER 2011 FIGURE 9

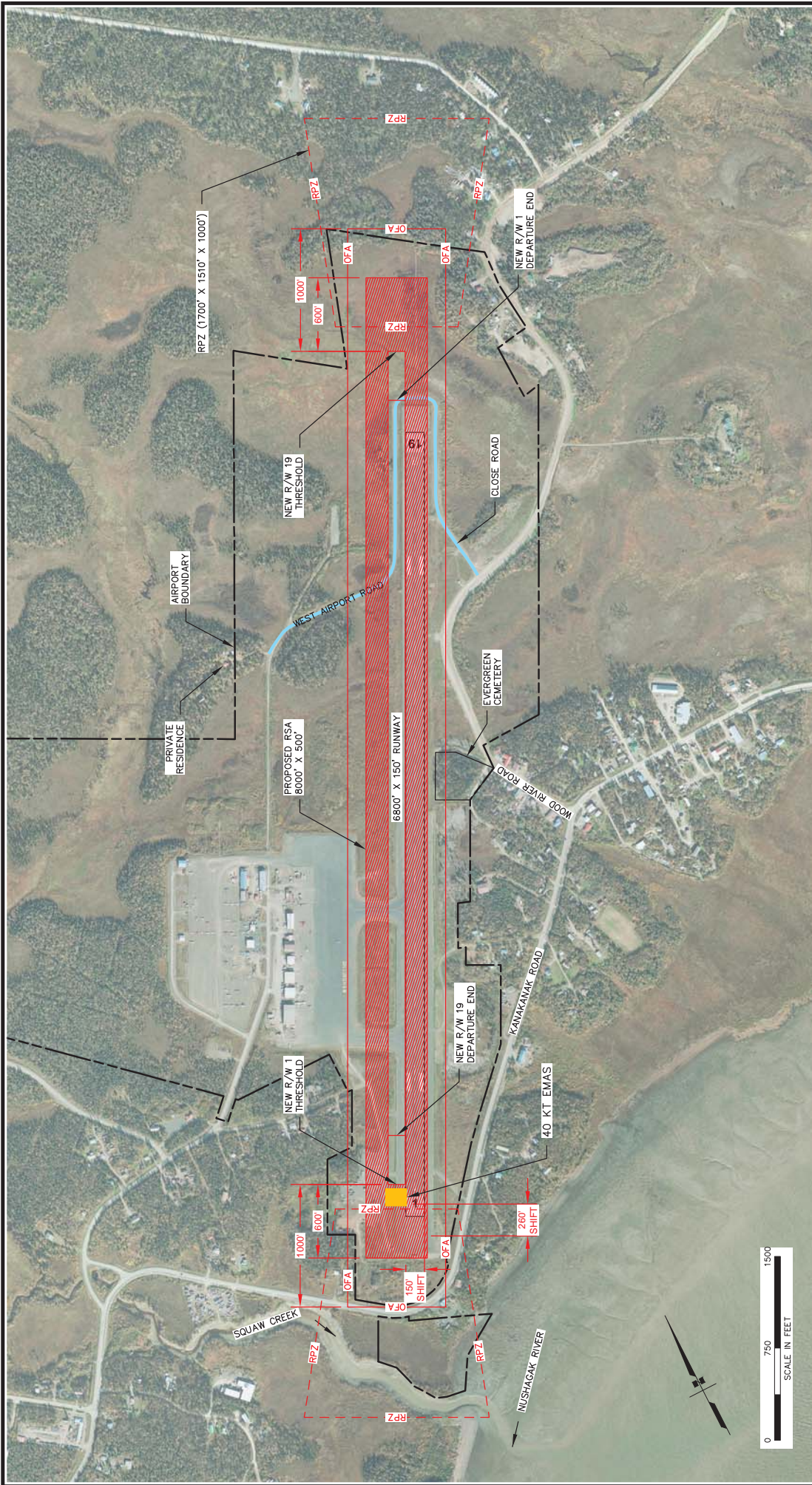


ALTERNATIVE 4-b, 4-b.1
 SHIFT RUNWAY 150' NORTHWEST & 100' NORTHEAST
 CONSTRUCT RSA FOR DECLARED DISTANCES
 Sections 17, 18 & 19, T 13 S, R 55 W
 & Section 13, T 13 S, R 56 W, Seward Meridian

LEGEND

- PROPOSED RSA
- PROPOSED RUNWAY
- EXISTING AIRPORT PROPERTY BOUNDARY
- PROPOSED ROAD REALIGNMENT
- PROPOSED ROAD CLOSURE

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STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 DOT&PF Project No. 59304
 DILLINGHAM AIRPORT IMPROVEMENTS
 PRACTICABILITY STUDY MEMORANDUM
 Dillingham, Alaska
 DATE: NOVEMBER 2011 FIGURE 11



ALTERNATIVE 4-b 40 KT EMAS
 SHIFT RUNWAY 150' NORTHWEST & 260' NORTHEAST
 CONSTRUCT RSA FOR DECLARED DISTANCES
 Sections 17, 18 & 19, T 13 S, R 55 W
 & Section 13, T 13 S, R 56 W, Seward Meridian

LEGEND

- PROPOSED RSA
- PROPOSED RUNWAY
- EXISTING AIRPORT PROPERTY BOUNDARY
- PROPOSED ROAD REALIGNMENT
- PROPOSED ROAD CLOSURE

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Public and Agency Coordination

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**SCOPING SUMMARY REPORT
DILLINGHAM AIRPORT IMPROVEMENTS
DILLINGHAM, ALASKA**

DOT&PF Project No. 59304

Prepared for:

United States Department of Transportation
Federal Aviation Administration
222 West 7th Avenue
Anchorage, Alaska 99513-7587

On behalf of the sponsor:

State of Alaska Department of Transportation and Public Facilities
Central Region
P.O. Box 196900
Anchorage, Alaska 99519-6900

Prepared by:

DOWL HKM
4041 B Street
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(907) 562-2000

November 2011

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Appendix C.....	Project Website
Appendix D.....	Comment Form
Appendix E.....	Public Scoping Meeting
Appendix F.....	Agency Scoping
Appendix G.....	Public and Agency Comments

LIST OF ACRONYMS

ADF&G.....	Alaska Department of Fish and Game
BLM.....	Bureau of Land Management
DNR/DCOM.....	State of Alaska Department of Natural Resources/Division of Coastal and Ocean Management
DOT&PF.....	State of Alaska Department of Transportation and Public Facilities
EA.....	Environmental Assessment
FAA.....	Federal Aviation Administration
NEPA.....	National Environmental Policy Act
PSA.....	public service announcement
RSA.....	runway safety area
USFWS.....	United States Fish and Wildlife Service

1.0 INTRODUCTION

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) in cooperation with the Federal Aviation Administration (FAA) is proposing airport improvements in Dillingham, Alaska (Dillingham Airport Improvements) (Figure 1). The purpose of the proposed project is to improve safety and operational deficiencies at the existing Dillingham Airport and to meet FAA's established runway safety area (RSA) standards to the extent practicable.

Because this project involves federal funds, the DOT&PF is preparing an Environmental Assessment (EA) on behalf of the FAA in order to meet the requirements of the National Environmental Policy Act (NEPA). As part of the EA preparation, NEPA requires public and agency scoping, where the public and agencies are provided with project information and provided the opportunity to comment. The EA will document how public and agency comments received were addressed as part of the project development process.

This report summarizes the public and agency scoping process, documents the scoping methods used, identifies issues and concerns, and lists comments received to date along with their sources. Comments were received from a variety of stakeholders (or interested parties) including local residents, local government officials, and resource agency representatives.

1.1 Project Overview

The RSA is a cleared and graded area surrounding the runway to help reduce the risk of damage to airplanes in the event of undershoot, overshoot, or excursion from the runway. According to Boeing Commercial Airplanes (2005), 71% of the world's jet aircraft accidents between the years of 1995 and 2004 occurred during landing and takeoff and accounted for 41% of all onboard and third-party fatalities. In the seventeen months between October 2004 and February 2006, seven airplanes skidded off the runways in Canada and the United States resulting in eight deaths, thirty-four injuries, and a complete loss of four aircraft. An aircraft that undershoots, overshoots, or veers off a runway into a safety area that meets FAA design standards has less chance of damage and a lower probability of loss of lives.

As part of the RSA Practicability Study, several alternatives were evaluated, but none were found to be practicable alternatives that meet both full RSA standards and cost requirements.

The RSA Practicability Study identifies both near-term improvements, which will be covered under the EA, and long-term improvements, which will be discussed under the cumulative impacts analysis in the EA. The long-term improvements would build a full RSA over several stages, spanning multiple years.

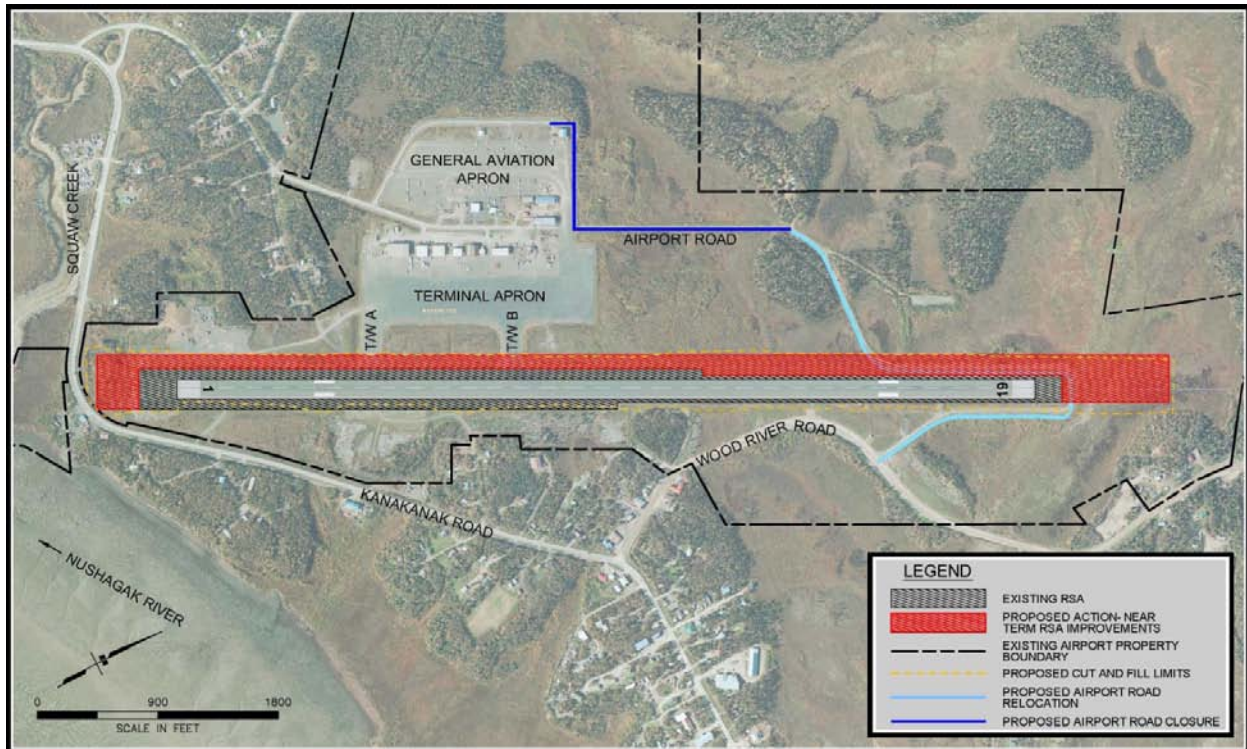


Figure 1: Project Location Map

1.2 Project Team

DOT&PF

- Wolfgang Junge, Project Manager
- Lynn Cason, Project Engineer
- Curtis Townsend, Project Engineer
- Jessica Wuttke, Project Engineer
- Brian Elliott, Environmental Manager
- Dan Golden, Environmental Analyst

FAA

- Pat Oien, Lead Capacity Planner
- Bruce Greenwood, Environmental Protection Specialist

DOWL HKM

- Tom Middendorf, Project Manager
- Brian Hanson, Aviation Engineering Manager
- Virginia Groeschel, Aviation Engineer
- Kristen Hansen, Environmental Manager
- Kacy Hillman, Environmental Specialist

2.0 SCOPING METHODS

The following methods were used to inform the public and local, state, and federal resource agencies about the project:

- Development of public, leaseholders, state government officials, and agency e-mail and mailing lists.
- Development of a project website with project information and an electronic comment form and links for members of the public to provide comments directly to the project team.
- Preparation of a presentation and other meeting materials including display figures, comment sheets, fact sheets, newspaper advertisements, informational flyers, and a general press release.
- A public scoping meeting held in Dillingham on February 10, 2011.
- Agency scoping letter distributed to all agency members on the project mailing list.

2.1 Mailing List of Potentially Affected Interests

Three mailing lists have been developed for the project. They include a general public mailing list, an e-mail and mailing distribution list of leaseholders and state government officials, and an agency e-mail and mailing distribution list (Appendix A).

The general public mailing list includes all post office box holders in Dillingham and others who, through the course of advertisements and scoping, showed an interest in this project or had expressed an interest in previous projects in the area. The general public mailing list contains 886 addresses.

The mailing list of leaseholders and state government officials includes leaseholders and businesses within the airport property boundary and state government officials currently holding a position in public office for the Dillingham area. The e-mail and mailing list of leaseholders and state government officials contains 14 contacts.

The agency e-mail and mailing distribution lists include local, state, and federal resource agencies and officials who might have an interest or concern, environmental or otherwise, in the project. The agency e-mail and mailing list contains 23 contacts.

2.2 Informational Flyer/Meeting Announcement

Approximately 886 informational flyers were mailed to the general public distribution list and seven informational flyers were mailed to the leaseholder distribution list on January 25, 2011, to announce the public scoping meeting. An e-mail, including an attachment of the informational flyer, was sent to seven leaseholders and state government officials on February 7, 2011. The flyer contained a project description and meeting overview, along with a map of the project area and contact information. A copy of the e-mail and the flyer is included in Appendix B.

2.3 Advertisements

Newspaper advertisements for the public scoping meeting appeared in the *Anchorage Daily News* on January 31, 2011, and in the *Bristol Bay Times* on February 7, 2011. Copies of these advertisements are included in Appendix B.

A public service announcement (PSA) was sent on January 26, 2011, to the local radio station KDLG to announce the public scoping meeting throughout the two weeks prior. A copy of the PSA request is included in Appendix B. An interview with Wolfgang Junge, DOT&PF Project Manager, also aired on KDLG the week prior to the public scoping meeting.

A public scoping meeting announcement was also included in the January 27, February 2, and February 7, 2011, *What's Up* e-mail newsletter distributed throughout Alaska that announces workshops, seminars, training, webinars, webcasts, statewide events, and teleconferences. Copies of these announcements are included in Appendix B.

DOT&PF posted an *Online Public Notice* on the State of Alaska website on January 27, 2011, announcing the public scoping meeting. A copy of this announcement is included in Appendix B.

2.4 Project Website

DOWL HKM hosted the project website at [http://www.dowlhkm.com/Projects/Dillingham Airport](http://www.dowlhkm.com/Projects/DillinghamAirport), which was developed to provide specific information regarding the proposed project and project documents. The project website also provides a place for interested parties to submit comments. Copies of the project website pages for questions specific to individual interested parties are included in Appendix C.

2.5 Project E-Mail Address

A project-specific e-mail address, DillinghamAirport@dowlhkm.com, was created to allow interested parties to send comments via e-mail. The project website includes a link to the project-specific e-mail address, which was included in the public scoping meeting flyer, the newspaper announcement, and the comment form distributed at meetings.

2.6 Comment Forms

A project comment form was developed and distributed at the public scoping meeting. The form included an area to add contact information for those who wanted to be added to the project mailing and e-mail lists. A copy of the comment form is included in Appendix D.

3.0 PUBLIC SCOPING

The public scoping meeting was held on February 10, 2011, from 7 to 9 p.m. at the Bingo Hall in Dillingham, Alaska. A PowerPoint presentation was given at 7:30 p.m. The presentation lasted approximately a half-hour. The event provided the opportunity for project staff to solicit input from the community and gave community members a chance to meet with project staff one-on-

one to discuss individual issues and concerns. The PowerPoint presentation that was presented to those in attendance is included in Appendix E. The following topics were included in the presentation:

- Purpose and Need for Runway Improvements
- Current Airport Conditions
- Work to Date
- Proposed RSA Improvements
- Project Schedule
- NEPA Process
- EA Process
- Next Steps

At the conclusion of the presentation, the meeting was opened up for the public to ask questions of the project team. At the end of the question and answer period, the one-on-one discussion with individuals resumed. The public meeting ended at 9 p.m. Approximately fourteen private citizens, not including project team members, attended the meeting. The meeting sign-in sheets and meeting minutes are included in Appendix E.

4.0 AGENCY SCOPING

Letters to initiate the agency scoping period were e-mailed and mailed on February 25, 2011. The agency scoping period ended March 18, 2011. The letter provided information on the proposed project, purpose and need of the project, a description of the project, and the opportunity to request an agency scoping meeting and the opportunity to provide comments. In addition, a reminder e-mail that the comment period was coming to a close was sent to the agency distribution list on March 14, 2011. Copies of the e-mails and agency scoping letter are included in Appendix F.

5.0 SUMMARY OF COMMENTS RECEIVED

All public comments received as of March 4, 2011, and agency comments received as of March 18, 2011, the conclusion of each respective formal scoping period, were reviewed and are summarized in this document. Any comments received after the end of each respective formal

scoping period will also be reviewed by the project team and addressed in the environmental document.

5.1 Public Scoping Comments

All verbal and written comments received during the scoping process were analyzed for issues, concerns, and feedback on alignment alternatives to be addressed in the environmental document. A summary of verbal comments received at the public scoping meeting and written comments provided are included in Appendix G.

The list below summarizes the comments heard from the public, which have been grouped according to common issues and topics:

- Overall general support for the project.
- Consider moving the airport.
- A Dillingham Airport Master Plan could help define improvements that would better the look and feel of the Dillingham Airport.
- The Dillingham Airport could benefit from improvements that have the potential to make the Dillingham Airport a hub as opposed to the Anchorage Airport.

5.2 Agency Scoping Comments

All written comments submitted via e-mail and verbal comments were analyzed for issues, concerns, and feedback on alignment alternatives to be addressed in the environmental document. Written and verbal comments received are included in Appendix G.

Comments received from the agencies are summarized below:

Alaska Department of Fish and Game (ADF&G)

- There is no record of anadromous or resident fish within the proposed project area.
- Within the proposed project vicinity there are no state-designated refuges, critical habitat areas, or sanctuaries.
- The proposed project would not conflict with any wildlife, wildlife migration corridors, or wildlife habitat.

- An ADF&G Fish Habitat Permit would not be required; however, if water would be withdrawn from a fish-bearing water body, a permit would be required.

Bureau of Land Management (BLM)

- Land of Dillingham Airport patented to the Territory of Alaska for use as a public airport in 1953.
- There are no comments regarding the proposed action.
- There are no BLM recreation permits impacted by the proposed action.

State of Alaska Department of Natural Resources/Division of Coastal and Ocean Management (DNR/DCOM)

- The proposed project is located within the Alaska Coastal Zone and the Bristol Bay Coastal Resource Service Area. A DNR/DCOM Coastal Project Questionnaire/Certification Statement and Project Evaluation will be required.

United States Fish and Wildlife Service (USFWS)

- Add the following new Branch Chiefs to the mailing list: Mike Buntjer, Branch Chief of Conservation Planning Assistance; Ellen Lance, Branch Chief of Endangered Species.
- Threatened and endangered species are not likely to be affected by the proposed project given that no new overhead structures or changes to existing overhead structures are proposed.
- The proposed project is not within the Togiak National Wildlife Refuge, but if any project components (material site sources, transportation corridors, etc.) would affect the refuge, a detailed project plan would need to be reviewed by refuge staff.
- All appropriate measures should be taken to identify and reduce stormwater runoff, chemical spills, and other contaminants that could flow into the Nushagak River.
- All Bald Eagle nests within the vicinity of proposed project components (borrow sources, transportation routes, fill sites, staging areas, etc.) would need to be identified. If eagle nests are identified, DOT&PF would need to ensure that there would not be a take of eagles or their nests. Existing eagle information should be compiled and evaluated to

determine if additional surveys are needed. The nesting period is March 1 through August 31. If disturbance to a known nest is anticipated, the USFWS should be consulted to determine measures to avoid and minimize an eagle take. If an eagle take is unavoidable, a permitting process with the USFWS must be completed.

- Certain activities should be avoided during the nesting season to comply with the Migratory Bird Treaty Act.
- Compensatory mitigation would be required for unavoidable impacts to aquatic resources, wetlands, nesting eagles, migratory birds, or fisheries resources.

6.0 SUMMARY

The above public and agency comments provide valuable insight into the issues to be resolved during the project. All comments will be reviewed and addressed as the environmental document is prepared.

7.0 REFERENCES

Boeing Commercial Airplanes. 2005. *Statistical Summary of Commercial Jet Airplane Accidents - Worldwide Operations 1959-2004*. May 2005.

APPENDIX A

Mailing Lists

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General Public Mailing List.....	1
Leaseholders and State Government Officials Mailing List.....	37
Agency Mailing List	38

General Public Mailing List
Dillingham Airport Improvements Project

First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Marlene	A	Andrews		or Current Boxholder	PO Box 3	Dillingham	AK	99576	0003
Richard	W	Oconnor		or Current Boxholder	PO Box 4	Dillingham	AK	99576	0004
Mary	B	Olson		or Current Boxholder	PO Box 5	Dillingham	AK	99576	0005
Cynthia	R	Nielsen		or Current Boxholder	PO Box 6	Dillingham	AK	99576	0006
Charlotte	M	Chuckwuk		or Current Boxholder	PO Box 8	Dillingham	AK	99576	0008
Max	H	Leclair		or Current Boxholder	PO Box 11	Dillingham	AK	99576	0011
Richard	T	Thiele		or Current Boxholder	PO Box 12	Dillingham	AK	99576	0012
Ellamae	A	Chaney		or Current Boxholder	PO Box 13	Dillingham	AK	99576	0013
Lorna	L	Olson		or Current Boxholder	PO Box 15	Dillingham	AK	99576	0015
Mary	E	Golia		or Current Boxholder	PO Box 16	Dillingham	AK	99576	0016
Christopher	K	Mcgeehan		or Current Boxholder	PO Box 17	Dillingham	AK	99576	0017
Barbara	M	Leingang		or Current Boxholder	PO Box 21	Dillingham	AK	99576	0021
Lauren	A	Olson		or Current Boxholder	PO Box 22	Dillingham	AK	99576	0022
Joy	D	Cavanaugh		or Current Boxholder	PO Box 23	Dillingham	AK	99576	0023
Val		Luckhurst		or Current Boxholder	PO Box 24	Dillingham	AK	99576	0024
Robyn	D	Chaney		or Current Boxholder	PO Box 25	Dillingham	AK	99576	0025
Mickey		Lopez		or Current Boxholder	PO Box 28	Dillingham	AK	99576	0028
Sarah	L	Wood		or Current Boxholder	PO Box 31	Dillingham	AK	99576	0031
Gabrielle	A	Vail		or Current Boxholder	PO Box 34	Dillingham	AK	99576	0034
Daniel	P	Wiard		or Current Boxholder	PO Box 35	Dillingham	AK	99576	0035
Judith	K	Nelson		or Current Boxholder	PO Box 36	Dillingham	AK	99576	0036
Loren	E	Berkoski		or Current Boxholder	PO Box 37	Dillingham	AK	99576	0037
Lila		Lopez		or Current Boxholder	PO Box 38	Dillingham	AK	99576	0038
Curtis	B	Ayuluk		or Current Boxholder	PO Box 41	Dillingham	AK	99576	0041
Lois	M	Delong		or Current Boxholder	PO Box 42	Dillingham	AK	99576	0042

General Public Mailing List
Dillingham Airport Improvements Project

First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Hazel	C	Schroeder		or Current Boxholder	PO Box 46	Dillingham	AK	99576	0046
Fred		Noden	SR	or Current Boxholder	PO Box 47	Dillingham	AK	99576	0047
Troy	L	Kunzler		or Current Boxholder	PO Box 48	Dillingham	AK	99576	0048
Anna		Nielsen		or Current Boxholder	PO Box 51	Dillingham	AK	99576	0051
Lila	B	Tubbs		or Current Boxholder	PO Box 52	Dillingham	AK	99576	0052
Tory	C	Andrews		or Current Boxholder	PO Box 53	Dillingham	AK	99576	0053
Jean	L	Schlosser	JR	or Current Boxholder	PO Box 54	Dillingham	AK	99576	0054
Michele	R	Handy		or Current Boxholder	PO Box 55	Dillingham	AK	99576	0055
Candace	K	Olsen		or Current Boxholder	PO Box 57	Dillingham	AK	99576	0057
William	A	Feller		or Current Boxholder	PO Box 58	Dillingham	AK	99576	0058
Holly	D	Behm		or Current Boxholder	PO Box 61	Dillingham	AK	99576	0061
Shelley	D	Woods		or Current Boxholder	PO Box 63	Dillingham	AK	99576	0063
Darlene	F	Noden		or Current Boxholder	PO Box 64	Dillingham	AK	99576	0064
Jean	L	Oconnor		or Current Boxholder	PO Box 65	Dillingham	AK	99576	0065
Beryl	D	Backford		or Current Boxholder	PO Box 68	Dillingham	AK	99576	0068
Rick	M	Grant		or Current Boxholder	PO Box 71	Dillingham	AK	99576	0071
John	R	Kurtz		or Current Boxholder	PO Box 72	Dillingham	AK	99576	0072
Gusty	J	Hansen		or Current Boxholder	PO Box 74	Dillingham	AK	99576	0074
Michael	L	Nunn		or Current Boxholder	PO Box 75	Dillingham	AK	99576	0075
Barbara	S	Mulkeit		or Current Boxholder	PO Box 76	Dillingham	AK	99576	0076
George	M	Flensburg		or Current Boxholder	PO Box 77	Dillingham	AK	99576	0077
Michael	J	Kusma		or Current Boxholder	PO Box 78	Dillingham	AK	99576	0078
Andrea	S	Ruby		or Current Boxholder	PO Box 81	Dillingham	AK	99576	0081
Jim	H	Bingman		or Current Boxholder	PO Box 82	Dillingham	AK	99576	0082
John	W	Bennett		or Current Boxholder	PO Box 83	Dillingham	AK	99576	0083

General Public Mailing List
Dillingham Airport Improvements Project

First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Bryce	E	Edgmon		or Current Boxholder	PO Box 84	Dillingham	AK	99576	0084
Ethel	J	Nelson		or Current Boxholder	PO Box 85	Dillingham	AK	99576	0085
Andrew	D	Olsen		or Current Boxholder	PO Box 86	Dillingham	AK	99576	0086
Marjorie	M	Waskey		or Current Boxholder	PO Box 88	Dillingham	AK	99576	0088
Sander		Johnson		or Current Boxholder	PO Box 91	Dillingham	AK	99576	0091
George	L	Nelson	II	or Current Boxholder	PO Box 92	Dillingham	AK	99576	0092
Sharon	K	Williams		or Current Boxholder	PO Box 94	Dillingham	AK	99576	0094
Charles	H	Murphy		or Current Boxholder	PO Box 96	Dillingham	AK	99576	0096
Helen	F	Smith		or Current Boxholder	PO Box 97	Dillingham	AK	99576	0097
Bobby		Andrew		or Current Boxholder	PO Box 98	Dillingham	AK	99576	0098
Martha		Nelson		or Current Boxholder	PO Box 101	Dillingham	AK	99576	0101
Margaret	D	Schroeder		or Current Boxholder	PO Box 102	Dillingham	AK	99576	0102
Natasha	M	Nielsen		or Current Boxholder	PO Box 103	Dillingham	AK	99576	0103
Adolf	J	Roehl	SR	or Current Boxholder	PO Box 104	Dillingham	AK	99576	0104
Nick	J	Johnson		or Current Boxholder	PO Box 105	Dillingham	AK	99576	0105
Harry		Barnes		or Current Boxholder	PO Box 111	Dillingham	AK	99576	0111
Michelle	A	Scholtz		or Current Boxholder	PO Box 112	Dillingham	AK	99576	0112
Jose	M	Sanchez		or Current Boxholder	PO Box 113	Dillingham	AK	99576	0113
Louise	K	Hiratsuka		or Current Boxholder	PO Box 114	Dillingham	AK	99576	0114
Carl	A	Backford		or Current Boxholder	PO Box 115	Dillingham	AK	99576	0115
Alison	K	Casurella		or Current Boxholder	PO Box 116	Dillingham	AK	99576	0116
Cathy	L	Nunn		or Current Boxholder	PO Box 117	Dillingham	AK	99576	0117
Nena	M	Larsen		or Current Boxholder	PO Box 118	Dillingham	AK	99576	0118
Alice	J	Ruby		or Current Boxholder	PO Box 121	Dillingham	AK	99576	0121
Summar	D	Olson		or Current Boxholder	PO Box 124	Dillingham	AK	99576	0124

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Dillingham Airport Improvements Project

First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Bessie	A	Wahl		or Current Boxholder	PO Box 125	Dillingham	AK	99576	0125
Marina	J	Nelson		or Current Boxholder	PO Box 128	Dillingham	AK	99576	0128
Donnie	R	Mincher	JR	or Current Boxholder	PO Box 131	Dillingham	AK	99576	0131
Harold	A	Andrew		or Current Boxholder	PO Box 133	Dillingham	AK	99576	0133
James	E	Shaw		or Current Boxholder	PO Box 134	Dillingham	AK	99576	0134
Sandra	J	Leclair		or Current Boxholder	PO Box 135	Dillingham	AK	99576	0135
Catherine	L	Phillips		or Current Boxholder	PO Box 136	Dillingham	AK	99576	0136
Edith	L	Shade		or Current Boxholder	PO Box 137	Dillingham	AK	99576	0137
Jerrold	W	Braswell		or Current Boxholder	PO Box 138	Dillingham	AK	99576	0138
Larry	E	Nunn	SR	or Current Boxholder	PO Box 141	Dillingham	AK	99576	0141
William	C	Wilson		or Current Boxholder	PO Box 142	Dillingham	AK	99576	0142
John	H	Timmerman	JR	or Current Boxholder	PO Box 143	Dillingham	AK	99576	0143
Susan	C	Adams		or Current Boxholder	PO Box 144	Dillingham	AK	99576	0144
Lucy		Chythlook		or Current Boxholder	PO Box 145	Dillingham	AK	99576	0145
Emil	G	Larson		or Current Boxholder	PO Box 148	Dillingham	AK	99576	0148
Sarah	A	Wingert		or Current Boxholder	PO Box 151	Dillingham	AK	99576	0151
Frederick		Hansen		or Current Boxholder	PO Box 153	Dillingham	AK	99576	0153
Alberta	M	Moseth		or Current Boxholder	PO Box 154	Dillingham	AK	99576	0154
Mike	E	Davis		or Current Boxholder	PO Box 155	Dillingham	AK	99576	0155
Douglas	A	Shade		or Current Boxholder	PO Box 156	Dillingham	AK	99576	0156
Tatiana	R	Mccormick		or Current Boxholder	PO Box 157	Dillingham	AK	99576	0157
Russell	S	Nelson		or Current Boxholder	PO Box 161	Dillingham	AK	99576	0161
Dan	D	Boyd		or Current Boxholder	PO Box 162	Dillingham	AK	99576	0162
Massa	A	Pat		or Current Boxholder	PO Box 164	Dillingham	AK	99576	0164
Kelsa		Shilanski		or Current Boxholder	PO Box 165	Dillingham	AK	99576	0165

General Public Mailing List
Dillingham Airport Improvements Project

First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Bethany	C	Tennyson		or Current Boxholder	PO Box 167	Dillingham	AK	99576	0167
Nannie	M	Jordan		or Current Boxholder	PO Box 172	Dillingham	AK	99576	0172
Anna	M	Sorensen		or Current Boxholder	PO Box 173	Dillingham	AK	99576	0173
Susan	L	Flensburg		or Current Boxholder	PO Box 174	Dillingham	AK	99576	0174
Holly	N	Wysocki		or Current Boxholder	PO Box 175	Dillingham	AK	99576	0175
Sirena	M	Brockman		or Current Boxholder	PO Box 177	Dillingham	AK	99576	0177
Silke	M	Smith		or Current Boxholder	PO Box 178	Dillingham	AK	99576	0178
Carolyn		Hoseth		or Current Boxholder	PO Box 183	Dillingham	AK	99576	0183
Della	O	Clark		or Current Boxholder	PO Box 184	Dillingham	AK	99576	0184
Dean	E	Clark		or Current Boxholder	PO Box 185	Dillingham	AK	99576	0185
Robert	E	Mayer		or Current Boxholder	PO Box 186	Dillingham	AK	99576	0186
Matt	I	Snyder		or Current Boxholder	PO Box 188	Dillingham	AK	99576	0188
William	P	Johnson		or Current Boxholder	PO Box 193	Dillingham	AK	99576	0193
Gabriel		Andrew		or Current Boxholder	PO Box 194	Dillingham	AK	99576	0194
Nels	G	Johnson		or Current Boxholder	PO Box 197	Dillingham	AK	99576	0197
Alannah	A	Hurley		or Current Boxholder	PO Box 198	Dillingham	AK	99576	0198
Robert		Nielsen	JR	or Current Boxholder	PO Box 201	Dillingham	AK	99576	0201
Clifford	K	Tubbs		or Current Boxholder	PO Box 202	Dillingham	AK	99576	0202
Nick	J	Christensen	JR	or Current Boxholder	PO Box 203	Dillingham	AK	99576	0203
Jo	A	Armstrong		or Current Boxholder	PO Box 204	Dillingham	AK	99576	0204
Paul	R	Filiper		or Current Boxholder	PO Box 205	Dillingham	AK	99576	0205
Jonathon	W	Larson		or Current Boxholder	PO Box 206	Dillingham	AK	99576	0206
Kenneth	N	Reiswig		or Current Boxholder	PO Box 207	Dillingham	AK	99576	0207
Steven	R	Buchholz		or Current Boxholder	PO Box 211	Dillingham	AK	99576	0211
Kyle	S	Gregory		or Current Boxholder	PO Box 212	Dillingham	AK	99576	0212

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First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Neal	J	Heyano		or Current Boxholder	PO Box 213	Dillingham	AK	99576	0213
Ronald	J	Phillips		or Current Boxholder	PO Box 215	Dillingham	AK	99576	0215
Pamela	C	Thames		or Current Boxholder	PO Box 218	Dillingham	AK	99576	0218
Ingvar	D	Johansen	SR	or Current Boxholder	PO Box 221	Dillingham	AK	99576	0221
Ward	I	Jones		or Current Boxholder	PO Box 222	Dillingham	AK	99576	0222
Eike	M	Smith		or Current Boxholder	PO Box 224	Dillingham	AK	99576	0224
Michael	A	Johnson		or Current Boxholder	PO Box 225	Dillingham	AK	99576	0225
Alexandra		Backford		or Current Boxholder	PO Box 226	Dillingham	AK	99576	0226
Alexandria	M	Gleason		or Current Boxholder	PO Box 228	Dillingham	AK	99576	0228
David	J	Bump		or Current Boxholder	PO Box 231	Dillingham	AK	99576	0231
Charles	A	Nunn	SR	or Current Boxholder	PO Box 232	Dillingham	AK	99576	0232
Kristine	G	Norbert		or Current Boxholder	PO Box 233	Dillingham	AK	99576	0233
Dorothy	A	Anderson		or Current Boxholder	PO Box 234	Dillingham	AK	99576	0234
Venita	M	Luckhurst		or Current Boxholder	PO Box 236	Dillingham	AK	99576	0236
Benjamin	E	Wahl	SR	or Current Boxholder	PO Box 237	Dillingham	AK	99576	0237
Martha	A	Aikins		or Current Boxholder	PO Box 238	Dillingham	AK	99576	0238
Leslie	J	Bouker		or Current Boxholder	PO Box 241	Dillingham	AK	99576	0241
Robert	N	Schroeder		or Current Boxholder	PO Box 242	Dillingham	AK	99576	0242
Bernice	L	Heyano		or Current Boxholder	PO Box 243	Dillingham	AK	99576	0243
Ena	D	Crow		or Current Boxholder	PO Box 244	Dillingham	AK	99576	0244
Mariano	M	Peters		or Current Boxholder	PO Box 245	Dillingham	AK	99576	0245
Evangeline	A	Egeland		or Current Boxholder	PO Box 246	Dillingham	AK	99576	0246
Mark	D	Sequak		or Current Boxholder	PO Box 247	Dillingham	AK	99576	0247
Fred	J	Mccormick	JR	or Current Boxholder	PO Box 248	Dillingham	AK	99576	0248
Richard	L	Bray		or Current Boxholder	PO Box 250	Dillingham	AK	99576	0250

General Public Mailing List
Dillingham Airport Improvements Project

First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Patricia	K	Darden		or Current Boxholder	PO Box 251	Dillingham	AK	99576	0251
Paul	A	Sutherland		or Current Boxholder	PO Box 254	Dillingham	AK	99576	0254
Jody	R	Hensley		or Current Boxholder	PO Box 255	Dillingham	AK	99576	0255
Kristin	K	Nygren		or Current Boxholder	PO Box 256	Dillingham	AK	99576	0256
Thomas	M	Glass		or Current Boxholder	PO Box 258	Dillingham	AK	99576	0258
Christopher	P	Klabunde		or Current Boxholder	PO Box 261	Dillingham	AK	99576	0261
Adolph	J	Larson		or Current Boxholder	PO Box 264	Dillingham	AK	99576	0264
Michelle	M	Bavilla		or Current Boxholder	PO Box 265	Dillingham	AK	99576	0265
Sheila	L	Roehl		or Current Boxholder	PO Box 266	Dillingham	AK	99576	0266
Carl	G	Johnson		or Current Boxholder	PO Box 272	Dillingham	AK	99576	0272
Serena	C	Aikens-mcarther		or Current Boxholder	PO Box 274	Dillingham	AK	99576	0274
Adam	T	Chythlook		or Current Boxholder	PO Box 275	Dillingham	AK	99576	0275
Paul		Friis-mikkelsen		or Current Boxholder	PO Box 276	Dillingham	AK	99576	0276
Vincent	E	George		or Current Boxholder	PO Box 277	Dillingham	AK	99576	0277
Elizabeth	F	Johnson		or Current Boxholder	PO Box 278	Dillingham	AK	99576	0278
John	A	Heyano		or Current Boxholder	PO Box 281	Dillingham	AK	99576	0281
Robert	J	Davis		or Current Boxholder	PO Box 282	Dillingham	AK	99576	0282
Albert	H	Roehl		or Current Boxholder	PO Box 283	Dillingham	AK	99576	0283
Angelita	I	Venua		or Current Boxholder	PO Box 287	Dillingham	AK	99576	0287
Edward	R	Heyano		or Current Boxholder	PO Box 288	Dillingham	AK	99576	0288
Frederick		Torrisi		or Current Boxholder	PO Box 292	Dillingham	AK	99576	0292
Billie	J	Benedict		or Current Boxholder	PO Box 294	Dillingham	AK	99576	0294
Nancy	J	Favors		or Current Boxholder	PO Box 296	Dillingham	AK	99576	0296
Christopher	W	Maines		or Current Boxholder	PO Box 297	Dillingham	AK	99576	0297
Gail	L	Norden		or Current Boxholder	PO Box 298	Dillingham	AK	99576	0298

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First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Cindra	J	Barrett		or Current Boxholder	PO Box 301	Dillingham	AK	99576	0301
Jeff	W	Moxie		or Current Boxholder	PO Box 303	Dillingham	AK	99576	0303
Jillian	R	Burton		or Current Boxholder	PO Box 304	Dillingham	AK	99576	0304
Gary	L	Pullon		or Current Boxholder	PO Box 305	Dillingham	AK	99576	0305
Palescovia		Petla		or Current Boxholder	PO Box 306	Dillingham	AK	99576	0306
Monte	L	Brice		or Current Boxholder	PO Box 307	Dillingham	AK	99576	0307
Danny		Wassily		or Current Boxholder	PO Box 308	Dillingham	AK	99576	0308
Warren	E	Quiram		or Current Boxholder	PO Box 311	Dillingham	AK	99576	0311
Mark	A	Romo		or Current Boxholder	PO Box 313	Dillingham	AK	99576	0313
Cynthia	L	Eveslage		or Current Boxholder	PO Box 314	Dillingham	AK	99576	0314
Gayla	M	Woods		or Current Boxholder	PO Box 315	Dillingham	AK	99576	0315
Mike	O	Megli		or Current Boxholder	PO Box 316	Dillingham	AK	99576	0316
Dominic	H	Dull		or Current Boxholder	PO Box 317	Dillingham	AK	99576	0317
Anders	J	Johnson		or Current Boxholder	PO Box 318	Dillingham	AK	99576	0318
Phyllis	S	Mitchell		or Current Boxholder	PO Box 322	Dillingham	AK	99576	0322
Gregory	F	Jakubowski		or Current Boxholder	PO Box 323	Dillingham	AK	99576	0323
Tawnja	S	Elison		or Current Boxholder	PO Box 324	Dillingham	AK	99576	0324
Clifford	D	White		or Current Boxholder	PO Box 325	Dillingham	AK	99576	0325
Ina		Bouker		or Current Boxholder	PO Box 326	Dillingham	AK	99576	0326
Bobbie	J	Hoobler		or Current Boxholder	PO Box 328	Dillingham	AK	99576	0328
Mathias	M	Oconnell		or Current Boxholder	PO Box 331	Dillingham	AK	99576	0331
Mychel	K	Cooper		or Current Boxholder	PO Box 333	Dillingham	AK	99576	0333
Ocolena	H	Micolie		or Current Boxholder	PO Box 334	Dillingham	AK	99576	0334
Catherine	O	Anderson		or Current Boxholder	PO Box 335	Dillingham	AK	99576	0335
Brent	W	Wetter		or Current Boxholder	PO Box 336	Dillingham	AK	99576	0336

General Public Mailing List
Dillingham Airport Improvements Project

First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Courtenay	E	Carty		or Current Boxholder	PO Box 338	Dillingham	AK	99576	0338
Thomas	M	Berner		or Current Boxholder	PO Box 341	Dillingham	AK	99576	0341
Nicholas		Heyano		or Current Boxholder	PO Box 343	Dillingham	AK	99576	0343
Mark	A	Newson	SR	or Current Boxholder	PO Box 344	Dillingham	AK	99576	0344
Billy	D	Terry		or Current Boxholder	PO Box 345	Dillingham	AK	99576	0345
Patrick	P	Byrne		or Current Boxholder	PO Box 347	Dillingham	AK	99576	0347
Arnold	E	Watland		or Current Boxholder	PO Box 351	Dillingham	AK	99576	0351
Kenneth	A	Ruby		or Current Boxholder	PO Box 352	Dillingham	AK	99576	0352
Mario		Ferraro		or Current Boxholder	PO Box 354	Dillingham	AK	99576	0354
Summer	G	Graber		or Current Boxholder	PO Box 356	Dillingham	AK	99576	0356
Mary		Carty		or Current Boxholder	PO Box 358	Dillingham	AK	99576	0358
Derrick	E	Mcelroy		or Current Boxholder	PO Box 361	Dillingham	AK	99576	0361
Gail		Sorensen		or Current Boxholder	PO Box 362	Dillingham	AK	99576	0362
Evan	J	Waskey		or Current Boxholder	PO Box 363	Dillingham	AK	99576	0363
Leona	L	Schroeder		or Current Boxholder	PO Box 364	Dillingham	AK	99576	0364
Paul	A	Arne		or Current Boxholder	PO Box 365	Dillingham	AK	99576	0365
Ryan	P	Brannon		or Current Boxholder	PO Box 366	Dillingham	AK	99576	0366
Kayla	P	Dahl		or Current Boxholder	PO Box 367	Dillingham	AK	99576	0367
Allen	A	Swift		or Current Boxholder	PO Box 368	Dillingham	AK	99576	0368
John	A	Casteel		or Current Boxholder	PO Box 371	Dillingham	AK	99576	0371
Mary	J	Bennett		or Current Boxholder	PO Box 372	Dillingham	AK	99576	0372
Sabrina	R	Savo		or Current Boxholder	PO Box 373	Dillingham	AK	99576	0373
Corina	J	Owens		or Current Boxholder	PO Box 374	Dillingham	AK	99576	0374
John	P	Ludwig		or Current Boxholder	PO Box 375	Dillingham	AK	99576	0375
Sharon	A	Haulund		or Current Boxholder	PO Box 376	Dillingham	AK	99576	0376

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Dillingham Airport Improvements Project

First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Jasper	W	Blair		or Current Boxholder	PO Box 377	Dillingham	AK	99576	0377
Betty	J	Nicholson		or Current Boxholder	PO Box 378	Dillingham	AK	99576	0378
Michael	G	Messer		or Current Boxholder	PO Box 381	Dillingham	AK	99576	0381
Ryan	S	Savo		or Current Boxholder	PO Box 382	Dillingham	AK	99576	0382
Teresa	L	Seybert		or Current Boxholder	PO Box 384	Dillingham	AK	99576	0384
Carl	L	Alexie		or Current Boxholder	PO Box 385	Dillingham	AK	99576	0385
Eva	M	Leveque		or Current Boxholder	PO Box 387	Dillingham	AK	99576	0387
Basil	C	Backford		or Current Boxholder	PO Box 388	Dillingham	AK	99576	0388
Suzanne	M	Johnston		or Current Boxholder	PO Box 392	Dillingham	AK	99576	0392
Joni	J	Snellgrove		or Current Boxholder	PO Box 393	Dillingham	AK	99576	0393
Gail	I	Allen		or Current Boxholder	PO Box 395	Dillingham	AK	99576	0395
Simeon	T	Waskey		or Current Boxholder	PO Box 396	Dillingham	AK	99576	0396
Patricia	A	Treydte		or Current Boxholder	PO Box 398	Dillingham	AK	99576	0398
Myrtice	D	Evalt		or Current Boxholder	PO Box 402	Dillingham	AK	99576	0402
Richard	V	Diehl		or Current Boxholder	PO Box 403	Dillingham	AK	99576	0403
Ole	M	Johnson		or Current Boxholder	PO Box 404	Dillingham	AK	99576	0404
Jimmy	N	Nixon		or Current Boxholder	PO Box 405	Dillingham	AK	99576	0405
Wassiliisia	R	Bennis		or Current Boxholder	PO Box 406	Dillingham	AK	99576	0406
Elizabeth	L	Dickey		or Current Boxholder	PO Box 407	Dillingham	AK	99576	0407
Abba	J	Luckhurst		or Current Boxholder	PO Box 408	Dillingham	AK	99576	0408
Thomas	J	Whinihan		or Current Boxholder	PO Box 410	Dillingham	AK	99576	0410
Judy	L	Samuelsen		or Current Boxholder	PO Box 412	Dillingham	AK	99576	0412
Francisco		Floresta		or Current Boxholder	PO Box 413	Dillingham	AK	99576	0413
June	M	Backford		or Current Boxholder	PO Box 414	Dillingham	AK	99576	0414
Casey	J	Dray		or Current Boxholder	PO Box 415	Dillingham	AK	99576	0415

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First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Evan	J	Neketa	JR	or Current Boxholder	PO Box 416	Dillingham	AK	99576	0416
Heather	J	Savo		or Current Boxholder	PO Box 423	Dillingham	AK	99576	0423
Leonard	L	Olson		or Current Boxholder	PO Box 424	Dillingham	AK	99576	0424
Raymond	R	Andrews		or Current Boxholder	PO Box 426	Dillingham	AK	99576	0426
Robert	L	Hallmark		or Current Boxholder	PO Box 428	Dillingham	AK	99576	0428
Verna	L	Heyano		or Current Boxholder	PO Box 433	Dillingham	AK	99576	0433
Ida	E	Roehl		or Current Boxholder	PO Box 434	Dillingham	AK	99576	0434
Clinton	J	Dahlberg		or Current Boxholder	PO Box 435	Dillingham	AK	99576	0435
Charlene		Fernandez		or Current Boxholder	PO Box 436	Dillingham	AK	99576	0436
Melina	A	Nelson		or Current Boxholder	PO Box 438	Dillingham	AK	99576	0438
Bobby	R	Mccarr	JR	or Current Boxholder	PO Box 442	Dillingham	AK	99576	0442
Diane	E	Folsom		or Current Boxholder	PO Box 444	Dillingham	AK	99576	0444
Johnnalee		Waldron		or Current Boxholder	PO Box 446	Dillingham	AK	99576	0446
Shelley	R	Wallace		or Current Boxholder	PO Box 447	Dillingham	AK	99576	0447
Walla	B	Nicholai		or Current Boxholder	PO Box 448	Dillingham	AK	99576	0448
Arlen		Heyano		or Current Boxholder	PO Box 452	Dillingham	AK	99576	0452
Anuska		Olson		or Current Boxholder	PO Box 456	Dillingham	AK	99576	0456
Priscilla	S	Dray		or Current Boxholder	PO Box 457	Dillingham	AK	99576	0457
Roy	H	Wassily		or Current Boxholder	PO Box 458	Dillingham	AK	99576	0458
Talore	C	Nielsen		or Current Boxholder	PO Box 461	Dillingham	AK	99576	0461
Avanelle	R	Kapotak		or Current Boxholder	PO Box 462	Dillingham	AK	99576	0462
Victor	A	Belleque		or Current Boxholder	PO Box 463	Dillingham	AK	99576	0463
Misty	D	Savo		or Current Boxholder	PO Box 464	Dillingham	AK	99576	0464
Nathalie	M	Rhoades-miller		or Current Boxholder	PO Box 465	Dillingham	AK	99576	0465
Michael	R	Addiego	SR	or Current Boxholder	PO Box 466	Dillingham	AK	99576	0466

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First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Derek	R	Bennett		or Current Boxholder	PO Box 468	Dillingham	AK	99576	0468
Christopher	D	Dankmeyer		or Current Boxholder	PO Box 471	Dillingham	AK	99576	0471
Bruce	E	Johnson		or Current Boxholder	PO Box 472	Dillingham	AK	99576	0472
Iva	L	Koutchak		or Current Boxholder	PO Box 473	Dillingham	AK	99576	0473
Edward	B	Lamb		or Current Boxholder	PO Box 474	Dillingham	AK	99576	0474
Michael	J	Timmerman		or Current Boxholder	PO Box 475	Dillingham	AK	99576	0475
Dagen	H	Nelson		or Current Boxholder	PO Box 477	Dillingham	AK	99576	0477
Paul	A	Liedberg		or Current Boxholder	PO Box 478	Dillingham	AK	99576	0478
Theresa	A	Muhic		or Current Boxholder	PO Box 481	Dillingham	AK	99576	0481
Mary	A	Kapotak		or Current Boxholder	PO Box 484	Dillingham	AK	99576	0484
Kathleen	M	Mclinn		or Current Boxholder	PO Box 485	Dillingham	AK	99576	0485
Lorie	A	Reynolds		or Current Boxholder	PO Box 486	Dillingham	AK	99576	0486
Candy	J	Burkhardt		or Current Boxholder	PO Box 487	Dillingham	AK	99576	0487
Kyle	T	Belleque		or Current Boxholder	PO Box 488	Dillingham	AK	99576	0488
Eva		Wallman		or Current Boxholder	PO Box 491	Dillingham	AK	99576	0491
Austin	G	Flavin		or Current Boxholder	PO Box 492	Dillingham	AK	99576	0492
Nicole	M	Strub		or Current Boxholder	PO Box 493	Dillingham	AK	99576	0493
Robert	R	Luna		or Current Boxholder	PO Box 494	Dillingham	AK	99576	0494
Crystal	D	Noden		or Current Boxholder	PO Box 495	Dillingham	AK	99576	0495
Teresita	F	Tanaka		or Current Boxholder	PO Box 496	Dillingham	AK	99576	0496
Anthony	O	Holmes		or Current Boxholder	PO Box 497	Dillingham	AK	99576	0497
Isaac	U	Wood	IV	or Current Boxholder	PO Box 498	Dillingham	AK	99576	0498
Marylouise	M	Ennis		or Current Boxholder	PO Box 501	Dillingham	AK	99576	0501
Nick	J	Timurphy		or Current Boxholder	PO Box 502	Dillingham	AK	99576	0502
Mickey	L	Hinton		or Current Boxholder	PO Box 503	Dillingham	AK	99576	0503

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Dillingham Airport Improvements Project

First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Christine	V	Petla		or Current Boxholder	PO Box 506	Dillingham	AK	99576	0506
Rosanne	M	Savo		or Current Boxholder	PO Box 507	Dillingham	AK	99576	0507
Esther	K	Bennis		or Current Boxholder	PO Box 508	Dillingham	AK	99576	0508
Suzanne	J	Nunn		or Current Boxholder	PO Box 511	Dillingham	AK	99576	0511
Lacey-jolene		Pearson		or Current Boxholder	PO Box 512	Dillingham	AK	99576	0512
Patricia	A	Luckhurst		or Current Boxholder	PO Box 514	Dillingham	AK	99576	0514
John	A	Dunson		or Current Boxholder	PO Box 515	Dillingham	AK	99576	0515
Loren	C	Huffman		or Current Boxholder	PO Box 516	Dillingham	AK	99576	0516
Kyrstin	R	Hardin		or Current Boxholder	PO Box 517	Dillingham	AK	99576	0517
John	D	Stelling	JR	or Current Boxholder	PO Box 518	Dillingham	AK	99576	0518
Wanda	J	Fulton		or Current Boxholder	PO Box 522	Dillingham	AK	99576	0522
Pete	L	Kapotak		or Current Boxholder	PO Box 523	Dillingham	AK	99576	0523
Vincent	M	Thrutchley		or Current Boxholder	PO Box 524	Dillingham	AK	99576	0524
Francis	D	Corbin		or Current Boxholder	PO Box 525	Dillingham	AK	99576	0525
Andrew	G	Golia	JR	or Current Boxholder	PO Box 526	Dillingham	AK	99576	0526
Ann	M	Kiser-eastman		or Current Boxholder	PO Box 527	Dillingham	AK	99576	0527
Greg	A	Murphy		or Current Boxholder	PO Box 528	Dillingham	AK	99576	0528
Judy	K	Holt		or Current Boxholder	PO Box 531	Dillingham	AK	99576	0531
Lynn	J	Schuster		or Current Boxholder	PO Box 532	Dillingham	AK	99576	0532
Alice	M	Fox		or Current Boxholder	PO Box 534	Dillingham	AK	99576	0534
David	R	Whitcomb		or Current Boxholder	PO Box 535	Dillingham	AK	99576	0535
Dennis	L	Olsen	JR	or Current Boxholder	PO Box 537	Dillingham	AK	99576	0537
Juanita	A	Varner		or Current Boxholder	PO Box 538	Dillingham	AK	99576	0538
Karen	R	Erlacher		or Current Boxholder	PO Box 541	Dillingham	AK	99576	0541
Anthony	L	Bernard		or Current Boxholder	PO Box 542	Dillingham	AK	99576	0542

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Dillingham Airport Improvements Project

First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Cynthia	A	Creasey		or Current Boxholder	PO Box 543	Dillingham	AK	99576	0543
Constance	L	Bai		or Current Boxholder	PO Box 544	Dillingham	AK	99576	0544
Megan	E	Oconnor		or Current Boxholder	PO Box 546	Dillingham	AK	99576	0546
Rudolph	E	Olson		or Current Boxholder	PO Box 547	Dillingham	AK	99576	0547
Robert	D	Kallstrom		or Current Boxholder	PO Box 550	Dillingham	AK	99576	0550
Charles	O	Mayer		or Current Boxholder	PO Box 551	Dillingham	AK	99576	0551
Tracey	P	Eason		or Current Boxholder	PO Box 553	Dillingham	AK	99576	0553
Annie	S	Larson		or Current Boxholder	PO Box 554	Dillingham	AK	99576	0554
Ralph	D	Evall	II	or Current Boxholder	PO Box 555	Dillingham	AK	99576	0555
Karen	E	Gauthier		or Current Boxholder	PO Box 556	Dillingham	AK	99576	0556
Lahna	L	Johnson		or Current Boxholder	PO Box 557	Dillingham	AK	99576	0557
Nicole	M	Ito		or Current Boxholder	PO Box 558	Dillingham	AK	99576	0558
Melvin	J	Schroeder		or Current Boxholder	PO Box 562	Dillingham	AK	99576	0562
Gorden	R	Isaacs		or Current Boxholder	PO Box 563	Dillingham	AK	99576	0563
Jama	R	Baldwin		or Current Boxholder	PO Box 564	Dillingham	AK	99576	0564
Susan	M	Jenkins		or Current Boxholder	PO Box 565	Dillingham	AK	99576	0565
Janice	K	Rodland-mccartney		or Current Boxholder	PO Box 566	Dillingham	AK	99576	0566
Paula	F	Brannon		or Current Boxholder	PO Box 567	Dillingham	AK	99576	0567
Julia	W	Nicolai		or Current Boxholder	PO Box 568	Dillingham	AK	99576	0568
Donald	W	Timmons		or Current Boxholder	PO Box 572	Dillingham	AK	99576	0572
Margo		Ramirez		or Current Boxholder	PO Box 574	Dillingham	AK	99576	0574
Craig	T	Wood		or Current Boxholder	PO Box 575	Dillingham	AK	99576	0575
Elizabeth	A	Pirillo		or Current Boxholder	PO Box 576	Dillingham	AK	99576	0576
Rexford	E	Spofford		or Current Boxholder	PO Box 577	Dillingham	AK	99576	0577
Michael	M	Winfree		or Current Boxholder	PO Box 581	Dillingham	AK	99576	0581

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Robert	L	Swope		or Current Boxholder	PO Box 582	Dillingham	AK	99576	0582
Lona	A	Schroeder		or Current Boxholder	PO Box 583	Dillingham	AK	99576	0583
Nathaniel	J	Preston		or Current Boxholder	PO Box 585	Dillingham	AK	99576	0585
Cynthia	L	Fyfe		or Current Boxholder	PO Box 586	Dillingham	AK	99576	0586
Denise	A	Gregoire		or Current Boxholder	PO Box 587	Dillingham	AK	99576	0587
Molly	A	Nelson		or Current Boxholder	PO Box 588	Dillingham	AK	99576	0588
Rebekah	M	Christianson-fonkert		or Current Boxholder	PO Box 591	Dillingham	AK	99576	0591
Grace	J	Norbert		or Current Boxholder	PO Box 592	Dillingham	AK	99576	0592
Stephen	C	Foy		or Current Boxholder	PO Box 594	Dillingham	AK	99576	0594
Steve	E	Hunt		or Current Boxholder	PO Box 595	Dillingham	AK	99576	0595
Kyle	J	Hardin		or Current Boxholder	PO Box 597	Dillingham	AK	99576	0597
Delores	E	Oconnell		or Current Boxholder	PO Box 601	Dillingham	AK	99576	0601
Ruthanna	H	Frizzell		or Current Boxholder	PO Box 602	Dillingham	AK	99576	0602
Michael	A	Swaim		or Current Boxholder	PO Box 604	Dillingham	AK	99576	0604
James	F	Isdell		or Current Boxholder	PO Box 605	Dillingham	AK	99576	0605
Keith	O	Roberts		or Current Boxholder	PO Box 606	Dillingham	AK	99576	0606
Shirley	T	Eberle		or Current Boxholder	PO Box 607	Dillingham	AK	99576	0607
Mark	D	Herrmann		or Current Boxholder	PO Box 612	Dillingham	AK	99576	0612
Arlene	M	Adkison		or Current Boxholder	PO Box 613	Dillingham	AK	99576	0613
Michael	J	Filipek		or Current Boxholder	PO Box 614	Dillingham	AK	99576	0614
Ken	L	Hagel		or Current Boxholder	PO Box 615	Dillingham	AK	99576	0615
Dana	D	Clark		or Current Boxholder	PO Box 616	Dillingham	AK	99576	0616
Kendra	L	Roy		or Current Boxholder	PO Box 617	Dillingham	AK	99576	0617
Theodore	M	Krieg		or Current Boxholder	PO Box 621	Dillingham	AK	99576	0621
Shane	K	Judge		or Current Boxholder	PO Box 623	Dillingham	AK	99576	0623

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Dillingham Airport Improvements Project

First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
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John	F	Montooth	II	or Current Boxholder	PO Box 631	Dillingham	AK	99576	0631
Bobbi	D	Buchholz		or Current Boxholder	PO Box 633	Dillingham	AK	99576	0633
Louie	P	Jones		or Current Boxholder	PO Box 634	Dillingham	AK	99576	0634
Robert	J	Galvan		or Current Boxholder	PO Box 635	Dillingham	AK	99576	0635
Marita	A	Young		or Current Boxholder	PO Box 636	Dillingham	AK	99576	0636
Roy	G	Hiratsuka		or Current Boxholder	PO Box 638	Dillingham	AK	99576	0638
Rebecca	D	Roenzanz		or Current Boxholder	PO Box 641	Dillingham	AK	99576	0641
Olga		Kropoff		or Current Boxholder	PO Box 642	Dillingham	AK	99576	0642
Charles	A	Akelkok		or Current Boxholder	PO Box 644	Dillingham	AK	99576	0644
Jerry	T	Liboff		or Current Boxholder	PO Box 646	Dillingham	AK	99576	0646
Jimmie	G	Arkanaykak		or Current Boxholder	PO Box 647	Dillingham	AK	99576	0647
Lola	A	Carpenter		or Current Boxholder	PO Box 648	Dillingham	AK	99576	0648
William	C	Williams		or Current Boxholder	PO Box 653	Dillingham	AK	99576	0653
Holly	V	Akelkok		or Current Boxholder	PO Box 654	Dillingham	AK	99576	0654
Peter	N	Timurphy		or Current Boxholder	PO Box 655	Dillingham	AK	99576	0655
Melissa	L	Phillips		or Current Boxholder	PO Box 657	Dillingham	AK	99576	0657
Deanna	D	Weedman		or Current Boxholder	PO Box 658	Dillingham	AK	99576	0658
Bonnie	K	Kropoff		or Current Boxholder	PO Box 661	Dillingham	AK	99576	0661
Peter	R	Golia		or Current Boxholder	PO Box 663	Dillingham	AK	99576	0663
William	D	Gulickson		or Current Boxholder	PO Box 664	Dillingham	AK	99576	0664
Amber	R	Webb		or Current Boxholder	PO Box 665	Dillingham	AK	99576	0665
Brandi	M	Yeager		or Current Boxholder	PO Box 666	Dillingham	AK	99576	0666
Troy	A	Jaecks		or Current Boxholder	PO Box 672	Dillingham	AK	99576	0672
Lucy	M	Hanson		or Current Boxholder	PO Box 673	Dillingham	AK	99576	0673

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Dennis	M	Yeager		or Current Boxholder	PO Box 674	Dillingham	AK	99576	0674
Helena	O	Kapotak		or Current Boxholder	PO Box 675	Dillingham	AK	99576	0675
Gust	W	Griechen	III	or Current Boxholder	PO Box 676	Dillingham	AK	99576	0676
Katherine		Hiratsuka		or Current Boxholder	PO Box 677	Dillingham	AK	99576	0677
Alice	E	Chythlook		or Current Boxholder	PO Box 678	Dillingham	AK	99576	0678
Russell	N	Rolf		or Current Boxholder	PO Box 681	Dillingham	AK	99576	0681
Jami		Creasey		or Current Boxholder	PO Box 684	Dillingham	AK	99576	0684
Cody	Q	Larson		or Current Boxholder	PO Box 685	Dillingham	AK	99576	0685
Janessa	K	Reamey		or Current Boxholder	PO Box 687	Dillingham	AK	99576	0687
Joseph	L	Chythlook		or Current Boxholder	PO Box 692	Dillingham	AK	99576	0692
Robert	M	Yeager		or Current Boxholder	PO Box 693	Dillingham	AK	99576	0693
Amy	B	Ruby		or Current Boxholder	PO Box 695	Dillingham	AK	99576	0695
Judith	J	Thompson		or Current Boxholder	PO Box 696	Dillingham	AK	99576	0696
Bellanira		Imdicke		or Current Boxholder	PO Box 697	Dillingham	AK	99576	0697
Annie	D	Andrew		or Current Boxholder	PO Box 698	Dillingham	AK	99576	0698
Robley	T	Carpenter		or Current Boxholder	PO Box 701	Dillingham	AK	99576	0701
Ryan	A	Larson		or Current Boxholder	PO Box 702	Dillingham	AK	99576	0702
Lucy	A	Tennyson		or Current Boxholder	PO Box 703	Dillingham	AK	99576	0703
Alice		Stephens		or Current Boxholder	PO Box 704	Dillingham	AK	99576	0704
Fern	J	Crezee		or Current Boxholder	PO Box 705	Dillingham	AK	99576	0705
Patrick	L	Durbin	SR	or Current Boxholder	PO Box 707	Dillingham	AK	99576	0707
Herb		Fassler		or Current Boxholder	PO Box 711	Dillingham	AK	99576	0711
Megan	D	Armstrong		or Current Boxholder	PO Box 713	Dillingham	AK	99576	0713
Thomas	D	Schlagel		or Current Boxholder	PO Box 714	Dillingham	AK	99576	0714
Dennis	B	Pete	JR	or Current Boxholder	PO Box 715	Dillingham	AK	99576	0715

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Dillingham Airport Improvements Project

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Page	A	Oconnell		or Current Boxholder	PO Box 717	Dillingham	AK	99576	0717
Charlie	P	Chocknok	JR	or Current Boxholder	PO Box 718	Dillingham	AK	99576	0718
Frank	H	Nicholson		or Current Boxholder	PO Box 721	Dillingham	AK	99576	0721
Nathan	M	Grambau		or Current Boxholder	PO Box 722	Dillingham	AK	99576	0722
Kristi	K	Lunderstadt		or Current Boxholder	PO Box 723	Dillingham	AK	99576	0723
Renee	M	Lee-roque		or Current Boxholder	PO Box 724	Dillingham	AK	99576	0724
Shanna	A	Schroeder		or Current Boxholder	PO Box 727	Dillingham	AK	99576	0727
Vivian	M	Shade		or Current Boxholder	PO Box 728	Dillingham	AK	99576	0728
James	L	Mcmurray		or Current Boxholder	PO Box 731	Dillingham	AK	99576	0731
Thus-nelda	A	Giordano		or Current Boxholder	PO Box 732	Dillingham	AK	99576	0732
Randy	J	Triplett		or Current Boxholder	PO Box 734	Dillingham	AK	99576	0734
Shawn	J	Slattengren		or Current Boxholder	PO Box 736	Dillingham	AK	99576	0736
Angela	U	Chingliak		or Current Boxholder	PO Box 738	Dillingham	AK	99576	0738
Dallas	K	Nelson		or Current Boxholder	PO Box 741	Dillingham	AK	99576	0741
Free	W	Olson		or Current Boxholder	PO Box 743	Dillingham	AK	99576	0743
Rick	J	Dallmann		or Current Boxholder	PO Box 744	Dillingham	AK	99576	0744
Jeffrey	A	Evalt		or Current Boxholder	PO Box 745	Dillingham	AK	99576	0745
Christy	A	Cole		or Current Boxholder	PO Box 746	Dillingham	AK	99576	0746
Paul	E	Peck		or Current Boxholder	PO Box 747	Dillingham	AK	99576	0747
Gary	R	Paul	JR	or Current Boxholder	PO Box 748	Dillingham	AK	99576	0748
Marie	B	Tennyson		or Current Boxholder	PO Box 750	Dillingham	AK	99576	0750
Christine	A	Garner		or Current Boxholder	PO Box 753	Dillingham	AK	99576	0753
Amy	L	Chocknok		or Current Boxholder	PO Box 754	Dillingham	AK	99576	0754
Ludwig	G	Egeland	JR	or Current Boxholder	PO Box 756	Dillingham	AK	99576	0756

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Kevin	W	Tennyson		or Current Boxholder	PO Box 758	Dillingham	AK	99576	0758
Karen	S	Dearlove		or Current Boxholder	PO Box 761	Dillingham	AK	99576	0761
Thomas	L	Tennyson		or Current Boxholder	PO Box 762	Dillingham	AK	99576	0762
Joise	A	Jensen		or Current Boxholder	PO Box 764	Dillingham	AK	99576	0764
Marilyn	J	Wilson		or Current Boxholder	PO Box 766	Dillingham	AK	99576	0766
Joanne		Hiratsuka		or Current Boxholder	PO Box 767	Dillingham	AK	99576	0767
Thomas	W	Thomas		or Current Boxholder	PO Box 771	Dillingham	AK	99576	0771
Emil	R	Sorensen		or Current Boxholder	PO Box 773	Dillingham	AK	99576	0773
John	F	Anderson		or Current Boxholder	PO Box 774	Dillingham	AK	99576	0774
L		Olson		or Current Boxholder	PO Box 775	Dillingham	AK	99576	0775
Louise	R	Murphy		or Current Boxholder	PO Box 776	Dillingham	AK	99576	0776
Justin	C	Rodgers		or Current Boxholder	PO Box 778	Dillingham	AK	99576	0778
Johnny	D	Evans		or Current Boxholder	PO Box 781	Dillingham	AK	99576	0781
Tona	A	Hanson		or Current Boxholder	PO Box 782	Dillingham	AK	99576	0782
Elizabeth	M	Tilden		or Current Boxholder	PO Box 786	Dillingham	AK	99576	0786
Lyle	J	Smith		or Current Boxholder	PO Box 787	Dillingham	AK	99576	0787
Joan	M	Mitchell		or Current Boxholder	PO Box 791	Dillingham	AK	99576	0791
Bruce	B	Baltar		or Current Boxholder	PO Box 792	Dillingham	AK	99576	0792
Terry	A	Rogers		or Current Boxholder	PO Box 794	Dillingham	AK	99576	0794
Verla		Gregory		or Current Boxholder	PO Box 795	Dillingham	AK	99576	0795
Tatiana	A	Askoak		or Current Boxholder	PO Box 796	Dillingham	AK	99576	0796
Charlene	P	Lopez		or Current Boxholder	PO Box 797	Dillingham	AK	99576	0797
Todd	K	Skinger		or Current Boxholder	PO Box 801	Dillingham	AK	99576	0801
Constantine		Backford		or Current Boxholder	PO Box 802	Dillingham	AK	99576	0802

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Wassillie		Kapotak		or Current Boxholder	PO Box 805	Dillingham	AK	99576	0805
Sally	M	Tinker		or Current Boxholder	PO Box 806	Dillingham	AK	99576	0806
Edwin	C	Johnson		or Current Boxholder	PO Box 807	Dillingham	AK	99576	0807
Scott	J	Garrett		or Current Boxholder	PO Box 810	Dillingham	AK	99576	0810
Christopher	P	Olson		or Current Boxholder	PO Box 813	Dillingham	AK	99576	0813
Joni	L	Bennett		or Current Boxholder	PO Box 814	Dillingham	AK	99576	0814
Victor	G	Sifsof		or Current Boxholder	PO Box 815	Dillingham	AK	99576	0815
Valerie	B	Suttles		or Current Boxholder	PO Box 816	Dillingham	AK	99576	0816
Lorraine	C	Evans		or Current Boxholder	PO Box 817	Dillingham	AK	99576	0817
Mark	J	Lisac		or Current Boxholder	PO Box 818	Dillingham	AK	99576	0818
Robert	J	Clark		or Current Boxholder	PO Box 822	Dillingham	AK	99576	0822
Nora	M	Harder		or Current Boxholder	PO Box 824	Dillingham	AK	99576	0824
Virginia	R	Baim		or Current Boxholder	PO Box 825	Dillingham	AK	99576	0825
Lester	E	Parks		or Current Boxholder	PO Box 827	Dillingham	AK	99576	0827
Naomi	T	Mccarr		or Current Boxholder	PO Box 832	Dillingham	AK	99576	0832
Mary	G	Gladden		or Current Boxholder	PO Box 833	Dillingham	AK	99576	0833
Michael	L	Blunka		or Current Boxholder	PO Box 835	Dillingham	AK	99576	0835
Carolyn	M	Smith		or Current Boxholder	PO Box 836	Dillingham	AK	99576	0836
Janet	Y	Cline		or Current Boxholder	PO Box 837	Dillingham	AK	99576	0837
Delories		Dodds		or Current Boxholder	PO Box 843	Dillingham	AK	99576	0843
Andrew	P	Devalpine		or Current Boxholder	PO Box 844	Dillingham	AK	99576	0844
Ricky	J	Lind	SR	or Current Boxholder	PO Box 845	Dillingham	AK	99576	0845
Mary	L	Ford		or Current Boxholder	PO Box 846	Dillingham	AK	99576	0846
Thresa	C	Askoak		or Current Boxholder	PO Box 847	Dillingham	AK	99576	0847

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Joshua	D	Weiland		or Current Boxholder	PO Box 851	Dillingham	AK	99576	0851
Adam	L	Kane		or Current Boxholder	PO Box 853	Dillingham	AK	99576	0853
Kelly	M	Ilutsik		or Current Boxholder	PO Box 855	Dillingham	AK	99576	0855
Andy		Olsen		or Current Boxholder	PO Box 856	Dillingham	AK	99576	0856
Elizabeth	J	Pearch		or Current Boxholder	PO Box 858	Dillingham	AK	99576	0858
Norman	N	Anderson		or Current Boxholder	PO Box 864	Dillingham	AK	99576	0864
Joann	M	Livermont		or Current Boxholder	PO Box 866	Dillingham	AK	99576	0866
Evan		Fletcher		or Current Boxholder	PO Box 867	Dillingham	AK	99576	0867
Martha	M	Romie		or Current Boxholder	PO Box 868	Dillingham	AK	99576	0868
Sue	A	Rose		or Current Boxholder	PO Box 871	Dillingham	AK	99576	0871
Steven	C	Shade		or Current Boxholder	PO Box 872	Dillingham	AK	99576	0872
Kevin		Murphy		or Current Boxholder	PO Box 873	Dillingham	AK	99576	0873
James	M	Srebnack		or Current Boxholder	PO Box 875	Dillingham	AK	99576	0875
Floranan		Jewell		or Current Boxholder	PO Box 876	Dillingham	AK	99576	0876
Patrick	B	Walsh		or Current Boxholder	PO Box 877	Dillingham	AK	99576	0877
Hope	A	Jackson		or Current Boxholder	PO Box 878	Dillingham	AK	99576	0878
Nancy	A	Gross		or Current Boxholder	PO Box 881	Dillingham	AK	99576	0881
Alesha	N	Hilt		or Current Boxholder	PO Box 882	Dillingham	AK	99576	0882
George	L	Guthridge		or Current Boxholder	PO Box 883	Dillingham	AK	99576	0883
Helene	E	Sagmoen		or Current Boxholder	PO Box 884	Dillingham	AK	99576	0884
Starla		Tate-fox		or Current Boxholder	PO Box 885	Dillingham	AK	99576	0885
Katie	M	Andersen		or Current Boxholder	PO Box 886	Dillingham	AK	99576	0886
Kenneth	J	Parker		or Current Boxholder	PO Box 888	Dillingham	AK	99576	0888
Luke	D	Villnave		or Current Boxholder	PO Box 891	Dillingham	AK	99576	0891

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Trevona	G	Olson		or Current Boxholder	PO Box 893	Dillingham	AK	99576	0893
James	J	Maud		or Current Boxholder	PO Box 894	Dillingham	AK	99576	0894
John	T	Smeaton	SR	or Current Boxholder	PO Box 895	Dillingham	AK	99576	0895
Rosemary	X	Noden		or Current Boxholder	PO Box 896	Dillingham	AK	99576	0896
Nelda	J	Nixon		or Current Boxholder	PO Box 897	Dillingham	AK	99576	0897
Joyce	L	Armstrong		or Current Boxholder	PO Box 898	Dillingham	AK	99576	0898
Gary	L	Peters		or Current Boxholder	PO Box 902	Dillingham	AK	99576	0902
Nena	M	Nicholson		or Current Boxholder	PO Box 904	Dillingham	AK	99576	0904
Jacquelyn	M	Wilson		or Current Boxholder	PO Box 905	Dillingham	AK	99576	0905
Barbara	L	Lopez		or Current Boxholder	PO Box 906	Dillingham	AK	99576	0906
Kevin	M	Johnson		or Current Boxholder	PO Box 907	Dillingham	AK	99576	0907
Craig	R	Savo		or Current Boxholder	PO Box 908	Dillingham	AK	99576	0908
Jane		Norbert		or Current Boxholder	PO Box 911	Dillingham	AK	99576	0911
Rose	M	Olson		or Current Boxholder	PO Box 912	Dillingham	AK	99576	0912
Anita	M	Fuller		or Current Boxholder	PO Box 913	Dillingham	AK	99576	0913
Lee	A	Webster		or Current Boxholder	PO Box 915	Dillingham	AK	99576	0915
Sally	A	Wood		or Current Boxholder	PO Box 916	Dillingham	AK	99576	0916
Travis	E	Krause		or Current Boxholder	PO Box 917	Dillingham	AK	99576	0917
Autumn	A	Underwood		or Current Boxholder	PO Box 918	Dillingham	AK	99576	0918
Debra	L	Christensen		or Current Boxholder	PO Box 921	Dillingham	AK	99576	0921
Lois	K	Schumacher		or Current Boxholder	PO Box 923	Dillingham	AK	99576	0923
Michael		Nerguson	SR	or Current Boxholder	PO Box 924	Dillingham	AK	99576	0924
Earlene		George		or Current Boxholder	PO Box 925	Dillingham	AK	99576	0925
Matthew	T	Tucker		or Current Boxholder	PO Box 927	Dillingham	AK	99576	0927

General Public Mailing List
Dillingham Airport Improvements Project

First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Warren	A	Kasayulie		or Current Boxholder	PO Box 928	Dillingham	AK	99576	0928
Patricia	L	Douglass		or Current Boxholder	PO Box 929	Dillingham	AK	99576	0929
Kendall	C	Judge		or Current Boxholder	PO Box 931	Dillingham	AK	99576	0931
Linda	M	Kirby		or Current Boxholder	PO Box 932	Dillingham	AK	99576	0932
Ruth	A	Barnard		or Current Boxholder	PO Box 934	Dillingham	AK	99576	0934
Jennifer	L	Simpson		or Current Boxholder	PO Box 935	Dillingham	AK	99576	0935
Wassily		Simeon		or Current Boxholder	PO Box 936	Dillingham	AK	99576	0936
Deborah	A	Burton		or Current Boxholder	PO Box 938	Dillingham	AK	99576	0938
Tammy	L	Clark		or Current Boxholder	PO Box 941	Dillingham	AK	99576	0941
Jules	E	Wilson		or Current Boxholder	PO Box 942	Dillingham	AK	99576	0942
Kristopher	B	Cyr		or Current Boxholder	PO Box 944	Dillingham	AK	99576	0944
Virginia	M	Vale-baluyut		or Current Boxholder	PO Box 945	Dillingham	AK	99576	0945
Scott	L	Havard	SR	or Current Boxholder	PO Box 947	Dillingham	AK	99576	0947
Karen	L	Shelden		or Current Boxholder	PO Box 948	Dillingham	AK	99576	0948
Gust	K	Wahl		or Current Boxholder	PO Box 949	Dillingham	AK	99576	0949
Timothy	A	Banach		or Current Boxholder	PO Box 951	Dillingham	AK	99576	0951
Judy	M	Moore		or Current Boxholder	PO Box 953	Dillingham	AK	99576	0953
Brenda	M	Mulkeit		or Current Boxholder	PO Box 954	Dillingham	AK	99576	0954
Gregory	S	Vance		or Current Boxholder	PO Box 955	Dillingham	AK	99576	0955
Cheri	L	Johansen		or Current Boxholder	PO Box 956	Dillingham	AK	99576	0956
Angela	K	Lopez		or Current Boxholder	PO Box 957	Dillingham	AK	99576	0957
Carrin	L	Russell		or Current Boxholder	PO Box 958	Dillingham	AK	99576	0958
Henry	M	Boggs		or Current Boxholder	PO Box 963	Dillingham	AK	99576	0963
Christina	L	Reigh		or Current Boxholder	PO Box 965	Dillingham	AK	99576	0965
Arla	M	Johnson		or Current Boxholder	PO Box 967	Dillingham	AK	99576	0967

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Dillingham Airport Improvements Project

First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Marie	M	Phillips		or Current Boxholder	PO Box 968	Dillingham	AK	99576	0968
Derik	M	Hinz		or Current Boxholder	PO Box 971	Dillingham	AK	99576	0971
Carl	E	Flensburg		or Current Boxholder	PO Box 972	Dillingham	AK	99576	0972
Alexandra	E	Thompson		or Current Boxholder	PO Box 973	Dillingham	AK	99576	0973
Helen	T	Foster		or Current Boxholder	PO Box 976	Dillingham	AK	99576	0976
Caroline	L	Goldsmith		or Current Boxholder	PO Box 977	Dillingham	AK	99576	0977
Ariel	R	Johnson		or Current Boxholder	PO Box 978	Dillingham	AK	99576	0978
Joan	L	Junge		or Current Boxholder	PO Box 981	Dillingham	AK	99576	0981
Daniel	M	Vanomen		or Current Boxholder	PO Box 982	Dillingham	AK	99576	0982
Stephan	W	Alvrado		or Current Boxholder	PO Box 983	Dillingham	AK	99576	0983
Donald	G	Jones	IV	or Current Boxholder	PO Box 984	Dillingham	AK	99576	0984
Melissa	R	Brothers		or Current Boxholder	PO Box 985	Dillingham	AK	99576	0985
Elsie	V	Chythlook		or Current Boxholder	PO Box 986	Dillingham	AK	99576	0986
Simeon	W	Petla		or Current Boxholder	PO Box 987	Dillingham	AK	99576	0987
Margaret	E	Wallona		or Current Boxholder	PO Box 988	Dillingham	AK	99576	0988
Vivian	M	Braswell		or Current Boxholder	PO Box 990	Dillingham	AK	99576	0990
Lisa	M	Haggbloom		or Current Boxholder	PO Box 992	Dillingham	AK	99576	0992
Max	W	Martin		or Current Boxholder	PO Box 994	Dillingham	AK	99576	0994
Catherine	J	Hyndman		or Current Boxholder	PO Box 995	Dillingham	AK	99576	0995
Beatrice	S	Grewal		or Current Boxholder	PO Box 996	Dillingham	AK	99576	0996
Judy		Evan		or Current Boxholder	PO Box 998	Dillingham	AK	99576	0998
Linda	S	Malstrom		or Current Boxholder	PO Box 1001	Dillingham	AK	99576	1001
Nina	M	Heavener		or Current Boxholder	PO Box 1003	Dillingham	AK	99576	1003
Annie	M	Golia		or Current Boxholder	PO Box 1004	Dillingham	AK	99576	1004
James	H	Bingman	JR	or Current Boxholder	PO Box 1006	Dillingham	AK	99576	1006

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First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Galen	L	Howell		or Current Boxholder	PO Box 1007	Dillingham	AK	99576	1007
Florence	S	Stelling		or Current Boxholder	PO Box 1009	Dillingham	AK	99576	1009
Aneva	J	Murphy		or Current Boxholder	PO Box 1010	Dillingham	AK	99576	1010
Laurel	L	Sands		or Current Boxholder	PO Box 1011	Dillingham	AK	99576	1011
John	R	Green	JR	or Current Boxholder	PO Box 1012	Dillingham	AK	99576	1012
Dale	E	Brandon		or Current Boxholder	PO Box 1016	Dillingham	AK	99576	1016
Bernetta	M	Aloysius-tugatuk		or Current Boxholder	PO Box 1017	Dillingham	AK	99576	1017
Diane	B	Skiff		or Current Boxholder	PO Box 1018	Dillingham	AK	99576	1018
Brian		Heyano		or Current Boxholder	PO Box 1021	Dillingham	AK	99576	1021
Larhae	T	Johnson		or Current Boxholder	PO Box 1023	Dillingham	AK	99576	1023
Mary		Wallona		or Current Boxholder	PO Box 1024	Dillingham	AK	99576	1024
Jamie	F	Cash		or Current Boxholder	PO Box 1026	Dillingham	AK	99576	1026
Elena	T	Bavilla		or Current Boxholder	PO Box 1027	Dillingham	AK	99576	1027
William	E	Einhellig	JR	or Current Boxholder	PO Box 1028	Dillingham	AK	99576	1028
Jennifer	M	Gardiner		or Current Boxholder	PO Box 1031	Dillingham	AK	99576	1031
Tracy	K	Omalley		or Current Boxholder	PO Box 1032	Dillingham	AK	99576	1032
Rebecca	J	Peterson		or Current Boxholder	PO Box 1034	Dillingham	AK	99576	1034
Ida	R	Noonkesser		or Current Boxholder	PO Box 1035	Dillingham	AK	99576	1035
Melissa	G	Eskridge		or Current Boxholder	PO Box 1036	Dillingham	AK	99576	1036
Roger	A	Wagner		or Current Boxholder	PO Box 1037	Dillingham	AK	99576	1037
Suzanne		Eberling		or Current Boxholder	PO Box 1038	Dillingham	AK	99576	1038
Steven	L	Mcneal		or Current Boxholder	PO Box 1042	Dillingham	AK	99576	1042
James	D	Woolington		or Current Boxholder	PO Box 1043	Dillingham	AK	99576	1043
Casimiro	E	Delacruz	III	or Current Boxholder	PO Box 1044	Dillingham	AK	99576	1044
Derick	H	Kroener	SR	or Current Boxholder	PO Box 1045	Dillingham	AK	99576	1045

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First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Margaret	A	Waltz		or Current Boxholder	PO Box 1046	Dillingham	AK	99576	1046
Dorothy	M	Larson		or Current Boxholder	PO Box 1047	Dillingham	AK	99576	1047
John	E	Libby		or Current Boxholder	PO Box 1050	Dillingham	AK	99576	1050
Ian	C	Washington		or Current Boxholder	PO Box 1051	Dillingham	AK	99576	1051
Jacquelynn	T	Bennis		or Current Boxholder	PO Box 1052	Dillingham	AK	99576	1052
Sandra	M	Johnson		or Current Boxholder	PO Box 1056	Dillingham	AK	99576	1056
Deborah	S	Milligan		or Current Boxholder	PO Box 1057	Dillingham	AK	99576	1057
Tom	A	Cross		or Current Boxholder	PO Box 1058	Dillingham	AK	99576	1058
Barbara	L	Himschoot		or Current Boxholder	PO Box 1061	Dillingham	AK	99576	1061
Melanie	J	Noden		or Current Boxholder	PO Box 1064	Dillingham	AK	99576	1064
Elizabeth	A	Brown		or Current Boxholder	PO Box 1066	Dillingham	AK	99576	1066
Sam		Fletcher		or Current Boxholder	PO Box 1068	Dillingham	AK	99576	1068
Todd	A	Radenbaugh		or Current Boxholder	PO Box 1071	Dillingham	AK	99576	1071
Yote	J	Robertson		or Current Boxholder	PO Box 1072	Dillingham	AK	99576	1072
Annamae	L	Sovick		or Current Boxholder	PO Box 1073	Dillingham	AK	99576	1073
Leeann		Andrew		or Current Boxholder	PO Box 1074	Dillingham	AK	99576	1074
Lori	D	Miller		or Current Boxholder	PO Box 1076	Dillingham	AK	99576	1076
Sean	C	White		or Current Boxholder	PO Box 1077	Dillingham	AK	99576	1077
Rosalie	A	Raffaniello		or Current Boxholder	PO Box 1078	Dillingham	AK	99576	1078
James	R	Jones		or Current Boxholder	PO Box 1081	Dillingham	AK	99576	1081
Kari	A	Andrew		or Current Boxholder	PO Box 1082	Dillingham	AK	99576	1082
Marlon	H	Maples		or Current Boxholder	PO Box 1085	Dillingham	AK	99576	1085
Ayla	N	Denslinger		or Current Boxholder	PO Box 1086	Dillingham	AK	99576	1086
Eunice	B	Tugatuk		or Current Boxholder	PO Box 1087	Dillingham	AK	99576	1087
Martin	E	Angasan	JR	or Current Boxholder	PO Box 1088	Dillingham	AK	99576	1088

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Dillingham Airport Improvements Project

First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Matt	J	Killpack		or Current Boxholder	PO Box 1092	Dillingham	AK	99576	1092
Georgia	A	Guyton		or Current Boxholder	PO Box 1093	Dillingham	AK	99576	1093
Garry	L	Barney		or Current Boxholder	PO Box 1094	Dillingham	AK	99576	1094
Roger	L	Riepma		or Current Boxholder	PO Box 1095	Dillingham	AK	99576	1095
Tobitha	A	Savo		or Current Boxholder	PO Box 1096	Dillingham	AK	99576	1096
John		Heyano	JR	or Current Boxholder	PO Box 1098	Dillingham	AK	99576	1098
Dawn	R	Foster		or Current Boxholder	PO Box 1103	Dillingham	AK	99576	1103
Nicholas	D	Tweet		or Current Boxholder	PO Box 1104	Dillingham	AK	99576	1104
Steven	D	Rose		or Current Boxholder	PO Box 1105	Dillingham	AK	99576	1105
Matthew	A	Jones		or Current Boxholder	PO Box 1107	Dillingham	AK	99576	1107
Patricia	A	Tucker		or Current Boxholder	PO Box 1109	Dillingham	AK	99576	1109
Luke	S	Cullins		or Current Boxholder	PO Box 1111	Dillingham	AK	99576	1111
Deserie	A	Bond		or Current Boxholder	PO Box 1113	Dillingham	AK	99576	1113
Oleanna	V	Petla		or Current Boxholder	PO Box 1114	Dillingham	AK	99576	1114
Rachel	A	Mark		or Current Boxholder	PO Box 1115	Dillingham	AK	99576	1115
Jordan	C	Kivela		or Current Boxholder	PO Box 1117	Dillingham	AK	99576	1117
Jody	L	Seitz		or Current Boxholder	PO Box 1118	Dillingham	AK	99576	1118
Diane	E	Teterud		or Current Boxholder	PO Box 1121	Dillingham	AK	99576	1121
Steven	M	Perkins		or Current Boxholder	PO Box 1122	Dillingham	AK	99576	1122
Craig	J	Schwanke		or Current Boxholder	PO Box 1123	Dillingham	AK	99576	1123
Andrew	R	Aderman		or Current Boxholder	PO Box 1124	Dillingham	AK	99576	1124
Nora	J	Armstrong-johnson		or Current Boxholder	PO Box 1125	Dillingham	AK	99576	1125
Alvin	D	Colpitts		or Current Boxholder	PO Box 1126	Dillingham	AK	99576	1126
Gail	I	Stein		or Current Boxholder	PO Box 1127	Dillingham	AK	99576	1127
Chris	L	Sword		or Current Boxholder	PO Box 1128	Dillingham	AK	99576	1128

General Public Mailing List
Dillingham Airport Improvements Project

First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Fritz	T	Johnson		or Current Boxholder	PO Box 1129	Dillingham	AK	99576	1129
Raymond	M	Thorson		or Current Boxholder	PO Box 1130	Dillingham	AK	99576	1130
Gayla	A	Powers		or Current Boxholder	PO Box 1131	Dillingham	AK	99576	1131
Stephen	S	Haigley		or Current Boxholder	PO Box 1132	Dillingham	AK	99576	1132
Jeffrey	P	Ambrosier		or Current Boxholder	PO Box 1133	Dillingham	AK	99576	1133
Sharon	L	Miller		or Current Boxholder	PO Box 1134	Dillingham	AK	99576	1134
John	P	Bouker		or Current Boxholder	PO Box 1135	Dillingham	AK	99576	1135
Betty	M	Lee		or Current Boxholder	PO Box 1136	Dillingham	AK	99576	1136
Eileen	L	Savo		or Current Boxholder	PO Box 1137	Dillingham	AK	99576	1137
Lisa	M	Hodgson		or Current Boxholder	PO Box 1138	Dillingham	AK	99576	1138
Bryan	G	Reed		or Current Boxholder	PO Box 1142	Dillingham	AK	99576	1142
Coleen	A	Nicoli		or Current Boxholder	PO Box 1143	Dillingham	AK	99576	1143
Mary	M	Aery		or Current Boxholder	PO Box 1144	Dillingham	AK	99576	1144
Willard	L	Gipson		or Current Boxholder	PO Box 1145	Dillingham	AK	99576	1145
Billie	E	Larson		or Current Boxholder	PO Box 1147	Dillingham	AK	99576	1147
John	E	Wassillie		or Current Boxholder	PO Box 1148	Dillingham	AK	99576	1148
Dennis	P	Higgins		or Current Boxholder	PO Box 1150	Dillingham	AK	99576	1150
Rose	M	Nicholson		or Current Boxholder	PO Box 1151	Dillingham	AK	99576	1151
Jane	D	Darrough		or Current Boxholder	PO Box 1155	Dillingham	AK	99576	1155
Zachariah	C	Huffman		or Current Boxholder	PO Box 1156	Dillingham	AK	99576	1156
Sharron	A	Simpson		or Current Boxholder	PO Box 1157	Dillingham	AK	99576	1157
Jason	C	Chocknok		or Current Boxholder	PO Box 1158	Dillingham	AK	99576	1158
Benjamin	J	Itumulria		or Current Boxholder	PO Box 1162	Dillingham	AK	99576	1162
Janine	R	Lehman		or Current Boxholder	PO Box 1163	Dillingham	AK	99576	1163
Lisa	M	Wimmer		or Current Boxholder	PO Box 1164	Dillingham	AK	99576	1164

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Dillingham Airport Improvements Project

First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Jeanine	R	Layland		or Current Boxholder	PO Box 1166	Dillingham	AK	99576	1166
Tallan	D	Lundgren		or Current Boxholder	PO Box 1167	Dillingham	AK	99576	1167
David	R	Nicholson		or Current Boxholder	PO Box 1168	Dillingham	AK	99576	1168
Richard	J	Thompson		or Current Boxholder	PO Box 1170	Dillingham	AK	99576	1170
Josephine	M	Yukluk		or Current Boxholder	PO Box 1172	Dillingham	AK	99576	1172
Patsy	N	Freeland		or Current Boxholder	PO Box 1173	Dillingham	AK	99576	1173
Colleen	R	Johnson		or Current Boxholder	PO Box 1174	Dillingham	AK	99576	1174
Okalina	B	Offt		or Current Boxholder	PO Box 1175	Dillingham	AK	99576	1175
Robert	L	Bergquist		or Current Boxholder	PO Box 1176	Dillingham	AK	99576	1176
Flossie	J	Andersen		or Current Boxholder	PO Box 1177	Dillingham	AK	99576	1177
Lucille	D	Johnson		or Current Boxholder	PO Box 1178	Dillingham	AK	99576	1178
William	H	Harris		or Current Boxholder	PO Box 1181	Dillingham	AK	99576	1181
Larry	D	Hardin		or Current Boxholder	PO Box 1182	Dillingham	AK	99576	1182
Gary	L	Richardson		or Current Boxholder	PO Box 1183	Dillingham	AK	99576	1183
Tracy	M	Lopez		or Current Boxholder	PO Box 1184	Dillingham	AK	99576	1184
Matfie	H	Mccarr	SR	or Current Boxholder	PO Box 1187	Dillingham	AK	99576	1187
Glenda	J	Wilson		or Current Boxholder	PO Box 1193	Dillingham	AK	99576	1193
Robert	J	Lundgren		or Current Boxholder	PO Box 1197	Dillingham	AK	99576	1197
Patricia	N	Owens		or Current Boxholder	PO Box 1198	Dillingham	AK	99576	1198
Phillip	R	Larson		or Current Boxholder	PO Box 1201	Dillingham	AK	99576	1201
Adele	M	Megli		or Current Boxholder	PO Box 1202	Dillingham	AK	99576	1202
Holli	M	Scott		or Current Boxholder	PO Box 1204	Dillingham	AK	99576	1204
Brian		Clark		or Current Boxholder	PO Box 1206	Dillingham	AK	99576	1206
Martha		Ouya		or Current Boxholder	PO Box 1208	Dillingham	AK	99576	1208
Roy	C	Ward		or Current Boxholder	PO Box 1209	Dillingham	AK	99576	1209

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Dillingham Airport Improvements Project

First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
William	J	Corbett		or Current Boxholder	PO Box 1211	Dillingham	AK	99576	1211
Victor	A	Zinger		or Current Boxholder	PO Box 1212	Dillingham	AK	99576	1212
Evelyn	D	Wassily		or Current Boxholder	PO Box 1213	Dillingham	AK	99576	1213
Bong	H	Lee		or Current Boxholder	PO Box 1214	Dillingham	AK	99576	1214
Jonathan	R	Corbett		or Current Boxholder	PO Box 1216	Dillingham	AK	99576	1216
Lori	B	Edwards		or Current Boxholder	PO Box 1218	Dillingham	AK	99576	1218
Zebulon	T	Barnett		or Current Boxholder	PO Box 1221	Dillingham	AK	99576	1221
Sheila	A	Justice		or Current Boxholder	PO Box 1222	Dillingham	AK	99576	1222
Ellen	C	Gotay		or Current Boxholder	PO Box 1224	Dillingham	AK	99576	1224
Anne	E	Shade		or Current Boxholder	PO Box 1225	Dillingham	AK	99576	1225
Jack	M	Allen	SR	or Current Boxholder	PO Box 1226	Dillingham	AK	99576	1226
Colleen	F	Roque		or Current Boxholder	PO Box 1227	Dillingham	AK	99576	1227
Tina	O	Shade		or Current Boxholder	PO Box 1231	Dillingham	AK	99576	1231
Pamela	E	Sadloslle		or Current Boxholder	PO Box 1232	Dillingham	AK	99576	1232
Heather	A	Nudlash		or Current Boxholder	PO Box 1235	Dillingham	AK	99576	1235
Janet-lee	A	Kostenborder		or Current Boxholder	PO Box 1236	Dillingham	AK	99576	1236
Walter	R	Creasey	JR	or Current Boxholder	PO Box 1237	Dillingham	AK	99576	1237
Nick	M	Wassillie		or Current Boxholder	PO Box 1238	Dillingham	AK	99576	1238
Edwina	R	Loera		or Current Boxholder	PO Box 1242	Dillingham	AK	99576	1242
Jason	D	Schack		or Current Boxholder	PO Box 1243	Dillingham	AK	99576	1243
Michael	R	Hopper		or Current Boxholder	PO Box 1244	Dillingham	AK	99576	1244
Luki	A	Akelkok	JR	or Current Boxholder	PO Box 1245	Dillingham	AK	99576	1245
Aaron	R	Baker		or Current Boxholder	PO Box 1248	Dillingham	AK	99576	1248
Robert	E	Pritchard		or Current Boxholder	PO Box 1249	Dillingham	AK	99576	1249
Lawrence	D	Sifsosf		or Current Boxholder	PO Box 1250	Dillingham	AK	99576	1250

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First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Cameron	S	Malstrom		or Current Boxholder	PO Box 1251	Dillingham	AK	99576	1251
Mitchell	F	Horan		or Current Boxholder	PO Box 1254	Dillingham	AK	99576	1254
Scott	D	King		or Current Boxholder	PO Box 1255	Dillingham	AK	99576	1255
Tatiana	O	Oconnor		or Current Boxholder	PO Box 1256	Dillingham	AK	99576	1256
George	T	Ahkpuuk	SR	or Current Boxholder	PO Box 1257	Dillingham	AK	99576	1257
Cathleen	M	Petti		or Current Boxholder	PO Box 1258	Dillingham	AK	99576	1258
Michael	D	Barnett	JR	or Current Boxholder	PO Box 1262	Dillingham	AK	99576	1262
Jonathan	A	Dyasuk		or Current Boxholder	PO Box 1266	Dillingham	AK	99576	1266
Ronald	K	Ames		or Current Boxholder	PO Box 1267	Dillingham	AK	99576	1267
Bruce		Allen		or Current Boxholder	PO Box 1268	Dillingham	AK	99576	1268
Brook	M	Spurlock		or Current Boxholder	PO Box 1270	Dillingham	AK	99576	1270
Louisa	O	Vandeventer		or Current Boxholder	PO Box 1271	Dillingham	AK	99576	1271
Margaret	L	Johnson		or Current Boxholder	PO Box 1272	Dillingham	AK	99576	1272
Randy	S	Engen		or Current Boxholder	PO Box 1273	Dillingham	AK	99576	1273
Robert	A	Himschoot	SR	or Current Boxholder	PO Box 1275	Dillingham	AK	99576	1275
Nina	M	Sam		or Current Boxholder	PO Box 1276	Dillingham	AK	99576	1276
Esther	J	Floresta		or Current Boxholder	PO Box 1277	Dillingham	AK	99576	1277
Patrick		Chiklak	JR	or Current Boxholder	PO Box 1281	Dillingham	AK	99576	1281
Jason	E	Dye		or Current Boxholder	PO Box 1282	Dillingham	AK	99576	1282
Veronica	M	Villalpando		or Current Boxholder	PO Box 1283	Dillingham	AK	99576	1283
Sharon	M	Alvarado		or Current Boxholder	PO Box 1285	Dillingham	AK	99576	1285
Brenda	M	Rau		or Current Boxholder	PO Box 1286	Dillingham	AK	99576	1286
Paul	W	Davis		or Current Boxholder	PO Box 1288	Dillingham	AK	99576	1288
Margarita	E	Moreno		or Current Boxholder	PO Box 1289	Dillingham	AK	99576	1289
Lucy		Suskuk		or Current Boxholder	PO Box 1291	Dillingham	AK	99576	1291

General Public Mailing List
Dillingham Airport Improvements Project

First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Glenn	E	Martin		or Current Boxholder	PO Box 1292	Dillingham	AK	99576	1292
John	E	Wassillie		or Current Boxholder	PO Box 1294	Dillingham	AK	99576	1294
Heather	L	Hooper		or Current Boxholder	PO Box 1295	Dillingham	AK	99576	1295
Kathryn	R	Berkoski		or Current Boxholder	PO Box 1296	Dillingham	AK	99576	1296
Merle	K	Fortune	II	or Current Boxholder	PO Box 1298	Dillingham	AK	99576	1298
Monte	S	Syvud		or Current Boxholder	PO Box 1302	Dillingham	AK	99576	1302
David	M	Burkhardt		or Current Boxholder	PO Box 1303	Dillingham	AK	99576	1303
Raymond	G	Ziviski		or Current Boxholder	PO Box 1304	Dillingham	AK	99576	1304
Joy		Hammack		or Current Boxholder	PO Box 1306	Dillingham	AK	99576	1306
Mary		Yukluk		or Current Boxholder	PO Box 1307	Dillingham	AK	99576	1307
Tim	L	Kinamon		or Current Boxholder	PO Box 1308	Dillingham	AK	99576	1308
Fred	R	Nishimura		or Current Boxholder	PO Box 1309	Dillingham	AK	99576	1309
John	S	Davis	III	or Current Boxholder	PO Box 1311	Dillingham	AK	99576	1311
Tony	L	Pierce		or Current Boxholder	PO Box 1312	Dillingham	AK	99576	1312
Rhonda		Griffith		or Current Boxholder	PO Box 1313	Dillingham	AK	99576	1313
Lapreal		Bauer		or Current Boxholder	PO Box 1315	Dillingham	AK	99576	1315
Helen	M	Faith		or Current Boxholder	PO Box 1316	Dillingham	AK	99576	1316
Manuel	R	Floresta		or Current Boxholder	PO Box 1317	Dillingham	AK	99576	1317
Cara	M	Brown		or Current Boxholder	PO Box 1318	Dillingham	AK	99576	1318
Stacey	L	BruX		or Current Boxholder	PO Box 1324	Dillingham	AK	99576	1324
Melissa	M	Varner		or Current Boxholder	PO Box 1326	Dillingham	AK	99576	1326
David	W	Pedersen		or Current Boxholder	PO Box 1332	Dillingham	AK	99576	1332
Marla	G	Moore		or Current Boxholder	PO Box 1333	Dillingham	AK	99576	1333
Patricia	N	Byrne		or Current Boxholder	PO Box 1336	Dillingham	AK	99576	1336
Rebecca	L	Nelson		or Current Boxholder	PO Box 1337	Dillingham	AK	99576	1337

General Public Mailing List
Dillingham Airport Improvements Project

First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Imogene		Gardiner		or Current Boxholder	PO Box 1338	Dillingham	AK	99576	1338
William	C	Rodawalt		or Current Boxholder	PO Box 1345	Dillingham	AK	99576	1345
Angela	M	Clark		or Current Boxholder	PO Box 1347	Dillingham	AK	99576	1347
Robert	W	Merrill		or Current Boxholder	PO Box 1350	Dillingham	AK	99576	1350
Ronald	J	Archer		or Current Boxholder	PO Box 1351	Dillingham	AK	99576	1351
David	M	Pasquariello		or Current Boxholder	PO Box 1354	Dillingham	AK	99576	1354
Sarah	E	Mcglashan		or Current Boxholder	PO Box 1356	Dillingham	AK	99576	1356
Sonja	D	Marx		or Current Boxholder	PO Box 1361	Dillingham	AK	99576	1361
Ovid	A	Hensley		or Current Boxholder	PO Box 1364	Dillingham	AK	99576	1364
Elena		Chocknok		or Current Boxholder	PO Box 1365	Dillingham	AK	99576	1365
Evon		Petluska		or Current Boxholder	PO Box 1366	Dillingham	AK	99576	1366
Wendell	E	Downs		or Current Boxholder	PO Box 1367	Dillingham	AK	99576	1367
Olivia	C	Barrow		or Current Boxholder	PO Box 1368	Dillingham	AK	99576	1368
Lisa	H	Ilutsik		or Current Boxholder	PO Box 1375	Dillingham	AK	99576	1375
Jon	C	Itschner		or Current Boxholder	PO Box 1381	Dillingham	AK	99576	1381
Reed	E	Thompson		or Current Boxholder	PO Box 1382	Dillingham	AK	99576	1382
David	E	Mcclure		or Current Boxholder	PO Box 1383	Dillingham	AK	99576	1383
Robert	M	Madeson		or Current Boxholder	PO Box 1384	Dillingham	AK	99576	1384
Val	N	Angasan	II	or Current Boxholder	PO Box 1389	Dillingham	AK	99576	1389
Helen	M	Chythlook		or Current Boxholder	PO Box 1392	Dillingham	AK	99576	1392
David	P	Williams	II	or Current Boxholder	PO Box 1393	Dillingham	AK	99576	1393
John	M	Muir		or Current Boxholder	PO Box 1395	Dillingham	AK	99576	1395
David	P	Williams		or Current Boxholder	PO Box 1397	Dillingham	AK	99576	1397
Rose	M	Heyano		or Current Boxholder	PO Box 1403	Dillingham	AK	99576	1403
Nena		Petla		or Current Boxholder	PO Box 1404	Dillingham	AK	99576	1404

General Public Mailing List
Dillingham Airport Improvements Project

First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Nancy	E	Wilson		or Current Boxholder	PO Box 1405	Dillingham	AK	99576	1405
Sean	B	Brandon		or Current Boxholder	PO Box 1406	Dillingham	AK	99576	1406
Candace	M	Chythlook		or Current Boxholder	PO Box 1407	Dillingham	AK	99576	1407
Amanda	J	Heyano		or Current Boxholder	PO Box 1409	Dillingham	AK	99576	1409
Lauren	A	Graham		or Current Boxholder	PO Box 1412	Dillingham	AK	99576	1412
Barbie	J	Weiss		or Current Boxholder	PO Box 1413	Dillingham	AK	99576	1413
John	T	Hoggatt		or Current Boxholder	PO Box 1424	Dillingham	AK	99576	1424
William	C	Miller		or Current Boxholder	PO Box 1425	Dillingham	AK	99576	1425
Lorraine	L	Carpenter		or Current Boxholder	PO Box 1428	Dillingham	AK	99576	1428
Hugh	B	Schroeder		or Current Boxholder	PO Box 1435	Dillingham	AK	99576	1435
Agnes	M	Giordano		or Current Boxholder	PO Box 1446	Dillingham	AK	99576	1446
Crystal	C	Sifsof		or Current Boxholder	PO Box 1449	Dillingham	AK	99576	1449
Bristelle		Larsen		or Current Boxholder	PO Box 1450	Dillingham	AK	99576	1450
Jason	T	Fieser		or Current Boxholder	PO Box 1451	Dillingham	AK	99576	1451
Phillip	R	Carpenter		or Current Boxholder	PO Box 1453	Dillingham	AK	99576	1453
Juliana	C	Montooth		or Current Boxholder	PO Box 1454	Dillingham	AK	99576	1454
Darrel	C	Richardson		or Current Boxholder	PO Box 1455	Dillingham	AK	99576	1455
Eric	J	Holland		or Current Boxholder	PO Box 1462	Dillingham	AK	99576	1462
Frederick	T	Angasan	III	or Current Boxholder	PO Box 1465	Dillingham	AK	99576	1465
Richard	A	Luzitano		or Current Boxholder	PO Box 1466	Dillingham	AK	99576	1466
David	A	Lindenau		or Current Boxholder	PO Box 1471	Dillingham	AK	99576	1471
Rose	F	Fisher		or Current Boxholder	PO Box 1475	Dillingham	AK	99576	1475
Colette	T	Meraz		or Current Boxholder	PO Box 1477	Dillingham	AK	99576	1477
Deborah	L	McClean		or Current Boxholder	PO Box 1485	Dillingham	AK	99576	1485
Marjorie	W	Dunaway		or Current Boxholder	PO Box 1490	Dillingham	AK	99576	1490

General Public Mailing List
Dillingham Airport Improvements Project

First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Frank	L	Debon		or Current Boxholder	PO Box 1491	Dillingham	AK	99576	1491
David	A	Burke		or Current Boxholder	PO Box 1492	Dillingham	AK	99576	1492
Lucy	A	Weedman		or Current Boxholder	PO Box 1495	Dillingham	AK	99576	1495
Alexie		Ishnook		or Current Boxholder	PO Box 1505	Dillingham	AK	99576	1505
William	D	Carland		or Current Boxholder	PO Box 1506	Dillingham	AK	99576	1506
Decarlo		Duling	SR	or Current Boxholder	PO Box 1507	Dillingham	AK	99576	1507
Misty	D	Nielsen		or Current Boxholder	PO Box 1508	Dillingham	AK	99576	1508
Erin	T	Nay		or Current Boxholder	PO Box 1514	Dillingham	AK	99576	1514
Andrew	P	Clavette		or Current Boxholder	PO Box 1522	Dillingham	AK	99576	1522
Carmen	R	Narvaez		or Current Boxholder	PO Box 1525	Dillingham	AK	99576	1525
Annie	A	Fritze		or Current Boxholder	PO Box 1528	Dillingham	AK	99576	1528
Andrew	B	Anderson		or Current Boxholder	PO Box 1530	Dillingham	AK	99576	1530
Gary	E	Sharrett		or Current Boxholder	PO Box 1533	Dillingham	AK	99576	1533
Celeste	P	Novak		or Current Boxholder	PO Box 1534	Dillingham	AK	99576	1534
Eric	D	Reed		or Current Boxholder	PO Box 1535	Dillingham	AK	99576	1535
Rebecca	A	Chandler		or Current Boxholder	PO Box 1541	Dillingham	AK	99576	1541
Vera		Garner		or Current Boxholder	PO Box 1553	Dillingham	AK	99576	1553
Donald	J	Mcintire		or Current Boxholder	PO Box 1557	Dillingham	AK	99576	1557
James	P	Brandon		or Current Boxholder	PO Box 1564	Dillingham	AK	99576	1564
Ginger	M	Small-alvarado		or Current Boxholder	PO Box 1566	Dillingham	AK	99576	1566
Barbara	L	Asher		or Current Boxholder	PO Box 1570	Dillingham	AK	99576	1570
David	J	Piazza		or Current Boxholder	PO Box 1571	Dillingham	AK	99576	1571
John	L	Johnson		or Current Boxholder	PO Box 1575	Dillingham	AK	99576	1575
Jacqueline	L	Nelson		or Current Boxholder	PO Box 1577	Dillingham	AK	99576	1577
Rene		Johnson		or Current Boxholder	PO Box 1589	Dillingham	AK	99576	1589

General Public Mailing List
Dillingham Airport Improvements Project

First Name	Middle Initial	Last Name	Name Suffix	Name2	Address	City	State	Zip	Zip2
Richard		Tilden	JR	or Current Boxholder	PO Box 1594	Dillingham	AK	99576	1594
Jim		Gauthier		or Current Boxholder	PO Box 1629	Dillingham	AK	99576	1629
Vivian	R	Willis		or Current Boxholder	PO Box 1650	Dillingham	AK	99576	1650
Kurt	D	Sauers		or Current Boxholder	PO Box 1669	Dillingham	AK	99576	1669
Marian		Small		or Current Boxholder	PO Box 1670	Dillingham	AK	99576	1670
Luisa	E	Hanson		or Current Boxholder	PO Box 1730	Dillingham	AK	99576	1730
David	E	Smith		or Current Boxholder	PO Box 1790	Dillingham	AK	99576	1790
William	J	Berkhahn		or Current Boxholder	PO Box 1822	Dillingham	AK	99576	1822
Diane	T	Ishnook		or Current Boxholder	PO Box 5034	Koliganek	AK	99576	5034
Elizabeth	M	Demoski		or Current Boxholder	PO Box Twa	Dillingham	AK	99576	8996
Dick	S	Mark		or Current Boxholder	General Delivery	Dillingham	AK	99576	9999

Leaseholders and State Government Officials Mailing List
Dillingham Airport Improvements Project

Last Name	First Name	Title	Business Name	Address	City	State	Zip	Phone	Email
			Alaska Airlines Corporate Office	P. O. Box 68900	Seattle	WA	98168	206-443-3200	
			Peninsula Airways, Inc.	6100 Boeing Ave.	Anchorage	AK	99502	907-771-2500	info@penair.com
			Grant Aviation	4451 Aircraft Drive	Anchorage	AK	99509	888-359-4726 or 907-842-2955	res@flygrant.com
Carlos	Sean	Owner	Alaska Island Air	Airport Road	Dillingham	AK	99576	907-842-5120	
Schlagel	Tom	President	Bay Air Inc.	P.O. Box 714	Dillingham	AK	99576	907-842-2570	bayair@nushtel.net
			Everts Air Cargo	6111 Lockheed Avenue	Anchorage	AK	99502	907-842-3391 or 907-243-0009	
Ball	Newt	Owner	Alaska Pride Air	P.O. Box 651	Dillingham	AK	99576	907-842-5333	
			Ace Air Cargo	640 Airport Way	Dillingham	AK	99576	907-842-5333	
Darden	Don	Owner	Alaska Cargo Service	P.O. Box 251	Dillingham	AK	99576	907-842-5491 or 907-842-2400	
McKenzie	Judy	President	Lynden Air Cargo	6441 South Airport Place	Anchorage	AK	99502	907-249-4100	judy@lynden.com
			Northern Air Cargo	3900 Old International Airport Road	Anchorage	AK	99502	907-249-5105	
Grant	Rick and Denise	Owner	Tikchik Airventures	P.O. Box 71	Dillingham	AK	99576	907-842-5841	grant@nushtel.com
Lyman	Hoffman	Senator		120 W 4th Street, Suite 518	Juneau	AK	99801		Senator_Lyman_Hoffman@legis.state.ak.us
Bryce	Edgmon	Representative		120 W 4th Street, Suite 518	Juneau	AK	99801		Representative_Bryce_Edgmon@legis.state.ak.us

Agency Mailing List
Dillingham Airport Improvements Project

Last Name	First Name	Title	Agency	Division	Address	City	State	Zip Code	E-mail
Daigneault	Mike	Regional Supervisor	Alaska Department of Fish and Game	Habitat	333 Raspberry Road	Anchorage	AK	99518-1599	michael.daigneault@alaska.gov
Thompson	Rick	Natural Resource Manager	Alaska Department of Natural Resources	Division of Mining Land and Water	550 W. 7th Ave. Suite 900c	Anchorage	AK	99501-3577	richard.thompson@alaska.gov
Ballard	Christine	Natural Resource Specialist	Alaska Department of Natural Resources	Coastal & Ocean Management	550 W. 7th Ave., Suite 705	Anchorage	AK	99501-3568	christine.ballard@alaska.gov
Ashton	William	Environmental Engineer	Alaska Department of Environmental Conservation	Division of Water	555 Cordova Street	Anchorage	AK	99501	william.ashton@alaska.gov
Sterrett	Alyssa		U.S. Army Corps of Engineers		P.O. Box 6898	Elmendorf AFB	AK	99605-0898	alyssa.c.sterrett@usace.army.mil
Curtis	Jennifer		U.S. Environmental Protection Agency	Region 10	222 West 7th Avenue, #19	Anchorage	AK	99513-7588	curtis.jennifer@epa.gov
North	Phil		U.S. Environmental Protection Agency	Region 10	222 West 7th Avenue, #19	Anchorage	AK	99513-7588	north.phil@epa.gov
Rappoport	Ann	Field Supervisor	U.S. Fish and Wildlife Service	Anchorage Field Office	605 W. 4th Ave., Room G-61	Anchorage	AK	99501	ann_rappoport@fws.gov
Buntjer	Mike	Branch Chief of Conservation Planning Assistance	U.S. Fish and Wildlife Service	Anchorage Field Office	605 W. 4th Ave., Room G-61	Anchorage	AK	99501	michael_buntjer@fws.gov
Lance	Ellen	Branch Chief of Endangered Species	U.S. Fish and Wildlife Service	Anchorage Field Office	605 W. 4th Ave., Room G-61	Anchorage	AK	99501	ellen_lance@fws.gov
Virden	Eugene R.	Acting Regional Director	Bureau of Indian Affairs	Alaska Regional Office	3601 C Street, Suite 1100	Juneau	AK	99503-5947	Eugene.Virden@bia.gov
Fincher	Jim	Anchorage Field Office Manager	Bureau of Land Management	Anchorage Field Office	4700 BLM Road	Anchorage	AK	99507	Jim_Fincher@blm.gov

Agency Mailing List
Dillingham Airport Improvements Project

Last Name	First Name	Title	Agency	Division	Address	City	State	Zip Code	E-mail
Loland	James Obert	District Conservationist	U.S. Department of Agriculture	Natural Resources Conservation Service, Dillingham Field Office	P.O. Box 1110	Dillingham	AK	99576	jim.loland@ak.usda.gov
Hanson	Jeanne	Supervisory Fish Biologist	National Oceanic & Atmospheric Administration	National Marine Fisheries Service, Alaska Regional Office	P.O. Box 21668	Juneau	AK	99802	hcd.anchorage@noaa.gov
Higgins	Barbara	Local Government Specialist	State of Alaska, Department of Commerce, Community & Economic Development	Division of Community & Regional Affairs	P.O. Box 790	Dillingham	AK	99576	barbara.higgins@alaska.gov
Moore	Donald	Interim City Manager	City of Dillingham		P.O. Box 889	Dillingham	AK	99576	manager@dillinghamak.us assistant@dillinghamak.us
Calaway	Doug	Chief Executive Officer	Choggiung, Ltd.		P.O. Box 330	Dillingham	AK	99576	contact@choggiung.com
Andrew	Bobby	President	Aleknagik Natives Limited		P.O. Box 1630	Dillingham	AK	99576	
Smith	L. Tiel	Land & Resources Manager	Bristol Bay Native Corporation		111 West 16th Avenue, Suite 400	Anchorage	AK	99501	ismith@bbnc.net
Flensburg	Sue	Environmental Program Mgr.	Bristol Bay Native Association		P.O. Box 310	Dillingham	AK	99576	sflensburg@bbna.com
Tilden	Thomas	Chief	Curyung Tribal Council		P.O. Box 216	Dillingham	AK	99576	dorothy@curyungtribe.com
Heyano	Robert	President	Ekuk Village Council		P.O. Box 530	Dillingham	AK	99576	evc@ekukvc.net
Chythlook	Daniel	President	Aleknagik Traditional Council		P.O. Box 115	Aleknagik	AK	99555	aleknagiktraditional@yahoo.com

APPENDIX B

Public Scoping Meeting Announcements and Advertisements

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PUBLIC SCOPING MEETING

February 10, 2011
7:00 – 9:00 p.m.
7:30 Presentation

Bingo Hall
Dillingham, Alaska

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend an Open House Public Scoping Meeting to receive information on the proposed **Dillingham Airport Improvements** project. The purpose of the proposed project is to upgrade the existing Dillingham Airport to meet Federal Aviation Administration's (FAA) established Runway Safety Area (RSA) standards to the extent practicable. The proposed improvements would extend the runway length and width for aircraft landings and takeoffs and enhance the RSA. The project would also require realignment of Airport Road by extending the road around the north side of the General Aviation Apron and connecting with the existing Airport Road. The connection of Airport Road with Wood River Road would be closed.

DOT&PF is initiating an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA). The proposed project is being evaluated for compliance with FAA Orders 1050.1E (Environmental Impacts: Policies and Procedures) and 5050.4B (NEPA Implementing Instructions for Airport Actions); the Clean Water Act; Clean Air Act; Coastal Zone Management Act; National Historic Preservation Act; Fish and Wildlife Coordination Act; The Aviation Safety and Noise Abatement Act and FAA's Airport Noise Compatibility Planning guidelines; U.S. Department of Transportation Act section 4(f); Endangered Species Act; and Executive Orders: 11990 Protection of Wetlands, 11988 Floodplain Management, 12898 Environmental Justice, 11593 Historic Preservation, 13045 Protection of Children from Environmental Risk, and 13084 Consultation and Coordination with Indian Tribal Governments.

Meeting Discussion Items:

- Purpose and need of the proposed project
- Proposed airport improvements
- Environmental resources
- Public comments and answer questions

Members of the public are encouraged to attend, ask questions, and submit comments throughout the two-hour open house. Comments received during project scoping will be considered in preliminary design and environmental documentation for the project.

Those wishing to submit comments may deliver them verbally or in writing at the Public Scoping Meeting or send them to:

Brian Elliott
DOT&PF Environmental Manager
PO Box 196900
Anchorage, AK 99519-6900

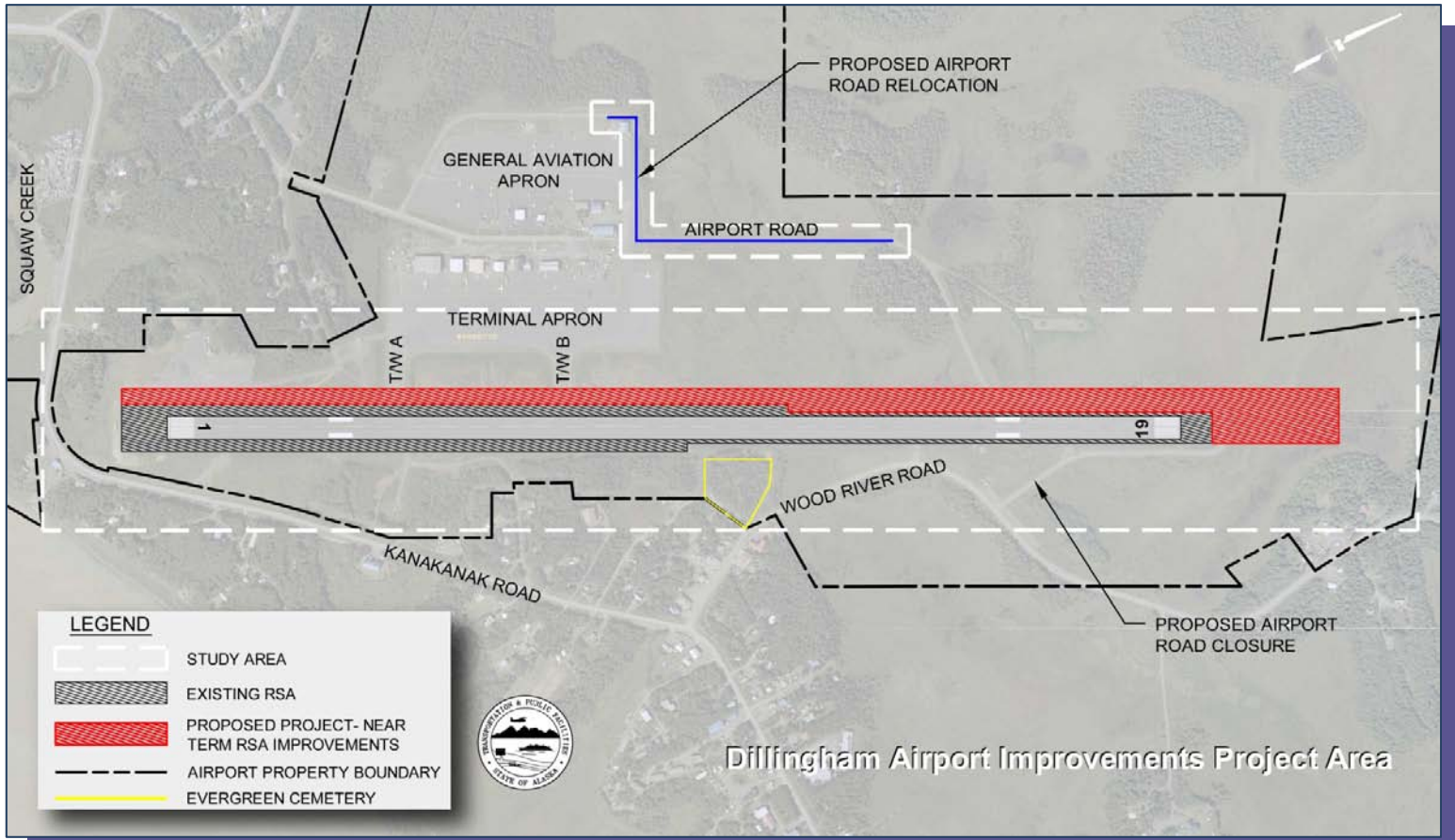
E-mail comments can be submitted via the project website <http://www.dowlhkm.com/Projects/DillinghamAirport>.

To become part of the official scoping record, comments must be received by **March 4, 2011**. However, additional public comments will be accepted throughout the project. For additional information contact Wolfgang Junge, DOT&PF Project Manager at (907) 269-0608 or by e-mail at wolfgang.junge@alaska.gov, or contact Brian Hanson, DOWL HKM Airport Engineer at (907) 562-2000 or by e-mail at bhanson@dowlhkm.com.

Special Needs:

Individuals with a hearing impairment can contact DOT&PF at 907-269-0473 for telephone device for the deaf (TDD) services. DOT&PF is able to offer, upon request, reasonable accommodations for special needs related to other disabilities.





DILLINGHAM AIRPORT IMPROVEMENTS



4041 B Street
Anchorage, Alaska 99503

Hillman, Kacy

From: Hillman, Kacy
Sent: Monday, February 07, 2011 8:20 AM
To: Representative_Bryce_Edgmon@legis.state.ak.us;
Senator_Lyman_Hoffman@legis.state.ak.us; grant@nushtel.com; judy@lynden.com;
bayair@nushtel.net; res@flygrant.com; info@penair.com
Subject: Dillingham Airport Improvements-Public Scoping Meeting, February 10th
Attachments: Public Scoping Meeting Flyer_Dillingham 60456_011911.pdf
Categories: Reference

**Public Scoping Meeting - Dillingham Airport Improvements
Project No. 59304**

**Thursday, February 10, 2011, 7:00 - 9:00 p.m., Presentation at 7:30 p.m.
Bingo Hall, Dillingham, Alaska**

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend an Open House Public Scoping Meeting to receive information on the proposed DILLINGHAM AIRPORT IMPROVEMENTS project. The purpose of the proposed project is to upgrade the existing Dillingham Airport to meet Federal Aviation Administration's (FAA) established Runway Safety Area (RSA) standards to the extent practicable. The proposed improvements would extend the runway length and width for aircraft landings and takeoffs and enhance the RSA. The project would also require realignment of Airport Road by extending the road around the north side of the General Aviation Apron and connecting with the existing Airport Road. The connection of Airport Road with Wood River Road would be closed.

DOT&PF is initiating an ENVIRONMENTAL ASSESSMENT in accordance with the National Environmental Policy Act (NEPA). The proposed project is being evaluated for compliance with FAA Orders 1050.1E (Environmental Impacts: Policies and Procedures) and 5050.4B (NEPA Implementing Instructions for Airport Actions); the Clean Water Act; Clean Air Act; Coastal Zone Management Act; National Historic Preservation Act; Fish and Wildlife Coordination Act; The Aviation Safety and Noise Abatement Act and FAA's Airport Noise Compatibility Planning guidelines; U.S. Department of Transportation Act section 4(f); Endangered Species Act; and Executive Orders: 11990 Protection of Wetlands, 11988 Floodplain Management, 12898 Environmental Justice, 11593 Historic Preservation, 13045 Protection of Children from Environmental Risk, and 13084 Consultation and Coordination with Indian Tribal Governments.

Members of the public are encouraged to attend, ask questions, and submit comments throughout the two-hour open house. Comments received during project scoping will be considered in preliminary design and environmental documentation for the project. Those wishing to submit comments may deliver them verbally or in writing at the Public

Scoping Meeting or send them to:
Brian Elliott, DOT&PF Environmental Manager
PO Box 196900
Anchorage, Alaska 99519-6900.

E-mail comments can be submitted via the project website <http://www.dowlhkm.com/Projects/DillinghamAirport>.

Individuals with a hearing impairment can contact DOT&PF at 907-269-0473 for telephone device for the deaf (TDD) services. DOT&PF is able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

To become part of the official scoping record, comments must be received by **March 4, 2011**. However, additional public comments will be accepted throughout the project. For additional information contact Wolfgang Junge, DOT&PF

Project Manager at (907) 269-0608 or by e-mail at wolfgang.junge@alaska.gov, or contact Brian Hanson, DOWL HKM Airport Engineer at (907) 562-2000 or by e-mail at bhanson@dowlhkm.com.

Best Regards,

Kacy D. Hillman
Environmental Specialist



(907) 562-2000 | **Fax (907) 563-3953** | **4041 B Street** | **Anchorage, Alaska 99503** | **www.dowlhkm.com**

Inspiration | Innovation | Integrity

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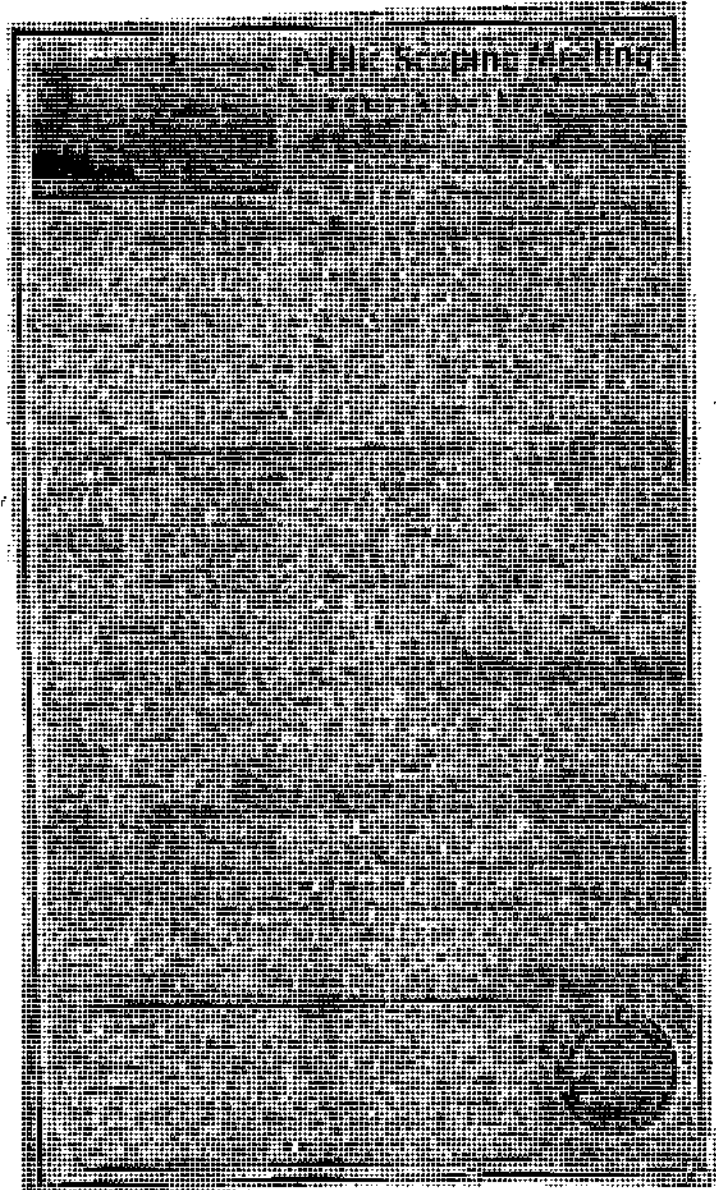
Please consider the **environment** before printing.

STOF0220
#202936
\$643.20

AFFIDAVIT OF PUBLICATION

STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Shane Drew
being first duly sworn on oath
deposes and says that he/she is
a representative of the
Anchorage Daily News, a
daily newspaper. That said
newspaper has been approved
by the Third Judicial Court,
Anchorage, Alaska, and it now
and has been published in the
English language continually as a
daily newspaper in Anchorage,
Alaska, and it is now and during
all said time was printed in an
office maintained at the aforesaid
place of publication of said
newspaper. That the annexed is
a copy of an advertisement as it
was published in regular issues
(and not in supplemental form)
of said newspaper on



January 31, 2011

and that such newspaper was
regularly distributed to its
subscribers during all of said
period. That the full amount of
the fee charged for the foregoing
publication is not in excess of
the rate charged private individuals.

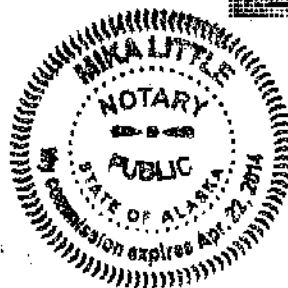
Signed Shane Drew

Subscribed and sworn to before

me this 1 day of FEB
20 11
[Signature]

Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska
MY COMMISSION EXPIRES

APR 22 2014



SOA/DOT & PF-Design & Environmental
Attn: Attn: Renee Forque
P.O. Box 196900
Anchorage, AK 99519

REMIT TO: Alaska Newspapers, Inc.
301 Calista, Court, Ste B
Anchorage, AK 99518
Ph: (907) 272-9830
Fax (907) 272-9512


CASE/PO/AJO:
AD#:

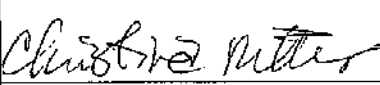
INVOICE(S): 0211004102171

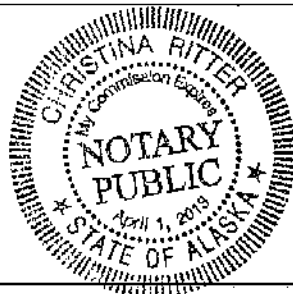
AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA
STATE OF ALASKA, THIRD DISTRICT
BEFORE ME, THE UNDERSIGNED, A NOTARY
PUBLIC THIS DAY PERSONALLY APPEARED
JEANIE GUSTY WHO, BEING FIRST DULY
SWORN, ACCORDING TO LAW, SAYS THAT SHE
IS THE ADMINISTRATIVE ASSISTANT OF
ALASKA NEWSPAPERS, INC. DBA THE THE
BRISTOL BAY TIMES PUBLISHED AT 301
CALISTA COURT, STE B, IN SAID THIRD
DISTRICT AND STATE OF ALASKA AND THAT
THE ADVERTISEMENT, OF WHICH THE
ANNEXED OR ATTACHED IS A TRUE COPY, WAS
PUBLISHED IN SAID PUBLICATION AND ALSO
ONLINE ON 2/7/2011 AND THEREAFTER FOR A
TOTAL OF 1 CONSECUTIVE ISSUE(S), THE LAST
PUBLICATION APPEARING ON 2/7/2011

ATTACH PROOF OF PUBLICATION HERE


JEANIE GUSTY
ADMINISTRATIVE ASSISTANT
SUBSCRIBED AND SWORN BEFORE ME THIS
FEBRUARY 14, 2011


CHRISTINA RITTER
NOTARY PUBLIC
STATE OF ALASKA
MY COMMISSION
EXPIRES ON 04/01/2013



Dillingham

Jan. 3

SOA vs Basargin, Dionisy V DOB: 05/18/1990

1 07/08/2010 5AAC06.350(f); Closed Waters -

Endanger Welfare Child 2-Impaired By Intoxicant

01/06/2011 CR: Guilty Conviction After Guilty Plea

); Endanger Welfare Child 2-Impaired By Intoxicant

01/06/2011 CR: Guilty Conviction After Guilty Plea

Dismissed by Prosecution (CrR43)

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CR: Guilty Conviction After Guilty P

Minor Consuming Alcohol 01/12/2

by Prosecution (CrR43(a))

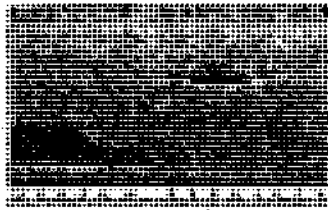
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Public Scoping Meeting

Dillingham Airport Improvements

Project No. 59304

Thursday, February 10, 2011

7:00 - 9:00 p.m. • Presentation at 7:30 p.m.

Bingo Hall • Dillingham, Alaska

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend an Open House Public Scoping Meeting to receive information on the proposed Dillingham Airport Improvements project. The purpose of the proposed project is to upgrade the existing Dillingham Airport to meet Federal Aviation Administration's (FAA) established Runway Safety Area (RSA) standards to the extent practicable. The proposed improvements would extend the runway length and width for aircraft landings and takeoffs and enhance the RSA. The project would also require realignment of Airport Road by extending the road around the north side of the General Aviation Apron and connecting with the existing Airport Road. The connection of Airport Road with Wood River Road would be closed.

DOT&PF is initiating an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA). The proposed project is being evaluated for compliance with FAA Orders 1050.1E (Environmental Impacts: Policies and Procedures) and 5050.4B (NEPA Implementing Instructions for Airport Actions); the Clean Water Act; Clean Air Act; Coastal Zone Management Act; National Historic Preservation Act; Fish and Wildlife Coordination Act; The Aviation Safety and Noise Abatement Act and FAA's Airport Noise Compatibility Planning guidelines; U.S. Department of Transportation Act section 4(f); Endangered Species Act; and Executive Orders: 11990 Protection of Wetlands, 11988 Floodplain Management, 12898 Environmental Justice, 11593 Historic Preservation, 13045 Protection of Children from Environmental Risk, and 13084 Consultation and Coordination with Indian Tribal Governments.

Members of the public are encouraged to attend, ask questions, and submit comments throughout the two-hour open house. Comments received during project scoping will be considered in preliminary design and environmental documentation for the project. Those wishing to submit comments may deliver them verbally or in writing at the Public Scoping Meeting or send them to:

Brian Elliott - DOT&PF Environmental Manager

PO Box 196900 • Anchorage, Alaska 99519-6900

E-mail comments can be submitted via the project website

<http://www.dowhkm.com/Projects/DillinghamAirport>.

Individuals with a hearing impairment can contact DOT&PF at 907-289-0473 for telephone device for the deaf (TDD) services. DOT&PF is able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

To become part of the official scoping record, comments must be received by March 4, 2011. However, additional public comments will be accepted throughout the project. For additional information contact Wolfgang Junge, DOT&PF Project Manager at (907) 289-0808 or by e-mail at wolfgang.junge@alaska.gov, or contact Brian Hanson, DOWL HKM Airport Engineer at (907) 582-2000 or by e-mail at bhanson@dowhkm.com.



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February 11, 2011.

Hillman, Kacy

From: Hillman, Kacy
Sent: Wednesday, January 26, 2011 11:01 AM
To: 'KDLG'
Subject: PSA Request-Public Scoping Meeting February 10th

Hello,

The following is the PSA I would like to request to be announced:

The State of Alaska Department of Transportation and Public Facilities invites you to attend an Open House Public Scoping Meeting, Thursday, February 10th from 7-9 PM at the Bingo Hall in Dillingham to receive information on the proposed DILLINGHAM AIRPORT IMPROVEMENTS project. The presentation will begin at 7:30 PM.

Best Regards,
Kacy

-----Original Message-----

From: KDLG [<mailto:kdlg@dlgsd.org>]
Sent: Wednesday, January 26, 2011 10:45 AM
To: Hillman, Kacy
Subject: RE: KDLG Radio 670 AM / 89.9 FM Information Request [From IP: 69.178.6.221]

Kacy,

You can fax it to 907-842-5645 or email the 4 Ws to kdlg@dlgsd.org.

Cheers.

Matthew Schroder
Program Director - KDLG
kdlgpd@dlgsd.org
(907)842-5281

-----Original Message-----

From: khillman@dowlhkm.com [<mailto:khillman@dowlhkm.com>]
Sent: Wednesday, January 26, 2011 10:18 AM
To: kdlg@dlgsd.org
Subject: KDLG Radio 670 AM / 89.9 FM Information Request [From IP: 69.178.6.221]

name: Kacy Hillman
email: khillman@dowlhkm.com
comments: Good morning,
I would like to request a PSA to be announced for a public meeting coming up on February 10th and I was wondering how I go about doing that. I just submitted a request to have the information included on the community calendar.
Thank you,

Kacy
security_code: yjyp4r

[Home](#)[Go Back](#)

Online Public Notice

State of Alaska

Public Notices

Public Meeting for the Dillingham Airport Improvements

Submitted by: mlbyrd/25

Date Submitted: 01/27/2011 11:04 AM

Date Modified:

Ak Admin Journal: [not printed]

Attachments: No files attached

OK - DG

Public Meeting for the Dillingham Airport Improvements

Category: Public Notices

Publish Date: 01/27/2011

Department: Transportation & Public Facilities

Location: Central Region

Coastal District: N/A

Body of Notice:

Dillingham Airport Improvements
Project No. 59304

Public Scoping Meeting Thursday, February 10, 2011
7:00 - 9:00 p.m. Presentation at 7:30 p.m.
Bingo Hall Dillingham, Alaska

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Brian Elliott - DOT&PF Environmental Manager
PO Box 196900 • Anchorage, Alaska 99519-6900

E-mail comments can be submitted via the project website www.dowlhkm.com/Projects/DillinghamAirport.

Hillman, Kacy

From: whatsup-request@npogroups.org on behalf of Peg Tileston [pegt@gci.net]
Sent: Friday, January 28, 2011 9:50 AM
To: What's Up
Subject: [whatsup] What's Up 1/27/11
Attachments: What's Up.doc

**Mark items that are new in this issue.

What's Up

January 27, 2011

Compiled Weekly by Peg Tileston

On behalf of the Alaska Women's Environmental Network (AWEN), Alaska Center for the Environment (ACE), and Alaska Conservation Alliance (ACA)

WORKSHOPS, SEMINARS, TRAINING, WEBINARS, WEBCASTS, STATEWIDE EVENTS & TELECONFERENCES

**January 31 (TELECONFERENCE)

The BOARD OF FORESTRY will meet by teleconference from 1 to 3:30pm. The agenda will include reports and discussion on 2011 legislation regarding: Additions to the Southeast State Forest; Public safety and the Forest Resources & Practices Act (HB 91); and Invasive species council and coordination; Other forestry matters may be included on the agenda. There will be an opportunity for public comment at 1:10pm. Public teleconference sites will be available at the following locations: Juneau: Dept. of Natural Resources 4th floor conference room,; Fairbanks: DNR 3700 Airport Way; Anchorage: Division of Forestry conference room in the Atwood Building, 550 W. 7th Ave., Suite 1450; Ketchikan: Division of Forestry office, Suite 213. For more information, contact Marty Freeman at marty.freeman@alaska.gov or 907-269-8467.

February 7 - 11

ANCHORAGE - The ANNUAL ALASKA FORUM ON THE ENVIRONMENT will be held at the Dena'ina Center. For 2011, AFE offers more than 80 technical breakout sessions featuring climate change, energy environmental regulations, cleanup and remediation, fish & wildlife, solid waste, and special programs for Alaskan youth. Keynote events and speakers focus on Alaska talent. AFE will be announcing more keynotes and morning speakers in coming weeks. For more information, go to <http://akforum.com/>.

February 9

ANCHORAGE- COASTAL COMMUNITIES WORKSHOP will be held at the Hotel Captain Cook from 9am to 4pm, co-sponsored by the Alaska Sea Grant Marine Advisory Program and the Southwest Alaska Municipal Conference (SWAMC). The workshop will be an open dialogue and include presentations and discussions on various coastal issues including seafood development, energy, climate change, small business opportunities, and more. The Alaska Sea Grant program is full of marine researchers and community development experts that are dedicated to the sustainability of our seas and coasts, and to the communities and people that rely on the marine environment. Our aim is for the workshop to be fun and interactive, and to hopefully engage participants on what it will take to keep our coastal communities and marine resources alive and thriving for generations to come. Please visit <http://events.r20.constantcontact.com/register/event?oeidk=a07e36fllu03a66e0f8&llr=vxwnurbab> to register and find out more.

February 9

ANCHORAGE - COASTAL COMMUNITIES WORKSHOP will be held at the Hotel Captain Cook from 9am

measures that must be used to control the types and amounts of pollutants that can be discharged from construction activities. Explanation of the permit is available at <http://dec.alaska.gov/water/wnpspc/stormwater/index.htm> For more information or to submit comments, contact William Ashton at 907-269-6283, Fax 907-269-3487 or email william.Ashton@alaska.gov.

****February 10**

DILLINGHAM - Public Scoping meeting will be held from 7 to 9pm in the Bingo Hall to receive information on the PROPOSED DILLINGHAM AIRPORT IMPROVEMENTS PROJECT in preparation for an Environmental Assessment (EA). The purpose of the proposed project is to upgrade the existing Dillingham Airport to meet the Federal Aviation Administration's (FAA) established Runway Safety Area (RSA) standards to the extent practicable. The proposed improvements would extend the runway length and width for aircraft landings and takeoffs and enhance the RSA. The project would also require realignment of Airport Road by extending the road around the north side of the General Aviation Apron and connecting with the existing Airport Road. The connection of Airport Road with Wood River Road would be closed. The proposed project is being evaluated for compliance with FAA Environmental Impacts: Policies and Procedures and NEPA Implementing Instructions for Airport Actions; the Clean Water Act; Clean Air Act; Coastal Zone Management Act; National Historic Preservation Act; Fish and Wildlife Coordination Act; The Aviation Safety and Noise Abatement Act and FAA's Airport Noise Compatibility Planning guidelines; U.S. Department of Transportation Act section 4(f); Endangered Species Act; and Executive Orders: 11990 Protection of Wetlands, 11988 Floodplain Management, 12898 Environmental Justice, 11593 Historic Preservation, 13045 Protection of Children from Environmental Risk, and 13084 Consultation and Coordination with Indian Tribal Governments. Those wishing to submit comments may deliver them verbally or in writing at the Public Scoping Meeting or send them to Brian Elliott - DOT&PF Environmental Manager, PO Box 196900 • Anchorage, Alaska 99519-6900 or email via the project website at www.dowlhkm.com/Projects/DillinghamAirport. For additional information contact Wolfgang Junge at (907) 269-0608 or email wolfgang.junge@alaska.gov or contact Brian Hanson, DOWL HKM Airport Engineer at (907) 562-2000 or email bhanson@dowlhkm.com.

****February 10**

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****February 10**

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****February 10**

CORDOVA - The COPPER RIVER/PRINCE WILLIAM SOUND FISH & GAME ADVISORY COMMITTEE will hold elections at the PWS Aquaculture conference room at 7pm. Other agenda items: preliminary BOF proposal consideration and USFS guide regulations. For more information contact Tom Carpenter at 424-3101. To see the proposals under consideration by the board's, go to <http://www.boards.adfg.state.ak.us/>. For more information, contact: Sherry Wright at 907-267-2354 or email Sherry.Wright@alaska.gov.

Hillman, Kacy

From: whatsapp-request@npogroups.org on behalf of Peg Tileston [pegt@gci.net]
Sent: Wednesday, February 02, 2011 11:06 PM
To: What's Up
Subject: [whatsapp] What's Up 2/2/11
Attachments: What's Up.doc

Categories: Reference

-
===== A message from the whatsapp mailing list =====

-
**Mark items that are new in this issue.

What's Up

February 2, 2011

Compiled Weekly by Peg Tileston

On behalf of the Alaska Women's Environmental Network (AWEN), Alaska Center for the Environment (ACE), and Alaska Conservation Alliance (ACA)

WORKSHOPS, SEMINARS, TRAINING, WEBINARS, WEBCASTS, STATEWIDE EVENTS & TELECONFERENCES

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**February 8 (TELECONFERENCE)

JUNEAU - CRUISE SHIP WASTEWATER SCIENCE ADVISORY PANEL will meet via teleconference from 8 to 10am. The public is invited to attend this conference call at the DEC Main Conference Room, 410 Willoughby Ave. For more information, contact Krista Webb at 206-842-5398 ext 23, or e-mail k.webb@oasisenviro.com. The draft agenda and more information about the Panel will be available at:

http://www.dec.state.ak.us/water/cruise_ships/SciencePanel/index.htm .

**February 9 (Additional Information)

ANCHORAGE- COASTAL COMMUNITIES WORKSHOP will be held at the Hotel Captain Cook from 9am to 4pm, co-sponsored by the Alaska Sea Grant Marine Advisory Program and the Southwest Alaska Municipal Conference (SWAMC). The workshop will be an open dialogue and include presentations and discussions on various coastal issues including seafood development, energy, climate change, small business opportunities, and more. The Alaska Sea Grant program is full of marine researchers and community development experts that are dedicated to the sustainability of our seas and coasts, and to the communities and people that rely on the marine environment. Our aim is for the workshop to be fun and interactive, and to hopefully engage participants on what it will take to keep our coastal communities and marine resources alive and thriving for generations to come. Presenters include MAP specialists: Dr. CHARLES

are interested in any of the issues on the table you are highly encouraged to attend this meeting. JDAC meetings is open to the public. The JDAC consists of community members from all user groups who come together and discuss fish and game issues and recommend changes to current regulations. They also represent their community before the Board of Fisheries and Board of Game at board meetings. For more information you can contact Scott Crass, ADF&G Regional Coordinator, at 465.4046 or Mike Peterson, JDAC Chair, at 723.8369.

****February 8 - 10**

JUNEAU - The PROJECT EVALUATION BOARD (PEB) will meet to SCORE 2012-2015 STIP NOMINATIONS at 3132 Channel Drive in Room 140 Detailed information about 2012-2015 STIP nominations and the PEB Meeting can be found at: http://www.dot.state.ak.us/stwdplng/cip_stip/index.shtml.

February 9

Public hearing will be held from 1:30 to 3:30pm at Sheraton Hotel on the proposal to reissue an ALASKA CONSTRUCTION GENERAL PERMIT (ACGP) for discharges from LARGE AND SMALL CONSTRUCTION ACTIVITIES under the AK POLLUTANT DISCHARGE ELIMINATION SYSTEM (APDES). The permit authorizes and sets conditions on the discharge of pollutants from construction projects to waters in Alaska. In order to ensure protection of water quality and human health, the permit describes control measures that must be used to control the types and amounts of pollutants that can be discharged from construction activities. Explanation of the permit is available at <http://dec.alaska.gov/water/wnpssc/stormwater/index.htm> For more information or to submit comments, contact William Ashton at 907-269-6283, Fax 907-269-3487 or email william.Ashton@alaska.gov.

****February 10**

JUNEAU - BOB'S BUGS will be presented by Bob Armstrong at the Juneau Audubon Society at 7pm in UAS Egan Room 221. Bob Armstrong will share some of the really exciting experiences he has recently had with insects. This will include the connections with Red-breasted Sapsuckers, rescuing hornworms at the airport, getting yelled at for chasing a Painted Lady, looking for Bruce Spanworm's girl friends and bonding with a mosquito. Also, Bob Armstrong has been working with Kathy Hocker and John Hudson on a book about Aquatic Insects in Alaska. Bob will talk about some of the experiences he has had looking for and photographing aquatic insects. This will include searching for Rat-tailed Maggots, Phantom Crane Flies, Mountain Midges and the techniques for taking underwater photos of creatures only a few millimeters long.

February 10

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February 10

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February 12

FAIRBANKS - FIREWOOD CUTTING WORKSHOP AND CHILI FEED will be held from 10am to Noon at the Cold Climate Housing Research Center. Chili and Corn Bread served during the workshop! \$5 per person on site. Monies collected will go toward purchasing Arbor Day plantings for local Habitat for Humanity homes, sending SAF student members to State and National Conferences and other charitable events. For more information, contact Tom St. Clair at (907) 385-7300.

Hillman, Kacy

From: whatsapp-request@npogroups.org on behalf of Peg Tileston [pegt@gci.net]
Sent: Wednesday, February 09, 2011 9:26 PM
To: What's Up
Subject: [whatsapp] What's Up 2/9/11
Attachments: What's Up.doc

Categories: Reference

-
===== A message from the whatsapp mailing list =====

-
**Mark items that are new in this issue.

What's Up

February 9, 2011

Compiled Weekly by Peg Tileston

On behalf of the Alaska Women's Environmental Network (AWEN), Alaska Center for the Environment (ACE), and Alaska Conservation Alliance (ACA)

WORKSHOPS, SEMINARS, TRAINING, WEBINARS, WEBCASTS, STATEWIDE EVENTS & TELECONFERENCES

**February 10 (STATEWIDE TELECONFERENCE)

ABC REVISION PHASE II STAKEHOLDERS meeting will be held from 10am to Noon via teleconference. All of the Phase II proposed GENERALLY CONSISTENT DETERMINATIONS (PGCDs) are available at <http://dnr.alaska.gov/coastal/acmp/Clawhome/ABClist/PhaseII.html>. A spreadsheet showing how the revised B-I List will look when the Phase I and Phase II documents are listed numerically and according to the "Activity Category" (found in the far-left column). It is color coded with the Phase I GCDs in blue background and the Phase II PGCDs with a yellow background. The Phase I GCDs can be recognized by the numbers of the current existing GCDs approved in May 2004, and the corresponding new revised document numbers that will be used when the ABC List Revision is complete. To join the teleconference, call 1-800-315-6338; Code Number 2225. For more information, contact Joe Donohue at 907-465-4664 or email joe.donohue@alaska.gov.

February 10 (STATEWIDE TELECONFERENCE)

Public hearing will be held from 1:30 to 3:30pm via teleconference on the proposal to reissue an ALASKA CONSTRUCTION GENERAL PERMIT (ACGP) for discharges from LARGE AND SMALL CONSTRUCTION ACTIVITIES under the AK POLLUTANT DISCHARGE ELIMINATION SYSTEM (APDES). The permit authorizes and sets conditions on the discharge of pollutants from construction projects to waters in Alaska. In order to ensure protection of water quality and human health, the permit describes control measures that must be used to control the types and amounts of pollutants that can be discharged from construction activities. Explanation of the permit is available at <http://dec.alaska.gov/water/wnpssc/stormwater/index.htm> To participate, call toll-free 1-800-315-6338, call-in code 6283#. For more information or to submit comments, contact William Ashton at 907-269-6283, Fax 907-269-3487 or email william.Ashton@alaska.gov.

February 11 (TELECONFERENCE) (Additional Information)

JUNEAU - BOB'S BUGS will be presented by BOB ARMSTRONG at the Juneau Audubon Society at 7pm in UAS Egan Room 221. Bob Armstrong will share some of the really exciting experiences he has recently had with insects. This will include the connections with Red-breasted Sapsuckers, rescuing hornworms at the airport, getting yelled at for chasing a Painted Lady, looking for Bruce Spanworm's girl friends and bonding with a mosquito. Also, Bob Armstrong has been working with Kathy Hocker and John Hudson on a book about Aquatic Insects in Alaska. Bob will talk about some of the experiences he has had looking for and photographing aquatic insects. This will include searching for Rat-tailed Maggots, Phantom Crane Flies, Mountain Midges and the techniques for taking underwater photos of creatures only a few millimeters long.

February 10

DILLINGHAM - Public Scoping meeting will be held from 7 to 9pm in the Bingo Hall to receive information on the PROPOSED DILLINGHAM AIRPORT IMPROVEMENTS PROJECT in preparation for an Environmental Assessment (EA). The purpose of the proposed project is to upgrade the existing Dillingham Airport to meet the Federal Aviation Administration's (FAA) established Runway Safety Area (RSA) standards to the extent practicable. The proposed improvements would extend the runway length and width for aircraft landings and takeoffs and enhance the RSA. The project would also require realignment of Airport Road by extending the road around the north side of the General Aviation Apron and connecting with the existing Airport Road. The connection of Airport Road with Wood River Road would be closed. The proposed project is being evaluated for compliance with FAA Environmental Impacts: Policies and Procedures and NEPA Implementing Instructions for Airport Actions; the Clean Water Act; Clean Air Act; Coastal Zone Management Act; National Historic Preservation Act; Fish and Wildlife Coordination Act; The Aviation Safety and Noise Abatement Act and FAA's Airport Noise Compatibility Planning guidelines; U.S. Department of Transportation Act section 4(f); Endangered Species Act; and Executive Orders: 11990 Protection of Wetlands, 11988 Floodplain Management, 12898 Environmental Justice, 11593 Historic Preservation, 13045 Protection of Children from Environmental Risk, and 13084 Consultation and Coordination with Indian Tribal Governments. Those wishing to submit comments may deliver them verbally or in writing at the Public Scoping Meeting or send them to Brian Elliott - DOT&PF Environmental Manager, PO Box 196900 • Anchorage, Alaska 99519-6900 or email via the project website at www.dowlhkm.com/Projects/DillinghamAirport. For additional information contact Wolfgang Junge at (907) 269-0608 or email wolfgang.junge@alaska.gov or contact Brian Hanson, DOWL HKM Airport Engineer at (907) 562-2000 or email bhanson@dowlhkm.com.

February 10

FAIRBANKS - Northern Voices Series is sponsored by Northern Alaska Environmental Center & Fairbanks North Star Borough Library will present RESPONSES TO AND INSPIRATION BY NATURE, FORMING CLAY CREATIONS at 7pm at the Noel Wien Library - Admission is Free! SUE DEAN and group of local and formerly local potters will present thoughts and pictures of their responses to, and inspiration by, nature in forming and decorating pots and other clay creations. Among those participating, but not necessarily present, will be Marty Baldrige, Rosemarie Davis, Sue Dean, Mary Gebhard, Nancy Hausle-Johnson, Emily Herb, Lesley Lent, Shirley Odsather, Frances Schulz, Judy Weeden and Carol Young.

APPENDIX C

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Dillingham Airport Improvements Project

ADOT&PF
Project No. 59304



Aircarriers

In addition to identifying any concerns and/or issues your company might have, please provide any information and/or data with respect to airport use, access problems, land use concerns, bird strike problems or conflicts with other animals, subsistence use on or accessed through airport property, accidents, and/or any other special conditions that may be affected by the proposed project.

E-mail response

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Dillingham Airport Improvements Project

ADOT&PF
Project No. 59304



Public/Adjacent Land Owners

In addition to identifying any concerns and/or issues you might have with the proposed project, please provide any information and/or data with respect to airport use, access problems, land use concerns, subsistence use on or accessed through airport property, and/or any other special conditions that may be affected by the proposed project.

E-mail response

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Dillingham Airport Improvements Project

ADOT&PF
Project No. 59304



United States Army Corps of Engineers

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the Federal Emergency Management Agency Flood Maps for the project area and any findings are identified in the scoping letter and/or Appendix A. If you know of any other information and/or data with respect to the base floodplains, regulatory floodways, and/or special flood hazard areas of drainages that may be affected by the proposed project please provide that information.

2. Are there any navigable waters of the U.S. in the project vicinity over which the COE has Section 10 authority?

3. Identify any permits and/or clearances to be obtained from your agency for the proposed project.

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Dillingham Airport Improvements Project

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United States Environmental Protection Agency

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. Identify any sole source or principal drinking water sources that may be affected by the proposed project.
2. We have researched the Alaska Department of Environmental Conservation Contaminated Sites, Spills and LUST program databases and any findings are identified in the scoping letter and/or Appendix A. If you know of any other confirmed or suspected contaminated sites, spills and any registered underground or above ground fuel storage tanks that may affect or be affected by the proposed project please provide that information.
3. Identify any permits and/or clearances to be obtained from your agency for the proposed project.

E-mail response

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Dillingham Airport Improvements Project

ADOT&PF
Project No. 59304



United States Fish and Wildlife Service

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the USF&WS website with respect to known threatened and/or endangered species and their habitat for the project area and any findings are identified in the scoping letter and/or Appendix A. If you have any other information and/or data on threatened and/or endangered species in the project area that might potentially be affected by the proposal please provide that information.
2. We have researched the USF&WS website with respect to identifying National Wildlife Refuge lands in or adjacent to the project area and any findings are identified in the scoping letter and/or Appendix A. If you know of any other existing or proposed refuge lands in the vicinity of the project, and can identify any refuge objectives or activities that may conflict with the proposed project please provide that information.
3. We have researched the USF&WS National Wetland Inventory Maps with respect to identifying wetlands in or adjacent to the project area and any findings are identified in the scoping letter and/or Appendix A. If you know of any other wetlands that may be impacted by the project please provide that information.
4. Provide information or data on important fish and wildlife habitats or migration corridors potentially affected by the proposal.
5. Provide information on known active or inactive eagle nests in the project area.
6. Identify any permits and or clearances to be obtained from your agency for the project.
7. Please review the project information and send any comments you have with regard to the USFWS responsibilities under the Bald and Golden Eagle Protection Act, the Fish Wildlife Coordination Act, the Endangered Species Act, and the National Environmental Policy Act.

E-mail response

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Dillingham Airport Improvements Project

ADOT&PF
Project No. 59304

United States Department of Commerce National Marine Fisheries Service

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the NMFS website with respect to known threatened and/or endangered species and their habitat for the project area and any findings are identified in the scoping letter and/or Appendix A. If you have any other information and/or data on threatened and/or endangered species in the project area that might potentially be affected by the proposal please provide that information.

2. We have researched the NMFS website to determine if essential fish habitat (EFH) pursuant to the Magnuson Act will be impacted by the proposed project and any findings are identified in the scoping letter and/or Appendix A. If you have any other information and/or data on EFH species or habitat please provide that information.

E-mail response

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Dillingham Airport Improvements Project

ADOT&PF
Project No. 59304



Alaska Department of Environmental Conservation

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the ADEC Contaminated Sites, Spills and LUST program databases and any findings are identified in the scoping letter and/or Appendix A. If you know of any other confirmed or suspected contaminated sites, spills and any registered underground or above ground fuel storage tanks that may affect or be affected by the proposed project please provide that information.
2. Identify any water quality concerns.
3. Provide information and/or data on existing (permitted or unpermitted) solid waste landfills, dumps, discharges, or sewage lagoons in the project area.
4. Provide information and/or data on existing drinking water supplies in the project area.
5. Identify any permits and/or clearances to be obtained from your agency for the proposed project.

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Dillingham Airport Improvements Project

ADOT&PF
Project No. 59304



Alaska Department of Fish and Game, Division of Habitat

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the ADF&G's *An Atlas to the Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes* and any findings are identified in the scoping letter and/or Appendix A. If you have any other information and/or data on anadromous or resident fish streams in the vicinity of the proposed project, including spawning/rearing habitat and migration corridors please provide us that information.
2. Identify any fish species within the project boundaries that may be used for subsistence.
3. We have researched the ADF&G *State of Alaska Refuges, Critical Habitat Areas and Sanctuaries* and any findings are identified in the scoping letter and/or Appendix A. If these special areas exist in the project vicinity, would the normal activities of these areas be affected by the proposed project?
4. Provide information on wildlife other than fish in the vicinity of the proposed project.
5. Would the project affect wildlife migration corridors or bisect/segment wildlife habitat?
6. Identify any permits and/or clearances to be obtained from your agency for the proposed project.

E-mail response

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Dillingham Airport Improvements Project

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Project No. 59304

*Alaska Department of Natural Resources
Division of Parks and Outdoor Recreation*

In addition to identifying any concerns and/or issues you might have with the proposed project, the following information is requested:

1. State Parks - We have researched the ADNR DPOR *Catalog of the Alaska State Park System* for the project area and any findings are identified in the scoping letter and/or Appendix A. If you know of any other existing or proposed State Parks in the vicinity of the project, and can identify any Park objectives or activities that may conflict with the proposed project please provide that information.

E-mail response

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Dillingham Airport Improvements Project

ADOT&PF
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Alaska Department of Natural Resources Division of Coastal and Ocean Management

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. Identify any potential conflicts the proposed project may have with the goals or objectives of the state and local coastal management program.
2. At the present time, does your district have any objections to the proposed project?

E-mail response

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Dillingham Airport Improvements Project

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*Alaska Department of Natural Resources,
Division of Mining, Land and Water, Resource
Assessment and Development Unit*

In addition to identifying any concerns and/or issues you might have with the proposed project, the following information is requested:

1. Land Use Plans - We have researched the ADNR Land Use Plan for the project area and any findings are identified in the scoping letter and/or Appendix A. If you know of any other existing and/or proposed land use plans and can identify any land use objectives that may conflict with the proposed project please provide that information.

E-mail response

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Dillingham Airport Improvements Project

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Alaska Department of Natural Resources, Division of Mining, Land and Water, Southcentral Region Office

In addition to identifying any concerns and/or issues you might have with the proposed project, the following information is requested:

1. Land Use – Are there any state lands in the project area and if so have any authorizations such as Land Use Permits, Leases, Right-of-ways, Material Site Contracts or ILMA's been issued which would conflict with the project?
2. Permits - Identify any permits or clearances to be obtained from your agency for the proposed project.

E-mail response

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Dillingham Airport Improvements Project

ADOT&PF
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Bureau of Indian Affairs

In addition to identifying any concerns and/or issues you might have with the proposed project, the following information is requested:

- If you know of any confirmed or potential archaeological, historical, and/or cultural sites in the vicinity of the proposed project, please provide that information.
- Please provide any information regarding corporation or native allotment land that might be affected by the project.
- Does your agency support the proposed project?

E-mail response

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Dillingham Airport Improvements Project

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Project No. 59304

Bureau of Land Management

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the BLM website with respect to BLM Recreation Areas for the project area and any findings are identified in the scoping letter and/or Appendix A. If you have any other information and/or data on Recreation Areas or Native Allotments in the project area that might potentially be affected by the proposal, please provide that information.

E-mail response

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Dillingham Airport Improvements Project

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Project No. 59304



Federal Aviation Administration

In addition to identifying any concerns and/or issues you might have with the proposed project, please provide any information and/or data with respect to airport use, access problems, land use concerns, subsistence use on or accessed through airport property, and/or any other special conditions that may be affected by the proposed project.

E-mail response

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Dillingham Airport Improvements Project

ADOT&PF
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Regional Corporations, IRAs and Traditional Councils

We have researched the Alaska Heritage Resources Survey (AHRs) for the project area and any findings are identified in the scoping letter and/or Appendix A. If you know of any other confirmed or potential archaeological, historical, cultural and/or religious sites that may be affected by the proposed project, please provide that information.

E-mail response

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Dillingham Airport Improvements Project

ADOT&PF
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City, Village or Borough

In addition to identifying any concerns and/or issues the city might have with the proposed project, the following information is requested:

1. Identify any existing and/or proposed zoning requirements and/or land use controls in the project area. If permits are required, please identify which ones.
2. Identify any other local improvement project(s) under construction or proposed in the vicinity of the project within the foreseeable future.
3. Does the community support the proposed project?

For Local Coastal Districts Only

1. Identify any potential conflicts the proposed project may have with the goals or objectives of the local coastal management program.
2. At the present time, does your district have any objections to the proposed project?

E-mail response

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APPENDIX D

Comment Form

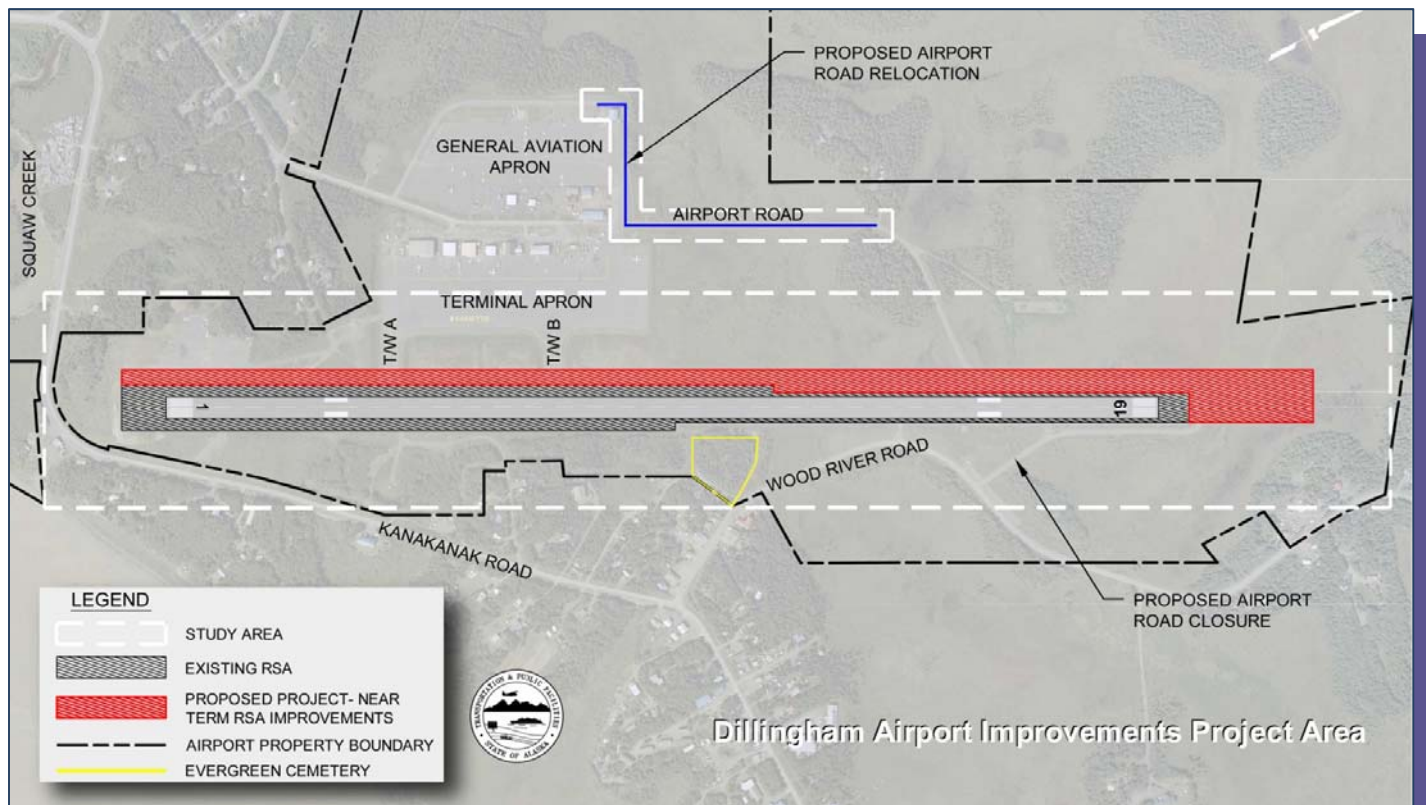


Comment Form

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend an Open House Public Scoping Meeting to receive information on the proposed **Dillingham Airport Improvements** project. The purpose of the proposed project is to upgrade the existing Dillingham Airport to meet Federal Aviation Administration's (FAA) established Runway Safety Area (RSA) standards to the extent practicable. The proposed improvements would extend the runway length and width for aircraft landings and takeoffs and enhance the RSA. The project would also require realignment of Airport Road by extending the road around the north side of the General Aviation Apron and connecting with the existing Airport Road. The connection of Airport Road with Wood River Road would be closed.

DOT&PF is initiating an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA). The proposed project is being evaluated for compliance with FAA Orders 1050.1E (Environmental Impacts: Policies and Procedures) and 5050.4B (NEPA Implementing Instructions for Airport Actions); the Clean Water Act; Clean Air Act; Coastal Zone Management Act; National Historic Preservation Act; Fish and Wildlife Coordination Act; The Aviation Safety and Noise Abatement Act and FAA's Airport Noise Compatibility Planning guidelines; U.S. Department of Transportation Act section 4(f); Endangered Species Act; and Executive Orders: 11990 Protection of Wetlands, 11988 Floodplain Management, 12898 Environmental Justice, 11593 Historic Preservation, 13045 Protection of Children from Environmental Risk, and 13084 Consultation and Coordination with Indian Tribal Governments.

Members of the public are encouraged to attend, ask questions, and submit comments throughout the two-hour open house. Comments received during project scoping will be considered in preliminary design and environmental documentation for the project.



E-mail comments can be submitted via the project website
<http://www.dowlhkm.com/Projects/DillinghamAirport>.

To become part of the official scoping record, comments must be received by **March 4, 2011**. However, additional public comments will be accepted throughout the project. For additional information contact Wolfgang Junge, DOT&PF Project Manager at (907) 269-0608 or by e-mail at wolfgang.junge@alaska.gov, or contact Brian Hanson, DOWL HKM Airport Engineer at (907) 562-2000 or by e-mail at bhanson@dowlhkm.com.



APPENDIX E

Public Scoping Meeting

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Welcome

DILLINGHAM AIRPORT IMPROVEMENTS



PUBLIC SCOPING MEETING

February 10, 2011



7:00 – 9:00 p.m.

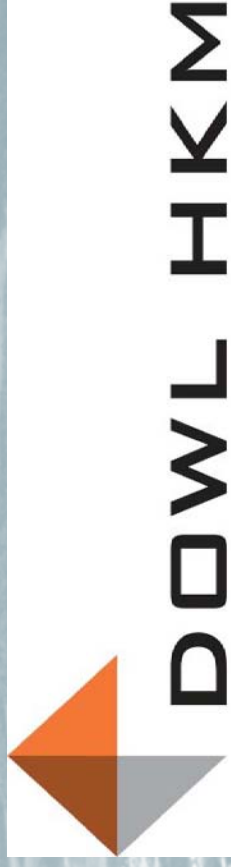
7:30 Presentation

Bingo Hall
Dillingham, Alaska

Introductions



- **Wolfgang Junge,**
DOT&PF Project Manager
- **Lynn Cason,**
DOT&PF Project Engineer
- **Jessica Wuttke,**
DOT &PF Project Engineer
- **Curtis Townsend,**
DOT&PF Project Engineer



- **Brian Hanson,**
DOWL HKM Project
Manager
- **Kacy Hillman,**
DOWL HKM
Environmental Specialist

Agenda

- Purpose & Need for Runway Improvements
- Current Airport Conditions
- Work To Date
- Proposed Runway Safety Area (RSA) Improvements
- Project Schedule
- National Environmental Policy Act (NEPA) Process
- Environmental Assessment (EA) Process
- Next Steps
- Questions & Comments

Purpose & Need

- To upgrade the existing Dillingham Airport to meet Federal Aviation Administration (FAA) established RSA standards.

- **WHAT** is an RSA?
- **WHY** does the RSA need improvement?

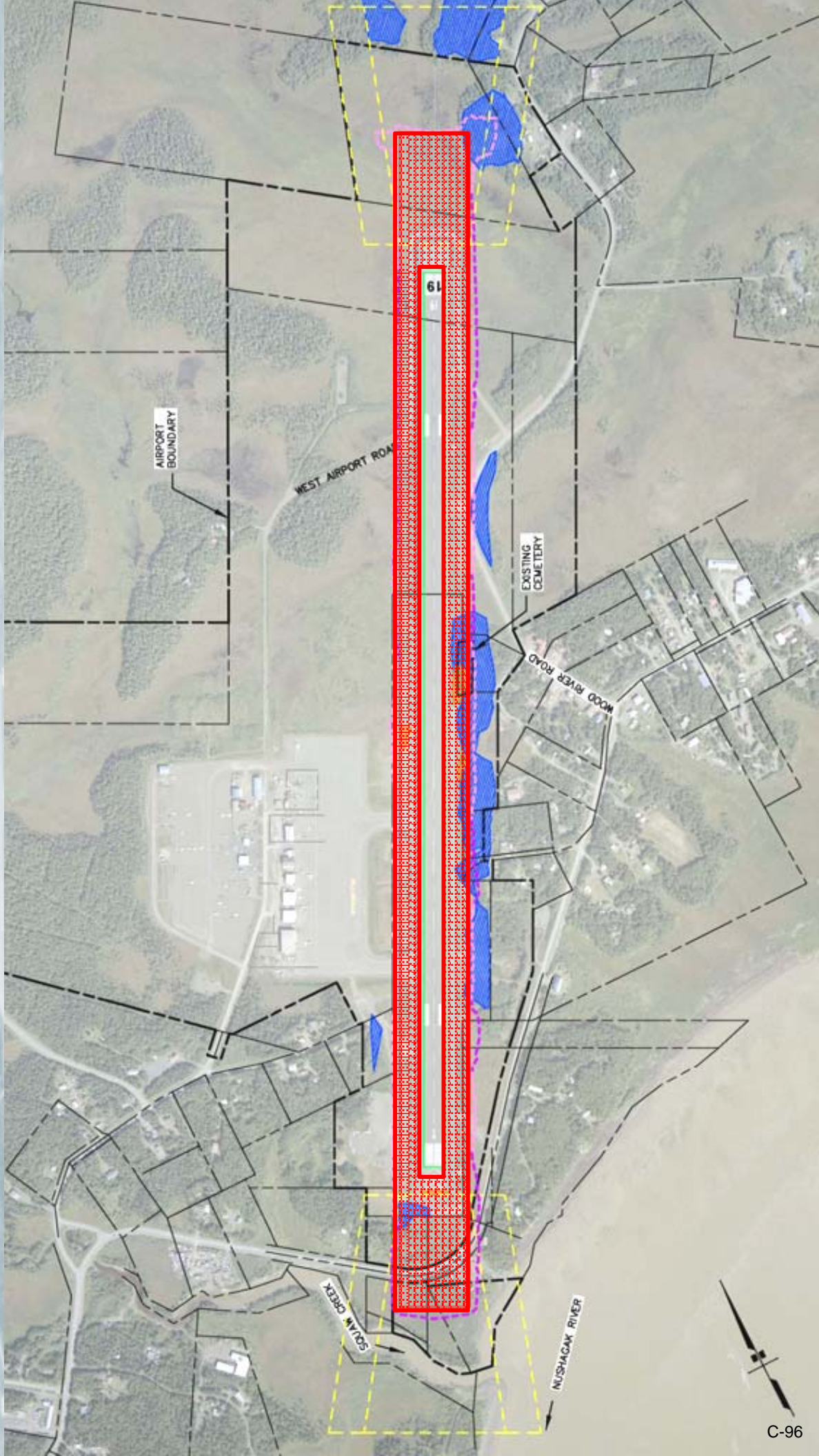
An RSA is...

...a designated safety area surrounding the runway.

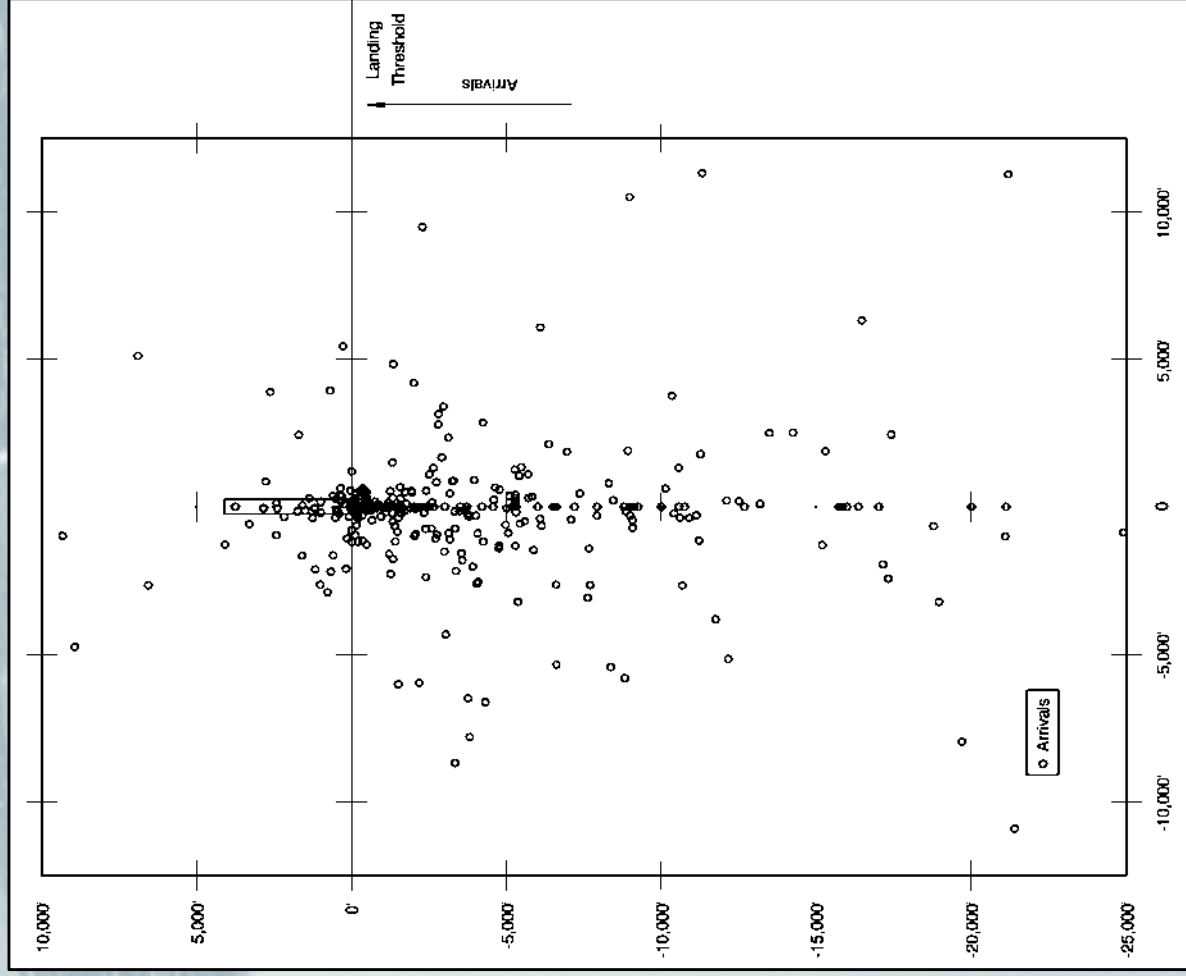
“The runway safety area enhances the safety of airplanes which undershoot, overrun, or veer off the runway, and it provides greater accessibility for firefighting and rescue equipment during such incidents.”

Federal Aviation Administration (FAA)

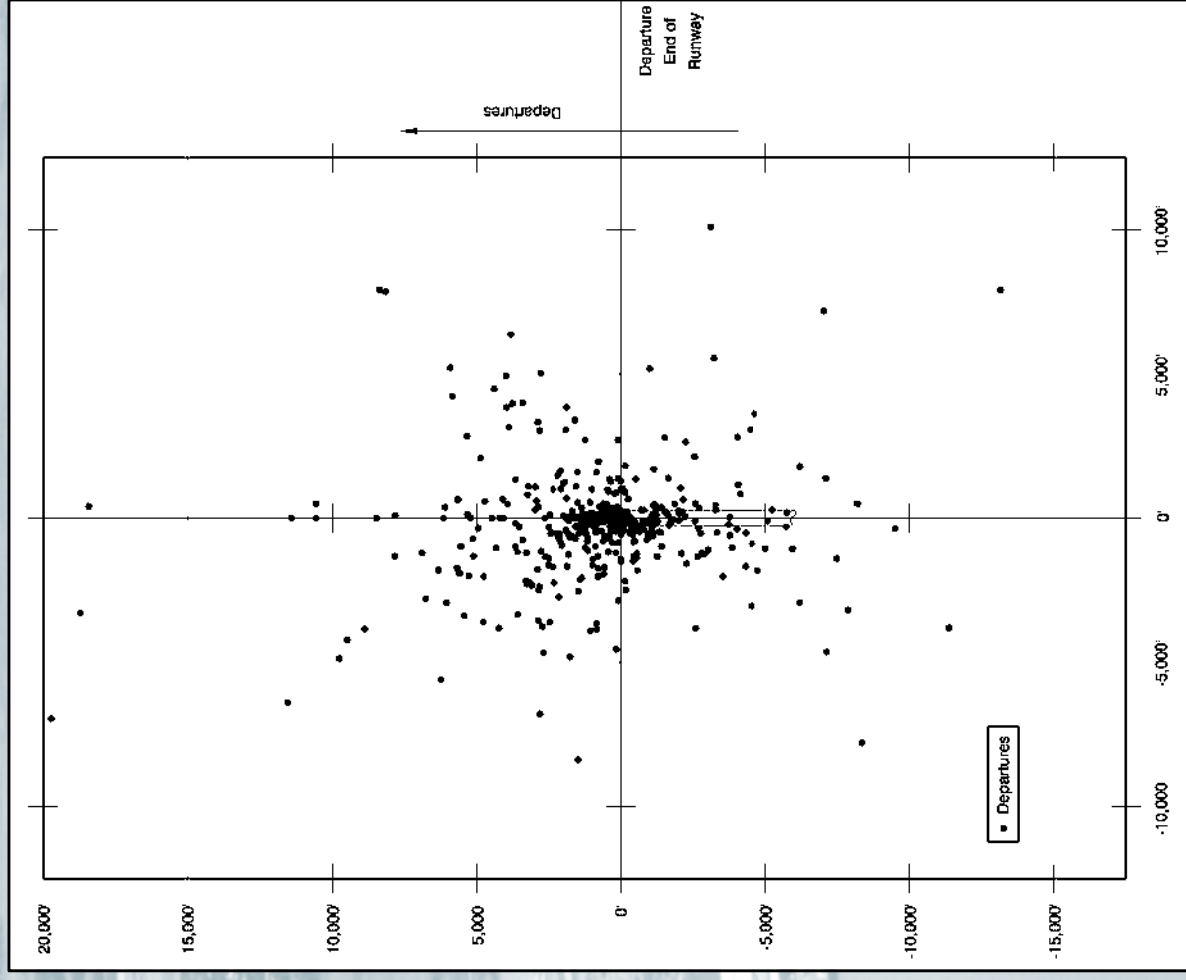
Standard RSA for a C-III Runway 500' Wide & 1,000' Beyond R/W End



Overruns & Undershoots



Arrival Accidents

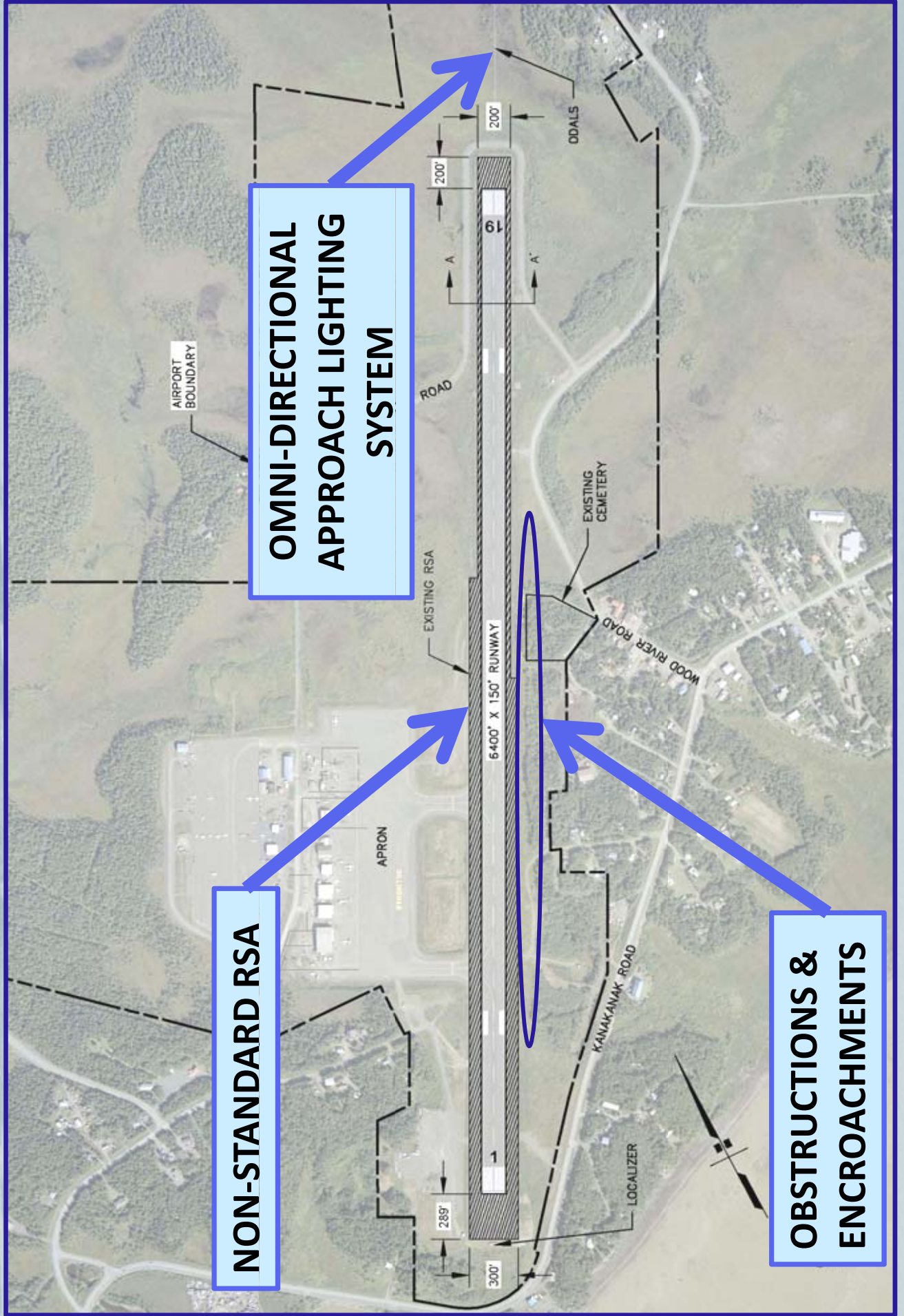


Departure Accidents

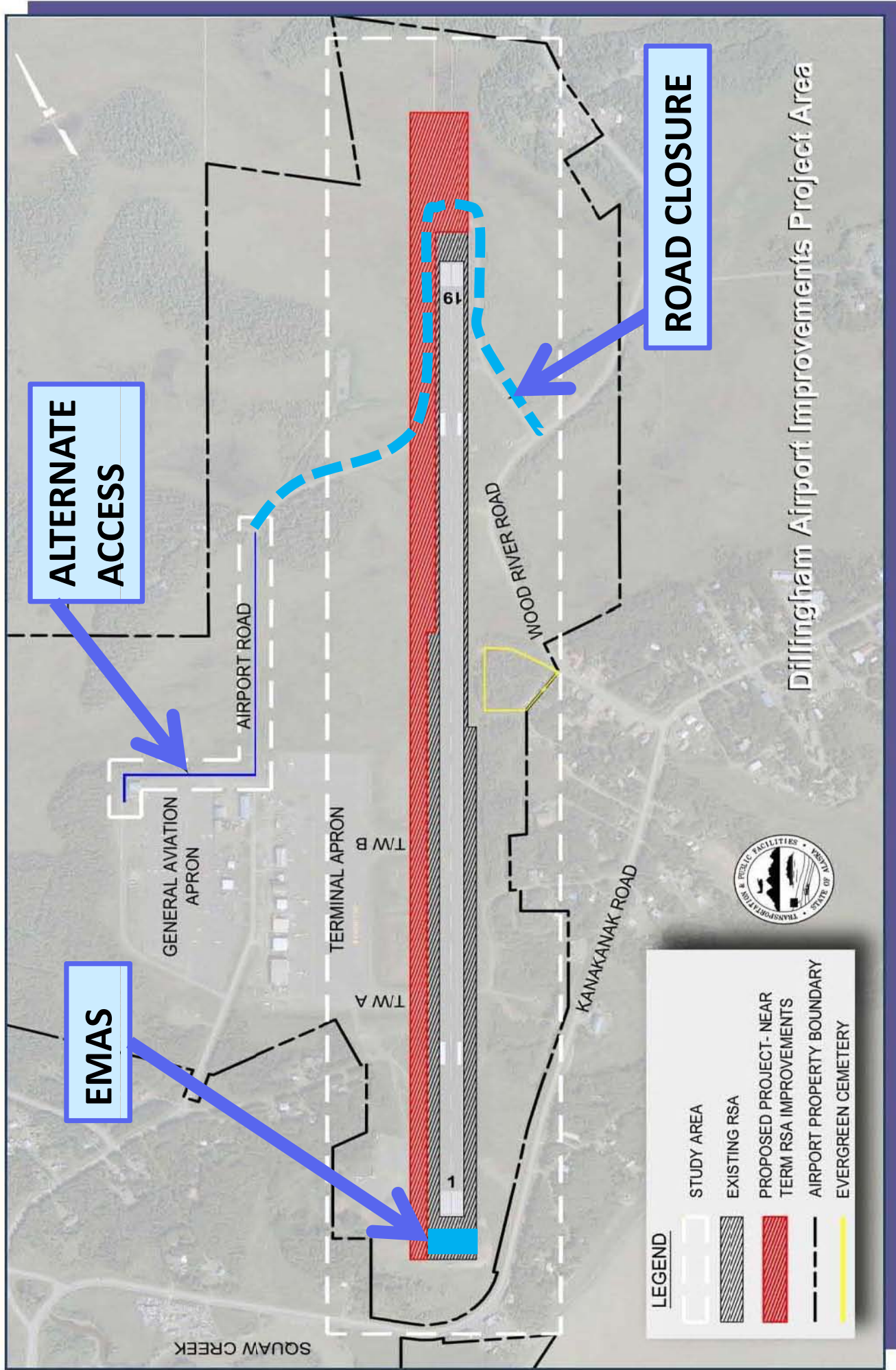
Work to Date

- Environmental Field Work
 - ❖ Wetlands
 - ❖ Environmental Site Assessment
 - ❖ Historic / Archaeological
- RSA Practicability Study
- Socioeconomic Profile & Air Traffic Forecast
- Airport Layout Plan

Current Airport Conditions



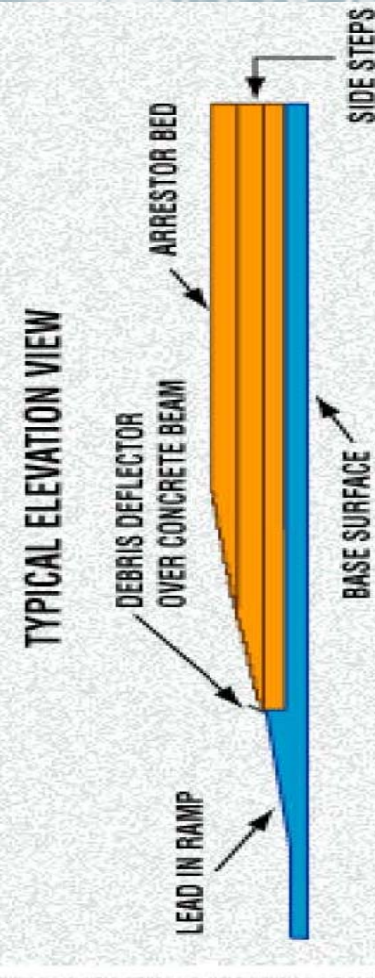
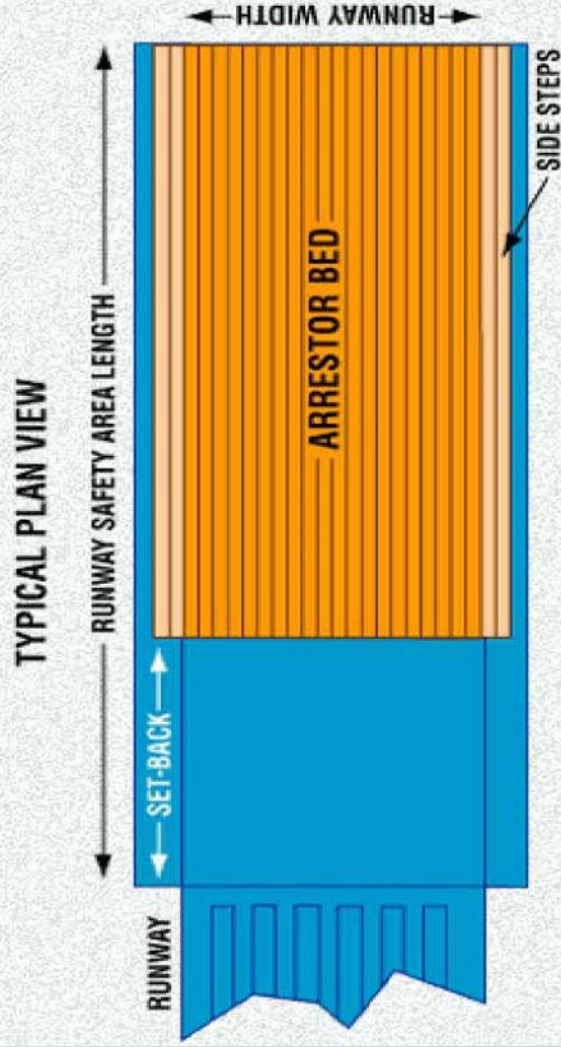
Proposed RSA Improvements



WHAT is an EMAS?

Engineered Materials Arresting Systems

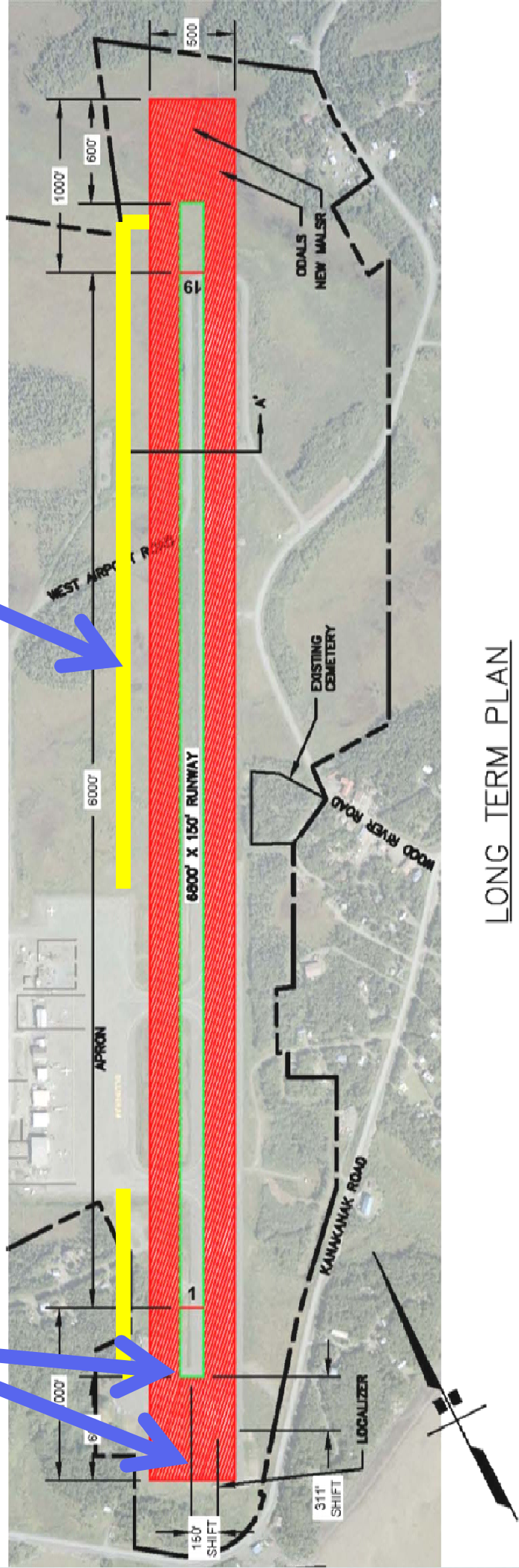
High energy absorbing materials, which will reliably and predictably crush under the weight of an aircraft. A standard **EMAS** provides a level of safety that is generally equivalent to a full RSA.



Long Term Improvements

SHIFT
RUNWAY

PROPOSED 50'
TAXIWAY

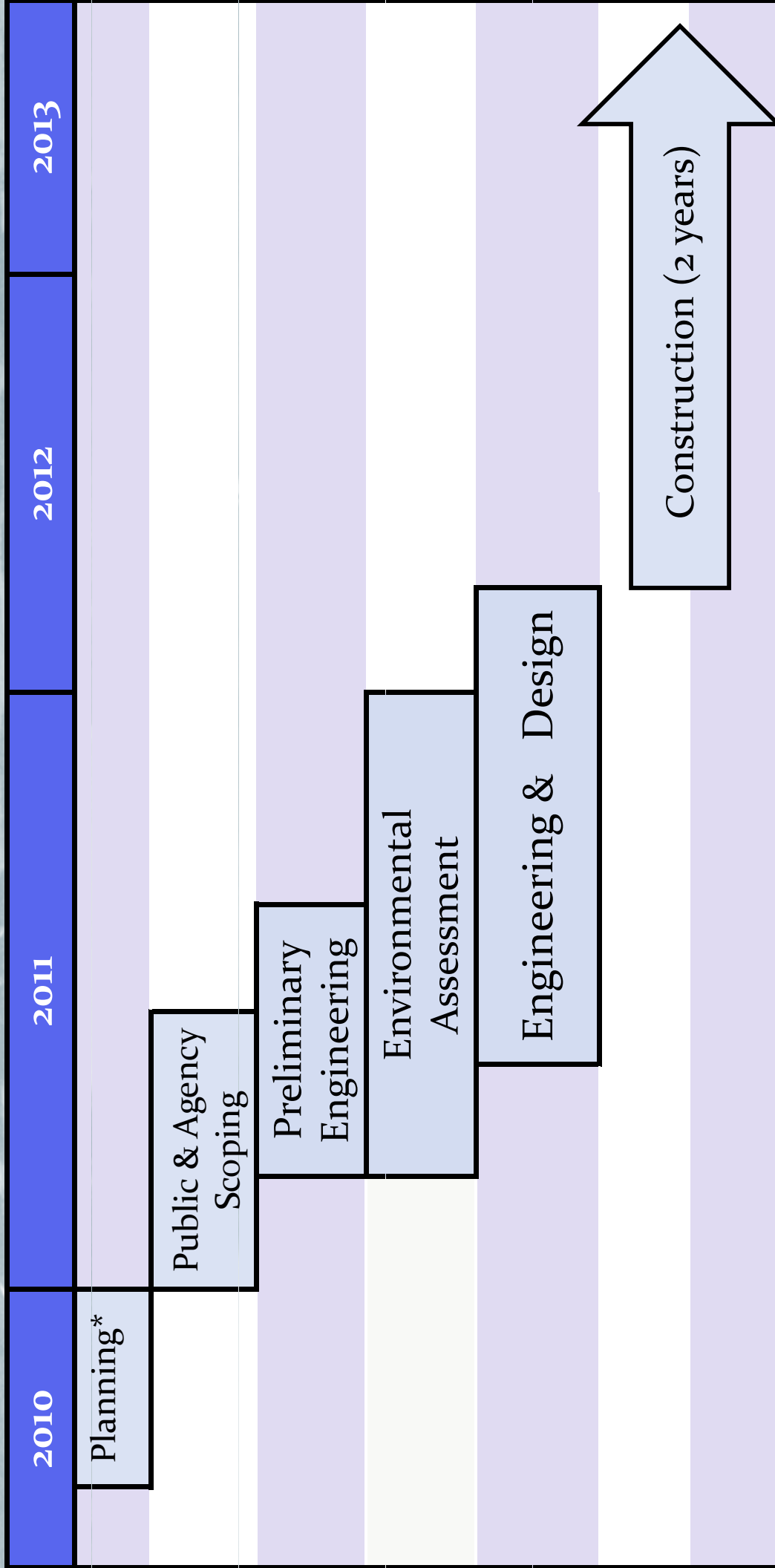


LONG TERM PLAN

So How Did We Get Here?

- **FAA Funding Limits**
- **Look at a Range of Alternatives**
 - **Construct Standard RSA**
 - **Implement Declared Distances**
 - **Shift Runway Longitudinally/Laterally**
 - **Correct Line-of-Sight**
- **Consider Alternative Cost Range**
 - **\$30M to \$75M**

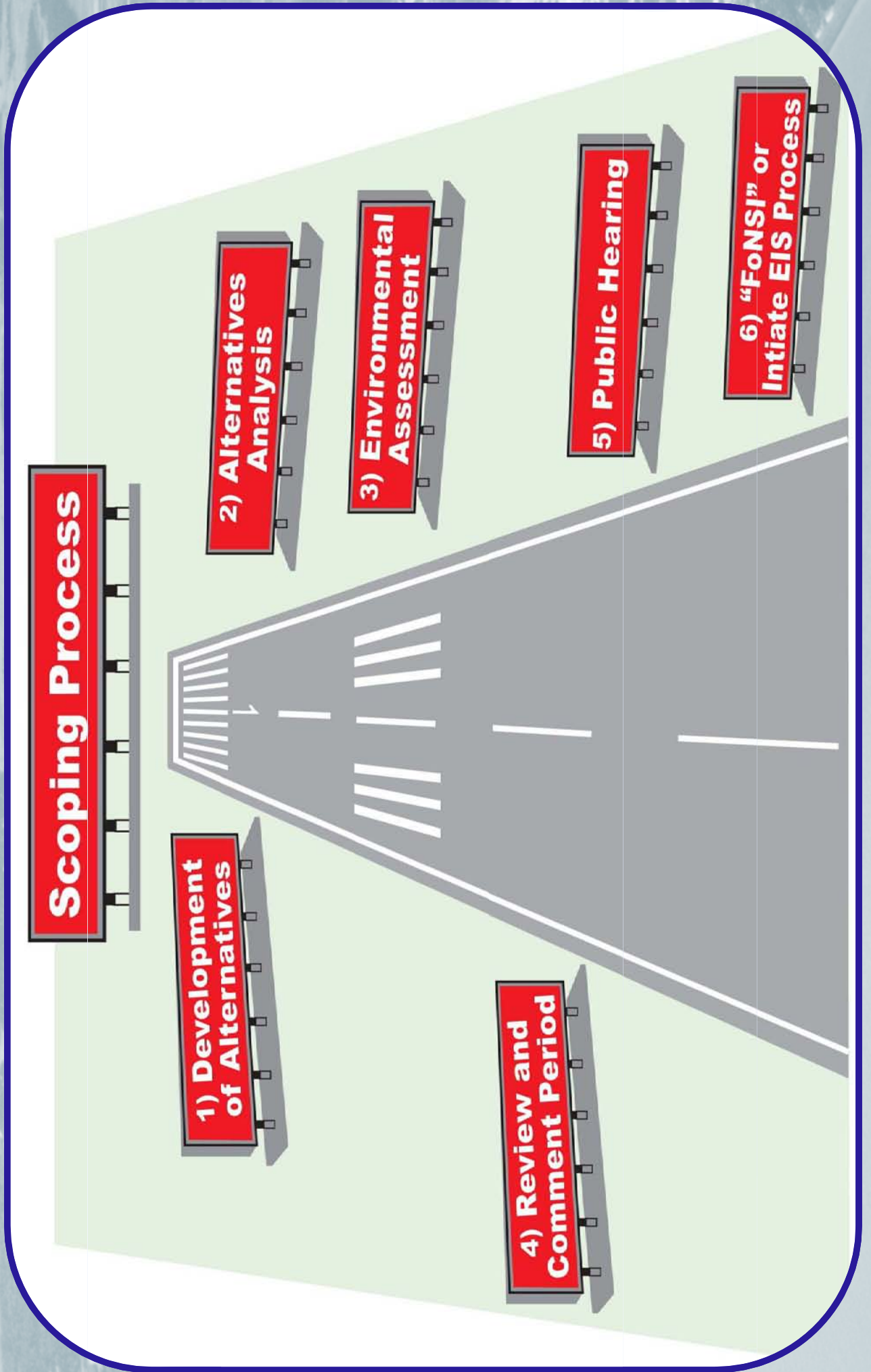
Proposed Project Schedule



*Dillingham Airport RSA Study was completed in January 2011.

Note: The schedule assumes no major roadblocks.

NEPA Process



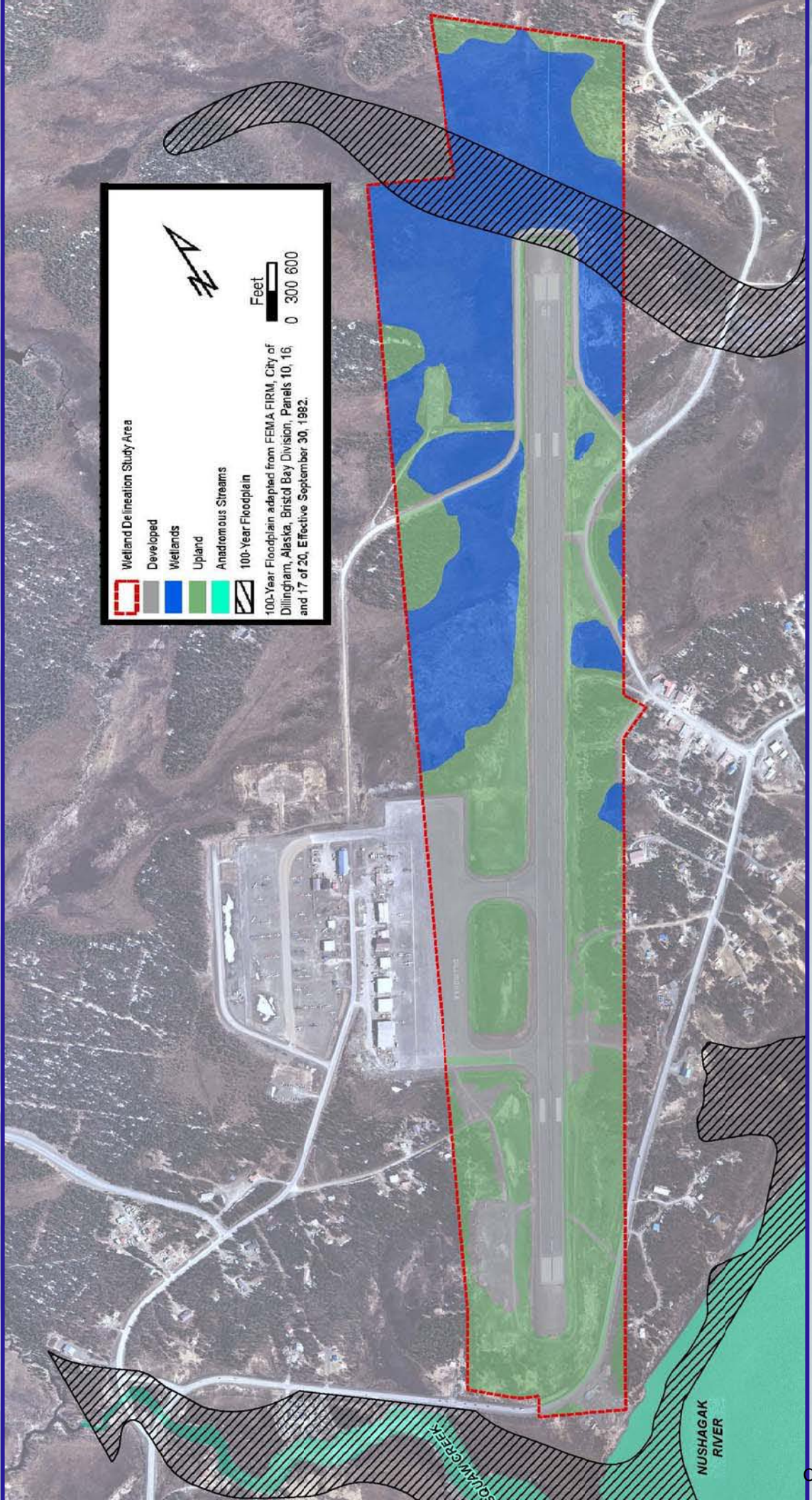
EA Process

- **Main Environmental Tasks**
 - **Scoping**
 - **Specialty Studies**
 - Phase I Environmental Site Assessment (ESA)
 - Wetland Delineation
 - Historic/Archaeological Resources
 - **Environmental Assessment**
 - **Permits**
- **Scoping comments to help identify issues to be addressed**
 - **Scoping comments due March 4, 2011**
 - **Major environmental impacts not anticipated**

Phase I ESA



Wetland Delineation



Wetland Delineation



Historic/Archaeological



Next Steps

- Agency Scoping
Spring 2011
- Wetland Delineation
(Alternate Access Road)
Summer 2011
- Preliminary Engineering Report
Spring/Summer 2011
- Draft EA
Spring/Summer 2011
- Draft EA Public Meeting
Summer 2012
- Engineering & Design
Winter 2011/Spring 2012
- Final EA
Winter 2011
- Construction (Two Years)
2012-2014

Questions & Comments?

FOR ADDITIONAL INFORMATION

PLEASE CONTACT:

Wolfgang Junge

DOT&PF Project Manager

Wolfgang.Junge@alaska.gov

907-269-0608

- OR -

Brian Hanson

DOWL HKM Project Manager

bhanson@dowlhkm.com

907-562-2000

PLEASE SEND YOUR COMMENTS TO:

Brian Elliott

DOT&PF Environmental Manager

PO Box 196900

Anchorage, AK 99519-6900



<http://www.dowlhkm.com/Projects/DillinghamAirport>

*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.



ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES



PUBLIC SCOPING MEETING

SIGN IN SHEET

PROJECT NAME: Dillingham Airport Improvements

DATE: February 10, 2011

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Cal Johnson	Bx 1589 Dlg. AK 99576	842-2235	m	
Ryan J Cooper	---	441-7062	M	None
ANNA MAY SOREXSEN	P.O. BOX 173 DLG 99576	842-5394	F	
DELFIN D. LOPEZ SR.	P.O. BOX 38 DLG 99576	842-5944	M	
Tom Layland	P.O. Box 1166066 99576	842-2773	w	
Gregory BAA	P.O. Box 542 Dillingham AK 99576	842/5060	M	

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O) 1 of 7

effective: December 2004

*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

PROJECT NAME: Dillingham Airport Improvements

DATE: February 10, 2011

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Jessica J. Della Croce	Jessica.DellaCroce@alaska.gov	907.269.0728	F	W
Bo Darden	Bo DARDEN	842-2400	M	W
Paul Liedberg	POB 478	842-3220		
John Bouker	P.O. Box 1135 Dillingham	842-5888	M	W
Marina Nelson	Box 128 DLG Flight Services 090	842-2001	F	N
Jack Giusti (FAA)	Box DLG	842-5626	M	W
Jody Seitz	Box 1118 DLG	3785	F	
Wolfgang Jung		269-0608		

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

PROJECT NAME: Dillingham Airport Improvements

DATE: February 10, 2011

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Lynn Cason	DOT & PF			
Jessica Wutke	"			
Curtis Townsend	"			
Brian Hanson	Dove Hkn			
Kacy Hillman	"			

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
2 of 7
effective: December 2004



**DILLINGHAM AIRPORT IMPROVEMENTS
PUBLIC SCOPING MEETING
MINUTES
FEBRUARY 10, 2011**

Brian Hanson (DOWL HKM) began the meeting by introducing the project team. Wolfgang Junge (DOT&PF) explained that the goal date of construction completion is 2015.

Mr. Junge explained that few changes have occurred since the last time the public was informed of proposed project plans. He stated that the proposed Runway Safety Area (RSA) project is anticipating a 2012-2013 construction season and the environmental phase of the work should be completed in 2011. Short-term improvements include extending the RSA, and future improvements include a parallel taxiway. In the long-term (8-10 years), the runway would be shifted approximately 150 feet north and northeast. RSA improvements would be constructed away from the cemetery and other obstructions. Ultimately, a new flight service station would be constructed.

Mr. Hanson explained that a number of alternatives were examined and the current proposed alternative is the alternative that best meets the safety needs of the Dillingham Airport in addition to construction at a lower cost. He stated that a full RSA build-out as the runway currently exists would fill in Evergreen Cemetery and Kananak Road. There would be too many impacts; therefore, we examined different alternatives that would impact the least amount of resources. To account for a shorter RSA, a 40-knot Engineered Material Arresting System (EMAS) would be constructed on one runway end. EMAS generally lasts roughly 10 years. Small RSA improvements could begin construction as early as next summer and would continue through 2013. The runway would be shifted 150 feet and the line-of-sight would be improved. The Federal Aviation Administration (FAA) mandate for all RSA improvements ends 2015. All RSA improvements must complete construction by this date. Overall, 14 alternatives were examined and ranged in cost from \$30-70 million. The proposed alternative is near the middle of the cost spectrum (approximately \$56.9 million).

Kacy Hillman (DOWL HKM) discussed the National Environmental Policy Act (NEPA) process and explained that part of the process is gathering comments from the public and agencies to incorporate into the Environmental Assessment (EA). She explained that after the draft EA is completed another public meeting will occur to gather more input from the public and agencies. From a preliminary look at environmental resources that would be impacted by the proposed project we anticipate a Finding of No Significant Impact (FONSI). A Phase I Environmental Site Assessment (ESA) was completed and did not find any contaminated sites above normal clean-up levels with the proposed project area. A wetlands delineation was completed and found wetlands predominately on one runway end and uplands on the other. Another wetlands delineation will be completed during the summer of 2011 to examine the proposed access road connection around the general aviation apron. Also, a cultural resources survey was completed that found a number of cultural sites adjacent to the proposed project. The Evergreen Cemetery would be avoided.

Mr. Hanson stated the public has an opportunity to comment on the proposed project and comments will be received throughout the proposed project. The comment deadline for incorporation of comments into the EA is March 4, 2011. Construction would occur over the next few years. Comment forms can be filled out and mailed, or can be left with the project team during the meeting.

A community member asked if the proposed project would be extended into and impact Kanakanak Road. Mr. Hanson responded no, Kanakanak Road would not be impacted by the proposed project. EMAS would be used as an alternative to shorten the required amount of RSA expansion. The community member also asked if the figure showing the airport facilities could be showed again.

Mr. Junge stated the proposed improvements have been driven by the Dillingham Airport Master Plan.

A community member asked what the status of the Dillingham Airport Master Plan is. Lynn Cason (DOT&PF) explained that another consulting firm drafted the Dillingham Airport Master Plan and alternatives were not clearly covered. DOWL HKM examined the practicability of RSA improvements on a smaller refined scale than the Master Plan.

A community member asked what the purpose of a taxiway is and how does a taxiway work. Mr. Hanson explained that there are two purposes of a taxiway. One is addressing a line-of-sight issue and the other is if there are poor weather conditions. A taxiway allows aircraft to get off the runway quicker and allows other aircraft to land or takeoff at the same time other aircraft are on the taxiway.

A community member asked if there were any improvements planned that would improve the look and feel of the airport. The community member stated that a master plan would help. Mr. Cason responded that the Dillingham Airport Master Plan is still not final, but at this point there is not funding to complete it and the EA we are completing now is essentially finishing the work that was started. Mr. Junge responded to please send him an e-mail and he will get an answer on the Master Plan.

A community member asked if there could be the potential for other air carriers to fly in and out of Dillingham rather than using Anchorage as a hub. The community member stated that the Native Corporations and tribes have been interested in this topic. Mr. Junge responded that a new flight service station would be constructed this summer.

Mr. Junge stated that the comment deadline for incorporation in the EA is March 4, 2011, but comments will be received throughout the project.

A community member asked if the approach lights would be upgraded. Mr. Junge explained that Omni-Directional Approach Lighting System (ODALS) are currently used and FAA ultimately wants runway end identifier lights (REILS) in the next 8-10 years.

APPENDIX F

Agency Scoping

	Page
E-mails to Agencies	
E-mail to Agencies, February 25, 2011	1
E-mail to Agencies, March 14, 2011	2
Agency Scoping Letter, February 24, 2011	3

Hillman, Kacy

From: Hillman, Kacy
Sent: Friday, February 25, 2011 8:18 AM
To: michael.daigneault@alaska.gov; richard.thompson@alaska.gov;
christine.ballard@alaska.gov; william.ashton@alaska.gov; alyssa.c.sterrett@usace.army.mil;
curtis.jennifer@epa.gov; north.phil@epa.gov; ann_rappoport@fws.gov;
Eugene.Virden@bia.gov; JFincher@blm.gov; jim.loiland@ak.usda.gov;
hcd.anchorage@noaa.gov; barbara.higgins@alaska.gov; manager@dillinghamak.us;
assistant@dillinghamak.us; contact@choggiung.com; tsmith@bbnc.net;
sflensburg@bbna.com; dorothy@curyungtribe.com; evc@ekukvc.net;
aleknagiktraditional@yahoo.com
Cc: Golden, Daniel T (DOT); Junge, Wolfgang E (DOT); Hanson, Brian; Middendorf, Thomas;
Groeschel, Virginia Corazon; Hansen, Kristen; Reception; Cason, Velton L (DOT)
Subject: Dillingham Airport Improvements Project - Agency Scoping
Attachments: DLG Agency Scoping_022411.pdf; DLG Agency Scoping Distribution List_022411.pdf

Good Morning All,

Please see the attached Agency Scoping Letter along with the distribution list for the Dillingham Airport Improvements Project for your review and comment.

Links to provide comments for your specific organization are provided below, since the links within the attached scoping letter are not active. Additional project information can be found on the project website:

<http://www.dowlhkm.com/Projects/DillinghamAirport>.

[ADEC](#) [ADF&G](#) [ADNR-POR](#) [ADNR-RAD](#) [ADNR-SRO](#) [ADNR-DCOM](#)
[BIA](#) [BLM](#) [City, Village, and Borough](#)
[Regional Corporations, IRAs, and Traditional Councils](#)
[USNMFS](#) [USACE](#) [USEPA](#) [USFWS](#)

Your comments are requested by **March 18, 2011**. Thank you in advance for your time.

Kacy D. Hillman
Environmental Specialist

Reception please file to 1124.60456.02.



(907) 562-2000 | Fax (907) 563-3953 | 4041 B Street | Anchorage, Alaska 99503 | www.dowlhkm.com

Inspiration | Innovation | Integrity

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Please consider the **environment** before printing.

Hillman, Kacy

From: Hillman, Kacy
Sent: Monday, March 14, 2011 9:54 AM
To: michael.daigneault@alaska.gov; richard.thompson@alaska.gov;
christine.ballard@alaska.gov; william.ashton@alaska.gov; alyssa.c.sterrett@usace.army.mil;
curtis.jennifer@epa.gov; north.phil@epa.gov; ann_rappoport@fws.gov;
Eugene.Virden@bia.gov; JFincher@blm.gov; jim.loiland@ak.usda.gov;
hcd.anchorage@noaa.gov; barbara.higgins@alaska.gov; manager@dillinghamak.us;
assistant@dillinghamak.us; contact@choggiung.com; tsmith@bbnc.net;
sflensburg@bbna.com; dorothy@curyungtribe.com; evc@ekukvc.net;
aleknagiktraditional@yahoo.com; michael_buntjer@fws.gov; ellen_lance@fws.gov
Cc: Golden, Daniel T (DOT); Junge, Wolfgang E (DOT); Hanson, Brian; Middendorf, Thomas;
Groeschel, Virginia Corazon; Hansen, Kristen; Reception; Cason, Velton L (DOT)
Subject: Dillingham Airport Improvements Project - Agency Scoping
Attachments: DLG Agency Scoping_022411.pdf; DLG Agency Scoping Distribution List_031411.pdf

Good Morning All,

This is a friendly reminder agency scoping comments are requested by this Friday, **March 18, 2011** for the Dillingham Airport Improvements Project. Thank you to the Alaska Department of Natural Resources, Division of Coastal and Ocean Management, for providing comments and to the U.S. Fish and Wildlife Service for providing updated contact information.

The Agency Scoping Letter and distribution list are attached for your review and comment.

Links to provide comments for your specific organization are provided below, since the links within the attached scoping letter are not active. Additional project information can be found on the project website:

<http://www.dowlhkm.com/Projects/DillinghamAirport>.

[ADEC](#) [ADF&G](#) [ADNR-POR](#) [ADNR-RAD](#) [ADNR-SRO](#) [ADNR-DCOM](#)
[BIA](#) [BLM](#) [City, Village, and Borough](#)
[Regional Corporations, IRAs, and Traditional Councils](#)
[USNMFS](#) [USACE](#) [USEPA](#) [USFWS](#)

Thank you in advance for your time.

Kacy D. Hillman
Environmental Specialist

Reception please file to 1124.60456.02.



(907) 562-2000 | Fax (907) 563-3953 | 4041 B Street | Anchorage, Alaska 99503 | www.dowlhkm.com

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Please consider the **environment** before printing.

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542
FAX: (907) 243-6927

February 24, 2011

Re: Dillingham Airport Improvements
Agency Scoping – Request for Comments
Project No. 59304

Dear Agency Representative:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is requesting comments and information regarding proposed airport improvements in Dillingham, Alaska (Figures 1 and 2). The airport is located in Sections 17, 18 and 19, Township 13 South, Range 55 West, Seward Meridian, at latitude 59° 02.7' North and longitude 158° 30.2' West (United States Geological Survey Quadrangle Dillingham A-7).

The DOT&PF is initiating engineering and environmental studies and will prepare an Environmental Assessment (EA) to analyze the proposed airport improvements project for compliance with the National Environmental Policy Act (NEPA); FAA Orders 5050.4B and 1050.1E; the Clean Water Act; Clean Air Act; Coastal Zone Management Act; National Historic Preservation Act; Fish and Wildlife Coordination Act; Aviation Safety and Noise Abatement Act and FAA's Airport Noise Compatibility Planning guideline; Section 4(f) of the U.S. Department of Transportation Act; Endangered Species Act; and Executive Orders: 11990 Protection of Wetlands, 11988 Floodplain Management, 12898 Environmental Justice, 11593 Historic Preservation, 13045 Protection of Children from Environmental Health and Safety Risk, and 13084 Consultation and Coordination with Indian Tribal Governments.

Purpose and Need

The Runway Safety Area (RSA) is a cleared area surrounding the runway to help reduce the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. According to a Boeing Commercial Airplanes study published in 2005, 71 percent of the world's jet aircraft accidents between the years of 1995 and 2004 occurred during landing and takeoff and accounted for 41 percent of all onboard and third party fatalities. Another study pointed out that in the seventeen months between October 2004 and February 2006, seven airplanes skidded off the runways in Canada and U.S. resulting in eight deaths, 34 injuries, and a complete loss of four aircraft. An aircraft that undershoots, overshoots, or veers off a runway into a safety area that meet FAA design standards has a less chance of damage and a lower probability of loss of lives.

The purpose of the proposed project is to improve safety and operational deficiencies of the existing Dillingham Airport and to meet FAA's established RSA standards to the extent

“Providing for the safe movement of people and goods and the delivery of State services.”

practicable. As part of the RSA Practicability Study, several alternatives were evaluated, but none were found to be practicable alternatives that meet both full RSA standards and cost requirements. The RSA Practicability Study identifies both near term, which will be covered under this EA, and long term improvements, which will be discussed under the cumulative impacts analysis in the EA. The long term improvements would build a full RSA over several stages, spanning multiple years. Information regarding these future projects at the Dillingham Airport can be found in the RSA Practicability Study on the project website at <http://www.dowlhkm.com/Projects/DillinghamAirport>.

Project Description

The proposed project consists of the near term RSA improvements (Figure 2), which includes the following:

- Install a non-standard 40-knot Engineered Material Arresting System (EMAS) on Runway end 1;
- Construct 800 feet of embankment beyond Runway end 19 to achieve full RSA length;
- Widen the west side of the existing RSA 250 feet;
- Maintain existing dimensions of the east side of the existing RSA;
- Construct Airport Road to connect around the north side of the General Aviation Apron for residential access; and
- Close the connection of Airport Road with Wood River Road to accommodate proposed RSA expansion.

The DOT&PF has conducted preliminary research of the natural resources in the project area. The results are enclosed and detailed in Appendix A. Additional project information can be found on our project website: <http://www.dowlhkm.com/Projects/DillinghamAirport>. Please identify resources that may be impacted by the proposed project, or any other information you deem valuable in the development of the EA. Your response will help us evaluate the alternatives and impacts of the proposed project.

Below is a list of the federal, State, and local entities that we are requesting input. If your organization is listed, please click on the link below. This will take you to a list of questions specific to your agency or office.

[ADEC](#) [ADF&G](#) [ADNR-POR](#) [ADNR-RAD](#) [ADNR-SRO](#) [ADNR-DCOM](#)
[BIA](#) [BLM](#) [City, Village, and Borough](#)
[Regional Corporations, IRAs, and Traditional Councils](#)
[USNMFS](#) [USACE](#) [USEPA](#) [USFWS](#)

Comments can be submitted directly on the website and/or by clicking the links above. To ensure that all factors are considered in the development of the environmental document, we request your comments be submitted no later than **March 18, 2011**.

If there is interest to hold an agency scoping meeting please contact Dan Golden by email at dan.golden@alaska.gov, or by phone at 269-0537. Depending on scoping meeting interest the format of the meeting can be one-on-one or an organized agency scoping meeting.

Should you have any questions regarding the engineering aspects of the proposed project please contact Wolfgang E. Junge, P.E., Project Manager, at 269-0608 or via e-mail at

wolfgang.junge@alaska.gov, or should you have any questions regarding the environmental effects of the proposed project please contact Dan Golden, Environmental Analyst at 269-0537 or via email at dan.golden@alaska.gov.

Sincerely,

A handwritten signature in black ink that reads "Brian Elliott". The signature is written in a cursive, slightly slanted style.

Brian Elliott
Environmental Manager

Enclosures: Appendix A – Environmental Resources Preliminary Research Results
Figure 1 – Vicinity Map
Figure 2 – Project Area
Figure 3 – Wetlands, Anadromous Fish Streams, and Floodplains

Appendix A
Environmental Resources Preliminary Research Results
Dillingham Airport Improvements

Air Quality: According to Alaska Administrative Code (AAC), 18 AAC 50.15, Dillingham is classified as a Class II air quality area. Class II air quality areas, as defined by the Clean Air Act, includes all clean air regions not listed in Class I air quality areas (e.g., Denali National Park and other National Wilderness Areas). An area designated Class II is allowed moderate pollution increases unless otherwise designated by a State or tribe. Dillingham is designated as an “Attainment Area”, meaning the area is within acceptable levels for various air pollutants. The proposed project would be in compliance with the following applicable statutes and regulations including the National Environmental Policy Act (NEPA), 42 United States Code (USC) Sections 4321-4347; Clean Air Act (CAA) 42 USC, Sections 7409, 7410, and 7502-7514; Section 176 (c) of the CAA, USC 7571-7574; and Federal Presumed to Conform Actions Under General Conformity.

Biotic Resources: The Environmental Assessment (EA) will address the effects of the proposed project on biotic resources.

Anadromous Fish Streams and Essential Fish Habitat: The Alaska Department of Fish and Game (ADF&G) Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes does not list any anadromous fish streams in the proposed project area (ADF&G 2010a). The Nushagak River (#325-30-10100), is the nearest anadromous fish stream located approximately 600 feet away from the existing RSA and Squaw Creek (#325-30-10100-2021) is located approximately 700 feet away from the proposed RSA (Figure 2). No Essential Fish Habitat exists for any protected species under the Magnuson-Stevens Fishery Conservation and Management Act near the project area (NOAA 2010).

Bald Eagles and Migratory Birds: Although bald eagles are no longer listed as endangered or threatened under the Endangered Species Act (ESA), they are protected under the Bald and Golden Eagle Protection Act. No bald eagle nests exist near the project area (USFWS 2010a). Because nest sites change from year to year, a survey would likely be required prior to construction. DOT&PF will coordinate with the USFWS to ensure compliance with Migratory Bird Treaty Act (16 USC 703).

Federally Listed Endangered and Threatened Species: There are no federally listed endangered and threatened species in the project area (USFWS, 2010d). The design and construction of the proposed project would be in compliance with the following applicable statutes and regulations: The Endangered Species Act, 16 USC Section 1531-1544, Section 1536(a)(2), Section 1536(a)(3) and (4), Section 1536(b), Section 1536(c), Section 1536(d); and 50 CFR Part 402.

The proposed project would comply with the following applicable statutes and regulations: 16 USC Section 662(a), Guidance for Presidential Memorandum on Environmentally and Economically Beneficial Landscape Practices on Federally Landscaped Grounds, Executive Order (EO) 13112 Invasive Species, 49 USC Section 47106(c)(1)(B), Magnuson-Stevens Fishery Conservation and Management Act of 1976, Migratory Bird Treaty Act of 1918, and Marine Mammal Protection Act of 1972.

Coastal Barriers: There are no coastal barriers in Alaska (USFWS 2010b).

Coastal Zone Management: The proposed project lies within the Bristol Bay Coastal Resource Service Area (ADNR DCOM 2010) and will require a coastal consistency review to ensure compliance with all statewide standards and local enforceable policies. The design and construction of the proposed project would be in compliance with the following applicable statutes and regulations: Coastal Zone Management Act; and National Oceanic and Atmospheric

Appendix A
Environmental Resources Preliminary Research Results
Dillingham Airport Improvements

Administration (NOAA) regulations on Federal coastal zone consistency including 15 Code of Federal Regulations (CFR), Part 930, Subpart C, 15 CFR, Part 930, Subpart 2, and 15 CFR, Part 930, Subpart F.

Compatible Land Use: The location of the airport is owned by the State of Alaska Department of Transportation and Public Facilities. The compatibility of existing and planned land uses in the vicinity of the proposed project will be evaluated. The proposed project will be designed and constructed in accordance with the following applicable statutes and regulations: 49 USC Sections 47106(a)(1), 47107(a)(10), 47501 through 47510, 44718; 40 CFR Section 258.10; and the Interagency Memorandum of Agreement of July 2003 addressing wildlife hazards and airports.

State Refuges, Critical Habitat Areas, and Sanctuaries: There are no state refuges, critical habitat areas, and/or sanctuaries in or near the project area (ADF&G 2010b).

State Parks: There are no state parks in or near the project area (ADNR DPOR 2010). The nearest state park is Wood-Tikchik State Park, located roughly 25 miles to the west of the project area.

National Wildlife Refuges: There are no national wildlife refuges located near the proposed project area (USFWS 2010c). The nearest wildlife refuge is Togiak National Wildlife Refuge located approximately five miles away.

Construction Impacts: The proposed project's potential impacts to air quality, noise, and water quality will be analyzed. The proposed project would be constructed in accordance with the following applicable statutes and regulations: 18 AAC 83, Alaska Pollutant Discharge Elimination System (APDES); CAA, Section 176 (c), 49 USC, Section 7401 et.seq.; and NEPA, 42 USC, Sections 4321-4347.

Section 4(f): No state or federal recreation areas, wildlife refuges, or parks are present in the project area. If historic buildings eligible for the National Register of Historic Places would be impacted by the proposed project, a Section 4(f) analysis would be required. The proposed project would comply with the following applicable statutes and regulations: U.S. Department of Transportation (DOT) Act of 1966, DOT Order 5610.1C, and Section 6(f) of the Land and Water Conservation Fund (LWCF) Act.

Energy Supplies, Natural Resources, and Sustainable Design: The proposed project is in the preliminary planning stages. Potential material sites and energy suppliers have not yet been identified. An analysis will be done to evaluate potential impacts on supplies of energy and natural resources needed to build and maintain the proposed airport. The analysis will be done in accordance with the following applicable statutes: 40 CFR 1502.16(e) and (f), and EO 13123 Greening the Government through Efficient Energy Management.

Environmental Justice: Because this project would benefit both minority and low-income populations by providing a safer and more reliable airport, no environmental justice issues are anticipated at this time. Nevertheless, an Environmental Justice analysis may be required for the proposed project. This analysis would consider the potential of the proposed project to cause disproportionate and adverse effects on low-income or minority populations. The analysis would be done in accordance with the following applicable statutes and regulations: EO 12898 Environmental Justice, DOT Order 5610.2, Environmental Justice: Guidance Under the National Environmental Policy Act, and Final Guidance for Consideration of Environmental Justice in Clean Air Act 309 Reviews.

Appendix A
Environmental Resources Preliminary Research Results
Dillingham Airport Improvements

Prime and Unique Farmlands: There are no prime or unique farmlands in the state of Alaska (USDA 2010).

Floodplains: The project area is located in Zone C (areas of minimal flooding); although, Runway end 19 abuts Zone A (100-year floodplain) as shown in Figure 2 (FEMA 2010). The proposed project components would be planned and constructed in accordance with EO 11988 Floodplain Management and DOT Order 5650.2.

Hazardous Materials and Pollution Prevention: A Phase I Environmental Site Assessment (ESA) was completed October 2010. The Phase I ESA did not identify any contaminated sites within the study area. There were five sites identified within a half-mile radius of the study area. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared and implemented prior to and during construction. The analysis of hazardous materials for this project would consider the following applicable statutes and regulations: Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), 42 USC Section 9601, et. seq.; Oil Pollution Act of 1990, 33 USC, Section 2701 et. seq.

Historic and Archeological Resources: There are no sites currently listed on, or eligible, for the National Register of Historic Places in or adjacent to the project area. An interim cultural and archaeological survey report was completed October 2010 and identified 15 possible historic structures within a 65-decibel noise contour (most of which does not extend beyond the existing airport property boundary) of the Dillingham Airport, and 21 isolated cultural resources (including the Evergreen Cemetery) within the 500-foot buffer of the existing runway (CRC, 2010). The Evergreen Cemetery would not be directly impacted by the proposed project. Further research will be conducted to gather more information about the Evergreen Cemetery and other potential cultural and historic resources in the project area. Initiation of Consultation letters, pursuant to 36 CFR 800.3 of the National Historic Preservation Act (NHPA), will be sent to the State Historic Preservation Officer (SHPO), the federally recognized tribes in the area, and other consulting parties including the City of Dillingham.

Induced Socioeconomics: Induced socioeconomic impacts are not anticipated because the proposed project would not alter the type of aircraft that would service the Dillingham Airport. The potential of this project to cause induced or secondary socioeconomic impacts will be analyzed in accordance with Council on Environmental Quality (CEQ) Regulations implementing NEPA, 40 CFR Part 1500 et seq.

Light Emissions and Visual Impacts: Proposed project alternatives may have minor visual impacts from light emissions. Visual impacts of the proposed project will be analyzed considering the potential effects to properties, and people's use of properties, covered by Section 4(f) of the DOT Act, Section 6(f) of the LWCF, and Section 106 of the NHPA.

Noise: Because the proposed project would not change the fleet mix or result in more frequent airport operations, noise levels at the proposed airport are not anticipated to increase. In accordance with Federal Aviation Administration (FAA) Order 1050.1E, the existing (2000) and future (2005) average noise levels around the Dillingham Airport were modeled using the FAA Integrated Noise Model (INM) (US DOT 2005). The existing and future results of the INM indicated the 65 decibel (dB) contour extends beyond the airport boundary in some small areas that may include roughly 60 residences. Loud noise (greater than 75 dB) is confined to the airport property. Additional noise analysis is not required by FAA to evaluate noise impacts because the proposed improvements would not change the fleet mix.

Social Impacts: The EA will evaluate potential social impacts, including effects on health and safety risks to children, and socioeconomic impacts, resulting from the proposed project. The

Appendix A
Environmental Resources Preliminary Research Results
Dillingham Airport Improvements

evaluation will be in accordance with 40 CFR Section 1500 et. seq., 42 USC Section 4601, et. seq., 49 CFR Part 24, and Executive Order (EO) 13045 Protection of Children from Environmental Risk.

Solid Waste: Dillingham disposes of solid waste in a local landfill. The FAA encourages solid waste facilities to be located at least 10,000 feet away from airports serving turbine-powered aircraft (FAA 2007). The local landfill is located approximately four miles from the project area and does not cause hazardous wildlife movement into or across any approach or departure airspace; therefore, it is in compliance with FAA regulations. Solid waste that is produced during construction of the proposed project would be disposed of according to Federal, state, or local regulation including: 42 USC Sections 6901 et Seq.; 40 CFR, Part 258.10; and FAA AC 150/5200-33.

Water Quality: Alaska Department of Environmental Conservation (ADEC) Contaminated Sites Records suggests that unconfined groundwater at/near the Dillingham Airport has been impacted by past fuel spills. Drainage ditches and culverts will be maintained around the airport for controlling surface flow and minimizing impacts to water quality. The proposed project would be designed and constructed in accordance with the following applicable statutes and regulations: Federal Water Pollution Control Act; Clean Water Act (CWA), Section 311; Safe Drinking Water Act; 40 CFR Parts 142 and 149; and Fish and Wildlife Coordination Act of 1980, 16 USC Section 661, et. seq.

The proposed project would comply with the APDES general permit for construction activities. It would be the responsibility of the contractor to prepare a SWPPP and implement Best Management Practices identified during the NEPA process prior to construction.

Wetlands: A wetland delineation was performed July 2010 to verify wetland areas in the project area previously mapped in 2005. Results of this effort show that jurisdictional wetlands comprise approximately 87 acres (32 percent) of the 256-acre study area, and non-jurisdictional uplands comprise roughly 170 acres (66 percent) of the study area.

Wetlands would be avoided to the extent practicable. A wetland fill permit would be required under Section 404 of the CWA for all unavoidable wetland impacts. The following applicable statutes and regulations will be complied with: EO 11990 Protection of Wetlands, DOT Order 5660.1A, the CWA, and CWA Section 404, 33 USC 1344.

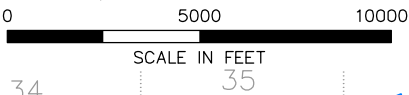
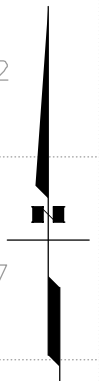
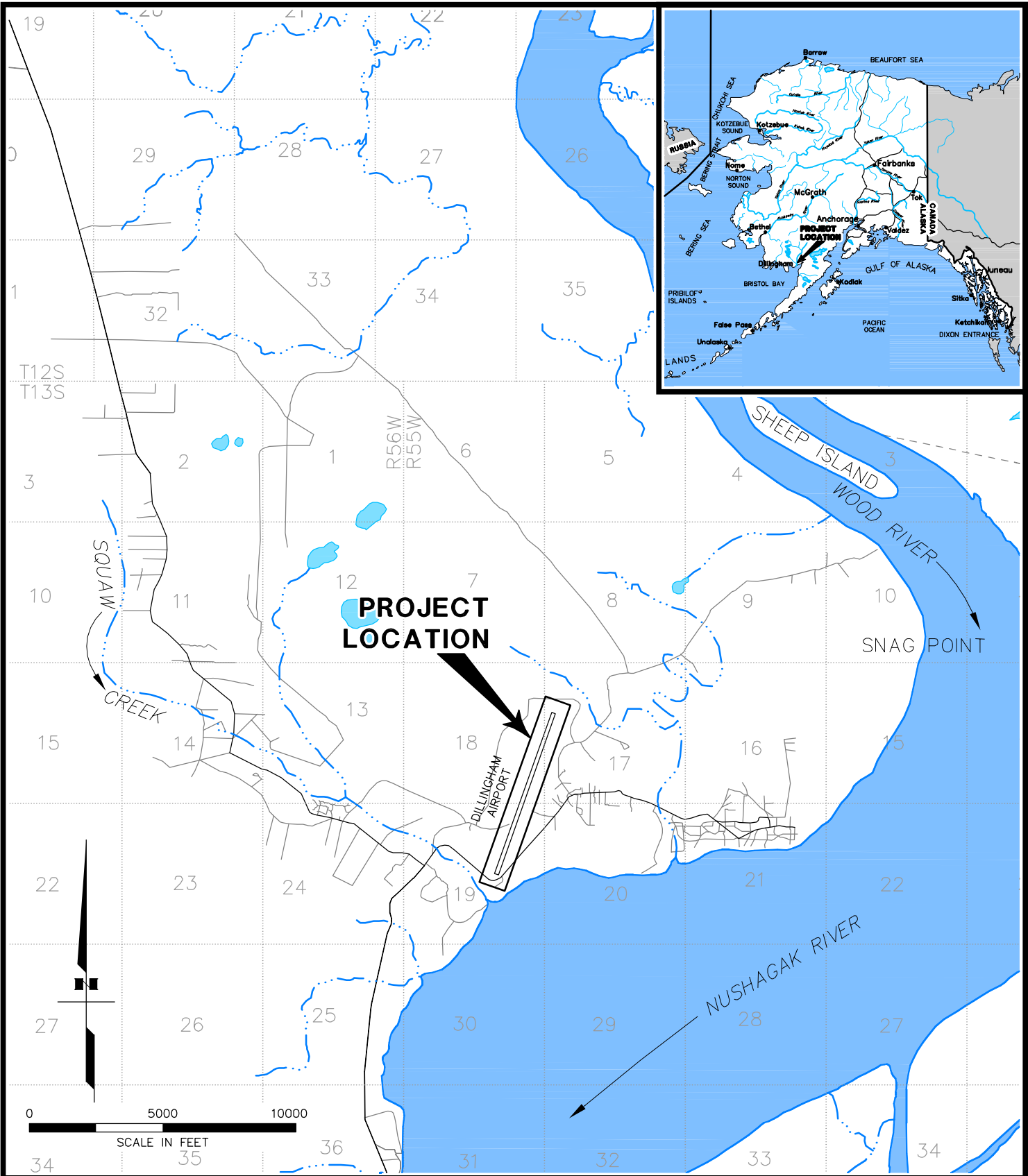
Wild and Scenic Rivers: There are no wild and scenic rivers in the project vicinity (NPS 2010).

Cumulative Impacts: The cumulative impacts from the proposed project will be analyzed as part of the EA. The following applicable statutes and regulations would be complied with: 40 CFR Sections 1508.7 and 1508.25(a)(2), CEQ's Considering Cumulative Effects, and CEQ's Guidance on the Consideration of Past Actions in Cumulative Effects Analysis.

Appendix A
Environmental Resources Preliminary Research Results
Dillingham Airport Improvements

References

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- Federal Emergency Management Agency (FEMA). 2010. *Current FEMA Issued Flood Maps*. Accessed online July 28, 2010 at <http://msc.fema.gov>.
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- U.S. Fish and Wildlife Service (USFWS). 2010c. *National Wildlife Refuges*. Accessed online July 27, 2010 at <http://alaska.fws.gov/nwr/map.htm>.
- U.S. Fish and Wildlife Service (USFWS). 2010d. Email correspondence USFWS to DOT&PF, Consultation number 2010-0204. August 31, 2010.



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Vicinity Map

Sections 17,18,19
T 13 S, R 55 W, Seward Meridian

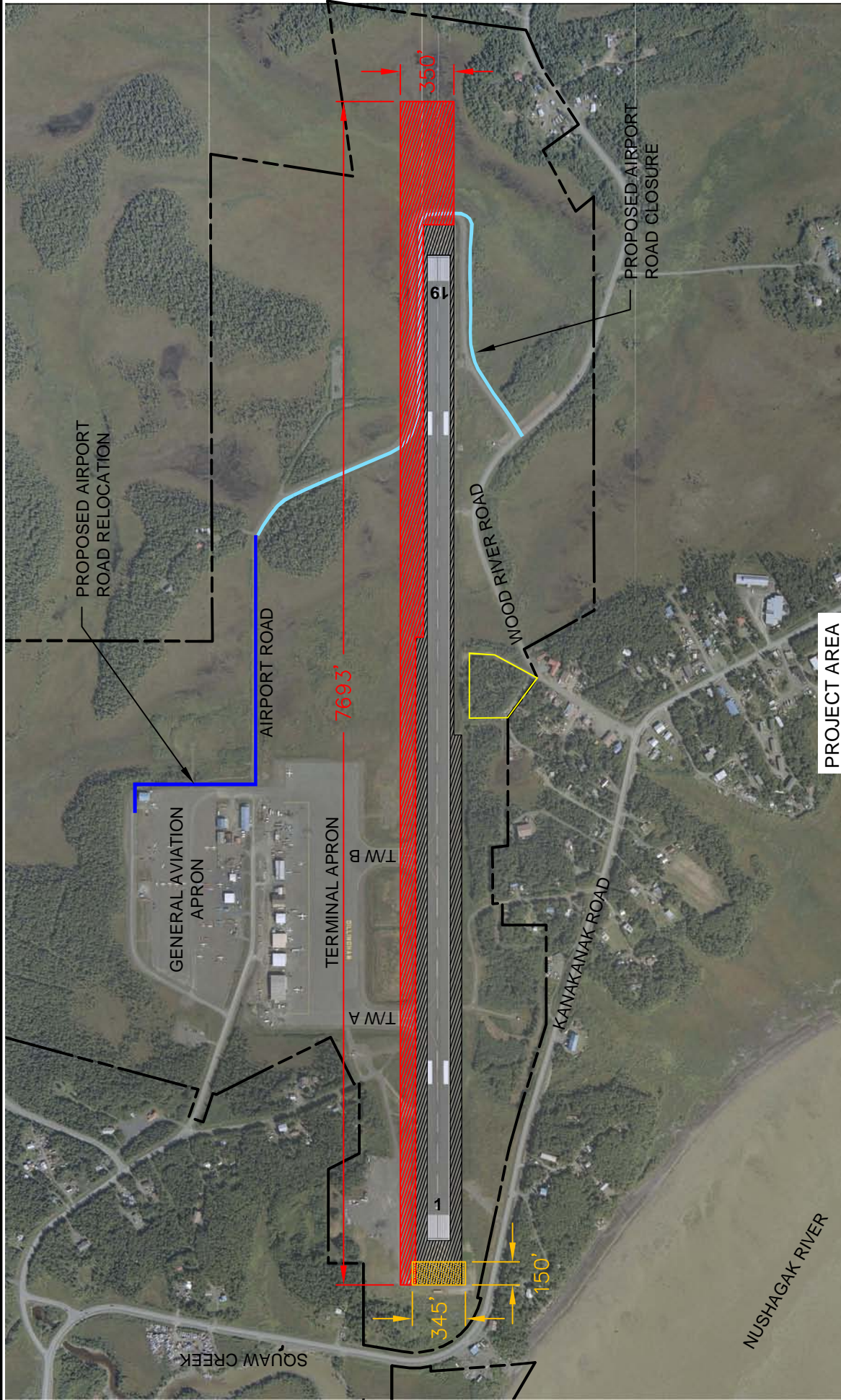


STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

DOT & PF Project NO. 59304
Dillingham Airport Improvements

Dillingham, Alaska

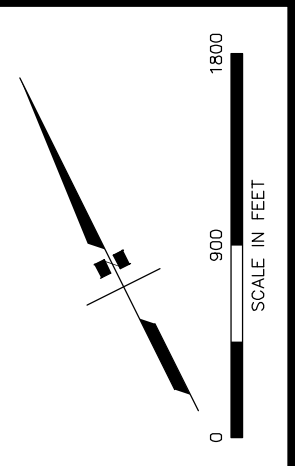
DATE: FEBRUARY 2011 | FIGURE 1



STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
DOT & PF Project NO. 59304 Dillingham Airport Improvements Project Area	
Dillingham, Alaska	
DATE: FEBRUARY 2011	FIGURE 2



LEGEND	
	EXISTING RSA
	PROPOSED EMAS
	PROPOSED PROJECT- NEAR TERM RSA IMPROVEMENTS
	AIRPORT PROPERTY BOUNDARY
	EVERGREEN CEMETERY





STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 DOT&PF Project No. 59304
 DILLINGHAM AIRPORT
 IMPROVEMENTS
 Dillingham, Alaska
 February 07, 2011



**Wetland Delineation, Anadromous Streams,
 and Floodplains**

Sections 17, 18, 19, T 13 S, R 55 W & Section 13
 T 13 S, R 56 W, Seward Meridian

Wetland Delineation Study Area

- 100-Year Floodplain, adopted from FEMA FIRM, City of Dillingham, Alaska, Bristol Bay Division, Panels 10, 16, and 17 of 20, Effective September 30, 1982.
- Developed
- Wetlands
- Upland
- Anadromous Streams
- 100-Year Floodplain

Feet
 0 300 600

P:\Projects\0645\GIS\ENV\Environmental Resources.mxd Feb 07, 2011 9:59:57 AM User: chris.harrington

Figure 3

APPENDIX G

Public and Agency Comments

	Page
Public Scoping Comments.....	1
Agency Scoping Comments	
ADF&G to DOWL HKM, March 18, 2011.....	3
BLM to DOWL HKM, April 4, 2011	5
DNR/DCOM to DOWL HKM, March 7, 2011	6
FWS to DOWL HKM, February 26, 2011	8
FWS to DOWL HKM, March 16, 2011	10
FWS to DOWL HKM and DOT&PF, March 21, 2011	11

Project Comments – Please provide any comments on the project below.

Thank you for working to avoid the
Evergreen cemetery.
Thanks for the Public Presentation -
Jody

To receive project information, please provide your name and an e-mail or postal address:

Name: Jody Seitz
Address: Box 889
E-mail: planner@dillinghamak.us
Phone: 842-3785



DOWL HKM
4041 B Street
Anchorage, Alaska 99503

Brian Elliott
DOT&PF Environmental Manager
PO Box 196900
Anchorage, AK 99519-6900

Place
Postage
Here

Project Comments – Please provide any comments on the project below.

- 1) I agree on the reasoning for the project, however
- 2) Considering the dollars that is being spent over the next 8-10 years for safety area improvements, EMAS, ~~shifting~~ line of sight improvements and shifting the runway –
- 3) Your money will be much better spent. MOVING THE AIRPORT
BECAUSE 1) THE AIRPORT IS HEMMED IN AND CANNOT EXPAND
2) THE MAJORITY OF THE INFRASTRUCTURE HAS ~~AT~~ ITS OPERATIONAL LIFE
3) MOVING THE RUNWAY WILL ALLOW FOR THE CONSTRUCTION OF AN AIRPORT THAT CAN EXPAND AS NEEDED.

To receive project information, please provide your name and an e-mail or postal address:

Name: Anna Walker
Address: _____
E-mail: Joshua@sci.net
Phone: 248-5798



DOWL HKM
4041 B Street
Anchorage, Alaska 99503

Brian Elliott
DOT&PF Environmental Manager
PO Box 196900
Anchorage, AK 99519-6900

Place
Postage
Here

Hillman, Kacy

From: Bales, James E (DFG) [james.bales@alaska.gov]
Sent: Friday, March 18, 2011 4:01 PM
To: Hillman, Kacy
Subject: RE: Dillingham Airport Improvements Project - Agency Scoping

Categories: Reference

Good afternoon Ms. Hillman,

Below we have answered the scoping questions that ADOT had put together specifically for ADF&G regarding the proposed Dillingham Airport Improvements Project. The bolded items are from ADOT and have been reproduced here for clarity.

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the ADF&G's *An Atlas to the Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes* and any findings are identified in the scoping letter and/or Appendix A. If you have any other information and/or data on anadromous or resident fish streams in the vicinity of the proposed project, including spawning/rearing habitat and migration corridors please provide us that information.

ADF&G has no record of any anadromous or resident fish presence within the proposed project area.

2. Identify any fish species within the project boundaries that may be used for subsistence.

ADF&G has no record of any anadromous or resident fish presence within the proposed project area.

3. We have researched the ADF&G *State of Alaska Refuges, Critical Habitat Areas and Sanctuaries* and any findings are identified in the scoping letter and/or Appendix A. If these special areas exist in the project vicinity, would the normal activities of these areas be affected by the proposed project?

There are no state-designated special areas in the vicinity of the proposed project.

4. Provide information on wildlife other than fish in the vicinity of the proposed project.

There does not appear to be any wildlife conflicts with the proposed project.

5. Would the project affect wildlife migration corridors or bisect/segment wildlife habitat?

There does not appear to be any conflicts regarding wildlife migration corridors and habitat in the proposed project area.

6. Identify any permits and/or clearances to be obtained from your agency for the proposed project.

An ADF&G Fish Habitat Permit will not be required for the Dillingham Airport Improvements Project as it is described in the scoping documents. A permit would be needed if water to be used for the project is withdrawn from a fish bearing stream or lake.

Thank you for the opportunity to review the proposed project and comment. Please let me know if you have any questions.

Jim Bales, Habitat Biologist
Alaska Department of Fish and Game
Division of Habitat
333 Raspberry Road
Anchorage, AK 99518
(907) 267-2143

From: Hillman, Kacy [mailto:KHillman@dowlhkm.com]

Sent: Friday, February 25, 2011 8:18 AM

To: Daigneault, Michael J (DFG); Thompson, Richard B (DNR); Ballard, Christine A (DNR); Ashton, William S (DEC); alyssa.c.sterrett@usace.army.mil; curtis.jennifer@epa.gov; north.phil@epa.gov; ann_rappoport@fws.gov; Eugene.Virden@bia.gov; JFincher@blm.gov; jim.loiland@ak.usda.gov; hcd.anchorage@noaa.gov; Higgins, Barbara J (CED); manager@dillinghamak.us; assistant@dillinghamak.us; contact@choggiung.com; tsmith@bbnc.net; sflensburg@bbna.com; dorothy@curyungtribe.com; evc@ekukvc.net; aleknagiktraditional@yahoo.com

Cc: Golden, Daniel T (DOT); Junge, Wolfgang E (DOT); Hanson, Brian; Middendorf, Thomas; Groeschel, Virginia Corazon; Hansen, Kristen; Reception; Cason, Velton L (DOT)

Subject: Dillingham Airport Improvements Project - Agency Scoping

Good Morning All,

Please see the attached Agency Scoping Letter along with the distribution list for the Dillingham Airport Improvements Project for your review and comment.

Links to provide comments for your specific organization are provided below, since the links within the attached scoping letter are not active. Additional project information can be found on the project website:

<http://www.dowlhkm.com/Projects/DillinghamAirport>.

[ADEC](#) [ADF&G](#) [ADNR-POR](#) [ADNR-RAD](#) [ADNR-SRO](#) [ADNR-DCOM](#)
[BIA](#) [BLM](#) [City, Village, and Borough](#)
[Regional Corporations, IRAs, and Traditional Councils](#)
[USNMFS](#) [USACE](#) [USEPA](#) [USFWS](#)

Your comments are requested by **March 18, 2011**. Thank you in advance for your time.

Kacy D. Hillman
Environmental Specialist

Reception please file to 1124.60456.02.

Hillman, Kacy

From: SFusilie@blm.gov
Sent: Monday, April 04, 2011 5:52 PM
To: PUB-DillinghamAirport
Cc: sfusilie@blm.gov
Subject: Dillingham Airport Comment from USACE

The Bureau of Land Management, Anchorage Field Office has reviewed appropriate records regarding the proposed improvements to the Dillingham Airport. The lands were patented to the Territory of Alaska in 1953 for use as a public airport and as long as the lands are used for such purposes the appropriate agencies for managing those activities are the State of Alaska and Federal Aviation Administration. At this time the BLM has no comments regarding the proposed action. There are no BLM recreation permits that would be impacted by the proposed project.

Stephen L. Fusilier
Lands Branch Manager
4700 BLM Rd.
Anchorage, AK 99507
(907) 267-1252
(907) 267-1267 Fax

Hillman, Kacy

From: Ballard, Christine A (DNR) [christine.ballard@alaska.gov]
Sent: Monday, March 07, 2011 10:25 AM
To: Hillman, Kacy
Subject: FW: Dillingham Airport Improvements Project - Agency Scoping
Attachments: DLG Agency Scoping_022411.pdf; DLG Agency Scoping Distribution List_022411.pdf

Good Morning Ms. Hillman,

Thank you for the opportunity to comment on the above referenced project. The location of the proposed project lies within the coastal zone boundaries of the State of Alaska and the Bristol Bay CRSA. The Department of Natural Resources, Division of Coastal & Ocean Management requests the submission of a completed Coastal Project Questionnaire/Certification Statement and Project Evaluation when project design work has progressed to the point where DOWL HKM is ready to submit applications for appropriate state and/or federal permits. A determination as to the status of the project with regard to potential requirements for a coordinated ACMP review through this office will be made at that time. The Questionnaire can be found on our web site at www.alaskacoast.state.ak.us. Once ready for the permitting process, you may email it to dnr.dcompraanc@alaska.gov.

Thank you and please feel free to contact me at (907) 269-7478 with any questions.

--

Christine Ballard, Project Review Assistant
DNR, Division of Coastal & Ocean Management
phone: (907) 269-7478, fax: (907) 269-3981
christine.ballard@alaska.gov

From: Hillman, Kacy [<mailto:KHillman@dowlhkm.com>]
Sent: Friday, February 25, 2011 8:18 AM
To: Daigneault, Michael J (DFG); Thompson, Richard B (DNR); Ballard, Christine A (DNR); Ashton, William S (DEC); alyssa.c.sterrett@usace.army.mil; curtis.jennifer@epa.gov; north.phil@epa.gov; ann_rappoport@fws.gov; Eugene.Virden@bia.gov; JFincher@blm.gov; jim.loiland@ak.usda.gov; hcd.anchorage@noaa.gov; Higgins, Barbara J (CED); manager@dillinghamak.us; assistant@dillinghamak.us; contact@choggiung.com; tsmith@bbnc.net; sflensburg@bbna.com; dorothy@curyungtribe.com; evc@ekukvc.net; aleknagiktraditional@yahoo.com
Cc: Golden, Daniel T (DOT); Junge, Wolfgang E (DOT); Hanson, Brian; Middendorf, Thomas; Groeschel, Virginia Corazon; Hansen, Kristen; Reception; Cason, Velton L (DOT)
Subject: Dillingham Airport Improvements Project - Agency Scoping

Good Morning All,

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<http://www.dowlhkm.com/Projects/DillinghamAirport>.

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[BIA](#) [BLM](#) [City, Village, and Borough](#)
[Regional Corporations, IRAs, and Traditional Councils](#)
[USNMFS](#) [USACE](#) [USEPA](#) [USFWS](#)

Your comments are requested by **March 18, 2011**. Thank you in advance for your time.

Kacy D. Hillman
Environmental Specialist

Reception please file to 1124.60456.02.



DOWL HKM

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4041 B Street



Anchorage, Alaska 99503



www.dowlhkm.com

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Please consider the **environment** before printing.

Hillman, Kacy

From: Ann_Rappoport@fws.gov
Sent: Saturday, February 26, 2011 6:24 PM
To: Hillman, Kacy
Cc: Michael_Buntjer@fws.gov; Ellen_Lance@fws.gov
Subject: Fw: Dillingham Airport Improvements Project - Agency Scoping
Attachments: DLG Agency Scoping_022411.pdf; DLG Agency Scoping Distribution List_022411.pdf

Categories: Reference

Hi Kacy -

Please note that we have new Branch Chiefs: Mike Buntjer is our new Branch Chief for Conservation Planning Assistance; and Ellen Lance is now our Branch Chief for Endangered Species. Please add them to your email list for activities in our area - Southwestern and Southcentral Alaska.

You can reach these key staff as follows:

Mike Buntjer: 271-3053 michael_buntjer@fws.gov
Ellen Lance: 271-1467 ellen_lance@fws.gov

Thanks, Ann

Ann Rappoport, Field Supervisor
Anchorage Fish and Wildlife Field Office
605 W. 4th, Room G-61
Anchorage, AK 99501
(907)271-2787
(907)271-2786 FAX

----- Forwarded by Ann Rappoport/R7/FWS/DOI on 02/26/2011 06:20 PM -----

"Hillman, Kacy"
<KHillman@dowlhkm.com>

02/25/2011 08:18 AM

To"michael.daigneault@alaska.gov"
<michael.daigneault@alaska.gov>,
"richard.thompson@alaska.gov"
<richard.thompson@alaska.gov>,
"christine.ballard@alaska.gov"
<christine.ballard@alaska.gov>,
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"curtis.jennifer@epa.gov" <curtis.jennifer@epa.gov>,
"north.phil@epa.gov" <north.phil@epa.gov>,
"ann_rappoport@fws.gov" <ann_rappoport@fws.gov>,
"Eugene.Virden@bia.gov" <Eugene.Virden@bia.gov>,
"JFincher@blm.gov" <JFincher@blm.gov>,
"jim.loiland@ak.usda.gov" <jim.loiland@ak.usda.gov>,
"hcd.anchorage@noaa.gov"
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"manager@dillinghamak.us"
<manager@dillinghamak.us>,

"assistant@dillinghamak.us"
<assistant@dillinghamak.us>,
"contact@choggiung.com" <contact@choggiung.com>,
"tsmith@bbnc.net" <tsmith@bbnc.net>,
"sflensburg@bbna.com" <sflensburg@bbna.com>,
"dorothy@curyungtribe.com"
<dorothy@curyungtribe.com>, "evc@ekukvc.net"
<evc@ekukvc.net>, "aleknagiktraditional@yahoo.com"
<aleknagiktraditional@yahoo.com>

cc"Golden, Daniel T (DOT)" <dan.golden@alaska.gov>,
"Junge, Wolfgang E (DOT)"
<wolfgang.junge@alaska.gov>, "Hanson, Brian"
<bhanson@dowlhkm.com>, "Middendorf, Thomas"
<tmiddendorf@dowlhkm.com>, "Groeschel, Virginia
Corazon" <vgroeschel@dowlhkm.com>, "Hansen,
Kristen" <khansen@dowlhkm.com>, Reception
<Reception@dowlhkm.com>, "Cason, Velton L (DOT)"
<lynn.cason@alaska.gov>

SubjectDillingham Airport Improvements Project - Agency
Scoping

Good Morning All,

Please see the attached Agency Scoping Letter along with the distribution list for the Dillingham Airport Improvements Project for your review and comment.

Links to provide comments for your specific organization are provided below, since the links within the attached scoping letter are not active. Additional project information can be found on the project website: <http://www.dowlhkm.com/Projects/DillinghamAirport>.

[ADEC](#) [ADF&G](#) [ADNR-POR](#) [ADNR-RAD](#) [ADNR-SRO](#) [ADNR-DCOM](#)
[BIA](#) [BLM](#) [City, Village, and Borough](#)
[Regional Corporations, IRAs, and Traditional Councils](#)
[USNMFS](#) [USACE](#) [USEPA](#) [USFWS](#)

Your comments are requested by **March 18, 2011**. Thank you in advance for your time.

Kacy D. Hillman
Environmental Specialist

Reception please file to 1124.60456.02.

(See attached file: DLG Agency Scoping_022411.pdf)(See attached file: DLG Agency Scoping Distribution List_022411.pdf)



(907) 562-2000 | Fax (907) 563-3953 | 4041 B Street | Anchorage, Alaska 99503 | www.dowlhkm.com

Inspiration | Innovation | Integrity

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TELEPHONE RECORD

Date:		
With:		
Noted by:		
Project:		
Subject:		
Project No.:		
Time:		Phone No.:

Hillman, Kacy

From: Kimberly_Klein@fws.gov
Sent: Monday, March 21, 2011 4:51 PM
To: PUB-DillinghamAirport
Cc: dan.golden@alaska.gov; Hewitt, Jack J POA; amy.b.cox@noaa.gov; bruce.greenwood@faa.gov; wolfgang.junge@alaska.gov
Subject: Re: Dillingham Airport Comment from USFWS
Attachments: 2011-0077_Dillingham Airport Runway Expansion_Scoping.pdf

Please see the attached scoping comments from the US Fish and Wildlife Service for the proposed Dillingham airport runway safety area expansion. Thank you for accepting our comments. We look forward to learning more about this project. Please call or hit reply with questions. Thank you.

(See attached file: 2011-0077_Dillingham Airport Runway Expansion_Scoping.pdf)

Kimberly Klein
Endangered Species Biologist
USFWS/AFWFO
605 W. 4th Ave. Room G-61
Anchorage, AK 99501
(907) 271-2066
▼ Kimberly Klein/R7/FWS/DOI

**Kimberly
Klein/R7/FWS/DOI**

To DillinghamAirport@dowlhkm.com, dan.golden@alaska.gov

03/18/2011 04:44
PM

cc

Subject Dillingham Airport Comment from USFWS

Dan and Kacy,
The US Fish and Wildlife has prepared comments in response to the scoping request for the Dillingham airport safety zone expansion. We respectfully request that you accept these comments on Monday. They will be sent promptly so as not to cause any project delay. Thank you.

Kimberly Klein
Endangered Species Biologist
USFWS/AFWFO
605 W. 4th Ave. Room G-61
Anchorage, AK 99501
(907) 271-2066



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Anchorage Fish & Wildlife Field Office
605 West 4th Avenue, Room G-61
Anchorage, Alaska 99501-2249

In reply refer to:
AFWFO

March 21, 2011

EMAILED TO:

Kacy D. Hillman
Environmental Specialist
DOWL HKM
4041 B Street
Anchorage, Alaska 99503
DillinghamAirport@dowlhkm.com

Agent for:

Brian Elliott
Environmental Manager
Department of Transportation and Public Facilities
4111 Aviation Avenue
P.O. Box 196900
Anchorage, Alaska 99519-6900

Re: Dillingham Airport Runway Expansion (*Consultation number 2011-0077*)

Dear Kacy,

On February 25, 2011 we received your letter requesting information on fish and wildlife resources that may be impacted by airport modifications in Dillingham, Alaska. The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to expand the runway at the existing Dillingham airport. The purpose of the proposed project is to improve safety and address operational deficiencies and to meet FAA's established standards for runway safety areas.

The Service has management responsibility for certain public trust resources, namely migratory birds, some species of marine mammals (in Alaska, those species are sea otter, walrus, and polar bear), species listed as threatened and endangered, interjurisdictional fishes and the habitats on which they depend, and some wetlands. We are also responsible for management of National Wildlife Refuges and subsistence uses of fish and wildlife on Federal lands. Laws defining the Service's roles and responsibilities during review of development

projects include the Fish and Wildlife Coordination Act, the Migratory Bird Treaty Act, the Bald Eagle Protection Act, the National Environmental Policy Act, the Clean Water Act, the Marine Mammal Protection Act (MMPA), and the Endangered Species Act (ESA).

The resources and issues described herein may be impacted by the proposed Dillingham airport runway expansion project and are within the jurisdiction of the Service. Additional issues may be identified during future review.

Threatened and Endangered Species

Our records indicate that the following species, listed under the Endangered Species Act of 1973 (16 U.S.C. 1531 et seq., as amended), may be found in the vicinity of the project area: the North American breeding Steller's eiders (*Polysticta stelleri*, listed as threatened in 1997); spectacled eider (*Somateria fischeri*, listed as threatened in 1993); Kittlitz's murrelet (*Brachyramphus brevirostris*, listed as a candidate species in 2004); the yellow-billed loon (*Gavia adamsii*, listed as a candidate species in 2009); and the southwest distinct population segment of northern sea otter (*Enhydra lutris kenyoni*, listed as threatened in 2005).

The sea otter, Kittlitz's murrelet, and the yellow-billed loon may potentially occur in through the area, but our records suggest their occurrences are so infrequent or irregular that projects in this area are highly unlikely to adversely affect these species or their habitat. Steller's eiders and spectacled eiders winter in south-central and southwestern Alaska and they breed in northern and western Alaska. They migrate through Bristol Bay en route to and from breeding and wintering grounds. They are occasionally found in coastal marine areas near Dillingham during migration in spring and fall. Adverse effects to listed eiders have been documented in northeastern Bristol Bay, where birds have collided with overhead power lines (Savage 2010). No new overhead structures such as communications towers, lights, power lines, or guy wires are proposed as part of this project, and no changes to existing overhead structures are proposed.

Given that no new overhead structures or changes to existing overhead structures are proposed, and the unlikely occurrence of listed species in this area, we believe the probability that this action will result in adverse effects to listed species is discountable. Therefore, the proposed action is not likely to adversely affect listed species. In view of this, requirements of section 7 of the ESA have been satisfied. However, obligations under section 7 of the ESA must be reconsidered if new information reveals project impacts that may affect listed species or critical habitat in a manner not previously considered, if this action is subsequently modified in a manner which was not considered in this assessment, or if a new species is listed or critical habitat is determined that may be affected by the proposed action.

Togiak National Wildlife Refuge

Dillingham is adjacent to the Aleutian Island Unit of the Alaska Togiak National Wildlife Refuge (NWR), administered by the Service. Togiak NWR was established to conserve fish and wildlife populations and habitats in their natural diversity including salmon, marine birds and mammals, migratory birds, and large mammals, to fulfill international treaty obligations; to provide for continued subsistence use; and to ensure necessary water quality and quantity. Development projects are reviewed for impacts to refuge resources. The Dillingham airport is not inside the refuge, but if any project components such as material source sites or transportation corridors will affect the refuge a detailed project plan will need to be reviewed by refuge staff.

Migratory and Resident Fish

Storm water runoff from airport construction and operation may contain high sediment loads, hydrocarbons from fuel spills and incomplete combustion, deicers, and other contaminants. Such contaminants can flow into nearby surface water and affect freshwater and anadromous fish in the Nushagak River. Chronic low-level releases of contaminants or larger fuel or chemical spills can flow downstream into the marine waters of Nushagak Bay, causing impacts to marine species. All appropriate measures should be taken to identify and reduce the potential for this project to cause or contribute to water contamination.

Bald Eagles

Eagle nests occurring in the vicinity of any project component, including borrow sources, transportation routes, fill sites, staging areas, etc. must be identified. Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (BGEPA: 16 *U.S.C.* 668-668c). The applicant and its contractors will be responsible to ensure their actions do not take eagles or their nests. Under BGEPA, "take" includes disturbing birds. Existing information on eagles should be compiled and evaluated to determine if additional surveys are needed. During the nesting period (March 1 through August 31), bald eagles are sensitive to noise and obtrusive human activity in the vicinity of nest sites. Prior to conducting project activities that may cause disturbance of a known nest, it will be necessary to contact the Service to discuss measures to avoid and minimize potential eagle take. Please contact the Service's Conservation Planning Assistance Branch at 907-271-3053. If take is unavoidable, the Service has a permit process available that can authorize take where it is deemed necessary and appropriate. Additional information on eagles and BGEPA can be found at <http://www.fws.gov/migratorybirds/BaldEagle.htm>.

Migratory Birds

Waterfowl, shorebirds, and other migratory species may be impacted by the proposed project. Information on the species that occur in the action area, their frequency and duration of occurrence, habitat use patterns, and habitat requirements need to be considered during evaluation of the proposed project. All foreseeable impacts to migratory birds should be described. Under the Migratory Bird Treaty Act (MBTA) (16 *U.S.C.* 703), it is illegal for anyone to "take" migratory birds, their eggs, feathers or nests. The Service generally recommends that applicants comply with the MBTA by avoiding certain activities during the nesting season that could result in the "take" of birds during the nesting season. Please see the enclosed information sheet that further describes these recommendations by location and habitat type.

Compensatory Mitigation

Measures should be incorporated into the project to avoid and minimize impacts to fish and wildlife resources. Compensatory mitigation may be required for unavoidable impacts to aquatic resources, wetlands, nesting eagles, migratory birds, or fisheries resources. Although project plans do not yet delineate the scope of wetland impacts, including how much wetland fill is proposed (e.g., for runway expansion, materials extraction sites, and any associated features such as road expansion), it appears that impacts to fish and wildlife resources may include the loss of 87 acres of wetland habitat. Appropriate compensatory mitigation should be required in accordance with the Federal Register Final Rule (40 *CFR* Part 30) regarding Compensatory Mitigation for Losses of Aquatic Resources (April 2008) and based on the COE Alaska District Regulatory Guidance Letter (RGL 09-01).

Kacy Hillman

This concludes our initial scoping comments for the Dillingham Airport expansion project. We appreciate the opportunity to comment on this project. Please notify us of forthcoming study plans and project details. If you have any questions, please contact me at (907) 271-2066 or Kimberly_Klein@fws.gov. Thank you.

Sincerely,

Kimberly Klein
Endangered Species Biologist

cc: Jack Hewitt, USACE
Amy Cox, NOAA
Bruce Greenwood, FAA
Wolfgang Junge, ADOT&PF
Dan Golden, ADOT &PF

Encl: Migratory bird nesting windows

Literature Cited:

Savage, SE. 2010. Observations of Steller's Eider in the King Salmon/Naknek Vicinity from 1987-2009. Unpublished observations during Naknek Spring Waterfowl Surveys. King Salmon, AK, U.S. Fish and Wildlife Service.



U.S. Fish & Wildlife Service

Land Clearing Timing Guidance for Alaska

Plan Ahead to Protect Nesting Birds

General Information:

Under the Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703) (see <http://ipl.unm.edu/cwl/fedbook/mbta.html>), it is illegal for anyone to "take" migratory birds, their eggs, feathers or nests. "Take" includes by any means or in any manner, any attempt at hunting, pursuing, wounding, killing, possessing or transporting any migratory bird, nest, egg, or part thereof. Take and possession under MBTA can be authorized through regulations, such as hunting regulations, or permits, e.g., salvage, research, depredation, or falconry. The MBTA does not distinguish between intentional and unintentional take. In Alaska, all native birds except grouse and ptarmigan (protected by the State of Alaska) are protected under the MBTA.

Destruction of active bird nests, eggs, or nestlings that can result from spring and summer vegetation clearing, grubbing, and other site preparation and construction activities would violate the MBTA. The following timing guidelines are not regulations, but are intended as recommendations to help you comply with the MBTA. Some species and their nests have additional protections under other federal laws, including those listed under the Threatened and Endangered Species Act (ESA), and bald and golden eagles (protected under the Bald and Golden Eagle Protection Act or BGEPA). Please contact the U.S. Fish and Wildlife Service to ensure compliance with ESA and BGEPA if these species may be present in your project area.

Directions:

1. Apply timing window guidelines to your project planning, unless project-specific review results in unique guidelines from the USFWS for your project.
2. If you encounter an active nest *at any time*, including before or after the local timing window, leave it in place and protected until young hatch and depart. "Active" is indicated by intact eggs, live chicks, or presence of adult on nest. Timing guidelines should considerably reduce the risk of inadvertent nest destruction, but final compliance with the law is your responsibility: do not destroy eggs, chicks, or adults of wild bird species.
3. If you have any questions regarding the MBTA and the timing guidelines, including projects that may occur in "boundary areas" between regions described on the matrix, contact your local Fish and Wildlife Field Office for assistance:

Anchorage (907) 271-2888
Fairbanks (907) 456-0203

Kenai (907) 262-9863
Juneau (907) 780-1160



Recommended Time Periods to Avoid Vegetation Clearing

HABITAT TYPE →	Forest or woodland ¹ (i.e., trees present)	Shrub or Open (i.e., shrub cover or marsh, pond, tundra, gravel, or other treeless/shrubless ground habitat)	Seabird colonies (including cliff and burrow colonies)	Raptor and raven cliffs
REGION ↓				
Southeast	April 15 – July 15	May 1 – July 15 ²	May 1 – September 15 ³	April 10 – August 10
Kodiak Archipelago			April 15 – September 7 ³	
Southcentral (Lake Iliamna to Copper River Delta; north to Talkeetna)	May 1 – July 15 ²			
Bristol Bay/AK Peninsula (north to Lake Iliamna)	April 10 – July 15	May 1 – July 15 ^{2,4}	May 10 – September 15	
Interior (north of Talkeetna to south slope Brooks Range; west to treeline)	May 1 – July 15 ²		May 1 – July 20 ⁵	April 15 – August 1
Aleutian Islands		April 25 – July 15	May 1 – September 15 ³	April 1 – August 1
Yukon-Kuskokwim Delta (east to treeline)		May 5 – July 25 ^{2,4}	May 20 – September 15	April 15 – August 15
Seward Peninsula		May 20 – July 20 ⁴		
Northern (includes northern foothills of Brooks Range)		June 1 – July 31 ⁴		
Pribilof and Bering Sea Islands		June 1 – July 15	May 25 – September 1	

USFWS July 2009

¹ Owl species may begin to nest two or more months earlier than other forest birds, and are fairly common breeders in forested areas of Alaska. You may wish to survey for nesting owls (or other early spring tree-cavity nesters) prior to tree-cutting. It is your responsibility to protect active nests from destruction.

² Canada geese and swan habitat: begin April 20

³ Storm petrel burrow habitat: April 1 – October 15

⁴ Black scoter habitat: through August 10

⁵ Seabird colonies in Interior refer to terns and gulls

**Public and Agency Scoping
Comment and Response Summary**

Comment Received	Response
<i>Public Comments Received</i>	
Overall general support for the project.	Acknowledged.
Consider moving the airport.	Moving the airport would greatly exceed FAA's Alaska Region \$25 million budget.
A Dillingham Airport Master Plan could help define improvements that would better the look and feel of the Dillingham Airport.	There is a Draft Dillingham Airport Master Plan with no immediate plans of completion, but the work is essentially being completed as part of this EA.
The Dillingham Airport could benefit from improvements that have the potential to make the Dillingham Airport a hub as opposed to the Anchorage Airport.	Funding for the Proposed Action will allow for the RSA to meet FAA's established RSA standards.
<i>Agency Comments Received</i>	
<i>Alaska Department of Fish and Game (ADF&G)</i>	
There is no record of anadromous or resident fish within the proposed project area.	Acknowledged.
Within the proposed project vicinity there are no state-designated refuges, critical habitat areas, or sanctuaries.	Acknowledged.
The proposed project would not conflict with any wildlife, wildlife migration corridors, or wildlife habitat.	Acknowledged.
An ADF&G Fish Habitat Permit would not be required; however, if water would be withdrawn from a fish-bearing water body, a permit would be required.	Acknowledged.

**Public and Agency Scoping
Comment and Response Summary**

<i>State of Alaska Department of Natural Resources/Division of Coastal and Ocean Management (DNR/DCOM)</i>	
<p>The proposed project is located within the Alaska Coastal Zone and the Bristol Bay Coastal Resource Service Area. A DNR/DCOM Coastal Project Questionnaire/Certification Statement and Project Evaluation will be required.</p>	<p>Comment received prior to the expiration of the ACMP. A DNR/DCOM Coastal Project Questionnaire/Certification Statement and Project Evaluation is no longer required.</p>
<i>United States Fish and Wildlife Service (USFWS)</i>	
<p>Add the following new Branch Chiefs to the mailing list: Mike Buntjer, Branch Chief of Conservation Planning Assistance; Ellen Lance, Branch Chief of Endangered Species.</p>	<p>Acknowledged.</p>
<p>Threatened and endangered species are not likely to be affected by the proposed project given that no new overhead structures or changes to existing overhead structures are proposed.</p>	<p>Acknowledged.</p>
<p>The proposed project is not within the Togiak National Wildlife Refuge (TNWR), but if any project components (material site sources, transportation corridors, etc.) would affect the refuge, a detailed project plan would need to be reviewed by refuge staff.</p>	<p>No project components (material site or haul route) would be within the TNWR.</p>
<p>All appropriate measures should be taken to identify and reduce stormwater runoff, chemical spills, and other contaminants that could flow into the Nushagak River.</p>	<p>Prior to construction an APDES Construction General Permit, a SWPPP, and use of BMPs will be in place to minimize and reduce any water quality issues.</p>
<p>All Bald Eagle nests within the vicinity of the proposed project (borrow sources, transportation routes, fill sites, staging areas, etc.) would need to be identified. If eagle nests are identified, DOT&PF would need to ensure that there would not be a take of eagles or their nests. Existing eagle information should be compiled and evaluated to determine if</p>	<p>Prior to construction, existing information on eagles will be compiled and evaluated to determine if a bald eagle nest survey would need to be completed. If bald eagle nests are found, construction within the vicinity of the nest will be avoided during the nesting period and consultation with USFWS will take place to discuss measures to avoid and minimize potential eagle take.</p>

**Public and Agency Scoping
Comment and Response Summary**

<p>additional surveys are needed. The nesting period is March 1 through August 31. If disturbance to a known nest is anticipated, the USFWS should be consulted to determine measures to avoid and minimize an eagle take. If an eagle take is unavoidable, a permitting process with the USFWS must be completed.</p>	
<p>Certain activities should be avoided during the nesting season to comply with the Migratory Bird Treaty Act.</p>	<p>Vegetation clearing will be avoided between May 1 - July 15 to avoid impacts to migratory birds.</p>
<p>Compensatory mitigation would be required for unavoidable impacts to aquatic resources, wetlands, nesting eagles, migratory birds, or fisheries resources.</p>	<p>Appropriate compensatory mitigation will be agreed upon prior to construction.</p>

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542
FAX: (907) 243-6927

April 21, 2011

Date: 4/21/11

Proj. #: 59304

Preliminary Design & Environmental	PAPER
Section Chief	
Project Manager	JUNICE
ELLISOTT	
EGOLDEN	
Env. Analyst	
original sent	
Project File	X

In Reply Refer To:
State Project 59304

Ms. Judith Bittner
State Historic Preservation Office
Alaska Office of History and Archaeology
550 W. 7th Avenue, Suite 1310
Anchorage, Alaska 99501-3565

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to improve and upgrade the Dillingham Airport located in Sections 17, 18 and 19, Township 13 South, Range 55 West, Seward Meridian (United States Geological Survey Quadrangle Dillingham A-7; Figure 1).

For purposes of the National Historic Preservation Act, we are initiating this consultation with you to assist us in identifying historic properties that may be affected by the proposed project.

Background

The purpose of this project is to upgrade the existing Dillingham Airport to meet FAA's established Runway Safety Area (RSA) standards to the extent practicable. Several alternatives were evaluated, as part of the RSA Practicability Study, but none were found to be practicable alternatives that meet both full RSA standards and cost requirements. The RSA Practicability Study also identifies incremental improvements that would build a full RSA over several stages spanning multiple years.

The RSA Practicability Study identifies near term and long term improvements. Near term improvements are described below in the project description and would be anticipated to be completed within the next three years. Long term improvements would include a full RSA build out, achieving both length and width. Fill would be placed on the west side of the runway to widen the embankment by 150 feet. To meet line-of-sight requirements, the runway profile would be raised. The runway centerline would also be shifted 150 feet west, the localizer would be relocated, and a new Medium-Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) would be installed on Runway 19. Long term improvements would be anticipated to be phased over ten years following completion of the near term improvements.

Project Description

The proposed project consists of the near term RSA improvements (Figure 2), which includes a non-standard 40 knot Engineered Material Arresting System (EMAS) installed on Runway end 1 and 800 feet of embankment constructed beyond Runway end 19 to achieve full RSA length. The west side of the existing RSA would be widened 250 feet and the east side would maintain existing dimensions. Airport Road would be constructed to connect around the north side of the General Aviation Apron to accommodate residential access (Figure 2). The connection of Airport Road with Wood River Road would be closed to allow for proposed RSA expansion.

Study Area

A 65-decibel noise contour of the Dillingham Airport was used to define the study area for potential historic structures (CRC, 2010-Figure 1) to account for possible indirect noise impacts. The initial study area used to define potential archaeological resources included a 500-foot buffer of the existing runway edge of pavement (EOP) (CRC, 2010-Figure 2) to account for possible direct proposed project impacts. The RSA Practicability Study was completed after Cultural Resource Consultants LLC (CRC) field survey, which is described further in identification efforts. The RSA Practicability Study identified the proposed project as the preferred alternative; thus, the study area was expanded to include a 500-foot buffer of the proposed project EOP and a 100-foot buffer of the proposed Airport Road relocation (Figure 2). Tree cover surrounding adjacent housing prevents a line-of-sight from the project area to any of the surrounding structures; therefore, the study area was not expanded to account for potential visual impacts. The Evergreen Cemetery adjacent to the proposed project would not be directly impacted. The Area of Potential Effect (APE) will be defined after comments are received from your agency and other consulting parties.

Identification Efforts

Information identified to date is included in a cultural resource survey report completed by Cultural Resource Consultants LLC (CRC) in October 2010 (enclosed). The cultural resource survey included a literature review, comparison of aerial photographs, review of tax records, a windshield survey, and a field survey. Although there were no Alaska Heritage Resources Survey (AHRS) records found within the initial study area, there was one AHRS record found within the 65-decibel noise contour. In addition, 15 possible historic structures were identified within the 65-decibel noise contour of the Dillingham Airport, and 21 isolated cultural resources (including the Evergreen Cemetery) were identified within the initial study area (500-foot buffer of the existing runway EOP) (CRC, 2010). Of the possible historic structures identified, one structure is 62 years old, one structure is 50 years old, and 13 are 45 years old. Cultural resources identified include can dumps, an airplane fuselage, an abandoned building, and the Evergreen Cemetery. For more detailed information on archaeological and cultural resources identified please see the enclosed *Interim Cultural Resources Report for Dillingham Airport Improvements Project 59304* (CRC, 2010) and Figures 3 and 4 showing cultural resource sites and approximate historic building locations.

Next Steps

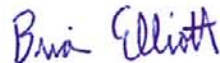
Additional archaeological fieldwork will be necessary to examine those areas encompassed in the revised study area (500-foot buffer of the proposed project EOP and 100-foot buffer of the Airport Road relocation) that extend beyond the initial study area (500-foot buffer of the existing runway EOP) investigated in the 2010 CRC report. The 65-decibel noise contour (CRC, 2010)

of the Dillingham Airport, used to define the study area for potential historic structures, was not modified. The next phase of the project that will be included in the findings letter sent to your office will include assigned AHRIS numbers, determinations of eligibility to the National Register, Office of History and Archaeology building survey forms, identification maps, and recommendations of effect.

Other parties being consulted during this Section 106 Initiation effort include Curyung Tribal Council, Native Village of Aleknagik, Aleknagik Natives Limited, Choggiung Limited, Ekuk Village Council, Bristol Bay Native Corporation, and the City of Dillingham.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-269-0539, or by e-mail at brian.elliott@alaska.gov. Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,



Brian Elliott
Regional Environmental Manager

Enclosures:

- Figure 1 – Vicinity Map
- Figure 2 – Project Area
- Figure 3 – Cultural Resource Locations
- Figure 4 – Approximate Historic Building Locations
- Office of History and Archaeology Coversheet
- Cultural Resource Consultants LLC (CRC). 2010. *Interim Cultural Resources Report for Dillingham Airport Improvements Project 59304*. October 2010.

cc w/ enclosures:

- Eric Helms, FAA Project Manager
- Bruce Greenwood, FAA Environmental Protection Specialist
- Laurie Mulcahy, DOT&PF, Cultural Resource Manager

cc w/o enclosures:

- Wolfgang Junge, P.E., DOT&PF, Central Region, Aviation Design
- Dan Golden, DOT&PF, Central Region, Environmental Analyst
- Valerie Gomez, DOT&PF, Central Region, Cultural Resources Manager

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542
FAX: (907) 243-6927

Date: 4/21/11

Proj. #:

	P	D	F
Preliminary Design & Environmental			
Section Chief			
JUNGE			
ELLIOTT			
GOLDEN			
City Analyst			
original sent			
Project File	x		

April 21, 2011

In Reply Refer To:
State Project 59304

Mr. Don Moore
City Manager
City of Dillingham
P.O. Box 889
Dillingham, AK 99576

Dear Mr. Moore:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to improve and upgrade the Dillingham Airport located in Sections 17, 18 and 19, Township 13 South, Range 55 West, Seward Meridian (United States Geological Survey Quadrangle Dillingham A-7; Figure 1).

For purposes of the National Historic Preservation Act, we are initiating this consultation with you to assist us in identifying historic properties that may be affected by the proposed project.

Background

The purpose of this project is to upgrade the existing Dillingham Airport to meet FAA's established Runway Safety Area (RSA) standards to the extent practicable. Several alternatives were evaluated, as part of the RSA Practicability Study, but none were found to be practicable alternatives that meet both full RSA standards and cost requirements. The RSA Practicability Study also identifies incremental improvements that would build a full RSA over several stages spanning multiple years.

The RSA Practicability Study identifies near term and long term improvements. Near term improvements are described below in the project description and would be anticipated to be completed within the next three years. Long term improvements would include a full RSA build out, achieving both length and width. Fill would be placed on the west side of the runway to widen the embankment by 150 feet. To meet line-of-sight requirements, the runway profile would be raised. The runway centerline would also be shifted 150 feet west, the localizer would be relocated, and a new Medium-Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) would be installed on Runway 19. Long term improvements would be anticipated to be phased over ten years following completion of the near term improvements.

Project Description

The proposed project consists of the near term RSA improvements (Figure 2), which includes a non-standard 40 knot Engineered Material Arresting System (EMAS) installed on Runway end 1 and 800 feet of embankment constructed beyond Runway end 19 to achieve full RSA length. The west side of the existing RSA would be widened 250 feet and the east side would maintain existing dimensions. Airport Road would be constructed to connect around the north side of the General Aviation Apron to accommodate residential access (Figure 2). The connection of Airport Road with Wood River Road would be closed to allow for proposed RSA expansion.

Study Area

A 65-decibel noise contour of the Dillingham Airport was used to define the study area for potential historic structures (CRC, 2010-Figure 1) to account for possible indirect noise impacts. The initial study area used to define potential archaeological resources included a 500-foot buffer of the existing runway edge of pavement (EOP) (CRC, 2010-Figure 2) to account for possible direct proposed project impacts. The RSA Practicability Study was completed after Cultural Resource Consultants LLC (CRC) field survey, which is described further in identification efforts. The RSA Practicability Study identified the proposed project as the preferred alternative; thus, the study area was expanded to include a 500-foot buffer of the proposed project EOP and a 100-foot buffer of the proposed Airport Road relocation (Figure 2). Tree cover surrounding adjacent housing prevents a line-of-sight from the project area to any of the surrounding structures; therefore, the study area was not expanded to account for potential visual impacts. The Evergreen Cemetery adjacent to the proposed project would not be directly impacted. The Area of Potential Effect (APE) will be defined after comments are received from your agency and other consulting parties.

Identification Efforts

Information identified to date is included in a cultural resource survey report completed by Cultural Resource Consultants LLC (CRC) in October 2010 (enclosed). The cultural resource survey included a literature review, comparison of aerial photographs, review of tax records, a windshield survey, and a field survey. Although there were no Alaska Heritage Resources Survey (AHRS) records found within the initial study area, there was one AHRS record found within the 65-decibel noise contour. In addition, 15 possible historic structures were identified within the 65-decibel noise contour of the Dillingham Airport, and 21 isolated cultural resources (including the Evergreen Cemetery) were identified within the initial study area (500-foot buffer of the existing runway EOP) (CRC, 2010). Of the possible historic structures identified, one structure is 62 years old, one structure is 50 years old, and 13 are 45 years old. Cultural resources identified include can dumps, an airplane fuselage, an abandoned building, and the Evergreen Cemetery. For more detailed information on archaeological and cultural resources identified please see the enclosed *Interim Cultural Resources Report for Dillingham Airport Improvements Project 59304* (CRC, 2010) and Figures 3 and 4 showing cultural resource sites and approximate historic building locations.

Next Steps

Additional archaeological fieldwork will be necessary to examine those areas encompassed in the revised study area (500-foot buffer of the proposed project EOP and 100-foot buffer of the Airport Road relocation) that extend beyond the initial study area (500-foot buffer of the existing runway EOP) investigated in the 2010 CRC report. The 65-decibel noise contour (CRC, 2010)

of the Dillingham Airport, used to define the study area for potential historic structures, was not modified. The next phase of the project that will be included in the findings letter sent to your office will include assigned AHRS numbers, determinations of eligibility to the National Register, Office of History and Archaeology building survey forms, identification maps, and recommendations of effect.

Other parties being consulted during this Section 106 Initiation effort include Curyung Tribal Council, Native Village of Aleknagik, Aleknagik Natives Limited, Choggiung Limited, Ekuk Village Council, Bristol Bay Native Corporation, and the State Historic Preservation Officer.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-269-0539, or by e-mail at brian.elliott@alaska.gov. Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,



Brian Elliott
Regional Environmental Manager

Enclosures:

- Figure 1 – Vicinity Map
- Figure 2 – Project Area
- Figure 3 – Cultural Resource Locations
- Figure 4 – Approximate Historic Building Locations
- Cultural Resource Consultants LLC (CRC). 2010. *Interim Cultural Resources Report for Dillingham Airport Improvements Project 59304*. October 2010.

cc w/ enclosures:

- Eric Helms, FAA Project Manager
- Bruce Greenwood, FAA Environmental Protection Specialist
- Laurie Mulcahy, DOT&PF, Cultural Resource Manager

cc w/o enclosures:

- Wolfgang Junge, DOT&PF, Central Region, Aviation Design
- Dan Golden, DOT&PF, Central Region, Environmental Analyst
- Valerie Gomez, DOT&PF, Central Region, Cultural Resources Manager



DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

*CENTRAL REGION DESIGN AND CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION*

SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542
FAX: (907) 243-6927

April 21, 2010

In Reply Refer To:
State Project 59304

See Distribution List

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to improve and upgrade the Dillingham Airport located in Sections 17, 18 and 19, Township 13 South, Range 55 West, Seward Meridian (United States Geological Survey Quadrangle Dillingham A-7; Figure 1).

For purposes of the National Historic Preservation Act, we are initiating this consultation to assist us in identifying places that may be of traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe may be impacted by the proposed project so that we may try to avoid impacts. We would be pleased to discuss with you any confidential concerns you may identify and discuss project details.

Background

The purpose of this project is to upgrade the existing Dillingham Airport to meet FAA's established Runway Safety Area (RSA) standards to the extent practicable. Several alternatives were evaluated, as part of the RSA Practicability Study, but none were found to be practicable alternatives that meet both full RSA standards and cost requirements. The RSA Practicability Study also identifies incremental improvements that would build a full RSA over several stages spanning multiple years.

The RSA Practicability Study identifies near term and long term improvements. Near term improvements are described below in the project description and would be anticipated to be completed within the next three years. Long term improvements would include a full RSA build out, achieving both length and width. Fill would be placed on the west side of the runway to widen the embankment by 150 feet. To meet line-of-sight requirements, the runway profile would be raised. The runway centerline would also be shifted 150 feet west, the localizer would be relocated, and a new Medium-Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) would be installed on Runway 19. Long term improvements would be anticipated to be phased over ten years following completion of the near term improvements.

Project Description

The proposed project consists of the near term RSA improvements (Figure 2), which includes a non-standard 40 knot Engineered Material Arresting System (EMAS) installed on Runway end 1

"Providing for the safe movement of people and goods and the delivery of State services."

and 800 feet of embankment constructed beyond Runway end 19 to achieve full RSA length. The west side of the existing RSA would be widened 250 feet and the east side would maintain existing dimensions. Airport Road would be constructed to connect around the north side of the General Aviation Apron to accommodate residential access (Figure 2). The connection of Airport Road with Wood River Road would be closed to allow for proposed RSA expansion.

Study Area

A 65-decibel noise contour of the Dillingham Airport was used to define the study area for potential historic structures (CRC, 2010-Figure 1) to account for possible indirect noise impacts. The initial study area used to define potential archaeological resources included a 500-foot buffer of the existing runway edge of pavement (EOP) (CRC, 2010-Figure 2) to account for possible direct proposed project impacts. The RSA Practicability Study was completed after Cultural Resource Consultants LLC (CRC) field survey, which is described further in identification efforts. The RSA Practicability Study identified the proposed project as the preferred alternative; thus, the study area was expanded to include a 500-foot buffer of the proposed project EOP and a 100-foot buffer of the proposed Airport Road relocation (Figure 2). Tree cover surrounding adjacent housing prevents a line-of-sight from the project area to any of the surrounding structures; therefore, the study area was not expanded to account for potential visual impacts. The Evergreen Cemetery adjacent to the proposed project would not be directly impacted. The Area of Potential Effect (APE) will be defined after comments are received from your agency and other consulting parties.

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Next Steps

Additional archaeological fieldwork will be necessary to examine those areas encompassed in the revised study area (500-foot buffer of the proposed project EOP and 100-foot buffer of the Airport Road relocation) that extend beyond the initial study area (500-foot buffer of the existing runway EOP) investigated in the 2010 CRC report. The 65-decibel noise contour (CRC, 2010) of the Dillingham Airport, used to define the study area for potential historic structures, was not modified. The next phase of the project that will be included in the findings letter sent to your office will include assigned AHRs numbers, determinations of eligibility to the National

Register, Office of History and Archaeology building survey forms, identification maps, and recommendations of effect.

Other parties being consulted during this Section 106 Initiation effort include Curyung Tribal Council, Native Village of Aleknagik, Aleknagik Natives Limited, Choggiung Limited, Ekuuk Village Council, Bristol Bay Native Corporation, the City of Dillingham, and the State Historic Preservation Officer.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-269-0539, or by e-mail at brian.elliott@alaska.gov. Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,



Brian Elliott
Regional Environmental Manager

Enclosures:

- Figure 1 Vicinity Map
- Figure 2 – Project Area
- Figure 3 – Cultural Resource Locations
- Figure 4 – Approximate Historic Building Locations
- Cultural Resource Consultants LLC (CRC). 2010. *Interim Cultural Resources Report for Dillingham Airport Improvements Project 59304*. October 2010.

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- Bruce Greenwood, FAA Environmental Protection Specialist
- Laurie Mulcaby, DOT&PF, Cultural Resource Manager

cc w/o enclosures:

- Wolfgang Junge, P.E., DOT&PF, Central Region, Aviation Design
- Dan Golden, DOT&PF, Central Region, Environmental Analyst
- Valerie Gomez, DOT&PF, Central Region, Cultural Resources Manager

Distribution List:

Curyung Tribal Council
Thomas Tilden, First Chief
PO Box 216
Dillingham, AK 99576

Native Village of Aleknagik
Wassillie Ilutsik, President
P.O. Box 115
Aleknagik, AK 99555

Aleknagik Natives Limited
Bobby Andrew, President
P.O. Box 1630
Dillingham, AK 99576

Choggiung Limited
Doug Calaway, Chief Executive Officer
P.O. Box 330
Dillingham, AK 99576

Ekuk Village Council
Robert Heyano, President
P.O. Box 530
Dillingham, AK 99576

Bristol Bay Native Corporation
Jason Metrokin, President and Chief Executive Officer
111 West 16th Avenue, Suite 400
Anchorage, AK 99501

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND ENGINEERING SERVICES
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542
FAX: (907) 243-6927

In Reply Refer To:
Dillingham Airport Improvements
State Project 59304
No Historic Properties Affected

January 17, 2012

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
550 W. 7th Avenue, Suite 1310
Anchorage, AK 99501-3565

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to expand the runway safety area (RSA) to the maximum extent practicable for Dillingham Airport runway 01/19 to meet FAA standards and ensure a safe operating runway, and realign and reroute Airport Road to accommodate the expanded RSA (Dillingham Airport Improvements Project [project]). The proposed project would be located in Sections 17, 18, and 19, Township 13 South, Range 55 West, Seward Meridian (United States Geological Survey Quadrangle Dillingham A-7; Figures 1 and 2). Pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF on behalf of FAA finds that no historic properties would be affected by the proposed project.

Project Description

The project consists of the following operational and safety improvements (Figure 3):

- Construct approximately 310 feet of additional embankment beyond existing embankment at the end of Runway 01 and approximately 800 feet of embankment beyond the end of Runway 19 to achieve an RSA length to the maximum extent practicable;
- Widen the western side of the RSA to 250 feet from runway centerline to achieve an RSA width to the maximum extent practicable;
- Maintain dimensions of the eastern side of the existing RSA;
- Construct approximately 800 feet of Airport Road to connect around the north side of the General Aviation Apron for airport and residential access and close the public connection of Airport Road with Wood River Road; and
- Miscellaneous improvements such as relocation of fences and FAA facilities and utilities to facilitate construction of the above identified improvements.

Area of Potential Effect

The original direct impact study area, preliminarily surveyed for cultural resources in 2010, consisted of a 500-foot buffer of the existing runway edge of pavement (EOP) and the indirect impact study area consisted of a 65-decibel noise contour of the Dillingham Airport. These study areas were discussed with the State Historic Preservation Officer (SHPO) on June 2, 2010 during a pre-initiation meeting along with DOT&PF, Cultural Resources Consultants LLC (CRC), and DOWL HKM. At that time, the main concern was potential direct impacts to the Evergreen Cemetery. The project design was later refined to determine all areas requiring ground-disturbing work and field observation of the extent of possible visual impacts. The direct impact Area of Potential Effect (APE) was then refined to include an approximate 50-foot offset from the cut and fill limits (Figure 2). The indirect impact APE was then refined to account for possible noise and visual impacts (Figure 2). Through refinement of project design, the Evergreen Cemetery would not be within the direct impact APE and is discussed further below.

Identification Efforts

CRC conducted the cultural resources study for the proposed project (enclosed). Five cultural resources are located within the direct impact APE (Figures 11, 13 and 14 in the enclosed report). These include the Dillingham Airport (DIL-0247) (CRC, 2011; pgs. 30 and 35); large artifacts, artifact concentrations, and features which were part of the Anderson Homesite and Cemetery (DIL-0183) and are now located on airport property (CRC, 2011; pgs. 21-29 and 35, Figures 15-20, and Appendix A); cultural remains on the previous Sorenson Allotment (DIL-0246) (CRC, 2011; pgs. 29 and 35, Figure 21); North Airport Road (DIL-0248) (CRC, 2011; pgs. 30 and 36); and a single orange wooden marker (CRC, 2011; pg. 30, Figure 22). Cultural resources documented in the indirect impact APE include eight buildings older than 45 years (CRC, 2011; pgs. 20-21 and 34, and Appendix B), the Evergreen Cemetery (CRC, 2011; pgs. 32-33, Figures 10, 11, 13, and 23, and Appendix C), and 14 archaeologically documented cultural resources (CRC, 2011; pgs. 30-32, Figures 11 and 12). No cultural resources or historic properties identified within either the direct or indirect APE are recommended eligible for the National Register of Historic Places (National Register).

Finding of No Historic Properties Affected

Based on CRC's research and field study there are no historic properties that would be affected by the proposed project. Large artifacts, artifact concentrations, and features which were part of the Anderson Native Allotment are now located on airport property within the direct impact APE. However, they have been greatly disturbed by previous airport construction and maintenance, and no longer retain integrity. Cultural remains within the direct impact APE that were once part of the Sorenson Native Allotment are now part of a broader site that extends into the indirect impact APE, and given current information, do not appear to be significant. Due to the sensitive nature of the Evergreen Cemetery, DOT&PF is ensuring that it will be avoided during construction; therefore, is not within the direct impact APE. Additionally, if during the course of work, archaeological artifacts (prehistoric or historic) or human remains are discovered, the DOT&PF shall stop work in the vicinity of the discovery and take all reasonable measures to avoid or minimize harm to the finds. DOT&PF shall contact the SHPO and local authorities as stipulated in state law.

The Dillingham Airport and North Airport Road are recommended as not eligible due to recent alterations. Other scattered artifacts have neither the significance nor the integrity to be recommended eligible for the National Register. The eight buildings identified that are older than 45 years are also not recommended eligible for the National Register. Six of these properties do not retain enough integrity to be recommended eligible for the National Register. One property is not a distinctive representation of the building type and therefore, not significant under Criterion C. Another property is deteriorating and does not appear to be significant under any of the Criteria. CRC recommends, and FAA agrees with, a finding of "No Historic Properties Affected" for the proposed project.

Consultation Efforts

Initiation of consultation letters were sent to the following parties: SHPO; Curyung Tribal Council; Native Village of Aleknagik; Aleknagik Natives Limited; Choggiung Limited; Ekuik Village Council; Bristol Bay Native Corporation; and the City of Dillingham on April 21, 2011. These same entities are also being consulted regarding FAA's finding.

Please direct your concurrence or comments to me at the address above, by telephone at 907-269-0535, or by e-mail at valerie.gomez@alaska.gov.

Sincerely,



Valerie Gomez
Cultural Resources Specialist

Enclosures:

Figure 1 – Vicinity Map
Figure 2 – Area of Potential Effect
Figure 3 – Proposed Action
Office of History and Archaeology Coversheet
Cultural Resource Consultants LLC. 2011. *Cultural Resources Report for the Dillingham Airport Improvements Project (59304)*. December 2011.

References:

DOWL HKM. 2011. *Runway Safety Area Practicability Study Memorandum*. DOT&PF Project No. 59304. Dillingham Airport Improvements, Dillingham, Alaska. January 2011.

Electronic cc w/ enclosures:

Eric Helms, FAA Project Manager
Bruce Greenwood, FAA Environmental Protection Specialist
Laurie Mulcahy, DOT&PF, Cultural Resources Manager
Wolfgang Junge, P.E., DOT&PF Central Region, Project Manager
Brian Elliott, DOT&PF Central Region, Regional Environmental Manager

STATE OF ALASKA

SEAN PARNELL, GOVERNOR

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS & OUTDOOR RECREATION OFFICE OF HISTORY AND ARCHAEOLOGY

550 WEST 7TH AVENUE, SUITE 1310
ANCHORAGE, ALASKA 99501-3565

PHONE: (907) 269-8721

FAX: (907) 269-8908

January 26, 2012

File No.: 3130-1R FAA
3330-6N DIL-212, 3330-6N DIL-237, 3330-6N DIL-241, 3330-6N DIL-242, 3330-6N DIL-243, 3330-6N DIL-245, 3330-6N DIL-244, 3330-6N DIL-183, 3330-6N DIL-247, 3330-6N DIL-248

Valerie Gomez
Cultural Resources Specialist
Alaska Department of Transportation and Public Facilities
Central Region Design and Engineering Services
4111 Aviation Avenue
P.O. Box 196900
Anchorage, Alaska 99519-6900

Subject: Eligibility evaluation for ten properties in Dillingham, AK and determination of effect
Dillingham Airport Improvements, State Project 59304.

Dear Ms. Gomez,

Our office received your letter and accompanying report entitled *Cultural Resources Report for the Dillingham Airport Improvements Project (59304)* on January 18, 2012. We reviewed this undertaking for potential impacts to historic and archaeological resources pursuant to Section 106 of the National Historic Preservation Act. Our office concurs with your determination that the following properties are not eligible for the National Register:

- DIL-212, a commercial building in Pearson Subdivision, Lot 5, on Wood River Rd
- DIL-237, 1834 Kananak Road
- DIL-241, 2036 Martin Street
- DIL-242, 2027 Martin Street
- DIL-243, 2013 Martin Street
- DIL-245, 2570 Airport Spur Road
- DIL-244, Pole Barn
- DIL-183, Anderson Homesite and Cemetery
- DIL-247, Dillingham Airport
- DIL-248, North Airport Road

We also concur with DOT&PF's finding that no historic properties will be affected by the proposed Dillingham Airport Improvements, State Project 59304.

Please note that as stipulated in 36 CFR 800.3, other consulting parties such as the local government and Tribes are required to be notified of the undertaking. Additional information

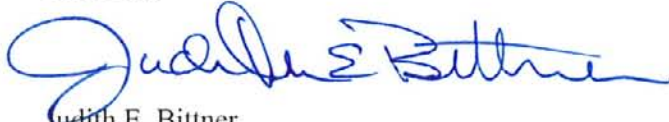
Date: 2012
Proj. #: 59304

Preliminary Design & Environmental	PAPER	PDF
Section Chief		
Project Manager		
Coordinator		
Administrative		
Valerie Gomez		
Project File		

provided by the local government, Tribes or other consulting parties may cause our office to re-evaluate our comments and recommendations. Please note that our comment letter does not end the 30-day review period provided to other consulting parties.

Please contact Summer Rickman at 269-8717 or summer.rickman@alaska.gov if you have any questions or need further assistance.

Sincerely,



Judith E. Bittner
State Historic Preservation Officer

JEB:slr

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND ENGINEERING SERVICES
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

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PHONE: (907) 269-0542
FAX: (907) 243-6927

In Reply Refer To:
Dillingham Airport Improvements
State Project 59304
No Historic Properties Affected

January 17, 2012

Mr. Thomas Tilden
Chief
Curyung Tribal Council
P.O. Box 216
Dillingham, Alaska 99576

Dear Mr. Tilden:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to expand the runway safety area (RSA) to the maximum extent practicable for Dillingham Airport runway 01/19 to meet FAA standards and ensure a safe operating runway, and realign and reroute Airport Road to accommodate the expanded RSA (Dillingham Airport Improvements Project [project]). The proposed project would be located in Sections 17, 18, and 19, Township 13 South, Range 55 West, Seward Meridian (United States Geological Survey Quadrangle Dillingham A-7; Figures 1 and 2). Pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF on behalf of FAA finds that no historic properties would be affected by the proposed project.

Project Description

The project consists of the following operational and safety improvements (Figure 3):

- Construct approximately 310 feet of additional embankment beyond existing embankment at the end of Runway 01 and approximately 800 feet of embankment beyond the end of Runway 19 to achieve an RSA length to the maximum extent practicable;
- Widen the western side of the RSA to 250 feet from runway centerline to achieve an RSA width to the maximum extent practicable;
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consisted of a 65-decibel noise contour of the Dillingham Airport. These study areas were discussed with the State Historic Preservation Officer (SHPO) on June 2, 2010 during a pre-initiation meeting along with DOT&PF, Cultural Resources Consultants LLC (CRC), and DOWL HKM. At that time, the main concern was potential direct impacts to the Evergreen Cemetery. The project design was later refined to determine all areas requiring ground-disturbing work and field observation of the extent of possible visual impacts. The direct impact Area of Potential Effect (APE) was then refined to include an approximate 50-foot offset from the cut and fill limits (Figure 2). The indirect impact APE was then refined to account for possible noise and visual impacts (Figure 2). Through refinement of project design, the Evergreen Cemetery would not be within the direct impact APE and is discussed further below.

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Finding of No Historic Properties Affected

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The Dillingham Airport and North Airport Road are recommended as not eligible due to recent alterations. Other scattered artifacts have neither the significance nor the integrity to be recommended eligible for the National Register. The eight buildings identified that are older than 45 years are also not recommended eligible for the National Register. Six of these properties do not retain enough integrity to be recommended eligible for the National Register. One property is not a distinctive representation of the building type and therefore, not significant under Criterion C. Another property is deteriorating and does not appear to be significant under any of the Criteria. CRC recommends, and FAA agrees with, a finding of "No Historic Properties Affected" for the proposed project.

Consultation Efforts

Initiation of consultation letters were sent to the following parties: SHPO; Curyung Tribal Council; Native Village of Aleknagik; Aleknagik Natives Limited; Choggiung Limited; Ekuk Village Council;

Bristol Bay Native Corporation; and the City of Dillingham on April 21, 2011. These same entities are also being consulted regarding FAA's finding.

If you wish to comment on this finding, I can be reached at the address above, by telephone at 907-269-0535 or by e-mail at valerie.gomez@alaska.gov. However, we respectfully request that your comments or consultation requests be received within thirty days of your receipt of this correspondence.

Sincerely,



Valerie Gomez
Cultural Resources Specialist

Enclosures:

- Figure 1 – Vicinity Map
- Figure 2 – Area of Potential Effect
- Figure 3 – Proposed Action
- Office of History and Archaeology Coversheet
- Cultural Resource Consultants LLC. 2011. *Cultural Resources Report for the Dillingham Airport Improvements Project (59304)*. December 2011.

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- Laurie Mulcahy, DOT&PF, Cultural Resources Manager
- Wolfgang Junge, P.E., DOT&PF Central Region, Project Manager
- Brian Elliott, DOT&PF Central Region, Regional Environmental Manager

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND ENGINEERING SERVICES
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

SEAN PARNELL, GOVERNOR

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P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542
FAX: (907) 243-6927

In Reply Refer To:
Dillingham Airport Improvements
State Project 59304
No Historic Properties Affected

January 17, 2012

Mr. Robert Heyano
President
Native Village of Ekuik
P.O. Box 530
Dillingham, Alaska 99576

Dear Mr. Heyano:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to expand the runway safety area (RSA) to the maximum extent practicable for Dillingham Airport runway 01/19 to meet FAA standards and ensure a safe operating runway, and realign and reroute Airport Road to accommodate the expanded RSA (Dillingham Airport Improvements Project [project]). The proposed project would be located in Sections 17, 18, and 19, Township 13 South, Range 55 West, Seward Meridian (United States Geological Survey Quadrangle Dillingham A-7; Figures 1 and 2). Pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF on behalf of FAA finds that no historic properties would be affected by the proposed project.

Project Description

The project consists of the following operational and safety improvements (Figure 3):

- Construct approximately 310 feet of additional embankment beyond existing embankment at the end of Runway 01 and approximately 800 feet of embankment beyond the end of Runway 19 to achieve an RSA length to the maximum extent practicable;
- Widen the western side of the RSA to 250 feet from runway centerline to achieve an RSA width to the maximum extent practicable;
- Maintain dimensions of the eastern side of the existing RSA;
- Construct approximately 800 feet of Airport Road to connect around the north side of the General Aviation Apron for airport and residential access and close the public connection of Airport Road with Wood River Road; and
- Miscellaneous improvements such as relocation of fences and FAA facilities and utilities to facilitate construction of the above identified improvements.

Area of Potential Effect

The original direct impact study area, preliminarily surveyed for cultural resources in 2010, consisted of a 500-foot buffer of the existing runway edge of pavement (EOP) and the indirect impact study area

consisted of a 65-decibel noise contour of the Dillingham Airport. These study areas were discussed with the State Historic Preservation Officer (SHPO) on June 2, 2010 during a pre-initiation meeting along with DOT&PF, Cultural Resources Consultants LLC (CRC), and DOWL HKM. At that time, the main concern was potential direct impacts to the Evergreen Cemetery. The project design was later refined to determine all areas requiring ground-disturbing work and field observation of the extent of possible visual impacts. The direct impact Area of Potential Effect (APE) was then refined to include an approximate 50-foot offset from the cut and fill limits (Figure 2). The indirect impact APE was then refined to account for possible noise and visual impacts (Figure 2). Through refinement of project design, the Evergreen Cemetery would not be within the direct impact APE and is discussed further below.

Identification Efforts

CRC conducted the cultural resources study for the proposed project (enclosed). Five cultural resources are located within the direct impact APE (Figures 11, 13 and 14 in the enclosed report). These include the Dillingham Airport (DIL-0247) (CRC, 2011; pgs. 30 and 35); large artifacts, artifact concentrations, and features which were part of the Anderson Homesite and Cemetery (DIL-0183) and are now located on airport property (CRC, 2011; pgs. 21-29 and 35, Figures 15-20, and Appendix A); cultural remains on the previous Sorenson Allotment (DIL-0246) (CRC, 2011; pgs. 29 and 35, Figure 21); North Airport Road (DIL-0248) (CRC, 2011; pgs. 30 and 36); and a single orange wooden marker (CRC, 2011; pg. 30, Figure 22). Cultural resources documented in the indirect impact APE include eight buildings older than 45 years (CRC, 2011; pgs. 20-21 and 34, and Appendix B), the Evergreen Cemetery (CRC, 2011; pgs. 32-33, Figures 10, 11, 13, and 23, and Appendix C), and 14 archaeologically documented cultural resources (CRC, 2011; pgs. 30-32, Figures 11 and 12). No cultural resources or historic properties identified within either the direct or indirect APE are recommended eligible for the National Register of Historic Places (National Register).

Finding of No Historic Properties Affected

Based on CRC's research and field study there are no historic properties that would be affected by the proposed project. Large artifacts, artifact concentrations, and features which were part of the Anderson Native Allotment are now located on airport property within the direct impact APE. However, they have been greatly disturbed by previous airport construction and maintenance, and no longer retain integrity. Cultural remains within the direct impact APE that were once part of the Sorenson Native Allotment are now part of a broader site that extends into the indirect impact APE, and given current information, do not appear to be significant. Due to the sensitive nature of the Evergreen Cemetery, DOT&PF is ensuring that it will be avoided during construction; therefore, is not within the direct impact APE. Additionally, if during the course of work, archaeological artifacts (prehistoric or historic) or human remains are discovered, the DOT&PF shall stop work in the vicinity of the discovery and take all reasonable measures to avoid or minimize harm to the finds. DOT&PF shall contact the SHPO and local authorities as stipulated in state law.

The Dillingham Airport and North Airport Road are recommended as not eligible due to recent alterations. Other scattered artifacts have neither the significance nor the integrity to be recommended eligible for the National Register. The eight buildings identified that are older than 45 years are also not recommended eligible for the National Register. Six of these properties do not retain enough integrity to be recommended eligible for the National Register. One property is not a distinctive representation of the building type and therefore, not significant under Criterion C. Another property is deteriorating and does not appear to be significant under any of the Criteria. CRC recommends, and FAA agrees with, a finding of "No Historic Properties Affected" for the proposed project.

Consultation Efforts

Initiation of consultation letters were sent to the following parties: SHPO; Curyung Tribal Council; Native Village of Aleknagik; Aleknagik Natives Limited; Choggiung Limited; Ekuk Village Council;

Bristol Bay Native Corporation; and the City of Dillingham on April 21, 2011. These same entities are also being consulted regarding FAA's finding.

If you wish to comment on this finding, I can be reached at the address above, by telephone at 907-269-0535 or by e-mail at valerie.gomez@alaska.gov. However, we respectfully request that your comments or consultation requests be received within thirty days of your receipt of this correspondence.

Sincerely,



Valerie Gomez
Cultural Resources Specialist

Enclosures:

Figure 1 – Vicinity Map
Figure 2 – Area of Potential Effect
Figure 3 – Proposed Action
Office of History and Archaeology Coversheet
Cultural Resource Consultants LLC. 2011. *Cultural Resources Report for the Dillingham Airport Improvements Project (59304)*. December 2011.

References:

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Electronic cc w/ enclosures:

Eric Helms, FAA Project Manager
Bruce Greenwood, FAA Environmental Protection Specialist
Laurie Mulcahy, DOT&PF, Cultural Resources Manager
Wolfgang Junge, P.E., DOT&PF Central Region, Project Manager
Brian Elliott, DOT&PF Central Region, Regional Environmental Manager

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND ENGINEERING SERVICES
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542
FAX: (907) 243-6927

In Reply Refer To:
Dillingham Airport Improvements
State Project 59304
No Historic Properties Affected

January 17, 2012

Mr. Daniel Chythlook
President
Native Village of Aleknagik
P.O. Box 115
Aleknagik, Alaska 99555

Dear Mr. Chythlook:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to expand the runway safety area (RSA) to the maximum extent practicable for Dillingham Airport runway 01/19 to meet FAA standards and ensure a safe operating runway, and realign and reroute Airport Road to accommodate the expanded RSA (Dillingham Airport Improvements Project [project]). The proposed project would be located in Sections 17, 18, and 19, Township 13 South, Range 55 West, Seward Meridian (United States Geological Survey Quadrangle Dillingham A-7; Figures 1 and 2). Pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF on behalf of FAA finds that no historic properties would be affected by the proposed project.

Project Description

The project consists of the following operational and safety improvements (Figure 3):

- Construct approximately 310 feet of additional embankment beyond existing embankment at the end of Runway 01 and approximately 800 feet of embankment beyond the end of Runway 19 to achieve an RSA length to the maximum extent practicable;
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Identification Efforts

CRC conducted the cultural resources study for the proposed project (enclosed). Five cultural resources are located within the direct impact APE (Figures 11, 13 and 14 in the enclosed report). These include the Dillingham Airport (DIL-0247) (CRC, 2011; pgs. 30 and 35); large artifacts, artifact concentrations, and features which were part of the Anderson Homesite and Cemetery (DIL-0183) and are now located on airport property (CRC, 2011; pgs. 21-29 and 35, Figures 15-20, and Appendix A); cultural remains on the previous Sorenson Allotment (DIL-0246) (CRC, 2011; pgs. 29 and 35, Figure 21); North Airport Road (DIL-0248) (CRC, 2011; pgs. 30 and 36); and a single orange wooden marker (CRC, 2011; pg. 30, Figure 22). Cultural resources documented in the indirect impact APE include eight buildings older than 45 years (CRC, 2011; pgs. 20-21 and 34, and Appendix B), the Evergreen Cemetery (CRC, 2011; pgs. 32-33, Figures 10, 11, 13, and 23, and Appendix C), and 14 archaeologically documented cultural resources (CRC, 2011; pgs. 30-32, Figures 11 and 12). No cultural resources or historic properties identified within either the direct or indirect APE are recommended eligible for the National Register of Historic Places (National Register).

Finding of No Historic Properties Affected

Based on CRC's research and field study there are no historic properties that would be affected by the proposed project. Large artifacts, artifact concentrations, and features which were part of the Anderson Native Allotment are now located on airport property within the direct impact APE. However, they have been greatly disturbed by previous airport construction and maintenance, and no longer retain integrity. Cultural remains within the direct impact APE that were once part of the Sorenson Native Allotment are now part of a broader site that extends into the indirect impact APE, and given current information, do not appear to be significant. Due to the sensitive nature of the Evergreen Cemetery, DOT&PF is ensuring that it will be avoided during construction; therefore, is not within the direct impact APE. Additionally, if during the course of work, archaeological artifacts (prehistoric or historic) or human remains are discovered, the DOT&PF shall stop work in the vicinity of the discovery and take all reasonable measures to avoid or minimize harm to the finds. DOT&PF shall contact the SHPO and local authorities as stipulated in state law.

The Dillingham Airport and North Airport Road are recommended as not eligible due to recent alterations. Other scattered artifacts have neither the significance nor the integrity to be recommended eligible for the National Register. The eight buildings identified that are older than 45 years are also not recommended eligible for the National Register. Six of these properties do not retain enough integrity to be recommended eligible for the National Register. One property is not a distinctive representation of the building type and therefore, not significant under Criterion C. Another property is deteriorating and does not appear to be significant under any of the Criteria. CRC recommends, and FAA agrees with, a finding of "No Historic Properties Affected" for the proposed project.

Consultation Efforts

Initiation of consultation letters were sent to the following parties: SHPO; Curyung Tribal Council; Native Village of Aleknagik; Aleknagik Natives Limited; Choggiung Limited; Ekuk Village Council;

Bristol Bay Native Corporation; and the City of Dillingham on April 21, 2011. These same entities are also being consulted regarding FAA's finding.

If you wish to comment on this finding, I can be reached at the address above, by telephone at 907-269-0535 or by e-mail at valerie.gomez@alaska.gov. However, we respectfully request that your comments or consultation requests be received within thirty days of your receipt of this correspondence.

Sincerely,



Valerie Gomez
Cultural Resources Specialist

Enclosures:

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STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

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SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542
FAX: (907) 243-6927

In Reply Refer To:
Dillingham Airport Improvements
State Project 59304
No Historic Properties Affected

January 17, 2012

Ms. Jody Seitz
Planning Director
City of Dillingham
P.O. Box 889
Dillingham, Alaska 99576

Dear Ms. Seitz:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to expand the runway safety area (RSA) to the maximum extent practicable for Dillingham Airport runway 01/19 to meet FAA standards and ensure a safe operating runway, and realign and reroute Airport Road to accommodate the expanded RSA (Dillingham Airport Improvements Project [project]). The proposed project would be located in Sections 17, 18, and 19, Township 13 South, Range 55 West, Seward Meridian (United States Geological Survey Quadrangle Dillingham A-7; Figures 1 and 2). Pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF on behalf of FAA finds that no historic properties would be affected by the proposed project.

Project Description

The project consists of the following operational and safety improvements (Figure 3):

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Finding of No Historic Properties Affected

Based on CRC's research and field study there are no historic properties that would be affected by the proposed project. Large artifacts, artifact concentrations, and features which were part of the Anderson Native Allotment are now located on airport property within the direct impact APE. However, they have been greatly disturbed by previous airport construction and maintenance, and no longer retain integrity. Cultural remains within the direct impact APE that were once part of the Sorenson Native Allotment are now part of a broader site that extends into the indirect impact APE, and given current information, do not appear to be significant. Due to the sensitive nature of the Evergreen Cemetery, DOT&PF is ensuring that it will be avoided during construction; therefore, is not within the direct impact APE. Additionally, if during the course of work, archaeological artifacts (prehistoric or historic) or human remains are discovered, the DOT&PF shall stop work in the vicinity of the discovery and take all reasonable measures to avoid or minimize harm to the finds. DOT&PF shall contact the SHPO and local authorities as stipulated in state law.

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Bristol Bay Native Corporation; and the City of Dillingham on April 21, 2011. These same entities are also being consulted regarding FAA's finding.

If you wish to comment on this finding, I can be reached at the address above, by telephone at 907-269-0535 or by e-mail at valerie.gomez@alaska.gov. However, we respectfully request that your comments or consultation requests be received within thirty days of your receipt of this correspondence.

Sincerely,



Valerie Gomez
Cultural Resources Specialist

Enclosures:

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STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND ENGINEERING SERVICES
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SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542
FAX: (907) 243-6927

In Reply Refer To:
Dillingham Airport Improvements
State Project 59304
No Historic Properties Affected

January 17, 2012

Mr. Robert Andrew
President
Aleknagik Natives Limited
P.O. Box 1630
Dillingham, Alaska 99576

Dear Mr. Andrew:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to expand the runway safety area (RSA) to the maximum extent practicable for Dillingham Airport runway 01/19 to meet FAA standards and ensure a safe operating runway, and realign and reroute Airport Road to accommodate the expanded RSA (Dillingham Airport Improvements Project [project]). The proposed project would be located in Sections 17, 18, and 19, Township 13 South, Range 55 West, Seward Meridian (United States Geological Survey Quadrangle Dillingham A-7; Figures 1 and 2). Pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF on behalf of FAA finds that no historic properties would be affected by the proposed project.

Project Description

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STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

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SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542
FAX: (907) 243-6927

In Reply Refer To:
Dillingham Airport Improvements
State Project 59304
No Historic Properties Affected

January 17, 2012

Mr. Jason Metrokin
President & CEO
Bristol Bay Native Corporation
111 West 16th Avenue Suite 400
Anchorage, Alaska 99501

Dear Mr. Metrokin:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to expand the runway safety area (RSA) to the maximum extent practicable for Dillingham Airport runway 01/19 to meet FAA standards and ensure a safe operating runway, and realign and reroute Airport Road to accommodate the expanded RSA (Dillingham Airport Improvements Project [project]). The proposed project would be located in Sections 17, 18, and 19, Township 13 South, Range 55 West, Seward Meridian (United States Geological Survey Quadrangle Dillingham A-7; Figures 1 and 2). Pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF on behalf of FAA finds that no historic properties would be affected by the proposed project.

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consisted of a 65-decibel noise contour of the Dillingham Airport. These study areas were discussed with the State Historic Preservation Officer (SHPO) on June 2, 2010 during a pre-initiation meeting along with DOT&PF, Cultural Resources Consultants LLC (CRC), and DOWL HKM. At that time, the main concern was potential direct impacts to the Evergreen Cemetery. The project design was later refined to determine all areas requiring ground-disturbing work and field observation of the extent of possible visual impacts. The direct impact Area of Potential Effect (APE) was then refined to include an approximate 50-foot offset from the cut and fill limits (Figure 2). The indirect impact APE was then refined to account for possible noise and visual impacts (Figure 2). Through refinement of project design, the Evergreen Cemetery would not be within the direct impact APE and is discussed further below.

Identification Efforts

CRC conducted the cultural resources study for the proposed project (enclosed). Five cultural resources are located within the direct impact APE (Figures 11, 13 and 14 in the enclosed report). These include the Dillingham Airport (DIL-0247) (CRC, 2011; pgs. 30 and 35); large artifacts, artifact concentrations, and features which were part of the Anderson Homesite and Cemetery (DIL-0183) and are now located on airport property (CRC, 2011; pgs. 21-29 and 35, Figures 15-20, and Appendix A); cultural remains on the previous Sorenson Allotment (DIL-0246) (CRC, 2011; pgs. 29 and 35, Figure 21); North Airport Road (DIL-0248) (CRC, 2011; pgs. 30 and 36); and a single orange wooden marker (CRC, 2011; pg. 30, Figure 22). Cultural resources documented in the indirect impact APE include eight buildings older than 45 years (CRC, 2011; pgs. 20-21 and 34, and Appendix B), the Evergreen Cemetery (CRC, 2011; pgs. 32-33, Figures 10, 11, 13, and 23, and Appendix C), and 14 archaeologically documented cultural resources (CRC, 2011; pgs. 30-32, Figures 11 and 12). No cultural resources or historic properties identified within either the direct or indirect APE are recommended eligible for the National Register of Historic Places (National Register).

Finding of No Historic Properties Affected

Based on CRC's research and field study there are no historic properties that would be affected by the proposed project. Large artifacts, artifact concentrations, and features which were part of the Anderson Native Allotment are now located on airport property within the direct impact APE. However, they have been greatly disturbed by previous airport construction and maintenance, and no longer retain integrity. Cultural remains within the direct impact APE that were once part of the Sorenson Native Allotment are now part of a broader site that extends into the indirect impact APE, and given current information, do not appear to be significant. Due to the sensitive nature of the Evergreen Cemetery, DOT&PF is ensuring that it will be avoided during construction; therefore, is not within the direct impact APE. Additionally, if during the course of work, archaeological artifacts (prehistoric or historic) or human remains are discovered, the DOT&PF shall stop work in the vicinity of the discovery and take all reasonable measures to avoid or minimize harm to the finds. DOT&PF shall contact the SHPO and local authorities as stipulated in state law.

The Dillingham Airport and North Airport Road are recommended as not eligible due to recent alterations. Other scattered artifacts have neither the significance nor the integrity to be recommended eligible for the National Register. The eight buildings identified that are older than 45 years are also not recommended eligible for the National Register. Six of these properties do not retain enough integrity to be recommended eligible for the National Register. One property is not a distinctive representation of the building type and therefore, not significant under Criterion C. Another property is deteriorating and does not appear to be significant under any of the Criteria. CRC recommends, and FAA agrees with, a finding of "No Historic Properties Affected" for the proposed project.

Consultation Efforts

Initiation of consultation letters were sent to the following parties: SHPO; Curyung Tribal Council; Native Village of Aleknagik; Aleknagik Natives Limited; Choggiung Limited; Ekuk Village Council;

Bristol Bay Native Corporation; and the City of Dillingham on April 21, 2011. These same entities are also being consulted regarding FAA's finding.

If you wish to comment on this finding, I can be reached at the address above, by telephone at 907-269-0535 or by e-mail at valerie.gomez@alaska.gov. However, we respectfully request that your comments or consultation requests be received within thirty days of your receipt of this correspondence.

Sincerely,



Valerie Gomez
Cultural Resources Specialist

Enclosures:

Figure 1 – Vicinity Map
Figure 2 – Area of Potential Effect
Figure 3 – Proposed Action
Office of History and Archaeology Coversheet
Cultural Resource Consultants LLC. 2011. *Cultural Resources Report for the Dillingham Airport Improvements Project (59304)*. December 2011.

References:

DOWL HKM. 2011. *Runway Safety Area Practicability Study Memorandum*. DOT&PF Project No. 59304. Dillingham Airport Improvements, Dillingham, Alaska. January 2011.

Electronic cc w/ enclosures:

Eric Helms, FAA Project Manager
Bruce Greenwood, FAA Environmental Protection Specialist
Laurie Mulcahy, DOT&PF, Cultural Resources Manager
Wolfgang Junge, P.E., DOT&PF Central Region, Project Manager
Brian Elliott, DOT&PF Central Region, Regional Environmental Manager

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND ENGINEERING SERVICES
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542
FAX: (907) 243-6927

In Reply Refer To:
Dillingham Airport Improvements
State Project 59304
No Historic Properties Affected

January 17, 2012

Mr. Lance Nunn
CEO
Choggiung Ltd.
P.O. Box 330
Dillingham, Alaska 99576

Dear Mr. Nunn:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to expand the runway safety area (RSA) to the maximum extent practicable for Dillingham Airport runway 01/19 to meet FAA standards and ensure a safe operating runway, and realign and reroute Airport Road to accommodate the expanded RSA (Dillingham Airport Improvements Project [project]). The proposed project would be located in Sections 17, 18, and 19, Township 13 South, Range 55 West, Seward Meridian (United States Geological Survey Quadrangle Dillingham A-7; Figures 1 and 2). Pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF on behalf of FAA finds that no historic properties would be affected by the proposed project.

Project Description

The project consists of the following operational and safety improvements (Figure 3):

- Construct approximately 310 feet of additional embankment beyond existing embankment at the end of Runway 01 and approximately 800 feet of embankment beyond the end of Runway 19 to achieve an RSA length to the maximum extent practicable;
- Widen the western side of the RSA to 250 feet from runway centerline to achieve an RSA width to the maximum extent practicable;
- Maintain dimensions of the eastern side of the existing RSA;
- Construct approximately 800 feet of Airport Road to connect around the north side of the General Aviation Apron for airport and residential access and close the public connection of Airport Road with Wood River Road; and
- Miscellaneous improvements such as relocation of fences and FAA facilities and utilities to facilitate construction of the above identified improvements.

Area of Potential Effect

The original direct impact study area, preliminarily surveyed for cultural resources in 2010, consisted of a 500-foot buffer of the existing runway edge of pavement (EOP) and the indirect impact study area

consisted of a 65-decibel noise contour of the Dillingham Airport. These study areas were discussed with the State Historic Preservation Officer (SHPO) on June 2, 2010 during a pre-initiation meeting along with DOT&PF, Cultural Resources Consultants LLC (CRC), and DOWL HKM. At that time, the main concern was potential direct impacts to the Evergreen Cemetery. The project design was later refined to determine all areas requiring ground-disturbing work and field observation of the extent of possible visual impacts. The direct impact Area of Potential Effect (APE) was then refined to include an approximate 50-foot offset from the cut and fill limits (Figure 2). The indirect impact APE was then refined to account for possible noise and visual impacts (Figure 2). Through refinement of project design, the Evergreen Cemetery would not be within the direct impact APE and is discussed further below.

Identification Efforts

CRC conducted the cultural resources study for the proposed project (enclosed). Five cultural resources are located within the direct impact APE (Figures 11, 13 and 14 in the enclosed report). These include the Dillingham Airport (DIL-0247) (CRC, 2011; pgs. 30 and 35); large artifacts, artifact concentrations, and features which were part of the Anderson Homesite and Cemetery (DIL-0183) and are now located on airport property (CRC, 2011; pgs. 21-29 and 35, Figures 15-20, and Appendix A); cultural remains on the previous Sorenson Allotment (DIL-0246) (CRC, 2011; pgs. 29 and 35, Figure 21); North Airport Road (DIL-0248) (CRC, 2011; pgs. 30 and 36); and a single orange wooden marker (CRC, 2011; pg. 30, Figure 22). Cultural resources documented in the indirect impact APE include eight buildings older than 45 years (CRC, 2011; pgs. 20-21 and 34, and Appendix B), the Evergreen Cemetery (CRC, 2011; pgs. 32-33, Figures 10, 11, 13, and 23, and Appendix C), and 14 archaeologically documented cultural resources (CRC, 2011; pgs. 30-32, Figures 11 and 12). No cultural resources or historic properties identified within either the direct or indirect APE are recommended eligible for the National Register of Historic Places (National Register).

Finding of No Historic Properties Affected

Based on CRC's research and field study there are no historic properties that would be affected by the proposed project. Large artifacts, artifact concentrations, and features which were part of the Anderson Native Allotment are now located on airport property within the direct impact APE. However, they have been greatly disturbed by previous airport construction and maintenance, and no longer retain integrity. Cultural remains within the direct impact APE that were once part of the Sorenson Native Allotment are now part of a broader site that extends into the indirect impact APE, and given current information, do not appear to be significant. Due to the sensitive nature of the Evergreen Cemetery, DOT&PF is ensuring that it will be avoided during construction; therefore, is not within the direct impact APE. Additionally, if during the course of work, archaeological artifacts (prehistoric or historic) or human remains are discovered, the DOT&PF shall stop work in the vicinity of the discovery and take all reasonable measures to avoid or minimize harm to the finds. DOT&PF shall contact the SHPO and local authorities as stipulated in state law.

The Dillingham Airport and North Airport Road are recommended as not eligible due to recent alterations. Other scattered artifacts have neither the significance nor the integrity to be recommended eligible for the National Register. The eight buildings identified that are older than 45 years are also not recommended eligible for the National Register. Six of these properties do not retain enough integrity to be recommended eligible for the National Register. One property is not a distinctive representation of the building type and therefore, not significant under Criterion C. Another property is deteriorating and does not appear to be significant under any of the Criteria. CRC recommends, and FAA agrees with, a finding of "No Historic Properties Affected" for the proposed project.

Consultation Efforts

Initiation of consultation letters were sent to the following parties: SHPO; Curyung Tribal Council; Native Village of Aleknagik; Aleknagik Natives Limited; Choggiung Limited; Ekuk Village Council;

Bristol Bay Native Corporation; and the City of Dillingham on April 21, 2011. These same entities are also being consulted regarding FAA's finding.

If you wish to comment on this finding, I can be reached at the address above, by telephone at 907-269-0535 or by e-mail at valerie.gomez@alaska.gov. However, we respectfully request that your comments or consultation requests be received within thirty days of your receipt of this correspondence.

Sincerely,



Valerie Gomez
Cultural Resources Specialist

Enclosures:

- Figure 1 – Vicinity Map
- Figure 2 – Area of Potential Effect
- Figure 3 – Proposed Action
- Office of History and Archaeology Coversheet
- Cultural Resource Consultants LLC. 2011. *Cultural Resources Report for the Dillingham Airport Improvements Project (59304)*. December 2011.

References:

- DOWL HKM. 2011. *Runway Safety Area Practicability Study Memorandum*. DOT&PF Project No. 59304. Dillingham Airport Improvements, Dillingham, Alaska. January 2011.

Electronic cc w/ enclosures:

- Eric Helms, FAA Project Manager
- Bruce Greenwood, FAA Environmental Protection Specialist
- Laurie Mulcahy, DOT&PF, Cultural Resources Manager
- Wolfgang Junge, P.E., DOT&PF Central Region, Project Manager
- Brian Elliott, DOT&PF Central Region, Regional Environmental Manager



U.S. Department
of Transportation

**Federal Aviation
Administration**

AIRPORTS DIVISION

FAA Alaskan Region
222 W. 7th Avenue, Box 14
Anchorage, Alaska
99513-7587

March 31, 2011

Chief Thomas Tilden
Curyung Tribal Council
PO Box 216
Dillingham, AK 99576

RECEIVED

APR 04 2011

CR DESIGN SECTION

Dear Chief Tilden,

Dillingham Airport Improvements (DOT&PF Project No. 59304), Dillingham, Alaska,
Government-to-Government Consultation Initiation

The Federal Aviation Administration (FAA), in cooperation with the owner and operator of Dillingham Airport, the Alaska Department of Transportation and Public Facilities (DOT&PF), is continuing progress on an airport improvement project described below at the Dillingham Airport in Dillingham, Alaska. Since it has been six years since initial tribal consultation began on this project, FAA would like to re-initiate consultation and to update you on the current plans and schedule for work at this airport, and to request input regarding potential impacts to resources or importance to the Tribe.

Purpose of Government-to-Government Consultation

The primary purpose of government-to-government consultation, as described in Federal Executive Order 13175 "Consultation and Coordination with Indian Tribal Governments" and FAA's Order 1210.20 "American Indian and Alaska Native Tribal Consultation Policy and Procedures," is to ensure that Federally Recognized Tribes are given the opportunity to provide meaningful and timely input regarding proposed FAA actions that uniquely or significantly affect Tribes.

Consultation Initiation

With this letter, the FAA is seeking input on concerns that uniquely or significantly affect your Tribe related to planned and proposed airport improvements. Early identification of Tribal concerns will allow the FAA and the airport owner and operator to consider ways to avoid and minimize potential impacts to Tribal resources and practices as project planning and alternatives are developed and refined. We would be pleased to discuss details of the proposed project with you.

Project Information

The Dillingham Airport, owned and operated by DOT&PF, provides commercial passenger and cargo transportation for the community of Dillingham and the western Bristol Bay area.

The Dillingham Airport is located approximately two miles west of Dillingham in Sections 17, 18, and 19, Township 13 South, Range 55 West, Seward Meridian, at latitude 59° 02.7' North and longitude 158° 30.2' West (United States Geological Survey [USGS] Quadrangle Dillingham A-7).

The purpose of the proposed project is to improve safety and operational deficiencies of the existing Dillingham Airport and to meet FAA's established RSA standards to the extent practicable. The DOT&PF is initiating engineering and environmental studies and will prepare an Environmental Assessment (EA) to analyze the proposed runway safety area improvements for compliance with the National Environmental Policy Act (NEPA), other local, State and Federal environmental laws and regulations.

Project Description

The proposed project consists of the near term RSA improvements (Figure 2), which includes the following:

- Install a non-standard 40-knot Engineered Material Arresting System (EMAS) on Runway end 1;
- Construct 800 feet of embankment beyond Runway end 19 to achieve full RSA length;
- Widen the west side of the existing RSA 250 feet;
- Maintain existing dimensions of the east side of the existing RSA;
- Construct Airport Road to connect around the north side of the General Aviation Apron for residential access; and
- Close the connection of Airport Road with Wood River Road to accommodate proposed RSA expansion.

The DOT&PF has conducted preliminary research of the natural resources in the project area. The results summarized in Appendix A attached. Additional project information can be found on DOTPF's project website: <http://www.dowlhkm.com/Projects/DillinghamAirport>. Please identify resources of concern to the Tribe that may be impacted by the proposed project, or any other information you deem important for consideration in the EA. Your response will help us evaluate the alternatives and address potential impacts of the proposed project.

The proposed long term improvements would build a full RSA over several stages, spanning multiple years. The FAA will consult with Tribal governments and DOTPF will conduct additional environmental studies prior to implementation of any development under consideration in future years. Information regarding these future projects under consideration at the Dillingham Airport can be found in the RSA Practicability Study on the project website at <http://www.dowlhkm.com/Projects/DillinghamAirport>. A wetland delineation and cultural resource survey were completed during the summer of 2010. Public and agency scoping was held in February 2011.

Confidentiality

We understand that you may have concerns regarding the confidentiality of information on areas or resources of religious, traditional and cultural importance to the Tribe. We

would be happy to discuss these concerns and develop procedures to ensure the confidentiality of such information is maintained.

FAA Contact Information

If you wish to provide comments related to this proposed project please contact Bruce Greenwood, FAA Project Manager, at the address above, by phone 907-271-5439, or by e-mail at bruce.greenwood@faa.gov.

Airport Owner and Operator Contact Information

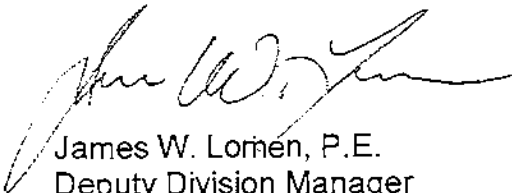
In addition, you may wish to include the Airport owner and operator, State of Alaska Department of Transportation & Public Facilities, in your response so that they may be aware of your comments. The Airport owner and operator's point of contact for this project is:

Wolfgang Junge, P.E.
DOT&PF-Aviation Design
Central Region
PO Box 196900
Anchorage, AK 99519-6900
Phone: (907) 269-0537
Email: wolfgang.junge@alaska.gov

Project Consultation Options Form

Your timely response will greatly assist us in incorporating your concerns into project planning. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to the FAA within thirty days of your receipt of this correspondence.

Sincerely,



James W. Lomen, P.E.
Deputy Division Manager
Airports Division

Enclosures:

Tribal Consultation Options form
Figure 1 - Vicinity Map
Figure 2 - Project Area
Appendix A

Cc:

Patricia Sullivan, Lead Environmental Program Manager, FAA
Wolfgang Junge, P.E., Project Manager, DOT&PF

Tribal Consultation Options

Curyung Tribal Council

Project Name: **Dillingham Airport Improvements**

Federal/State Project Numbers: **TBD/DOT&PF Project No. 59304**

Please check the appropriate response:

The Curyung Tribal Council will continue coordination for this proposed project directly with Owner / Operator of the airport. *Please note that if the Tribe initially chooses to consult / coordinate with the airport owner/operator, the Tribe may later decide to consult directly with the FAA.*

The Curyung Tribal Council, a federally recognized tribe, would like to consult directly with the Federal Aviation Administration in a government-to-government relationship for this proposed project.

The Curyung Tribal Council has no interest associated with this proposed project and further consultation is not required.

Use the back of this form or additional sheets if you would like to make additional comments.

Tribal Leader (Please print)

Telephone

Tribal Leader (Signature)

Date

Mail:

Phone:

Fax:

e-mail:

Other: (please describe)

If you have chosen to proceed with consultation, please identify a Tribal Representative for the consultation.

Name of Formal Tribal Representative (Please print)

Telephone

Name of Formal Tribal Representative (Signature)

Date

Please mail to:

Bruce Greenwood, FAA Alaska Division
222 W. 7th Ave. #14
Anchorage, AK 99513

Or, fax to:

907-271-2851



CHOGGIUNG LIMITED

ALASKA NATIVE VILLAGE CORPORATION

P.O. Box 330 104 MAIN STREET DILLINGHAM, ALASKA 99576
PHONE (907) 842-5218 FAX (907) 842-5462 rtennyson@choggiung.com

April 28, 2011

Department of Transportation
Central Region Design & Construction
Brian Elliott, Region Environmental Manager
411 Aviation Ave
PO Box 196900
Anchorage, AK 99519-6900
brian.elliott@alaska.gov

Reply to: 59304 Dillingham's Airport Upgrade.

Dear Mr. Elliott:

Choggiung Limited, the village corporation for Dillingham, does not know of any architectural or archeological sites within the scope of the Dillingham Airport Upgrade project as presented on April 21, 2011.

Sincerely,

Rick Tennyson
Choggiung Land Manager

DILLINGHAM AIRPORT IMPROVEMENTS



NOTICE OF AVAILABILITY

Draft Environmental Assessment (EA)

&

Public Meeting Dillingham Airport Improvements

April 18, 2012

6:00 p.m. – 8:00 p.m. Dillingham City Hall

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend an Open House Public Meeting to receive information on the proposed **Dillingham Airport Improvements** project. The purpose of the proposed project is to place gravel fill along the runway to meet Federal Aviation Administration's (FAA) established Runway Safety Area (RSA) standards to the extent practicable.

DOT&PF is requesting comments on the draft EA in accordance with the National Environmental Policy Act (NEPA). The proposed project has been developed in accordance with the Clean Water Act; Clean Air Act; Coastal Zone Management Act; National Historic Preservation Act; Fish and Wildlife Coordination Act; Aviation Safety and Noise Abatement Act; U.S. Department of Transportation Act Section 4(f); Endangered Species Act; and Executive Orders: 11990 Protection of Wetlands, 11988 Floodplain Management, 12898 Environmental Justice, 11593 Historic Preservation, 13045 Protection of Children from Environmental Risk, and 13084 Consultation and Coordination with Indian Tribal Governments.

www.dillinghamairport.com

MEETING AGENDA ITEMS

- Draft Environmental Assessment
- Proposed airport improvements—North Airport Road re-route
- Public comments and questions

SUBMIT COMMENTS TO:

Brian Elliott
DOT&PF Environmental Manager
PO Box 196900
Anchorage, AK 99519-6900

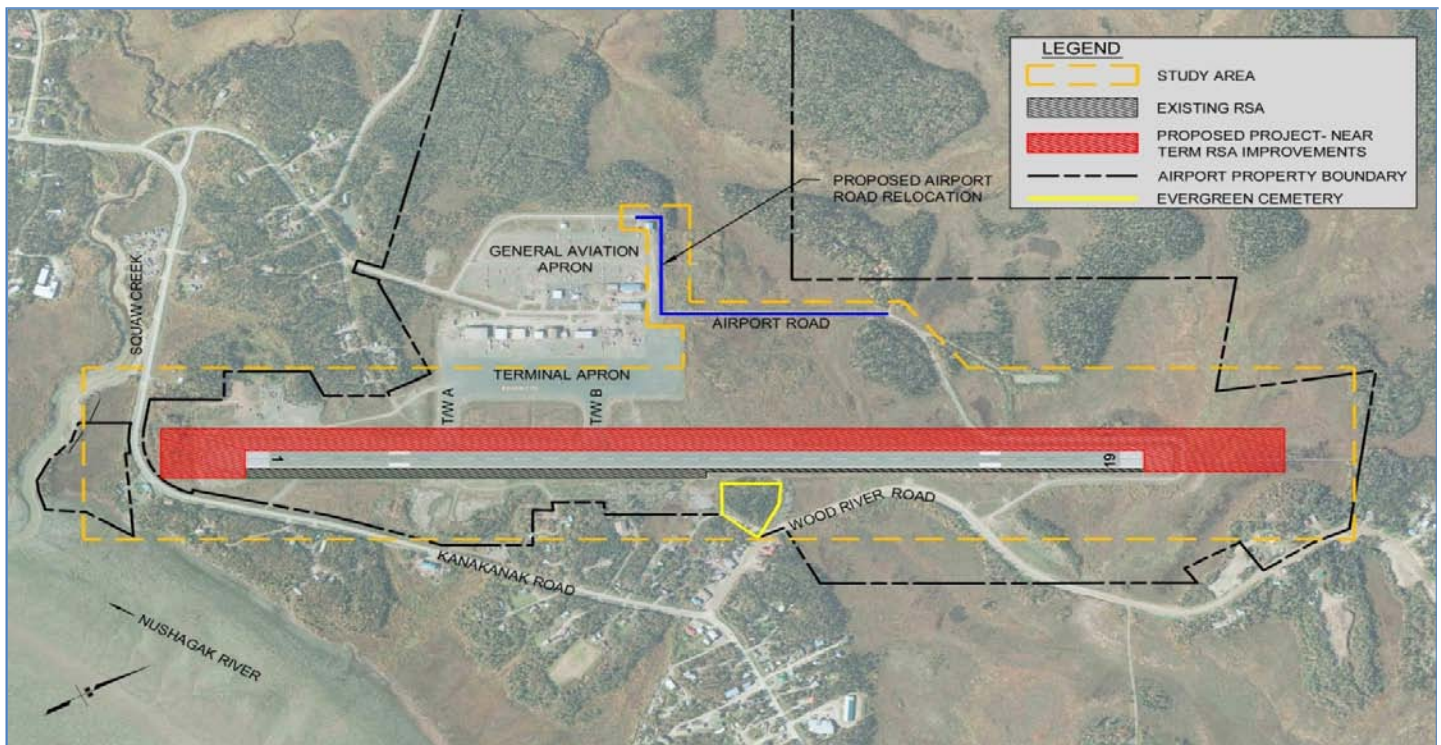


Comments can be submitted via the project website at: www.dillinghamairport.com. To become a part of the official EA record, comments must be received by **April 25, 2012**.

FOR ADDITIONAL INFORMATION CONTACT:

Wolfgang Junge
DOT&PF Project Manager
(907) 269-0608
wolfgang.junge@alaska.gov

Brian Hanson
DOWL HKM Airport Engineer
(907) 562-2000
bhanson@dowlhkm.com



Individuals with a hearing impairment can contact DOT&PF at 907-269-0473 for telephone device for the deaf (TDD) services. DOT&PF is able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

Online Public Notice

State of Alaska

Public Notices Notice Of Availability Of Draft Environmental Assessment And Upcoming Public Meeting For The Dillingham Airport Improvements

Submitted by: lsshrestha/25
Date Submitted: 03/14/2012 10:55 AM
Date Modified: 03/14/2012 01:20:25 PM
Submission Mode: direct
Approve Prior To Post: n/a
Approved By: n/a
Approval Date: n/a

Attachments: No files attached

Notice Of Availability Of Draft Environmental Assessment And Upcoming Public Meeting For The Dillingham Airport Improvements

Category: Public Notices
Publish Date: 03/14/2012
Event/Deadline Date: 04/18/2012 06:00 PM

Department: Transportation & Public Facilities
Location: Central Region
Coastal District: N/A

Body of Notice:

Dillingham Airport Improvements
Project No.: 59304
Alaska Department of Transportation and Public Facilities

This project has been developed in accordance with Section 106 of the National Historic Preservation Act; Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 11593 (Historic Preservation), 13084 (Consultation and Coordination with Indian Tribal Governments) the Clean Air Act, Clean Water Act, Coastal Zone Management Act, Fish and Wildlife Coordination Act, and U.S. DOT Act Section 4(f).

The Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Aviation Administration (FAA), announce the availability of the Draft Environmental Assessment (EA) and the upcoming public meeting for the proposed **Dillingham Airport** Improvements Project. **Dillingham** is located approximately 327 miles southwest of Anchorage. The proposed project is intended to improve safety and operational deficiencies of the **Dillingham Airport** to meet FAA established Runway Safety Area (RSA) standards to the extent practicable. The proposed project would:

Expand the RSA to the maximum extent practicable for the runway to meet FAA standards;
Construct approximately 800 feet of West **Airport** Road to connect around the north side of the General Aviation Apron for **airport** and residential access;

Close the public connection of North **Airport** Road with Wood River Road; and
Relocate fences and FAA facilities/utilities to facilitate the improvements.

Construction for the proposed project is anticipated to begin this summer (2012). The Draft EA is available for review at the DOT&PF Central Region office, located at 4111 Aviation Avenue in Anchorage and on the DOT&PF website at <http://www.DillinghamAirport.com>. If you have questions, require additional information, or would like a copy of the EA, please contact Teresa Zimmerman, Environmental Team Leader, at (907) 269-0551, or via email at teresa.zimmerman@alaska.gov. The public meeting will be held on April 18, 2012 from 6-8 p.m. at the **Dillingham** City Hall.

Written comments can be given on the website above, at the public meeting, and at the address below until April 25, 2012.

Brian Elliott, Environmental Manager
DOT&PF, Preliminary Design & Environmental
PO Box 196900, Anchorage, AK 99519-6900

Persons with a hearing impairment can contact the Department at our Telephone Device for the Deaf, number 269-0473. We are also able to offer, upon request, reasonable accommodations for the special needs related to disabilities.

Revision History:

03/14/2012 10:55:58 AM by lsshrestha/25/State/Alaska/US

03/14/2012 01:20:25 PM by lsshrestha/25/State/Alaska/US

\$\$WebClient [Anon]

[Home Page](#) **Notices by:** [Department](#) | [Category](#) | [Publish Date](#)

The
Bristol Bay Times
Dutch Harbor **Fisherman**

CASE/PO/AIO:

AD# or identifier:

Ad# 25-84111

REMIT TO:

Alaska Media, LLC
P.O. Box 241582
Anchorage, AK 99524
Ph: (907) 770-0836
Fax (907) 770-0822

INVOICE(S):

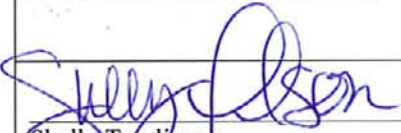
1282

AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA
STATE OF ALASKA, THIRD DISTRICT
BEFORE ME, THE UNDERSIGNED, A
NOTARY PUBLIC THIS DAY
PERSONALLY APPEARED Shelly Tomlinson
WHO, BEING FIRST DULY
SWORN, ACCORDING TO LAW, SAYS
THAT S/HE IS Administrative Assistant
OF The Bristol Bay Times/Dutch Harbor Fisherman
PUBLISHED AT 500 W. International Airport Rd, Ste F, Anchorage, AK 99518, IN SAID THIRD DISTRICT AND STATE OF ALASKA AND THAT THE ADVERTISEMENT, OF WHICH THE ANNEXED OR ATTACHED IS A TRUE COPY, WHICH WAS PUBLISHED IN SAID PUBLICATION 3.15.12 AND THEREAFTER FOR A TOTAL OF 1 CONSECUTIVE ISSUE(S), THE LAST PUBLICATION APPEARING ON 3.15.12.

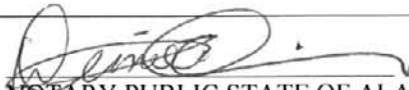
ATTACH PROOF OF PUBLICATION HERE

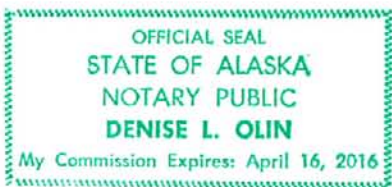
See page attached


Shelly Tomlinson
Administrative Assistant

SUBSCRIBED AND SWORN BEFORE
ME THIS

3rd day of May 2012


NOTARY PUBLIC STATE OF ALASKA
MY COMMISSION EXPIRES ON
4/16/2016





**NOTICE OF AVAILABILITY OF DRAFT
ENVIRONMENTAL ASSESSMENT AND UPCOMING
PUBLIC MEETING**

**Dillingham Airport Improvements
Project No.: 59304
Alaska Department of Transportation and Public
Facilities**

This project has been developed in accordance with Section 106 of the National Historic Preservation Act; Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 11593 (Historic Preservation), 13084 (Consultation and Coordination with Indian Tribal Governments) the Clean Air Act, Clean Water Act, Coastal Zone Management Act, Fish and Wildlife Coordination Act, and U.S. DOT Act Section 4(f).

The Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Aviation Administration (FAA), announce the availability of the Draft Environmental Assessment (EA) and the upcoming public meeting for the proposed Dillingham Airport Improvements Project. Dillingham is located approximately 327 miles southwest of Anchorage. The proposed project is intended to improve safety and operational deficiencies of the Dillingham Airport to meet FAA established Runway Safety Area (RSA) standards to the extent practicable. The proposed project would need to make the following changes to extend the RSA:

- Construct approximately 800 feet of West Airport Road to connect around the north side of the General Aviation Apron for airport and residential access;
- Close the public connection of North Airport Road with Wood River Road; and
- Relocate fences and FAA facilities/utilities to facilitate the improvements.

Construction for the proposed project is anticipated to begin this summer (2012). The Draft EA is available for review at the DOT&PF Central Region office, located at 4111 Aviation Avenue in Anchorage and on the DOT&PF website at <http://www.DillinghamAirport.com>. If you have questions, require additional information, or would like a copy of the EA, please contact Teresa Zimmerman, Environmental Team Leader, at (907) 269-0551, or via email at teresa.zimmerman@alaska.gov. **The public meeting will be held on April 18, 2012 from 6-8 p.m. at the Dillingham City Hall.**

Written comments can be given on the website above, at the public meeting, and at the address below until April 25, 2012.

Brian Elliott, Environmental Manager
DOT&PF, Preliminary Design & Environmental
PO Box 196900, Anchorage, AK 99519-6900

Persons with a hearing impairment can contact the Department at our Telephone Device for the Deaf, number 269-0473. We are also able to offer, upon request, reasonable accommodations for the special needs related to disabilities.

STOF0220
#167607
\$660.00

AFFIDAVIT OF PUBLICATION

STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Joleesa Stepetin
being first duly sworn on oath
deposes and says that he/she is
a representative of the
Anchorage Daily News, a
daily newspaper. That said
newspaper has been approved
by the Third Judicial Court,
Anchorage, Alaska, and it now
and has been published in the
English language continually as a
daily newspaper in Anchorage,
Alaska, and it is now and during
all said time was printed in an
office maintained at the aforesaid
place of publication of said
newspaper. That the annexed is
a copy of an advertisement as it
was published in regular issues
(and not in supplemental form)
of said newspaper on

March 15, 2012

and that such newspaper wasp
regularly distributed to its
subscribers during all of said
period. That the full amount of
the fee charged for the foregoing
publication is not in excess of
the rate charged private individuals.

Signed

Subscribed and sworn to before


me this 15 day of March

2012

Britney Thompson

Notary Public in and for
The State of Alaska
Third Division
Anchorage, Alaska
MY COMMISSION EXPIRES

05/18/2015



NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL ASSESSMENT AND UPCOMING PUBLIC MEETING

Dillingham Airport Improvements
Project No.: 69304

Alaska Department of Transportation and Public Facilities

This project has been developed in accordance with Section 106 of the National Historic Preservation Act; Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 11593 (Historic Preservation), 13084 (Consultation and Coordination with Indian Tribal Governments) the Clean Air Act, Clean Water Act, Coastal Zone Management Act, Fish and Wildlife Coordination Act, and U.S. DOT Act Section 4(f).

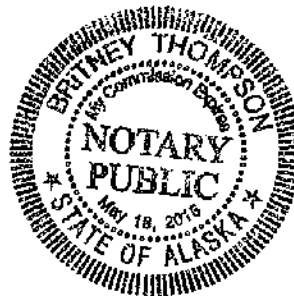
The Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Aviation Administration (FAA), announce the availability of the Draft Environmental Assessment (EA) and the upcoming public meeting for the proposed Dillingham Airport Improvements Project. Dillingham is located approximately 327 miles southwest of Anchorage. The proposed project is intended to improve safety and operational deficiencies of the Dillingham Airport to meet FAA established Runway Safety Area (RSA) standards to the extent practicable. The proposed project would need to make the following changes to extend the RSA:

- Construct approximately 800 feet of West Airport Road to connect around the north side of the General Aviation Apron for airport and residential access;
- Close the public connection of North Airport Road with Wood River Road; and
- Relocate fences and FAA facilities/utilities to facilitate the improvements.

Construction for the proposed project is anticipated to begin this summer (2012). The Draft EA is available for review at the DOT&PF Central Region office, located at 4111 Aviation Avenue in Anchorage and on the DOT&PF website at <https://www.DillinghamAirport.com>. If you have questions, require additional information, or would like a copy of the EA, please contact Teresa Zimmerman, Environmental Team Leader, at (907) 269-0551, or via email at teresa.zimmerman@alaska.gov. The public meeting will be held on April 18, 2012 from 6-8 p.m. at the Dillingham City Hall. Written comments can be given on the website above, at the public meeting, and at the address below until April 25, 2012.

Brian Elliott, Environmental Manager
DOT&PF, Preliminary Design & Environmental
PO Box 196900, Anchorage, AK 99519-8900

Persons with a hearing impairment can contact the Department at our Telephone Device for the Deaf, number 269-0473. We are also able to offer, upon request, reasonable accommodations for the special needs related to disabilities.



*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**

ENVIRONMENTAL ASSESSMENT PUBLIC MEETING

SIGN IN SHEET



PROJECT NAME: Dillingham Airport Improvements, Project No. 59304

DATE: April 18, 2012

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Teresa Zimmerman	Anch @ alaska.gov teresa.zimmerman	269-0551		
VIRGINIA GROESCHER	V.GROESCHER@DOWL.HKIM.COM DOWL HKIM 404 B STREET ANCHORAGE, AK 99517	ANCHORAGE 502-2000		
DUGAN RIELSEN	duganricle@hotmail.com	842-2357		
Cal Johnson	Bx 1589 DLG, AK 99576	842-2235		
Chris Meng	cjmeng@hughes.net	843-0315		
Ann-Margaret Foreman	PO Box 173 Dillingham Ak 99576	842-5374		

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

1 of 3

effective: December 2004

*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

PROJECT NAME: Dillingham Airport Improvements, Project No. 59304

DATE: April 18, 2012

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Jessica Wutke	jessica.wutke@alaska.gov	269 0609		
LAC BENDER KALC				
Kacy Hillman	DOWL HIKH	502-2000		
Judy Seitz	Bx 889 DLG	842-5785		
Thomas Tudlow	Bx 786 DLG	842-2289		
Meg Schroeder	Box 102 DLG	842-5568		
Victor Sifsof	Box 815 DLG	842-5599		
Wolfgang Junge	DOT & PF Central Region			
Lynn Cason	11			

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O) effective: December 2004

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PROJECT NAME: Dillingham Airport Improvements, Project No. 59304

DATE: April 18, 2012

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Lani Klebesadel	DOT & PF Central Region			
Brian Hanson	Douglas HICK			

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
 3 of 3
 effective: December 2004

Welcome

DILLINGHAM AIRPORT IMPROVEMENTS



PUBLIC MEETING

April 18, 2012



6:00 – 8:00 p.m.

**Dillingham City Hall
Dillingham, Alaska**

DOT&PF Project Number 59304

Introductions



- **Wolfgang Junge,**
DOT&PF Project Manager
- **Lynn Cason,**
DOT&PF Project Engineer
- **Jessica Wuttke,**
DOT &PF Project Engineer
- **Teresa Zimmerman,** DOT&PF
Environmental Impact
Analyst



- **Brian Hanson,**
DOWL HKM Project Manager
- **Virginia Groeschel,**
DOWL HKM Project Engineer
- **Kacy Hillman,**
DOWL HKM Environmental
Specialist

Agenda

- **Purpose & Need for Runway Improvements**
- **Current Airport Conditions**
- **Work To Date Since February 2011 Scoping Meeting**
- **Proposed Runway Safety Area (RSA) Improvements**
- **Project Schedule**
- **National Environmental Policy Act (NEPA) Process**
- **Environmental Assessment (EA) Process**
- **Next Steps**
- **Questions & Comments**

Purpose & Need

- **To enhance safety at the Dillingham Airport by providing a runway safety area (RSA) that meets Federal Aviation Administration (FAA) standards to the maximum extent practicable.**
- **WHAT is an RSA?**
- **WHY does the RSA need improvement?**

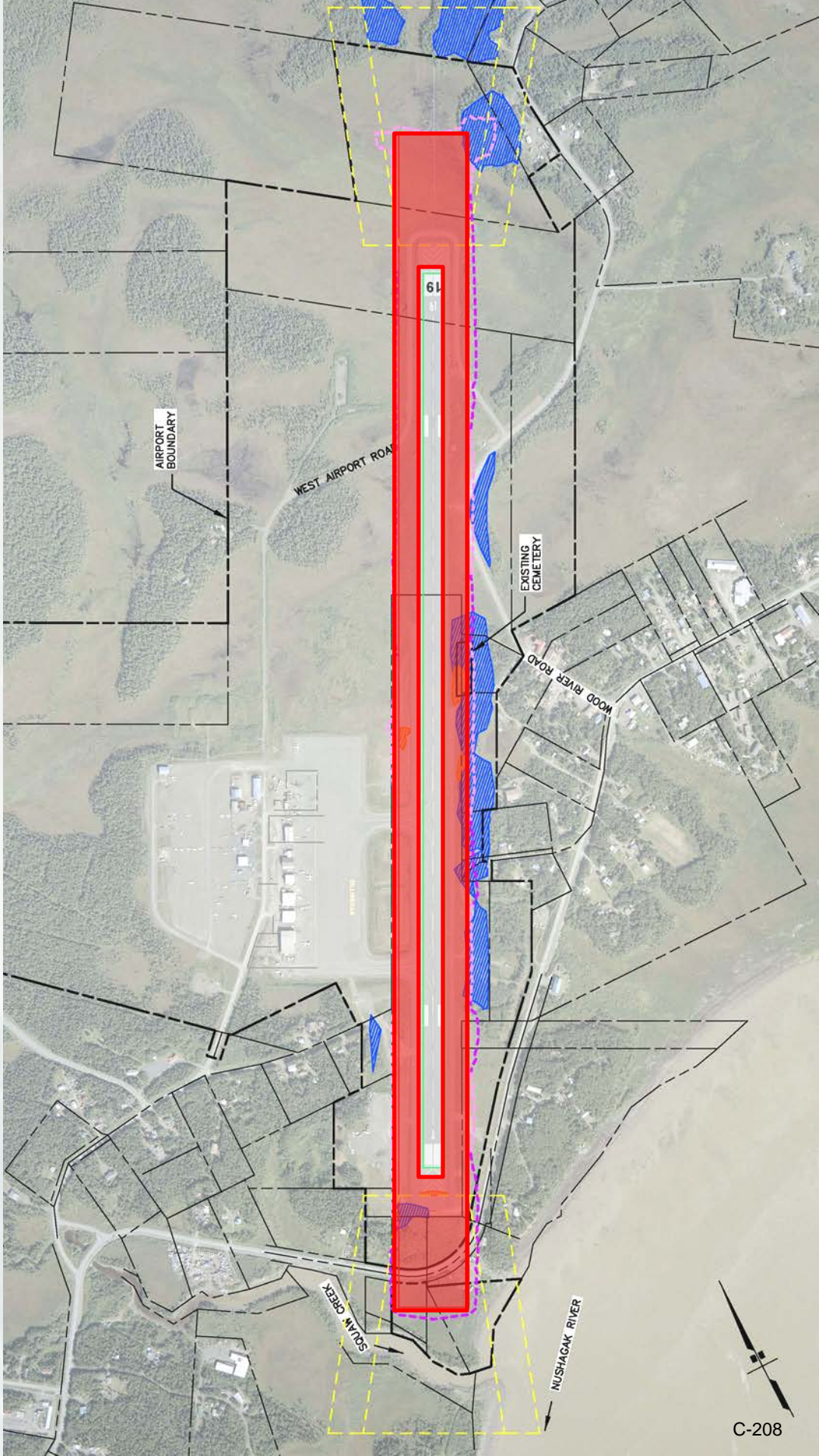
An RSA is...

...a designated safety area surrounding the runway.

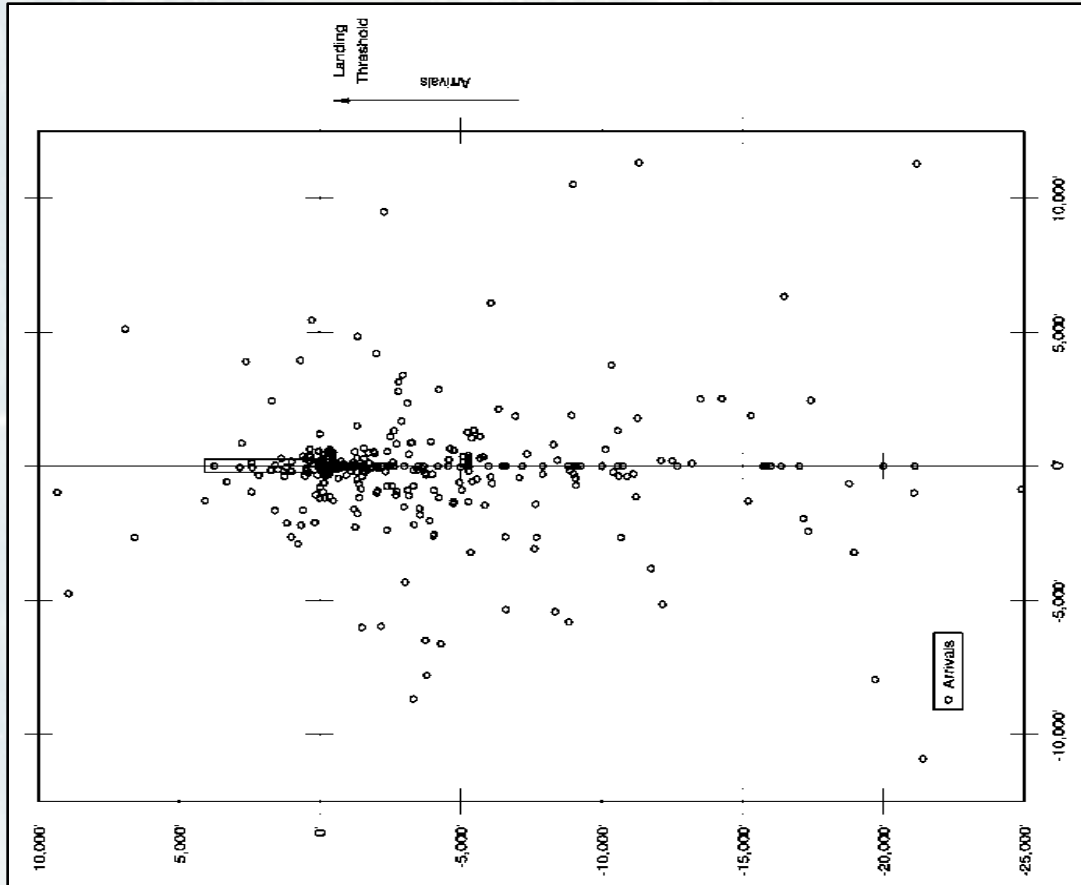
“The runway safety area enhances the safety of airplanes which undershoot, overrun, or veer off the runway, and it provides greater accessibility for firefighting and rescue equipment during such incidents.”

Federal Aviation Administration (FAA)

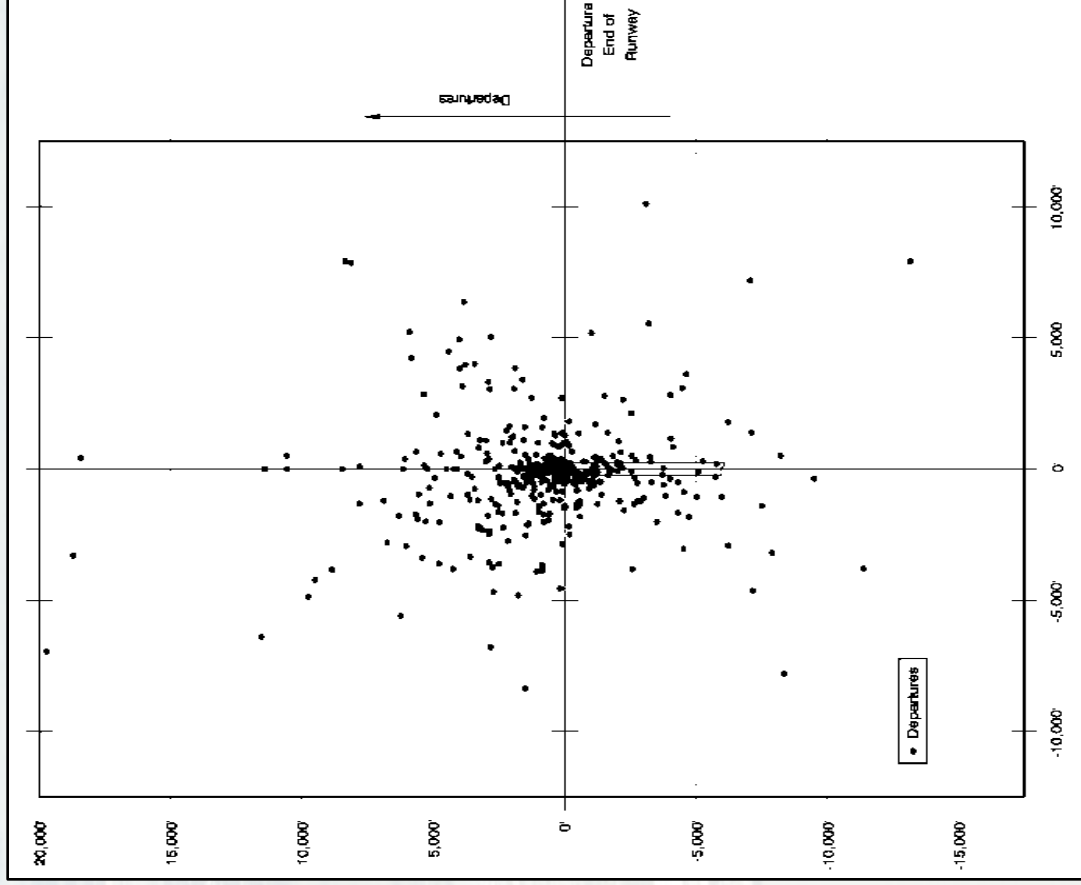
Standard RSA for a C-III Runway 500' Wide & 1,000' Beyond R/W End



Overruns & Undershoots



Arrival Accidents

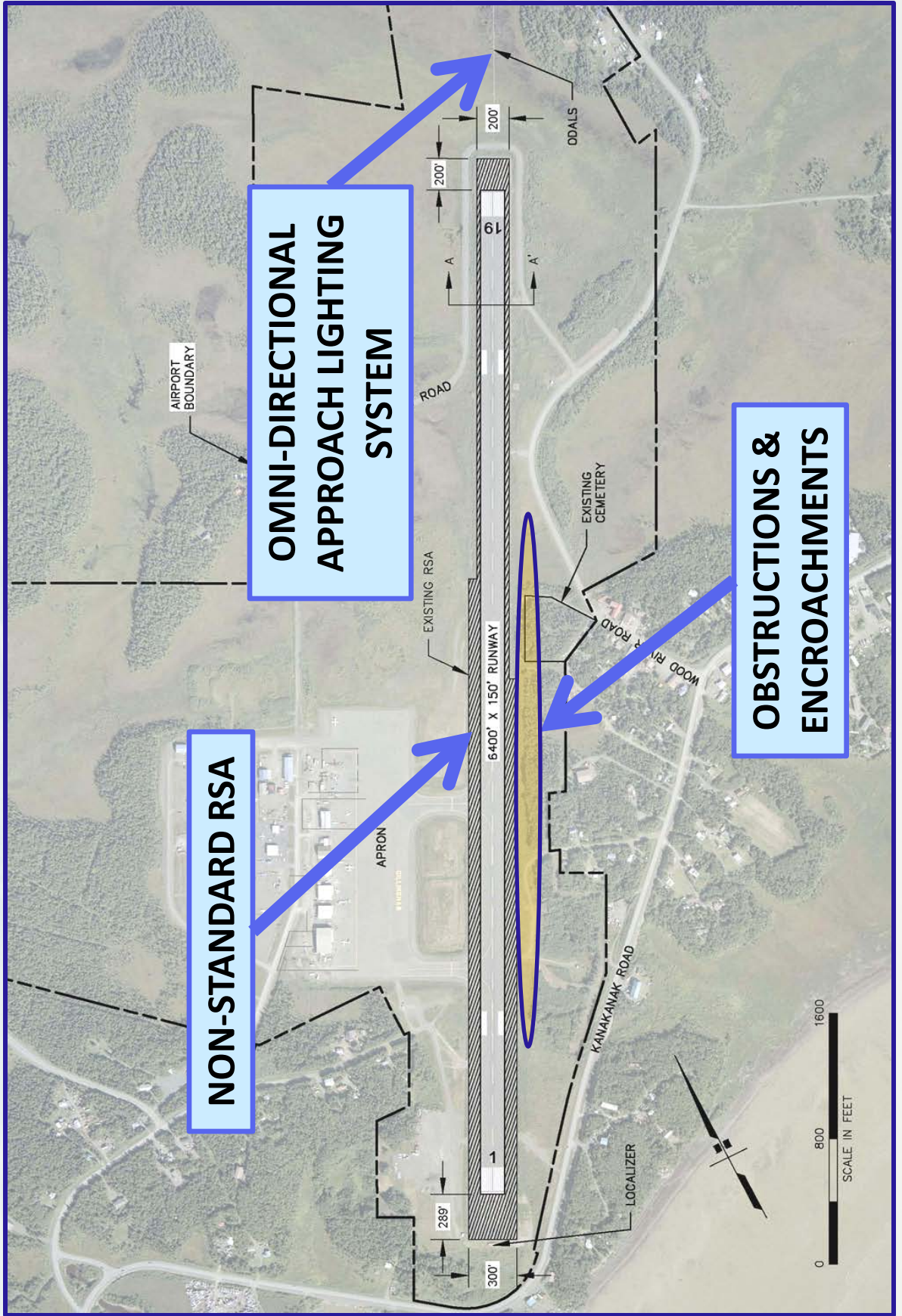


Departure Accidents

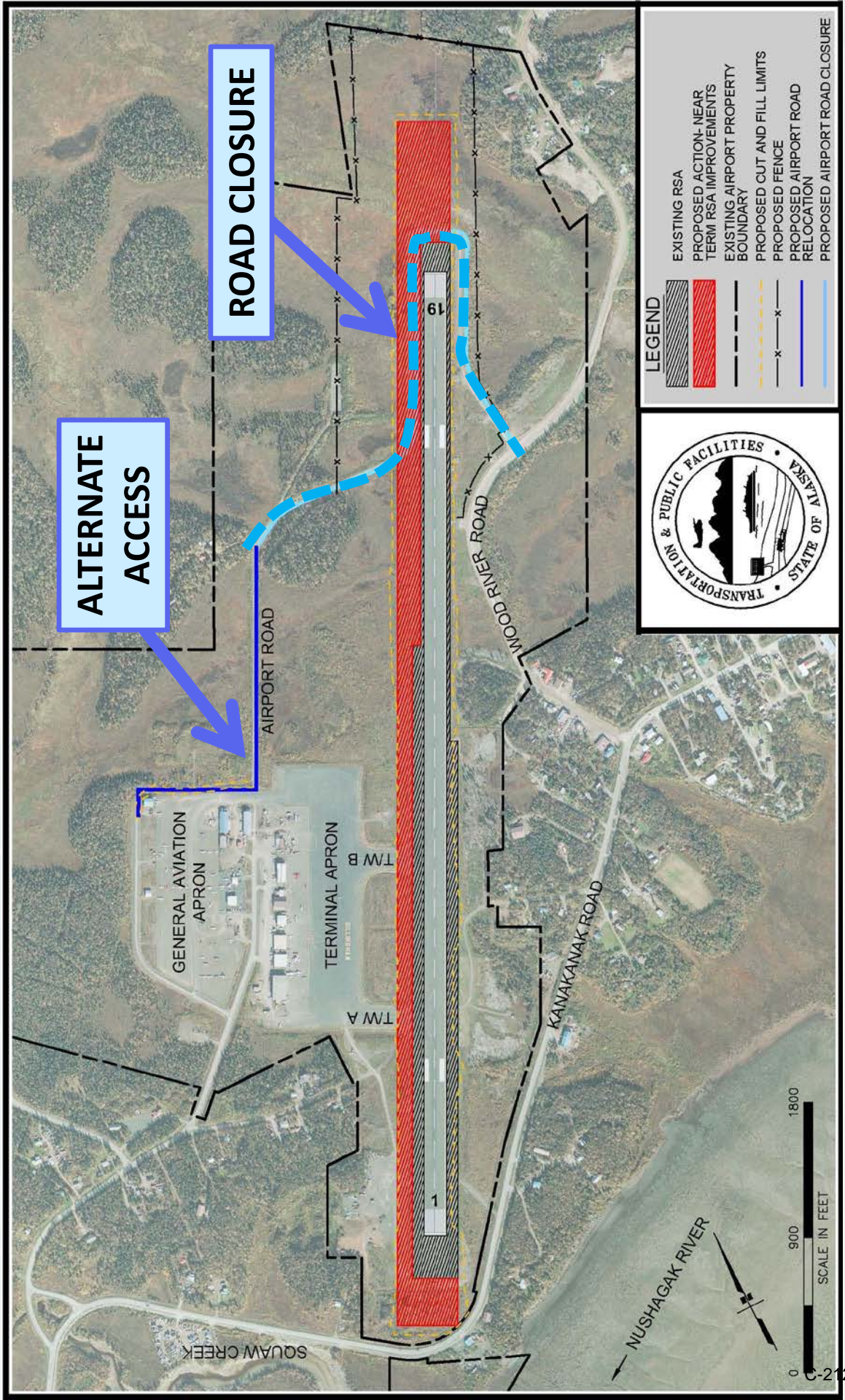
Work to Date Since February 2011 Scoping Meeting

- **Draft Environmental Assessment**
- **Section 106 of the National Historic Preservation Act**
- **Army Corps of Engineers (ACOE) 404 Wetland Permit**
- **RSA Practicability Study**
- **Draft Airport Layout Plan**

Current Airport Conditions



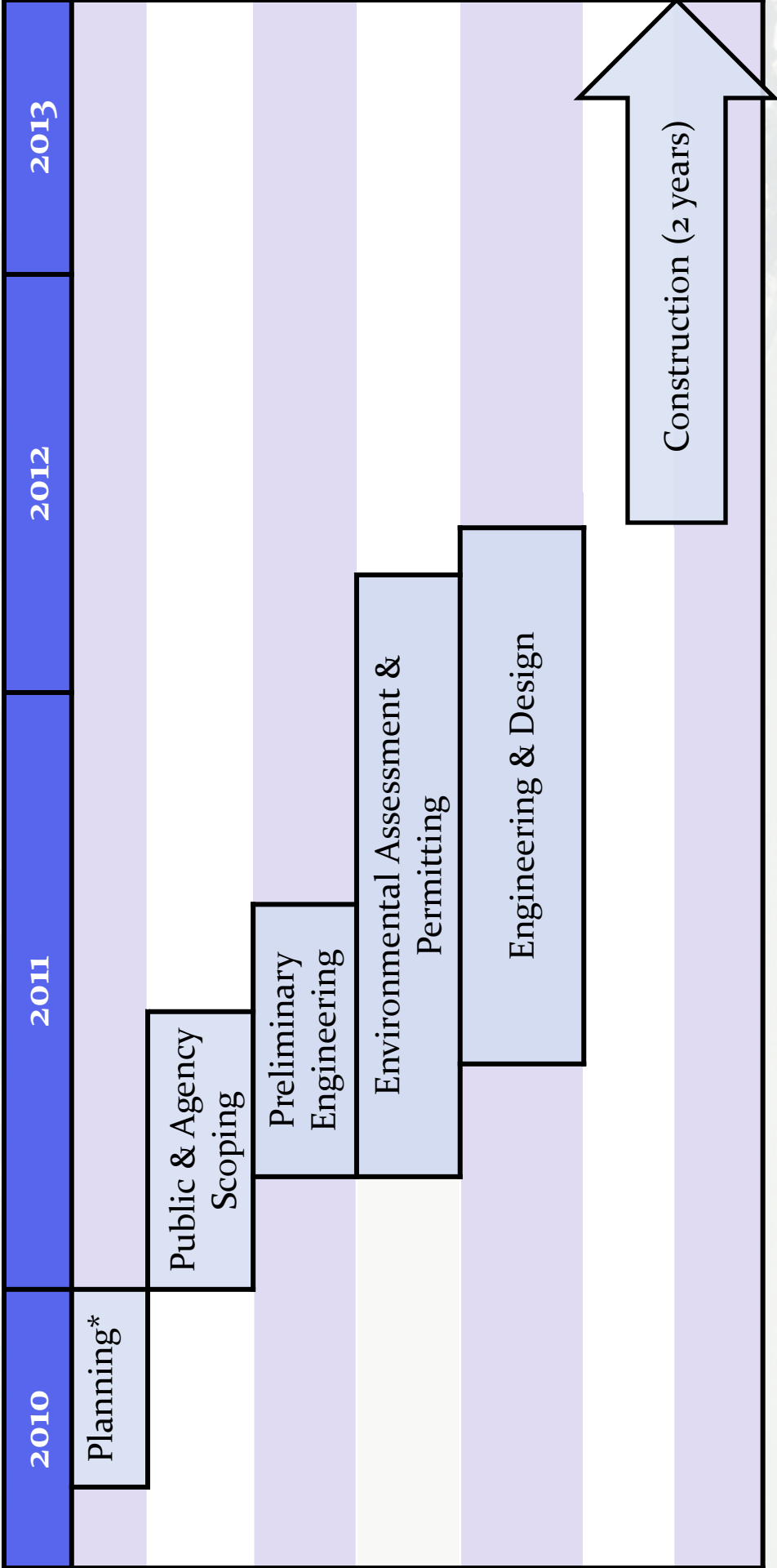
Proposed RSA Improvements



How Did We Get Here?

- **FAA Funding Limits**
- **Look at a Range of Alternatives**
 - **Construct Standard RSA**
 - **Implement Declared Distances**
 - **Shift Runway Longitudinally/Laterally**
 - **Correct Line-of-Sight**
- **Consider Alternative Cost Range**
 - **\$30M to \$75M**

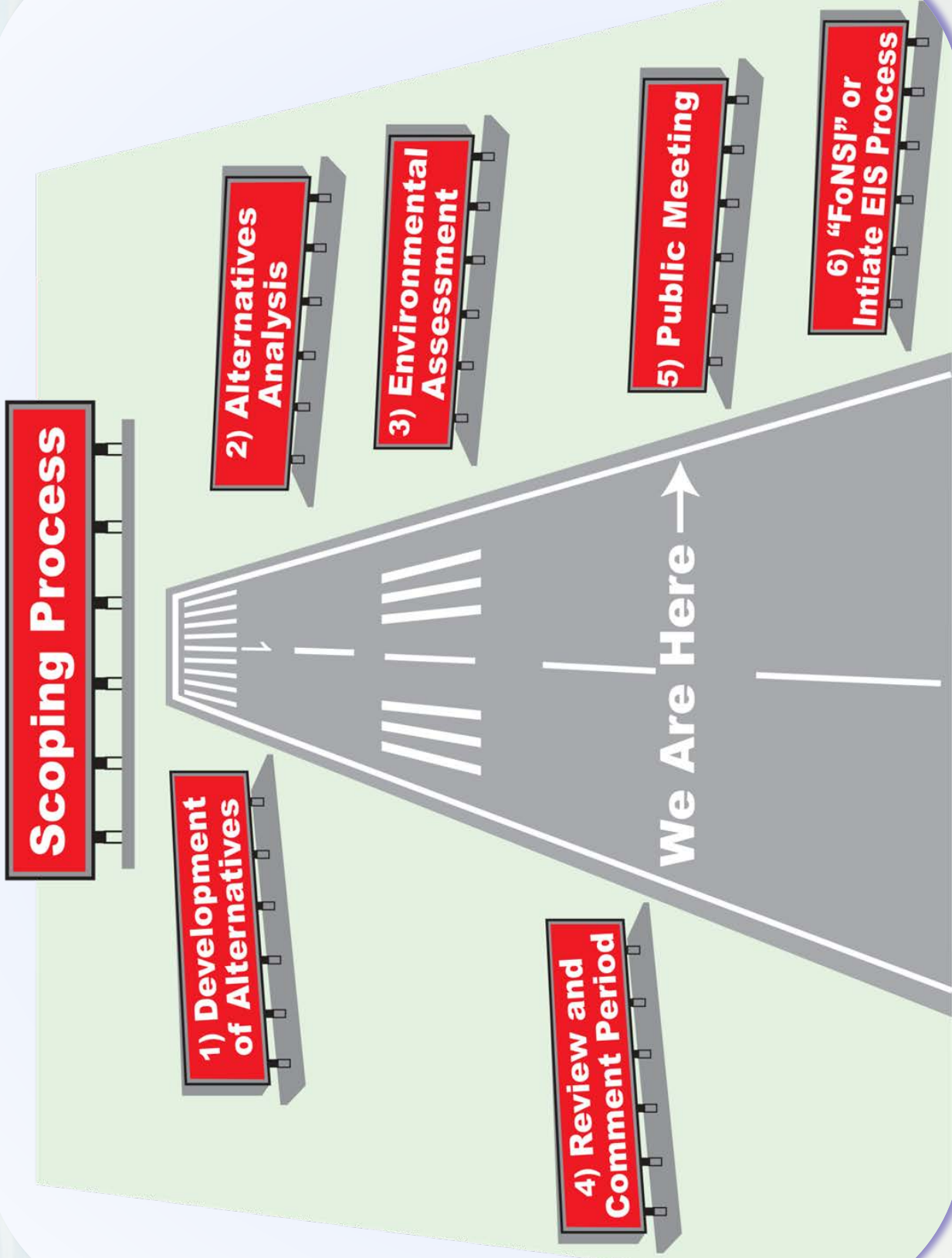
Proposed Project Schedule



*Dillingham Airport RSA Study was completed in January 2011.

Note: The schedule assumes no major roadblocks.

NEPA Process



EA Process

- **Draft EA**
 - **No environmental impacts**
 - Air Quality
 - Compatible Land Use
 - Socioeconomic, Environmental Justice, & Children's Health & Safety Risks
 - Floodplains
 - Hazardous Materials, Pollution Prevention, & Solid Waste
 - Historical, Architectural, & Cultural Resources
 - Noise
 - **Non-significant issues identified**
 - Energy Supplies & Natural Resources
 - Fish, Wildlife, & Plants
 - Light Emissions & Visual Effects
 - Water Quality
 - Wetlands
 - Construction Impacts

EA Process

- **Permitting**
 - **ACOE 404 Wetland Permit**
- **Comments will be addressed in the Final EA**
 - **Comments on the Draft EA due April 25, 2012**

Energy Supplies & Natural Resources

- **Fill material would be acquired from an upland area at an existing material site.**
- **Water would be used temporarily during construction.**
- **No increase in electricity demand.**
- **Slight increase in fuel consumption for RSA maintenance.**

Fish, Wildlife, & Plants

- Alteration of approximately 75 acres of upland and wetlands habitat.
- No likely adverse impacts to federally-listed endangered and threatened species.



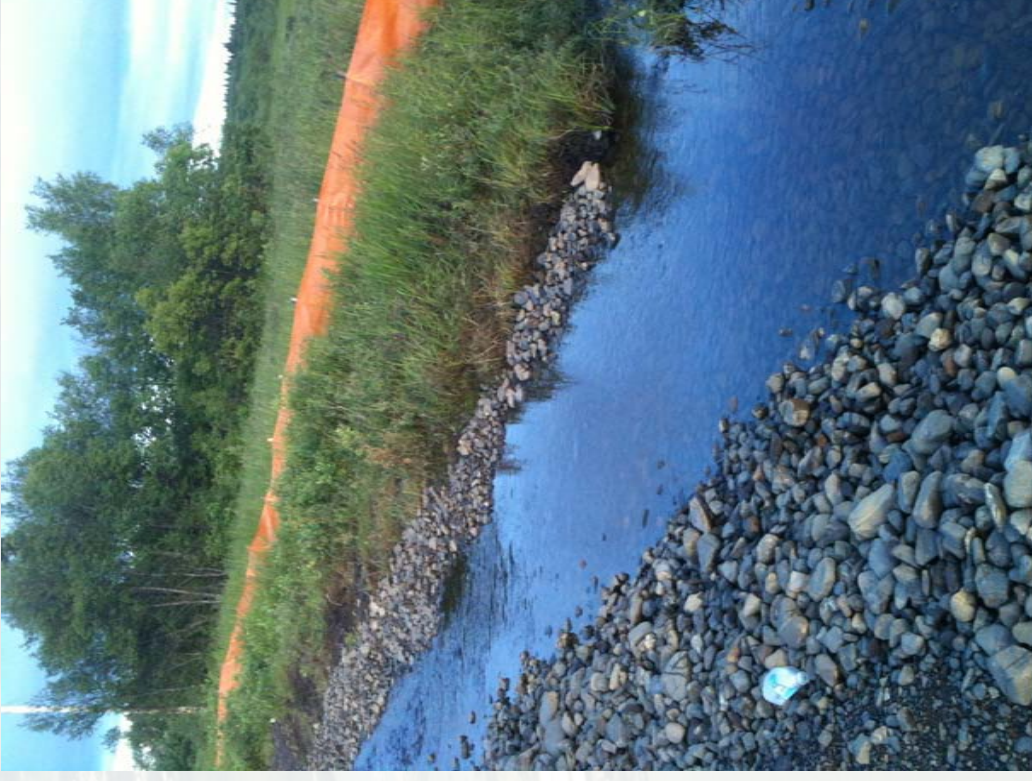
Light Emissions & Visual Effects

- No impacts from light emissions
- A slight change in the visual setting from the increased RSA surface area.



Water Quality

- **Short-term water quality impacts during construction minimized through the use of best management practices.**



Wetlands

- **Approximately 12.69 acres of low-value wetland loss**
 - **11.60 acres from RSA expansion**
 - **1.09 acres from the road relocation**
 - **Less than 0.01 from the fence installation**
- **Wetland loss will be mitigated**



Construction Impacts

- **Minor and short-term air quality impacts minimized through the use of best management practices.**
- **Temporary use of an existing water supply would have short-term and minor impacts to energy supplies and natural resources.**



Next Steps

- **Draft EA 30-day Comment Period** **March 15 – April 25, 2012**
- **Final EA & FONSI** **May 2012**
- **Engineering & Design** **Spring 2012**
- **Construction (Two Years)** **2012-2014**

Questions & Comments?

FOR ADDITIONAL INFORMATION

PLEASE CONTACT:

Wolfgang Junge
DOT&PF Project Manager
Wolfgang.Junge@alaska.gov
907-269-0608

- OR -

Brian Hanson
DOWL HKM Project Manager
bhanson@dowlhkm.com
907-562-2000

PLEASE SEND YOUR COMMENTS TO:

Brian Elliott
DOT&PF Environmental Manager
PO Box 196900
Anchorage, AK 99519-6900



www.DillinghamAirport.com



**DILLINGHAM AIRPORT IMPROVEMENTS
PUBLIC MEETING NOTES
APRIL 18, 2012**

Brian Hanson (DOWL HKM Project Manager) began the meeting by thanking everyone for coming and introduced Alaska Department of Transportation and Public Facilities (DOT&PF) Project Manager Wolfgang Junge.

Mr. Junge noted this project is under the Federal Aviation Administration (FAA) mandated runway safety area (RSA) improvements for all certificated airports by 2015 and the purpose of this project is to meet that requirement. We are near the end of the National Environmental Policy Act (NEPA) process and are coming to the end of the comment period for the Draft Environmental Assessment (EA) that documents the environmental resources and potential impacts of the project on those resources. We are hoping to place the project construction out for bid in the next few months and it is anticipated to be a two-year project so it wouldn't be fully constructed until 2014.

Mr. Hanson presented the purpose and need of the project to enhance safety at the Dillingham Airport by providing a RSA which is the surface around the runway. We will be making that surface larger so in turn it is safer. FAA's initiative over the last 10 years is to enhance RSAs at airports. A standard RSA is much longer and wider than what we are proposing for this project.

Mr. Hanson noted a Public Scoping Meeting was held for the project in February 2011 that presented some of the same information and figures. Since that time we have made some refinements to the project, completed the Draft EA, completed consultation with the State Historic Preservation Office, we are in process with the Army Corps of Engineers Wetland Permit, we completed the RSA Practicability Study, and the Draft Airport Layout Plan.

Mr. Hanson stated that FAA has provided a list of items that need fixing under the current conditions at the Dillingham Airport. The current proposed project just includes safety area improvements. It is the goal to stay within FAA's funding limits of \$25 million. Obstructions and encroachments include trees around the cemetery.

Mr. Hanson presented a figure on the proposed RSA improvements covered under the Draft EA. The proposed RSA improvements will bring costs to the \$25 million cap. Half a million yards of fill will be needed. There will be an adjustment to the localizer and lighting system. A standard 600-foot embankment would be constructed beyond the south runway end, and 1,000 feet of embankment beyond the north runway end. Beyond the west side of the runway 250 feet of embankment would be constructed and the east side would not be touched. Airport Road that goes around the north end of the runway would be relocated as the RSA improvements would be constructed on top of the existing road. An alternate access to Airport Road would be constructed around the general aviation apron to allow residential and airport maintenance access.

Mr. Hanson noted that fifteen alternatives were analyzed ranging all the way up to \$75 million in cost. The FAA funding limit per year for the entire state of Alaska is \$250 million. The DOT&PF Central Region FAA funding limit is \$100 million. This project will solve immediate problems, but additional improvements would be needed over the long term. Over the long term (10-20 year range) a full standard RSA would be constructed and the runway would be shifted to the west and north and line of sight issues corrected.

Mr. Hanson stated that the project schedule included planning for the project that began in 2010, and we conducted a scoping meeting in February 2011. Preliminary engineering, fieldwork, RSA study, and coordination with the utility companies were completed in early 2011. Engineering and design are now being completed along with the Draft EA. Construction is expected to be two years with completion in October 2013.

Kacy Hillman (DOWL HKM, Environmental Specialist) presented the NEPA process, which began with the developing alternatives and the alternatives analysis followed by drafting the EA. We are now in the Draft EA review and comment period which ends April 25. Comment forms were made available. This public meeting purpose is to present the Draft EA. In the next step of the NEPA process we are anticipating a Finding of No Significant Impact (FONSI). In the event that a FONSI did not occur an Environmental Impact Statement (EIS) would be completed.

Mrs. Hillman noted that of the environmental resource categories that were analyzed in the Draft EA no environmental impacts were found in air quality; compatible land use; socioeconomic, environmental justice, and children's health and safety risks; floodplains; hazardous materials, pollution prevention, and solid waste; historical, architectural, and cultural resources; and noise. Non-significant issues will be explained in more detail later in the presentation and were identified in energy supplies and natural resources; fish, wildlife, and plants; light emissions and visual effects; water quality; wetlands; and construction impacts.

Mrs. Hillman stated that the Army Corps of Engineers (ACOE) 404 Wetland Permit is in process with the ACOE. The end of the comment period for the Draft EA is April 25.

Mrs. Hillman noted that under the environmental resource category energy supplies and natural resources non-significant issues were identified such as fill material acquired from an upland area at an existing material site, water would be used temporarily during construction, there would be no increase in electricity demand, and there would be a slight increase in fuel consumption for RSA maintenance. Under fish, wildlife, and plants 75 acres of upland and wetland habitat would be altered and the contractor would adhere to the Migratory Bird Treaty Act which allows a vegetation clearing window. Also, as the majority of clearing would occur within the currently fenced airport property, there would not be any adverse impacts to federally listed endangered and threatened species. Under light emissions and visual effects there would be no impacts from light emissions as the project would not be increasing this resource and there would be a slight change in the visual setting from the increased RSA surface area located closer to Kakanak Road. Under water quality best management practices (BMPs) would be used to prevent erosion and promote slope stabilization. Under wetlands 12.69 acres of low-value wetlands would be impacted, including 11.60 acres from the RSA expansion, 1.09 acres from the road relocation, and less than 0.01 acre from the fence installation. Wetland loss would be mitigated through a compensatory mitigation plan which will be identified during the ACOE permitting process. Under construction impacts minor and short-term air quality impacts would occur due to fugitive dust from construction equipment and gravel hauling and placement. This would be minimized through BMPs. Also,

temporary use of an existing water supply would have short-term and minor impacts to energy supplies and natural resources.

Mrs. Hillman opened up the floor for questions regarding the environmental resource categories discussed. Chief Thomas Tilden (Curyung Tribal Council) brought up deicing on the runway and is under the assumption that it ends up in Squaw Creek. Chief Tilden asked if there was a study completed to determine if deicing fluid ends up in Squaw Creek and if it affects the fish because subsistence fishing takes place. Mr. Hanson responded that this project would only increase the RSA surface area, which is composed of gravel, and deicing fluid is not applied. The project itself would not increase deicing fluid demands at the Dillingham Airport. The RSA surface would actually help absorb deicing fluid runoff. Lynn Cason (DOT&PF Project Engineer) responded that Norm Heyano (Dillingham Airport Manager) has a documented plan available that outlines chemical release that occurs at the Dillingham Airport. Mr. Cason noted that this project would not increase deicing fluid use.

Chief Tilden asked if April 25 was the hearing date when questions could be addressed for any issues people might have. Mr. Hanson responded that the Draft EA was released for public comment and review about a month ago and there is a 30-day window to provide comments. The public meeting today is being held to gather comments and April 25 is the end of the public comment period on the Draft EA. If you have comments to share today we will write them down or you can fill out a comment form.

Chief Tilden was concerned about the increased fenced area that would encroach on the winter road that people from Manokotak use to travel to and from Dillingham on snow machine. Mr. Junge responded that the fence would be used to protect FAA facilities (approach lights, wind cones, etc.) around the proposed RSA expansion. Chief Tilden noted that they could go around the new fence and cross Waskey Road.

A community member voiced concern about her home being at the end of the RSA expansion and if airplanes would land closer to her home. Mr. Hanson responded that the RSA expansion would not change aircraft landings as the runway would remain where it is today. She also voiced concern about airplanes flying directly over her house. Another community member responded that Norm Heyano should be contacted regarding that matter.

Chief Tilden asked if there was a government to government relationship with the local tribes due to the Native allotments surrounding the airport so they could come up with a long term plan coordinating with the allotment owners. He mentioned he hasn't received correspondence. Mr. Hanson responded that we completed government to government letters on behalf of FAA and FAA sent them out. Copies of those letters can be found in the Draft EA. Mrs. Hillman followed up and showed Chief Tilden the letter that was sent to his office and a copy of the letter is in the Draft EA appendix.

Jody Seitz (Dillingham City Planner) brought in a map of the city parcels ownership and mentioned that the way in which Dillingham is growing the snow machine trails are constantly getting pushed and landowners are not always happy to have snow machine traffic through their property. Mr. Cason responded that FAA agrees with this sentiment and snow machine traffic through the RSA is actually against FAA policy, although at the Dillingham Airport this area is not currently fenced to prevent access.

A community member noted that ANILCA reserved 17(b) Easements in the Dillingham area to protect historic trail use. Ms. Seitz brought in a 17(b) Easement map and there are no 17(b) Easements through the project area.

Mrs. Hillman presented the next steps of the project which includes the comment period on the Draft EA to close April 25. The Final EA and FONSI are expected to be complete in May 2012, Engineering and Design in spring 2012, and construction is expected to take two years completing in 2014.

Mrs. Hillman noted the contact information for Mr. Junge, Mr. Hanson, and Brian Elliott (DOT&PF Environmental Manager). She also noted the website address to access project information and provide comments.

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**Public Meeting
Comment and Response Summary**

Comment Received	Response
<i>Public Comments Received</i>	
<p>Is there a completed study to determine if deicing fluid ends up in Squaw Creek from the Dillingham Airport? Subsistence fishing takes place in Squaw Creek.</p>	<p>The project itself would not increase deicing fluid demands at the Dillingham Airport. The project would only increase the runway safety area (RSA) surface area, which is composed of gravel, and deicing fluid is not applied. The RSA surface would actually help absorb deicing fluid runoff. Norm Heyano (Dillingham Airport Manager) has a documented plan available that outlines chemical release that occurs at the Dillingham Airport. This project would not increase deicing fluid use.</p>
<p>The increased fenced area will encroach on the winter road people from Manokotak use to travel to and from Dillingham on snow machine. Travelers can use an alternate route around the new fence and cross Waskey Road.</p>	<p>The fence would be used to protect FAA facilities (approach lights, wind cones, etc.) around the proposed RSA expansion.</p>
<p>Airplanes currently fly directly over my house. Would the RSA expansion mean that airplanes would land even closer to my home?</p>	<p>The RSA expansion would not change aircraft landings as the runway would remain where it is today.</p>
<p>Is there a government to government relationship with the local tribes due to the Native allotments surrounding the airport so they could come up with a long term plan coordinating with the allotment owners?</p>	<p>Government to government letters were completed and mailed. Copies of those letters can be found in the Draft EA.</p>
<p>The way in which Dillingham is growing the snow machine trails are constantly getting pushed and landowners are not always happy to have snow machine traffic through their property.</p>	<p>FAA agrees with this sentiment and snow machine traffic through the RSA is actually against FAA policy, although at the Dillingham Airport this area is not currently fenced to prevent access.</p>
<p>DNR completed 17(b) Easements in the area to protect historic trail use.</p>	<p>There are no 17(b) Easements through the project area.</p>

Project Comments - Please provide any comments on the project below.

No one contacted us during this process. We heard it was announced on the radio a number of times but with things going on in our life we didn't get the announcements, I believe you should have made an effort to contact us since we are right on the corner and end of the proposed project. We believe this airport should be relocated at the end of Kanakarak Road where it doesn't put the safety of people at risk. Is any life worth the cost of ~~now~~ relocating the airport? You will have to continue upgrading this airport which will add to the cost for years to come. I am against this project.

To receive project information, please provide your name and an e-mail or postal address:

Name: _____
Address: _____
E-mail: _____
Phone: _____

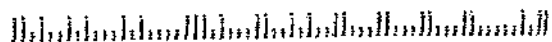


DOWL HKM
4041 B Street
Anchorage, Alaska 99503



Brian Elliott
DOT&PF Environmental Manager
PO Box 196900
Anchorage, AK 99519-6900

995196900 6900



STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 198900
ANCHORAGE, ALASKA 99519-8900

PHONE: (907) 269-0542
FAX: (907) 243-6927

May 10, 2012

Dear [REDACTED],

Thank you for your comments on the Dillingham Airport Improvements project. You are correct, the Department did not notify all the adjacent property owners about the upcoming public meeting and the availability of the Draft Environmental Assessment. However, in addition to the Department's public notice procedures, which are advertising on the State of Alaska Public Notice website and in the local newspapers (in this case the Anchorage Daily News and the Bristol Bay Times/Dutch Harbor Fisherman on 3/17/12), we also arranged for public meeting flyers to be posted at the Dillingham City Hall, local grocery stores, and the local Post Office. The flyer contained the project description and meeting overview, along with a map of the project area and contact information. KDIAG radio also ran a public service announcement for one week before the public meeting.

You are also correct that the airport will need continuous upgrading over the years. The Department recognizes that the expanding the airport is constrained by the available airport area. We had to modify the Runway Safety Area (RSA) project to fit within the airport boundary, which cannot be expanded without impacting adjacent landowners.

The Department is responsible for providing the public with a safe and efficient transportation system, and strives to do so on a limited budget. The State has scores of airports in need of upgrades and the funding for relocating an airport that is fully operational and meeting current standards is not available. The current airport project, expanding the RSA, does not address any other airport needs, but will bring the airport up to current standards for RSAs. With dozens of airports in Alaska needing upgrades to current State and FAA standards, relocating the Dillingham airport is just not financially feasible at this time.

Again, thank you for your comments. While we do agree with you that relocating the airport would solve the issue you raised, the Department also has a responsibility to balance those needs and limited funds with other communities who also have airport needs.

Sincerely,



Brian Elliott
Environmental Manager, Central Region

cc: Wolfgang Junge, P.E. Project Manager
Teresa Zimmerman, Environmental Team Leader

APPENDIX D

Noise Analysis

NOISE ANALYSIS

DILLINGHAM AIRPORT

The FAA developed the Integrated Noise Model (INM) for noise analysis. The INM contains an aircraft noise and operational database and allows the model user to input aircraft traffic characteristics for a specific airport to produce a noise exposure map. The FAA has adopted the day-night average sound level (DNL) metric as the primary means to measure cumulative aircraft noise. DNL is the average daily noise level based on the annual aircraft operations. Consequently, the noise exposure at a specific location on a particular day will likely be higher or lower than the annual average exposure.

When the INM calculates DNL, nighttime sound levels are increased to impose a penalty on the more intrusive nature of noise during that time. One night operation, between 10:00 p.m. and 7:00 a.m., is equivalent to about 10 daytime operations by the same aircraft type. Besides the time of day, the types of aircraft that use an airport are significant to noise levels. Aircraft engines are the most significant source of airport noise, and most jet aircraft are much noisier than propeller-driven aircraft. The flight tracks (aircraft paths in three dimensions) for approaches, departures, and touch-and-go operations are the other important variable used to produce noise exposure maps for Dillingham Airport.

The INM model input and assumptions for the existing and future conditions were based on a number of sources. Existing aircraft operations, forecast aircraft operations, and fleet mix data came from the Dillingham Airport Master Plan Technical Memorandum 1. Detailed fleet mix and time-of-day operations figures were derived from published flight schedules, interviews with and questionnaires completed by airline and air taxi personnel, from interviews with FSS and airport management, and from Consultant (ASCG) assumptions. Flight operations figures used for input into the noise model are shown in Table 1 and Table 2.

No FAA approved aircraft substitute was found for helicopter types used at the Dillingham Airport. However, in order to account for helicopter activity in the INM, daily flight operations for helicopters were assigned to Learjet 35 operations, which seemed to be a reasonable substitution due to the similarity between the business jet and typical Dillingham

helicopter types. These additional operations were modeled using the same tracks as Learjet 35 operations.

Flight tracks were determined from published instrument approach and departure procedures, from information contained in Airport Master Records and the Alaska Supplement, and from information conveyed by Flight Service Station personnel. For touch-and-go operations, flight tracks were kept within ½ mile of the runway and a turn radius of one percent of average groundspeed was used to calculate typical pattern orientation.

A standard approach, departure, and touch-and-go aircraft profile, as defined by the INM software (Standard 1), was used for all operations for each individual aircraft.

The output for operations was computed for dBA, DNL parameters as described above and then converted to ArcView Shapefile format for importing into ArcView GIS and AutoCAD software for mapping and analysis.

The INM produces DNL contours – lines on a map that connect points of equal DNL value. FAA Advisory Circular 150/5020-1, *Noise Control and Compatibility Planning for Airports*, contains a table of land uses normally compatible with various levels of noise. All the land uses listed are compatible with noise levels below 65 DNL. Between 65 and 70 DNL, residences, schools, hospitals, nursing homes, churches, auditoriums, concert halls, and amphitheaters are incompatible unless the building construction provides a 25 dB outdoor-to-indoor noise level reduction.

The existing and future noise exposure maps for Dillingham Airport indicate that the 65 DNL noise contour does extend beyond the airport property and include incompatible uses. However, the proposed improvements for Dillingham Airport do not include a change in airport or runway location, major runway extension, or runway strengthening. The noise exposure maps for the future preferred alternative and the future no action alternative are identical.

Table 1

Existing Conditions – Noise Model Input

AIRCRAFT	AIRCRAFT_ID	OPERATION	RUNWAY	TYPE	DAY	EVENING	NIGHT
727-200	727Q9	APP	1	COM	0.520	0.000	0.000
727-200	727Q9	APP	19	COM	0.350	0.000	0.000
727-200	727Q9	DEP	1	COM	0.520	0.000	0.000
727-200	727Q9	DEP	19	COM	0.350	0.000	0.000
737-200	737D17	APP	1	COM	1.040	0.000	0.000
737-200	737D17	APP	19	COM	0.700	0.000	0.000
737-200	737D17	DEP	1	COM	1.040	0.000	0.000
737-200	737D17	DEP	19	COM	0.700	0.000	0.000
Piper Navajo	BEC58P	APP	1	GA	3.690	0.330	0.080
Piper Navajo	BEC58P	APP	1	GA	3.690	0.330	0.080
Piper Navajo	BEC58P	APP	19	GA	2.460	0.220	0.050
Piper Navajo	BEC58P	APP	19	GA	2.460	0.220	0.050
Piper Navajo	BEC58P	DEP	1	GA	3.690	0.330	0.080
Piper Navajo	BEC58P	DEP	1	GA	3.690	0.330	0.080
Piper Navajo	BEC58P	DEP	19	GA	2.460	0.220	0.050
Piper Navajo	BEC58P	DEP	19	GA	2.460	0.220	0.050
C130	C130	APP	1	MIL	0.820	0.000	0.350
C130	C130	APP	19	MIL	0.330	0.140	0.000
C130	C130	DEP	1	MIL	0.820	0.000	0.350
C130	C130	DEP	19	MIL	0.330	0.140	0.000
Cessna 172	CNA172	APP	1	GA	25.960	2.310	0.580
Cessna 172	CNA172	APP	1	GA	25.960	2.310	0.580
Cessna 172	CNA172	APP	19	GA	17.310	1.540	0.390
Cessna 172	CNA172	APP	19	GA	17.310	1.540	0.390
Cessna 172	CNA172	DEP	1	GA	25.960	2.310	0.580
Cessna 172	CNA172	DEP	1	GA	25.960	2.310	0.580
Cessna 172	CNA172	DEP	19	GA	17.310	1.540	0.390
Cessna 172	CNA172	DEP	19	GA	17.310	1.540	0.390
Cessna 172	CNA172	TNG	1	GA	15.790	0.000	0.000
Cessna 172	CNA172	TNG	19	GA	10.920	0.000	0.000
Fairchild Metroliner III	CNA441	APP	1	COM	0.780	0.260	0.000
Fairchild Metroliner III	CNA441	APP	19	COM	0.520	0.170	0.000
Fairchild Metroliner III	CNA441	DEP	1	COM	0.780	0.260	0.000
Fairchild Metroliner III	CNA441	DEP	19	COM	0.520	0.170	0.000
DC-6	DC6	APP	1	COM	0.520	0.000	0.000
DC-6	DC6	APP	19	COM	0.350	0.000	0.000
DC-6	DC6	DEP	1	COM	0.520	0.000	0.000
DC-6	DC6	DEP	19	COM	0.350	0.000	0.000

DHC6	DHC6	APP	1	COM	1.200	0.030	0.010
DHC6	DHC6	APP	19	COM	0.800	0.020	0.005
DHC6	DHC6	DEP	1	COM	1.200	0.030	0.010
DHC6	DHC6	DEP	19	COM	0.800	0.020	0.005
Caravan/172	GASEPF	APP	1	GA	3.780	0.330	0.080
Caravan/172	GASEPF	APP	1	GA	3.780	0.330	0.080
Caravan/172	GASEPF	APP	19	GA	2.520	0.220	0.050
Caravan/172	GASEPF	APP	19	GA	2.520	0.220	0.050
Caravan/172	GASEPF	DEP	1	GA	3.780	0.330	0.080
Caravan/172	GASEPF	DEP	1	GA	3.780	0.330	0.080
Caravan/172	GASEPF	DEP	19	GA	2.520	0.220	0.050
Caravan/172	GASEPF	DEP	19	GA	2.520	0.220	0.050
GASEPV	GASEPV	APP	1	GA	2.460	0.460	0.160
GASEPV	GASEPV	APP	1	GA	2.460	0.460	0.160
GASEPV	GASEPV	APP	19	GA	1.640	0.310	0.100
GASEPV	GASEPV	APP	19	GA	1.640	0.310	0.100
GASEPV	GASEPV	DEP	1	GA	2.460	0.460	0.160
GASEPV	GASEPV	DEP	1	GA	2.460	0.460	0.160
GASEPV	GASEPV	DEP	19	GA	1.640	0.310	0.100
GASEPV	GASEPV	DEP	19	GA	1.640	0.310	0.100
Lockheed Electra L-188	L188	APP	1	COM	0.700	0.000	0.000
Lockheed Electra L-188	L188	APP	19	COM	0.460	0.000	0.000
Lockheed Electra L-188	L188	DEP	1	COM	0.700	0.000	0.000
Lockheed Electra L-188	L188	DEP	19	COM	0.460	0.000	0.000
Learjet 35	LEAR35	APP	1	GA	0.160	0.030	0.010
Learjet 35	LEAR35	APP	1	GA	0.570	0.050	0.010
Learjet 35	LEAR35	APP	1	GA	0.570	0.050	0.010
Learjet 35	LEAR35	APP	19	GA	0.110	0.020	0.005
Learjet 35	LEAR35	APP	19	GA	0.380	0.030	0.008
Learjet 35	LEAR35	APP	19	GA	0.380	0.030	0.008
Learjet 35	LEAR35	DEP	1	GA	0.160	0.030	0.010
Learjet 35	LEAR35	DEP	1	GA	0.570	0.050	0.010
Learjet 35	LEAR35	DEP	1	GA	0.570	0.050	0.010
Learjet 35	LEAR35	DEP	19	GA	0.110	0.020	0.005
Learjet 35	LEAR35	DEP	19	GA	0.380	0.030	0.008
Learjet 35	LEAR35	DEP	19	GA	0.800	0.030	0.008
Saab 340	SF340	APP	1	COM	1.560	0.520	0.000
Saab 340	SF340	APP	19	COM	1.040	0.350	0.000
Saab 340	SF340	DEP	1	COM	1.560	0.520	0.000
Saab 340	SF340	DEP	19	COM	1.040	0.350	0.000

Note: Based on Year 2000 aviation activity from Chapter 2, Dillingham Airport Master Plan Technical Memorandum 1.

Table 2

Future Conditions – Noise Model Input

AIRCRAFT	AIRCRAFT_ID	OPERATION	RUNWAY	TYPE	DAY	EVENING	NIGHT
727-200	727Q9	APP	1	COM	0.620	0.000	0.000
727-200	727Q9	APP	19	COM	0.410	0.000	0.000
727-200	727Q9	DEP	1	COM	0.620	0.000	0.000
727-200	727Q9	DEP	19	COM	0.410	0.000	0.000
737-400	737400	APP	1	COM	0.310	0.000	0.000
737-400	737400	APP	19	COM	0.060	0.000	0.000
737-400	737400	DEP	1	COM	0.150	0.000	0.000
737-400	737400	DEP	19	COM	0.060	0.000	0.000
737-200	737D17	APP	1	COM	1.350	0.000	0.000
737-200	737D17	APP	19	COM	0.900	0.000	0.000
737-200	737D17	DEP	1	COM	1.350	0.000	0.000
737-200	737D17	DEP	19	COM	0.900	0.000	0.000
Piper Navajo	BEC58P	APP	1	GA	3.870	0.340	0.090
Piper Navajo	BEC58P	APP	1	GA	3.870	0.340	0.090
Piper Navajo	BEC58P	APP	19	GA	2.580	0.230	0.060
Piper Navajo	BEC58P	APP	19	GA	2.580	0.230	0.060
Piper Navajo	BEC58P	DEP	1	GA	3.870	0.340	0.090
Piper Navajo	BEC58P	DEP	1	GA	3.870	0.340	0.090
Piper Navajo	BEC58P	DEP	19	GA	2.580	0.230	0.060
Piper Navajo	BEC58P	DEP	19	GA	2.580	0.230	0.060
C130	C130	APP	1	MIL	0.310	0.000	0.130
C130	C130	APP	19	MIL	0.210	0.000	0.090
C130	C130	DEP	1	MIL	0.310	0.000	0.130
C130	C130	DEP	19	MIL	0.210	0.000	0.090
Canadair Regional Jet	CL601	APP	1	GA	0.630	0.210	0.000
Canadair Regional Jet	CL601	APP	19	GA	0.420	0.140	0.000
Canadair Regional Jet	CL601	DEP	1	GA	0.630	0.210	0.000
Canadair Regional Jet	CL601	DEP	19	GA	0.420	0.140	0.000
Cessna 172	CNA172	APP	1	GA	27.190	2.420	0.400
Cessna 172	CNA172	APP	1	GA	27.190	2.420	0.400
Cessna 172	CNA172	APP	19	GA	18.130	1.610	0.400
Cessna 172	CNA172	APP	19	GA	18.130	1.610	0.400
Cessna 172	CNA172	DEP	1	GA	27.190	2.420	0.400
Cessna 172	CNA172	DEP	1	GA	27.190	2.420	0.400
Cessna 172	CNA172	DEP	19	GA	18.130	1.610	0.400
Cessna 172	CNA172	DEP	19	GA	18.130	1.610	0.400
Cessna 172	CNA172	TNG	1	GA	16.380	0.000	0.000
Cessna 172	CNA172	TNG	19	GA	10.920	0.000	0.000
DC6	DC6	APP	1	COM	0.620	0.000	0.000
DC6	DC6	APP	19	COM	0.410	0.000	0.000

DC6	DC6	DEP	1	COM	0.620	0.000	0.000
DC6	DC6	DEP	19	COM	0.410	0.000	0.000
DHC6	DHC6	APP	1	COM	1.570	0.033	0.010
DHC6	DHC6	APP	19	COM	0.460	0.020	0.005
DHC6	DHC6	DEP	1	COM	1.570	0.033	0.010
DHC6	DHC6	DEP	19	COM	1.060	0.020	0.005
Caravan/172	GASEPF	APP	1	GA	3.960	0.350	0.090
Caravan/172	GASEPF	APP	1	GA	3.960	0.350	0.090
Caravan/172	GASEPF	APP	19	GA	2.640	0.240	0.060
Caravan/172	GASEPF	APP	19	GA	2.640	0.240	0.060
Caravan/172	GASEPF	DEP	1	GA	3.960	0.350	0.090
Caravan/172	GASEPF	DEP	1	GA	3.960	0.350	0.090
Caravan/172	GASEPF	DEP	19	GA	2.640	0.240	0.060
Caravan/172	GASEPF	DEP	19	GA	2.640	0.240	0.060
GASEPV	GASEPV	APP	1	GA	2.580	0.480	0.160
GASEPV	GASEPV	APP	1	GA	2.580	0.480	0.160
GASEPV	GASEPV	APP	19	GA	1.720	0.320	0.110
GASEPV	GASEPV	APP	19	GA	1.720	0.320	0.110
GASEPV	GASEPV	DEP	1	GA	2.580	0.480	0.160
GASEPV	GASEPV	DEP	1	GA	2.580	0.480	0.160
GASEPV	GASEPV	DEP	19	GA	1.720	0.320	0.110
GASEPV	GASEPV	DEP	19	GA	1.720	0.320	0.110
Learjet 35	LEAR35	APP	1	GA	0.170	0.033	0.010
Learjet 35	LEAR35	APP	1	GA	0.590	0.050	0.010
Learjet 35	LEAR35	APP	1	GA	0.590	0.050	0.010
Learjet 35	LEAR35	APP	19	GA	0.120	0.020	0.005
Learjet 35	LEAR35	APP	19	GA	0.440	0.040	0.008
Learjet 35	LEAR35	APP	19	GA	0.440	0.040	0.008
Learjet 35	LEAR35	DEP	1	GA	0.170	0.033	0.010
Learjet 35	LEAR35	DEP	1	GA	0.590	0.050	0.010
Learjet 35	LEAR35	DEP	1	GA	0.590	0.050	0.010
Learjet 35	LEAR35	DEP	19	GA	0.120	0.020	0.005
Learjet 35	LEAR35	DEP	19	GA	1.720	0.040	0.008
Learjet 35	LEAR35	DEP	19	GA	0.440	0.040	0.008
Saab 340	SF340	APP	1	COM	2.530	0.840	0.000
Saab 340	SF340	APP	19	COM	1.680	0.560	0.000
Saab 340	SF340	DEP	1	COM	2.530	0.840	0.000
Saab 340	SF340	DEP	19	COM	1.680	0.560	0.000

Note: Based on Year 2005 aviation activity from Chapter 2, Dillingham Airport Master Plan
Technical Memorandum 1

APPENDIX E

Permits

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STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION
Statewide Environmental Management Office

SEAN PARNELL,
GOVERNOR

3132 Channel Drive
P.O. Box 112500
Juneau, Alaska 99811-2500
PHONE: (907) 465-6954
FAX: (907) 465-5240
TEXT: (907) 465-3652

POA-2005-597 -9

February 2, 2012
Re: Dillingham Airport Improvements
State Project No. 59304

Shannon Morgan
Section Team Leader
CEPOA-CO-R-S
P.O. Box 6898
JBER, Alaska 99506-6898

Dear Ms. Morgan:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), proposes to enhance safety at the Dillingham Airport by providing a runway safety area (RSA) that meets Federal Aviation Administration (FAA) standards to the maximum extent practicable. By meeting FAA RSA standards, safety and operational deficiencies would be resolved as identified in the *Runway Safety Area Practicability Study Memorandum* (DOWL HKM, 2011) and described in Section 19 of the attached permit application. To provide an RSA that meets FAA standards, Airport Road would need to be relocated (see attached figures).

RSA improvements at the Dillingham Airport would require placing permanent fill in approximately 11.60 acres of low value wetlands, relocating Airport Road would require fill in 1.09 acres of wetlands, and relocating the airport perimeter fence would require fill in less than 0.01 acre of wetlands. Overall, 12.69 acres of wetlands that are regulated under Section 404 of the Clean Water Act would be impacted. A jurisdictional determination from the DOT&PF Wetland Delineation was made by your office on May 13, 2005 and again on October 8, 2010.

A Department of Army Permit application for the Dillingham Airport Improvements Project and associated information is enclosed. If you have any questions, please contact Teresa Zimmerman at (907) 269-0551.

Sincerely,



Ben White
Environmental Manager

"Get Alaska Moving through service & infrastructure."

Enclosures: Corps of Engineers Permit Application
Project Description/Mitigation Statement
Sheet 1 Project Location and Vicinity
Sheet 2 Project Site Map
Sheet 3 Project Work Plan
Sheet 4 Area of Impacts to Wetlands
Sheet 5 Area of Impacts to Wetlands
Sheet 6 Area of Impacts to Wetlands
Sheet 7 RSA Typical Sections
Sheet 8 Road Typical Sections
List of adjacent property owners

cc: Wolfgang Junge, P.E., Project Manager, Aviation Design
Teresa Zimmerman, Environmental Team Leader, PD&E

**APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT
(33 CFR 325)**

**OMB APPROVAL NO. 0710-0003
EXPIRES: 31 August 2012**

Public reporting burden for this collection of information is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters, Executive Services and Communications Directorate, Information Management Division, and to the Office of Management and Budget, Paperwork Reduction Project (0710-0003). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please **DO NOT RETURN** your form to either of those addresses. Completed applications must be submitted to the District Engineer having jurisdiction over the location of the proposed activity.

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by federal law. Submission of requested information is voluntary; however, if information is not provided, the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies that show the location and character of the proposed activity must be attached to this application (see sample drawings and instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE
--------------------	----------------------	------------------	------------------------------

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME First - Teresa Middle - Last - Zimmerman Company - Alaska Department of Transportation and Public Facilities E-mail Address - teresa.zimmerman@alaska.gov		8. AUTHORIZED AGENT'S NAME AND TITLE (<i>an agent is not required</i>) First - Middle - Last - Company - E-mail Address -	
6. APPLICANT'S ADDRESS Address - P.O. Box 196900 City - Anchorage State - AK Zip - 99519-6900 Country - USA		9. AGENT'S ADDRESS Address - City - State - Zip - Country -	
7. APPLICANT'S PHONE NOs w/AREA CODE a. Residence b. Business c. Fax (907) 269-0551		10. AGENT'S PHONE NOs w/AREA CODE a. Residence b. Business c. Fax	

STATEMENT OF AUTHORIZATION

11. I hereby authorize _____ to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

APPLICANT'S SIGNATURE

DATE

NAME, LOCATION AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE (<i>see instructions</i>) Dillingham Airport Improvements	
13. NAME OF WATERBODY, IF KNOWN (<i>if applicable</i>) Nushagak River	14. PROJECT STREET ADDRESS (<i>if applicable</i>) Address - Dillingham Airport City - Dillingham State - AK Zip - 99576
15. LOCATION OF PROJECT Latitude: 59.0414 °N Longitude: 158.5091 °W	
16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (<i>see instructions</i>) State Tax Parcel ID Municipality Sections -18 and 19 Township - 13 South Range - 55 West	
17. DIRECTIONS TO THE SITE The Dillingham Airport can be accessed via Airport Road from Kanakanak Road (Sheets 1 and 2).	
18. Nature of Activity (<i>description of project, include all features</i>) The Dillingham Airport Improvements (Proposed Action) consists of the following near term operational and safety improvements: <ul style="list-style-type: none"> • Construct approximately 310 feet of additional embankment beyond existing embankment beyond the end of Runway 01 and approximately 800 feet of embankment beyond the end of Runway 19 to achieve standard Runway Safety Area (RSA) lengths; 	

- Widen the western side of the RSA to 250 feet from runway centerline;
- Maintain dimensions of the east side of the existing RSA to avoid impacts to the existing cemetery;
- Construct the Airport Road to connect around the north side of the General Aviation Apron for airport and residential access and close the connection of Airport Road with Wood River Road; and
- Miscellaneous improvements such as relocating a fence and FAA facilities and utilities to facilitate constructing the above identified improvements.

19. Project Purpose (describe the reason or purpose of the project, see instructions)

The purpose of the Proposed Action is to enhance safety at the Dillingham Airport, located 327 miles southwest of Anchorage, by providing a runway safety area (RSA) that meets Federal Aviation Administration (FAA) standards to the maximum extent practicable. The safety and operational deficiencies at the Dillingham Airport were identified in the *Runway Safety Area Practicability Study Memorandum* (DOWL HKM, 2011). Based on a 2010 air traffic forecast, the design aircraft for the Dillingham Airport is a Boeing 737 (C-III) aircraft.

The RSA is a defined surface surrounding the runway prepared, or suitable for reducing, the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway (AC 150/5300-13). According to Boeing Commercial Airplanes (2005), 71 percent of the world’s jet aircraft accidents between the years of 1995 and 2004 occurred during landing and takeoff and accounted for 41 percent of all onboard and third party fatalities. In the seventeen months between October 2004 and February 2006, seven airplanes skidded off the runways in Canada and the United States (U.S.) resulting in eight deaths, 34 injuries, and a complete loss of four aircraft. An aircraft that undershoots, overshoots, or veers off a runway into a RSA that meets FAA design standards has less chance of damage and a lower probability of loss of lives.

The Airport Reference Code (ARC) for the Dillingham Airport is Aircraft Approach Category C, Airplane Design Group III (C-III). According to FAA standards for C-III runways, an RSA should be 500 feet wide and 1,000 feet long beyond each runway end. The current RSA varies in width and is a maximum of 200 feet wide and extends 288 feet past the end of runway 01 (south) and 200 feet past the end of runway 19 (north). Additionally, FAA Regulations Part 77 Surfaces specify a clearance of at least 15 feet above a roadway. Currently, Airport Road on the end of runway 19 is an encroachment to Part 77 Surfaces.

USE BLOCKS 20-23 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

The reason for discharging fill into waters of the United States (U.S.) is to provide a stable engineered base for the expansion of the RSA and road realignment.

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards

Type – Borrow Material	Type	Type
Amount in Cubic Yards - 175,732	Amount in Cubic Yards	Amount in Cubic Yards

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

Acres – 12.69
or
Linear Feet -

23. Description of Avoidance, Minimization, and compensation (see instructions)

Avoidance of Impacts to Jurisdictional Wetlands

The Alaska Department of Transportation and Public Facilities (DOT&PF) selected a design that avoids impacts to waters of the U.S. to the maximum extent practicable. A RSA Practicability Study completed in 2011 (DOWL HKM) identified the Proposed Action alternative as the only practicable alternative, from a design perspective, based on the criteria of financial feasibility and addressing safety deficiencies.

The Proposed Action would expand the existing RSA and construct a road realignment. The RSA expansion and the road realignment utilize uplands and previously disturbed areas to the maximum extent practicable. The RSA expansion utilizes the maximum extent of upland area possible on the Runway 01 end until it abuts Kakanak Road to lessen wetland impacts on the Runway 19 end (Sheet 3). The road realignment utilizes uplands and previously disturbed areas, in addition to steepening side slopes 2:1 to lessen wetland impacts (Sheet 4). Approximately 11.60 acres of wetlands would be impacted by the RSA expansion, 1.09 acres by the road realignment, and less than 0.01 impacted wetland acres by the fence relocation. Complete avoidance of resources is not possible because expansion of the RSA to meet Federal Aviation Administration’s (FAA) established RSA standards requires extension into jurisdictional wetlands located within the required RSA expansion zone. It would not be practicable or feasible to move the Dillingham Airport to an upland site.

Minimization of Unavoidable Impacts to Jurisdictional Wetlands

Impacts to wetlands would be minimized by using best management practices (BMPs) for erosion and sediment control during construction. The Contractor would be required to rinse equipment off-site, and remove plant fragments; thus reducing the danger of transporting weed seeds or other undesired/non-native species to the project site. Due to FAA safety requirements for RSAs, side slopes could not be steepened to further minimize wetland impacts on the Runway 19 end. The roadway slopes have been designed as steep as allowable, while meeting design standards, to minimize wetland impacts.

Compensation for Unavoidable Impacts to Jurisdictional Wetlands (add specific info about wetland habitat types impacted when acreages received)

Unavoidable impacts would include the placement of fill into 11.60 acres of jurisdictional wetlands for the RSA expansion, 1.09 acres of jurisdictional wetlands for the road realignment, and less than 0.01 acres of jurisdictional wetlands for the fence relocation on the end of Runway 19 (Table 1 and Sheets 5, 6, and 7).

Table 1: Project Impacts to Wetlands

Wetland Type	Acres of Wetland Fill	Cubic Yards of Wetland Fill
<i>RSA Expansion</i>		
PEM1F*	0.18	2,080
PEM1H**	2.58	38,600
PSS/EM1B***	1.40	14,780
PSS/EM1F****	2.26	33,940
PSS1/EM1H*****	0.37	5,360
PSS4/EM1B*****	4.81	74,370
<i>RSA Expansion Total</i>	11.60	169,130
<i>Airport Road Realignment</i>		
PEM1H**	0.46	2,530
PSS/EM1B***	0.23	832
PSSEM	0.33	1,877
PSS/EM1F	0.07	300
<i>Airport Road Realignment Total</i>	1.09	5,539
<i>Fence Relocation</i>		
PEM1H**	0.0001	79
PSS/EM1B***	0.0007	403
PSS/EM1F****	0.0001	41
PSS1/EM1H*****	0.0004	216
PSS4/EM1B*****	0.0005	324
<i>Fence Relocation Total</i>	0.002	1,063
TOTAL IMPACTS		
	12.69	175,732

- *PEM1F – Palustrine Emergent, Persistent, Semi-permanently Flooded
- **PEM1H – Palustrine Emergent, Persistent, Permanently Flooded
- ***PSS/EM1B – Palustrine Scrub-Shrub/Emergent, Persistent, Saturated
- **** PSS/EM1F - Palustrine Scrub-Shrub/Emergent, Persistent, Semi-permanently Flooded
- ***** PSS/EM1H - Palustrine Scrub-Shrub/Emergent, Persistent, Permanently Flooded
- *****PSS4/EM1B - Palustrine Scrub-Shrub Needle-Leaved Evergreen/ Emergent, Persistent, Saturated
- *****PSSEM - Palustrine Scrub-Shrub Emergent

All wetland types impacted are considered low value. DOT&PF proposes an in-lieu fee ratio of 1.5 to 1 in accord with USACE Regulatory Guidance Letter 09-01. DOT&PF proposes a 1.5 to 1 ratio due to temporal loss of wetland habitat. DOT&PF will coordinate with local tribal and City officials, as well as the U.S. Army Corps of Engineers project manager, to identify an appropriate mitigation project within the project watershed.

24. Is Any Portion of the Work Already Complete? Yes No IF YES, DESCRIBE THE COMPLETED WORK

25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

Address - See attached for private landowners. All other land is owned by the State of Alaska (applicant).
 City - State - Zip -

26. List of Other Certifications or Approvals/Denials Received from other Federal, State, or Local Agencies for Work Described in This Application

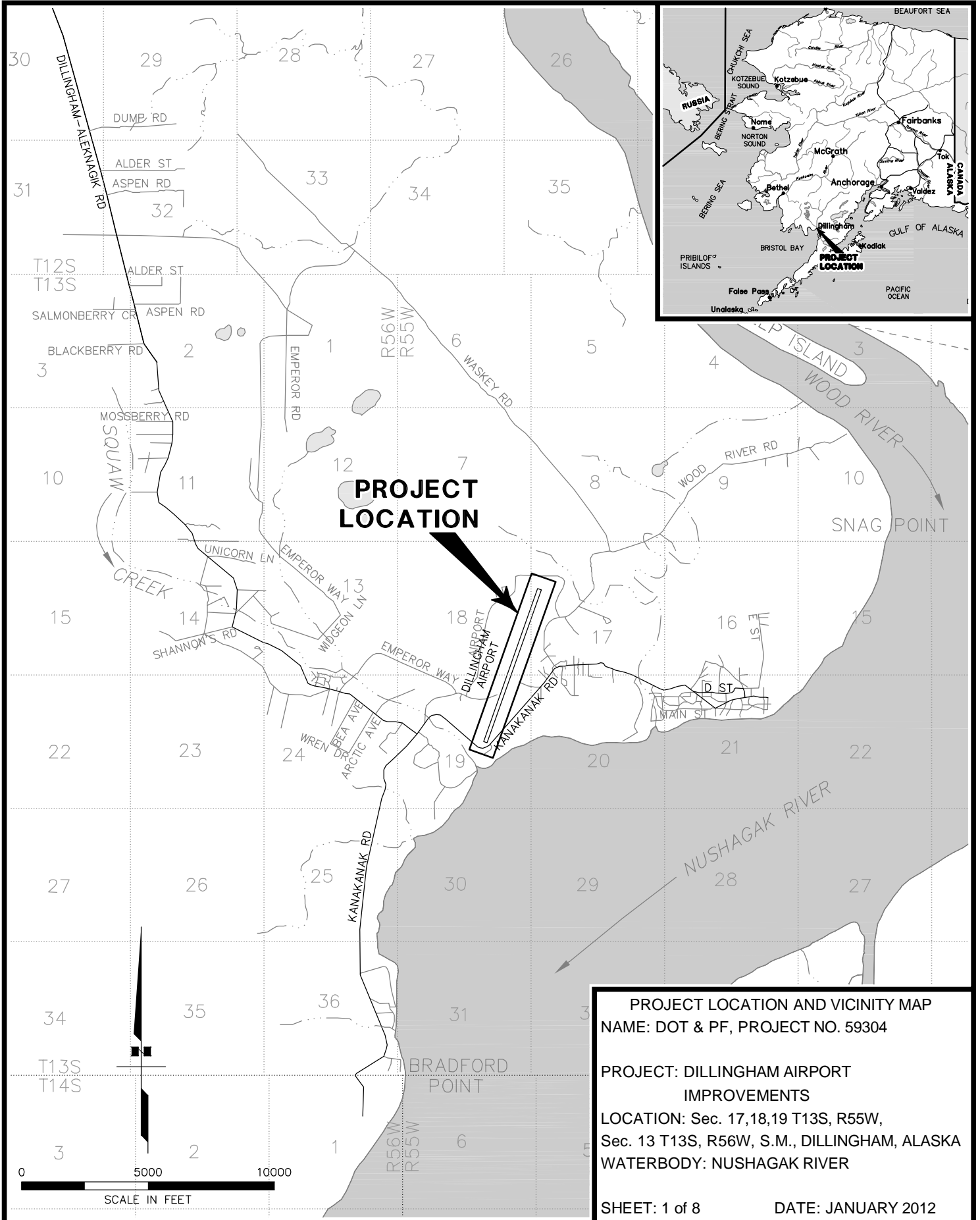
AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
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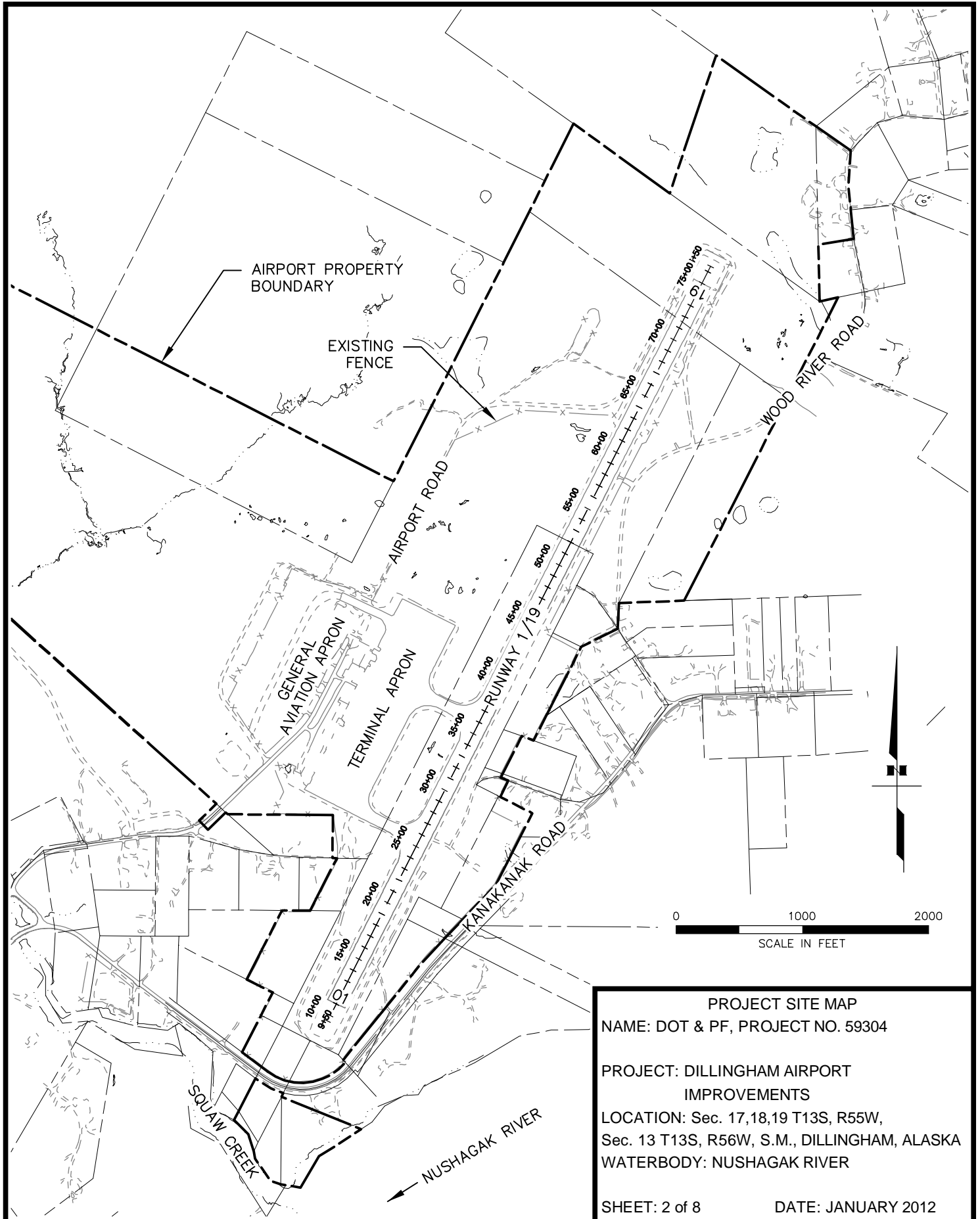
27. Application is hereby made for a permit or permits to authorize the work described in this application. I certify that the information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

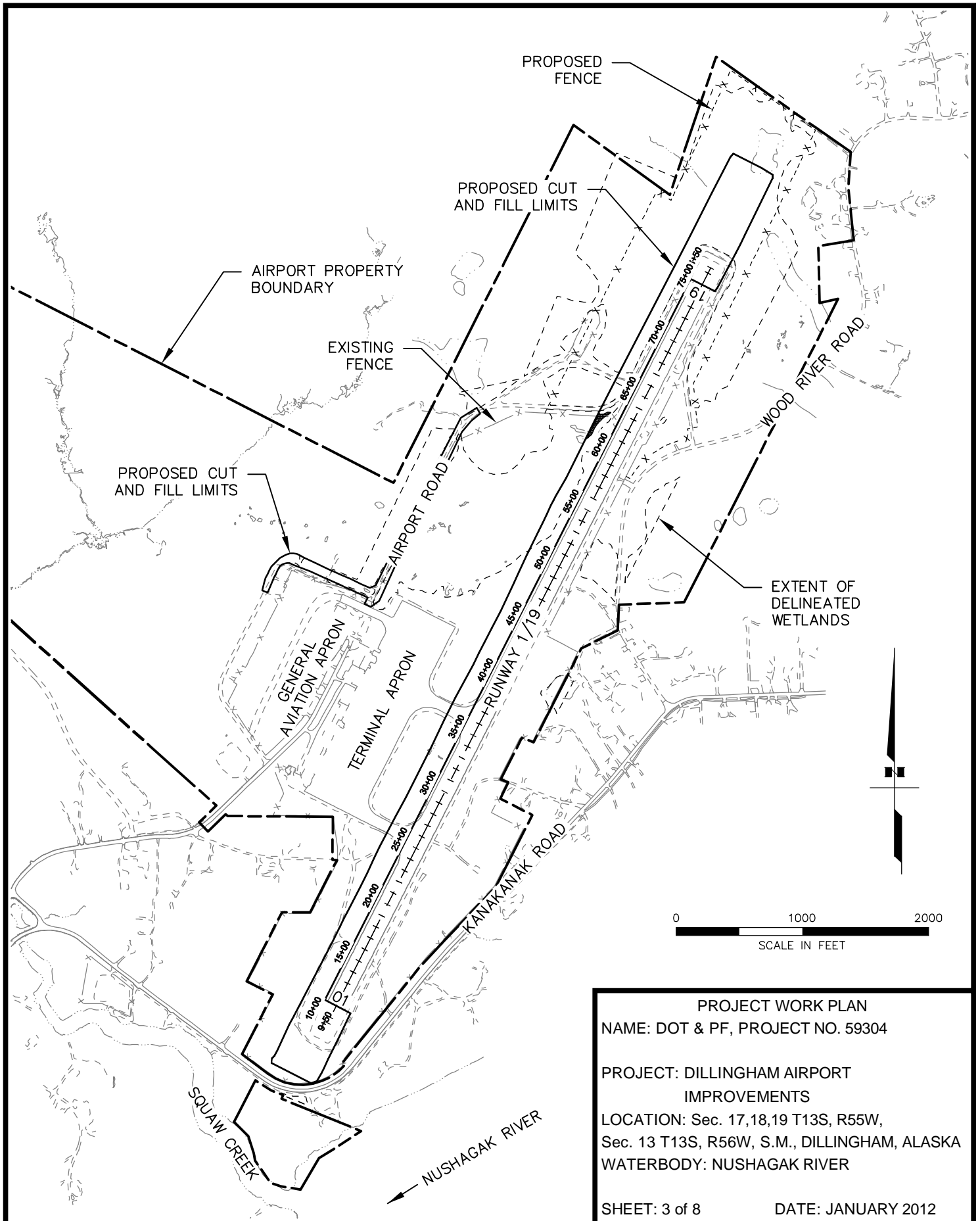
Leresa Zimmerman 2/2/12 _____ _____
SIGNATURE OF APPLICANT DATE SIGNATURE OF AGENT DATE

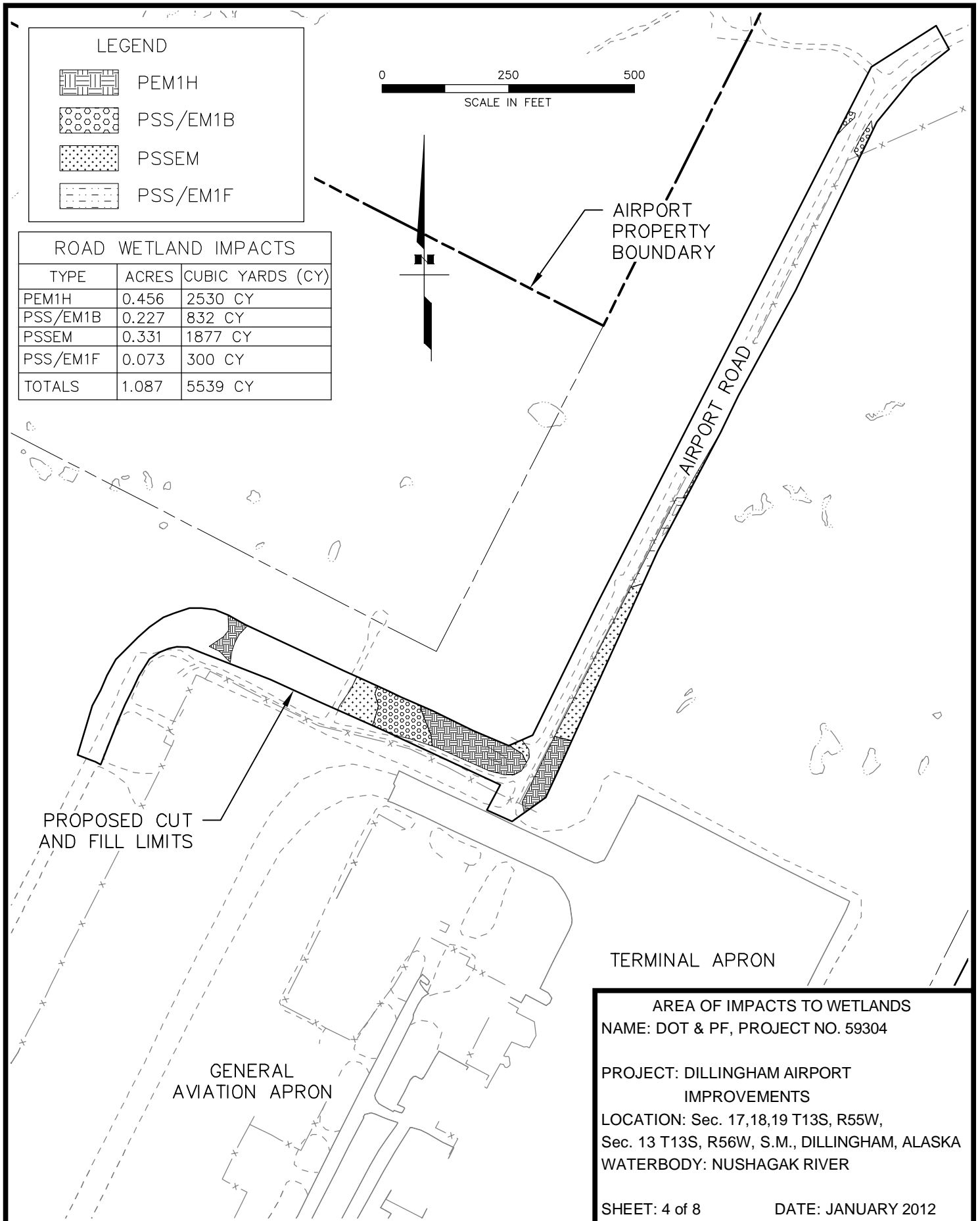
The application must be signed by the person who desires to undertake the proposed activity (applicant), or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

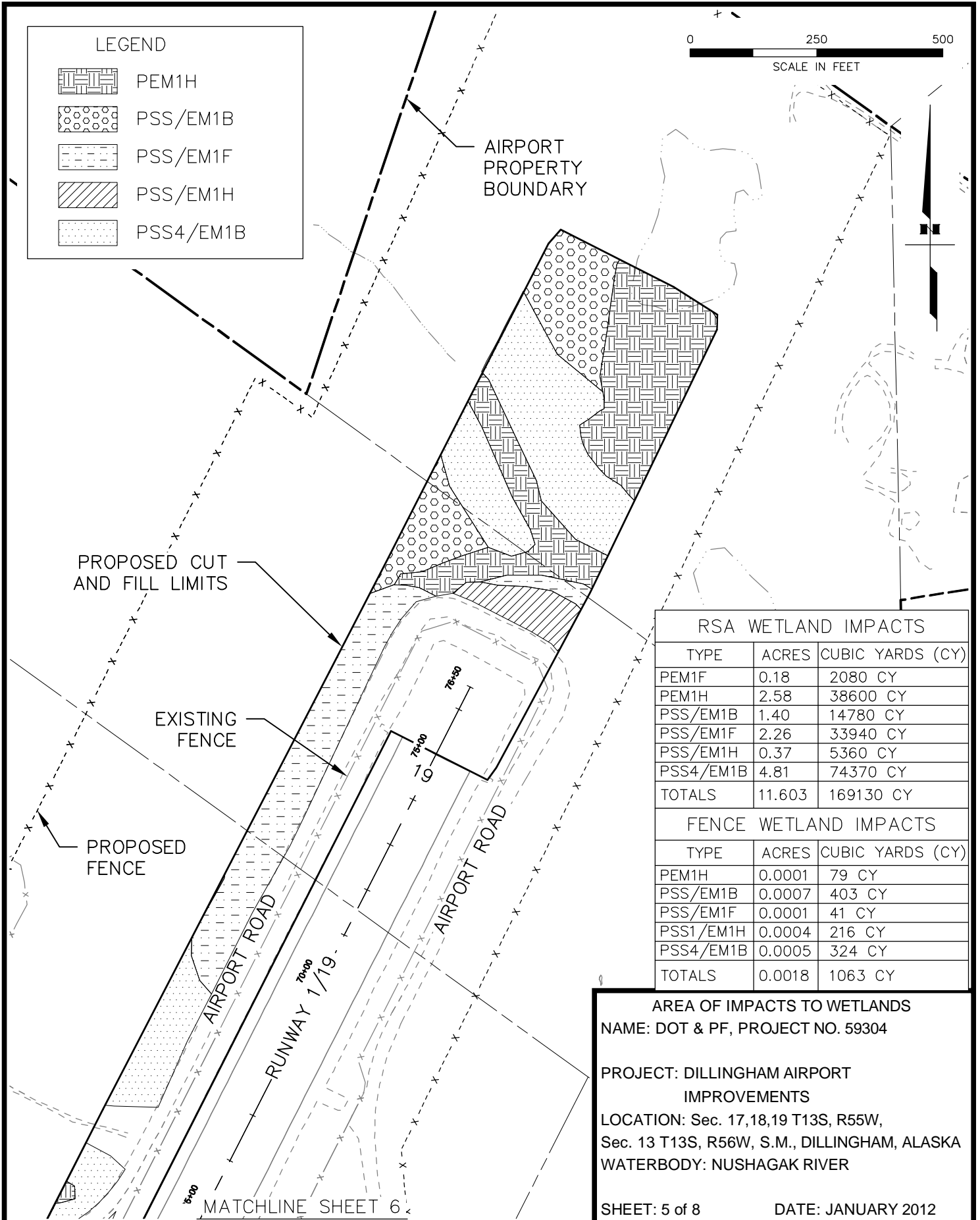
18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States, knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious, or fraudulent statements or representations, or makes or uses any false writing or document knowing same to contain any false, fictitious, or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.











RSA WETLAND IMPACTS

TYPE	ACRES	CUBIC YARDS (CY)
PEM1F	0.18	2080 CY
PEM1H	2.58	38600 CY
PSS/EM1B	1.40	14780 CY
PSS/EM1F	2.26	33940 CY
PSS/EM1H	0.37	5360 CY
PSS4/EM1B	4.81	74370 CY
TOTALS	11.603	169130 CY

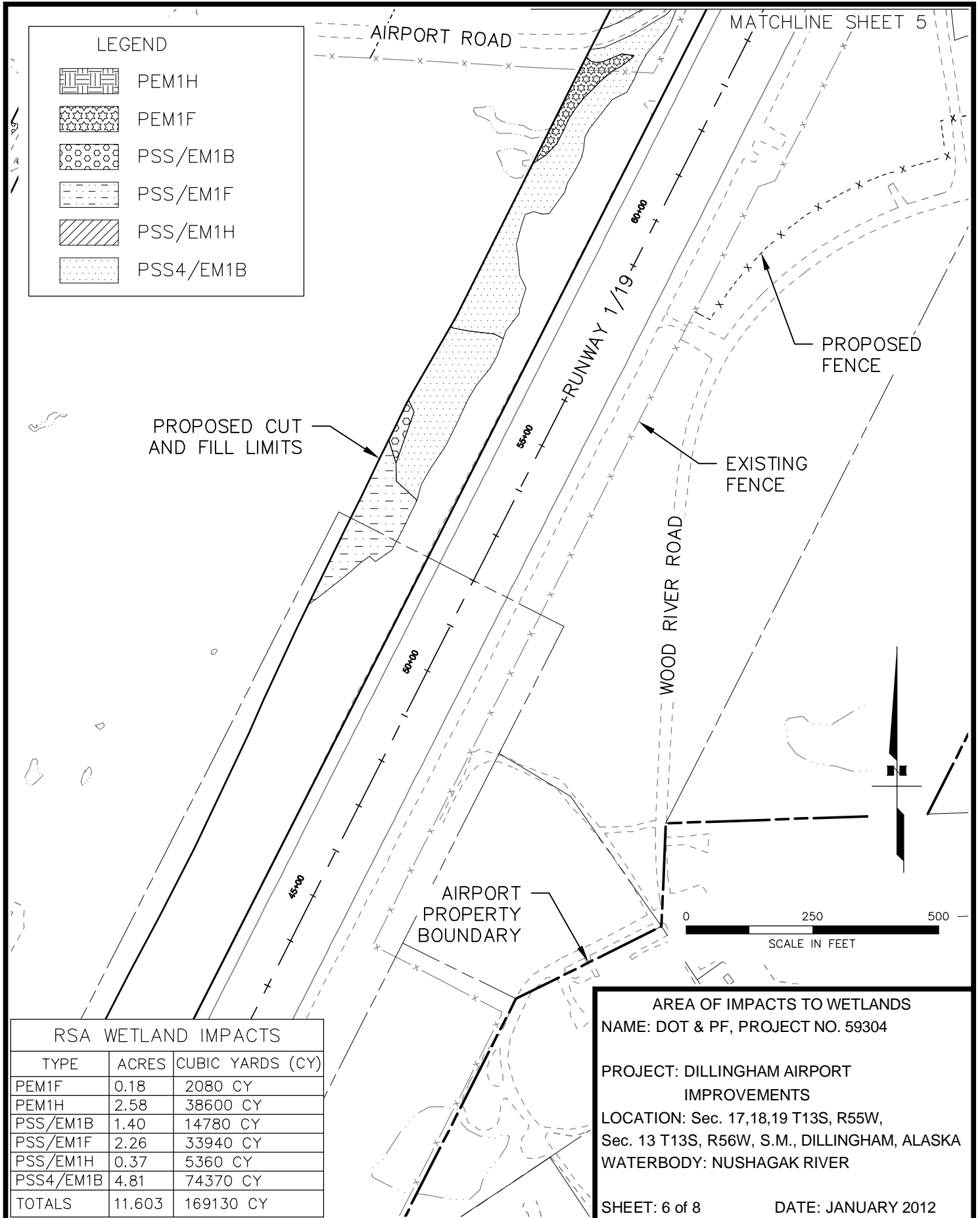
FENCE WETLAND IMPACTS

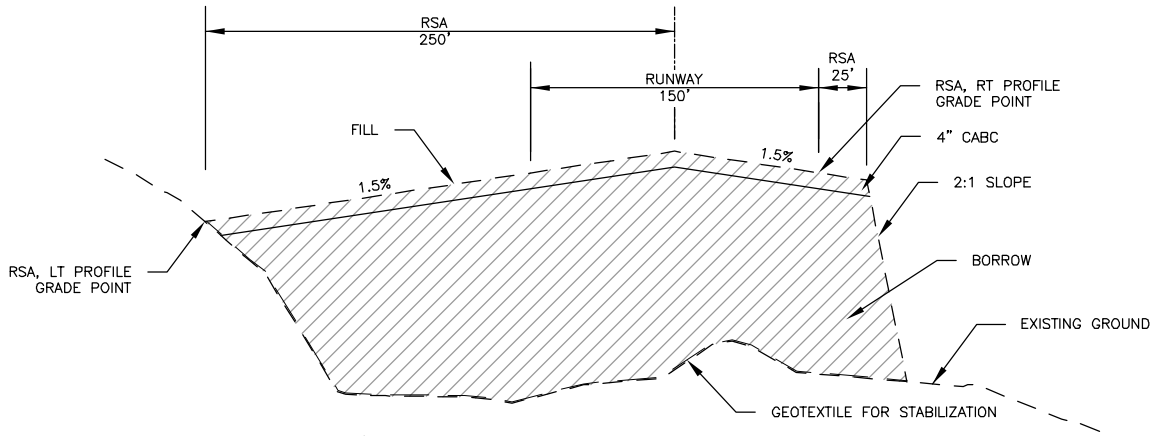
TYPE	ACRES	CUBIC YARDS (CY)
PEM1H	0.0001	79 CY
PSS/EM1B	0.0007	403 CY
PSS/EM1F	0.0001	41 CY
PSS1/EM1H	0.0004	216 CY
PSS4/EM1B	0.0005	324 CY
TOTALS	0.0018	1063 CY

AREA OF IMPACTS TO WETLANDS
NAME: DOT & PF, PROJECT NO. 59304

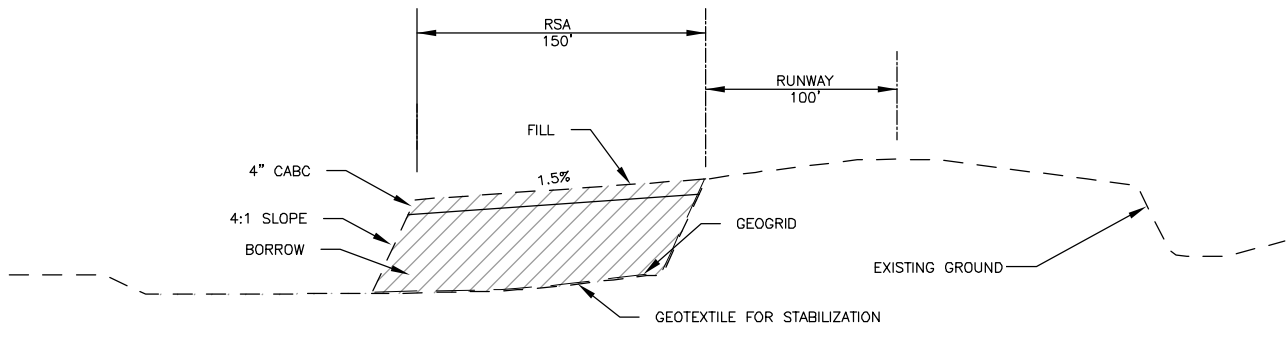
PROJECT: DILLINGHAM AIRPORT IMPROVEMENTS
LOCATION: Sec. 17,18,19 T13S, R55W, Sec. 13 T13S, R56W, S.M., DILLINGHAM, ALASKA
WATERBODY: NUSHAGAK RIVER

SHEET: 5 of 8 **DATE: JANUARY 2012**

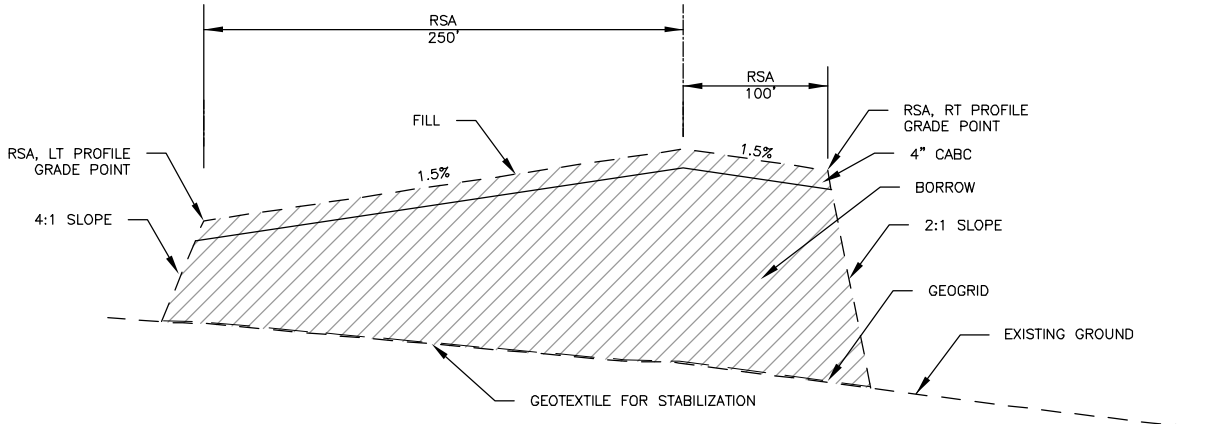




1
7 RSA CROSS SECTION
STA 5+00 THRU 11+00 - NTS

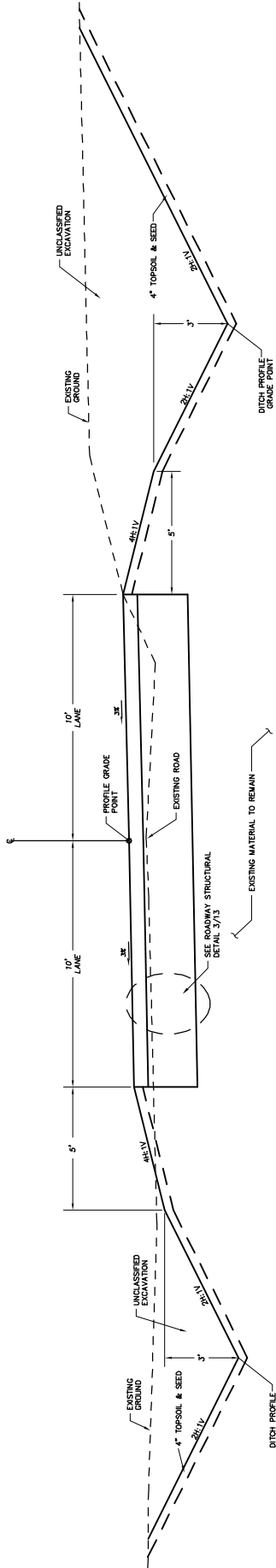


2
7 RSA CROSS SECTION
STA 11+00 THRU 77+00 - NTS

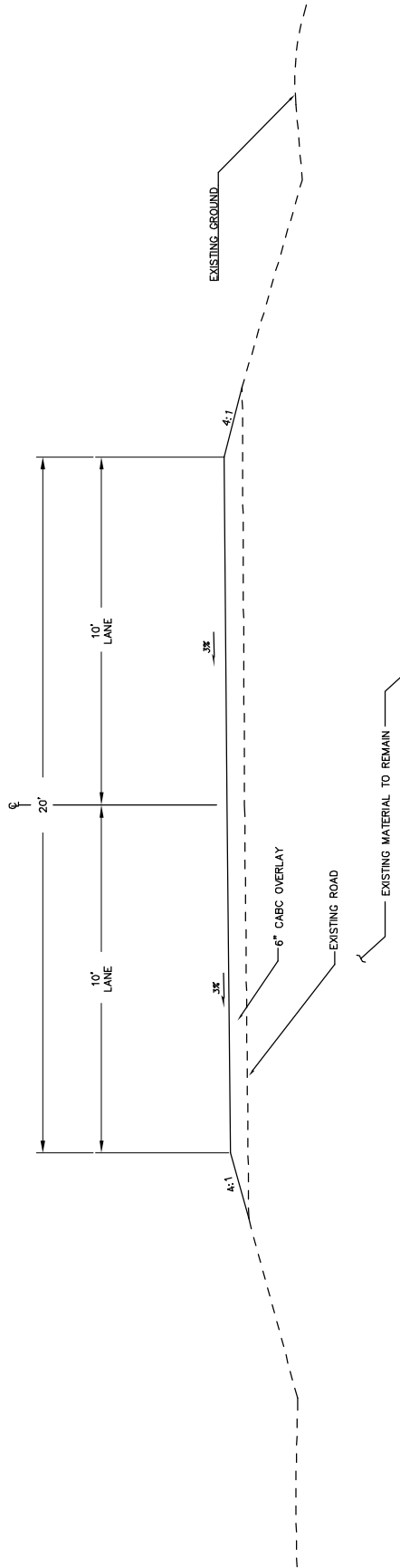


3
7 RSA CROSS SECTION
STA 77+00 THRU 85+00 - NTS

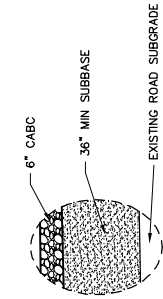
RSA TYPICAL SECTIONS
 NAME: DOT & PF, PROJECT NO. 59304
 PROJECT: DILLINGHAM AIRPORT
 IMPROVEMENTS
 LOCATION: Sec. 17,18,19 T13S, R55W,
 Sec. 13 T13S, R56W, S.M., DILLINGHAM, ALASKA
 WATERBODY: NUSHAGAK RIVER
 SHEET: 7 of 8 DATE: JANUARY 2012



1
8
PROPOSED ROAD
STA 0+00 TO STA 10+71.11 - NTS



2
8
EXISTING ACCESS ROAD OVERLAY
STA 20+00 TO 37+00 EDP ROAD - NTS



3
8
ROADWAY STRUCTURE DETAIL
NTS

ROAD TYPICAL SECTIONS
 NAME: DOT & PF, PROJECT NO. 59304
 PROJECT: DILLINGHAM AIRPORT IMPROVEMENTS
 LOCATION: Sec. 17, 18, 19 T13S, R55W, Sec. 13 T13S, R56W, S.M., DILLINGHAM, ALASKA
 WATERBODY: NUSHAGAK RIVER
 SHEET: 8 of 8 DATE: JANUARY 2012

Adjoining Property Owners Mailing List
Dillingham Airport Improvements Project

Last Name	First Name	Title	Business Name	Address	City	State	Zip	Phone	Email
			Alaska Airlines Corporate Office	P. O. Box 68900	Seattle	WA	98168	206-443-3200	
			Peninsula Airways, Inc.	6100 Boeing Ave.	Anchorage	AK	99502	907-771-2500	info@penair.com
			Grant Aviation	4451 Aircraft Drive	Anchorage	AK	99509	888-359-4726 or 907-842-2955	res@flygrant.com
Carlos	Sean	Owner	Alaska Island Air	Airport Road	Dillingham	AK	99576	907-842-5120	
Schlagel	Tom	President	Bay Air Inc.	P.O. Box 714	Dillingham	AK	99576	907-842-2570	bayair@nushtel.net
			Everts Air Cargo	6111 Lockheed Avenue	Anchorage	AK	99502	907-842-3391 or 907-243-0009	
Ball	Newt	Owner	Alaska Pride Air	P.O. Box 651	Dillingham	AK	99576	907-842-5333	
			Ace Air Cargo	640 Airport Way	Dillingham	AK	99576	907-842-5333	
Darden	Don	Owner	Alaska Cargo Service	P.O. Box 251	Dillingham	AK	99576	907-842-5491 or 907-842-2400	
McKenzie	Judy	President	Lynden Air Cargo	6441 South Airport Place	Anchorage	AK	99502	907-249-4100	judy@lynden.com
			Northern Air Cargo	3900 Old International Airport Road	Anchorage	AK	99502	907-249-5105	
Grant	Rick and Denise	Owner	Tikchik Airventures	P.O. Box 71	Dillingham	AK	99576	907-842-5841	grant@nushtel.com
Johnson	Nels			PO Box 26	Dillingham	AK	99576		



US Army Corps
of Engineers
Alaska District

Public Notice of Application for Permit

Regulatory Division (1145)
CEPOA-RD
Post Office Box 6898
JBER, Alaska 99506-0898

PUBLIC NOTICE DATE: March 14, 2012
EXPIRATION DATE: April 13, 2012
REFERENCE NUMBER: POA-1990-643-M1
WATERWAY: Nushagak River

Interested parties are hereby notified that a Department of the Army permit application has been received for work in waters of the United States as described below and shown on the enclosed project drawings.

Comments on the described work, with the reference number, should reach this office no later than the expiration date of this Public Notice to become part of the record and be considered in the decision. Please contact **Jack Hewitt** at (907) 753-2708, toll free from within Alaska at (800) 478-2712, by fax at (907) 753-5567, or by email at jack.j.hewitt@usace.army.mil if further information is desired concerning this notice.

APPLICANT: State of Alaska, Department of Transportation and Public Facilities (ADOT&PF).

LOCATION: The project site is located within Sections 18 and 19, T. 13 S., R. 55 W., Seward Meridian, USGS Quad Map Dillingham A-7, Latitude 59.0414° N., Longitude 158.5091° W., at the Dillingham Airport, in Dillingham, Alaska.

PURPOSE: The applicant's stated purpose is to enhance safety at the Dillingham Airport by providing a runway safety area (RSA) that meets Federal Aviation Administration (FAA) standards to the maximum extent practicable.

PROPOSED WORK: Discharge 175,732 cubic yards of fill material, into 12.69 acres of wetlands, to provide an RSA on Runway 19, realign Airport Road, and relocate airport fencing and utilities. All work would be performed in accordance with the enclosed plan, 8 sheets, dated January 2012.

ADDITIONAL INFORMATION: The Dillingham Airport Improvement Project consists of the following operational and safety components:

- Extend Runway 19 approximately 800 feet beyond the existing runway end, and widen the west side of the runway out to 250 feet from the runway centerline, to achieve standard RSA lengths;

- Realign Airport Road, to connect around the north side of the general aviation apron, for airport and residential access and to close a connection between Airport Road and Wood River Road; and
- Relocate airport fencing and utilities.

Table 1: Project Impacts to Wetlands

Wetland Type	Acres of Wetland Fill	Cubic Yards of Wetland Fill
RSA Expansion		
PEM1F*	0.18	2,080
PEM1H**	2.58	38,600
PSS/EM1B***	1.40	14,780
PSS/EM1F****	2.26	33,940
PSS1/EM1H*****	0.37	5,360
PSS4/EM1B*****	4.81	74,370
RSA Expansion Total	11.60	169,130
Airport Road Realignment		
PEM1H**	0.46	2,530
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Airport Road Realignment Total	1.09	5,539
Fence Relocation		
PEM1H**	0.0001	79
PSS/EM1B***	0.0007	403
PSS/EM1F****	0.0001	41
PSS1/EM1H*****	0.0004	216
PSS4/EM1B*****	0.0005	324
Fence Relocation Total	0.002	1,063
TOTAL IMPACTS	12.69	175,732

*PEM1F - Palustrine Emergent, Persistent, Semi-permanently Flooded

**PEM1H - Palustrine Emergent, Persistent, Permanently Flooded

***PSS/EM1B - Palustrine Scrub-Shrub/Emergent, Persistent, Saturated

**** PSS/EM1F - Palustrine Scrub-Shrub/Emergent, Persistent, Semi-permanently, Flooded

***** PSS/EM1H - Palustrine Scrub-Shrub/Emergent, Persistent, Permanently Flooded

*****PSS4/EM1B - Palustrine Scrub-Shrub Needle-Leaved Evergreen/ Emergent, Persistent, Saturated

*****PSSEM - Palustrine Scrub-Shrub Emergent

APPLICANT PROPOSED MITIGATION: The applicant proposes the following mitigation

measures to avoid, minimize, and compensate for impacts to waters of the U.S. from activities involving discharges of dredged or fill material.

a. Avoidance: The Proposed Action would expand the existing RSA and realign Airport Road. The RSA expansion and the road realignment utilize uplands and previously disturbed areas to the maximum extent practicable. The RSA expansion utilizes the full extent of upland area possible on the Runway 01 end to lessen wetland impacts on the Runway 19 end (Sheet 3). The road realignment utilizes uplands and previously disturbed areas, in addition to steepening side slopes 2:1 to lessen wetland impacts (Sheet 4). Approximately 11.60 acres of wetlands would be impacted by the RSA expansion, 1.09 acres by the road realignment, and less than 0.01 acre by the fence relocation. Complete avoidance of resources is not possible because expansion of the RSA to meet FAA established standards requires extension into jurisdictional wetlands. It would not be practicable or feasible to move the Dillingham Airport to an upland site.

b. Minimization: Impacts to wetlands would be minimized by using best management practices (BMPs) for erosion and sediment control during construction. The contractor would be required to rinse equipment off-site, and remove plant fragments; thus reducing the danger of transporting weed seeds or other undesired/non-native species to the project site. Due to FAA safety requirements for RSAs, side slopes could not be steepened to further minimize wetland impacts on the Runway 19 end. The side slopes of Airport Road have been designed as steep as allowable, while meeting design standards, to minimize wetland impacts.

c. Compensatory Mitigation: Unavoidable impacts would include the placement of fill into 11.60 acres of jurisdictional wetlands for the RSA expansion, 1.09 acres of jurisdictional wetlands for the road realignment, and less than 0.01 acres of jurisdictional wetlands for the fence relocation on the end of Runway 19. All wetland types impacted are considered low value. In accordance with USACE Regulatory Guidance Letter 09-01, ADOT&PF proposes an in-lieu fee at a 1.5:1 ratio. ADOT&PF will also coordinate with local Tribal and City officials to identify an appropriate mitigation project within the watershed to offset temporal wetland impacts.

WATER QUALITY CERTIFICATION: A permit for the described work will not be issued until a certification or waiver of certification, as required under Section 401 of the Clean Water Act (Public Law 95-217), has been received from the Alaska Department of Environmental Conservation.

CULTURAL RESOURCES: The latest published version of the Alaska Heritage Resources Survey (AHRs) has been consulted for the presence or absence of historic properties, including those listed in or eligible for inclusion in the National Register of Historic Places. There is a registered or eligible property in the vicinity of the worksite. It has been designated as DIL-00183, Anderson Homesite and Cemetery. Because it has been determined to be outside of the project area, no further action is required. Consultation of the AHRs constitutes the extent of cultural resource investigations by the District Commander at this time. This application is being coordinated with the State Historic Preservation Officer (SHPO). Any comments SHPO may have concerning presently unknown archeological or historic data that may be lost or destroyed by work under the requested permit will be considered in our final assessment of the described work.

ENDANGERED SPECIES: Preliminarily, we have determined the described activity would

have no effect on any listed or proposed, threatened or endangered species, and would have no effect on any designated or proposed critical habitat, under the Endangered Species Act of 1973 (87 Stat. 844). This application is being coordinated with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service (NMFS). Any comments they may have concerning endangered or threatened wildlife or plants or their critical habitat will be considered in our final assessment of the described work.

ESSENTIAL FISH HABITAT: The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996, requires all Federal agencies to consult with the NMFS on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH). Preliminarily, we have determined the described activity would not adversely affect EFH in the project area.

TRIBAL CONSULTATION: The Alaska District fully supports tribal self-governance and government-to-government relations between Federally recognized Tribes and the Federal government. Tribes with protected rights or resources that could be significantly affected by a proposed Federal action (e.g., a permit decision) have the right to consult with the Alaska District on a government-to-government basis. Views of each Tribe regarding protected rights and resources will be accorded due consideration in this process. This Public Notice serves as notification to the Tribes within the area potentially affected by the proposed work and invites their participation in the Federal decision-making process regarding the protected Tribal right or resource. Consultation may be initiated by the affected Tribe upon written request to the District Commander during the public comment period.

PUBLIC HEARING: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, reasons for holding a public hearing.

EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts of the proposed activity and its intended use on the public interest. Evaluation of the probable impacts, which the proposed activity may have on the public interest, requires a careful weighing of all the factors that become relevant in each particular case. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. The outcome of the general balancing process would determine whether to authorize a proposal, and if so, the conditions under which it will be allowed to occur. The decision should reflect the national concern for both protection and utilization of important resources. All factors, which may be relevant to the proposal, must be considered including the cumulative effects thereof. Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. For activities involving 404 discharges, a permit will be denied if the discharge that would be authorized by such permit would not comply with the Environmental Protection Agency's 404(b)(1) guidelines. Subject to the preceding sentence and any other applicable guidelines or criteria (see Sections 320.2 and 320.3), a permit will be granted unless the District Commander determines that it would be contrary to the public interest.

The Corps of Engineers is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

AUTHORITY: This permit will be issued or denied under the following authority:

(X) Discharge dredged or fill material into waters of the United States - Section 404 Clean Water Act (33 U.S.C. 1344). Therefore, our public interest review will consider the guidelines set forth under Section 404(b) of the Clean Water Act (40 CFR 230).

Project drawings and a Notice of Application for State Water Quality Certification are enclosed with this Public Notice.

District Commander
U.S. Army, Corps of Engineers

Enclosures

STATE OF ALASKA

DEPT. OF ENVIRONMENTAL CONSERVATION
DIVISION OF WATER
401 Certification Program
Non-Point Source Water Pollution Control Program

DEPARTMENT OF ENVIRONMENTAL CONSERVATION
WQM/401 CERTIFICATION
555 CORDOVA STREET
ANCHORAGE, ALASKA 99501-2617
PHONE: (907) 269-7564/FAX: (907) 334-2415

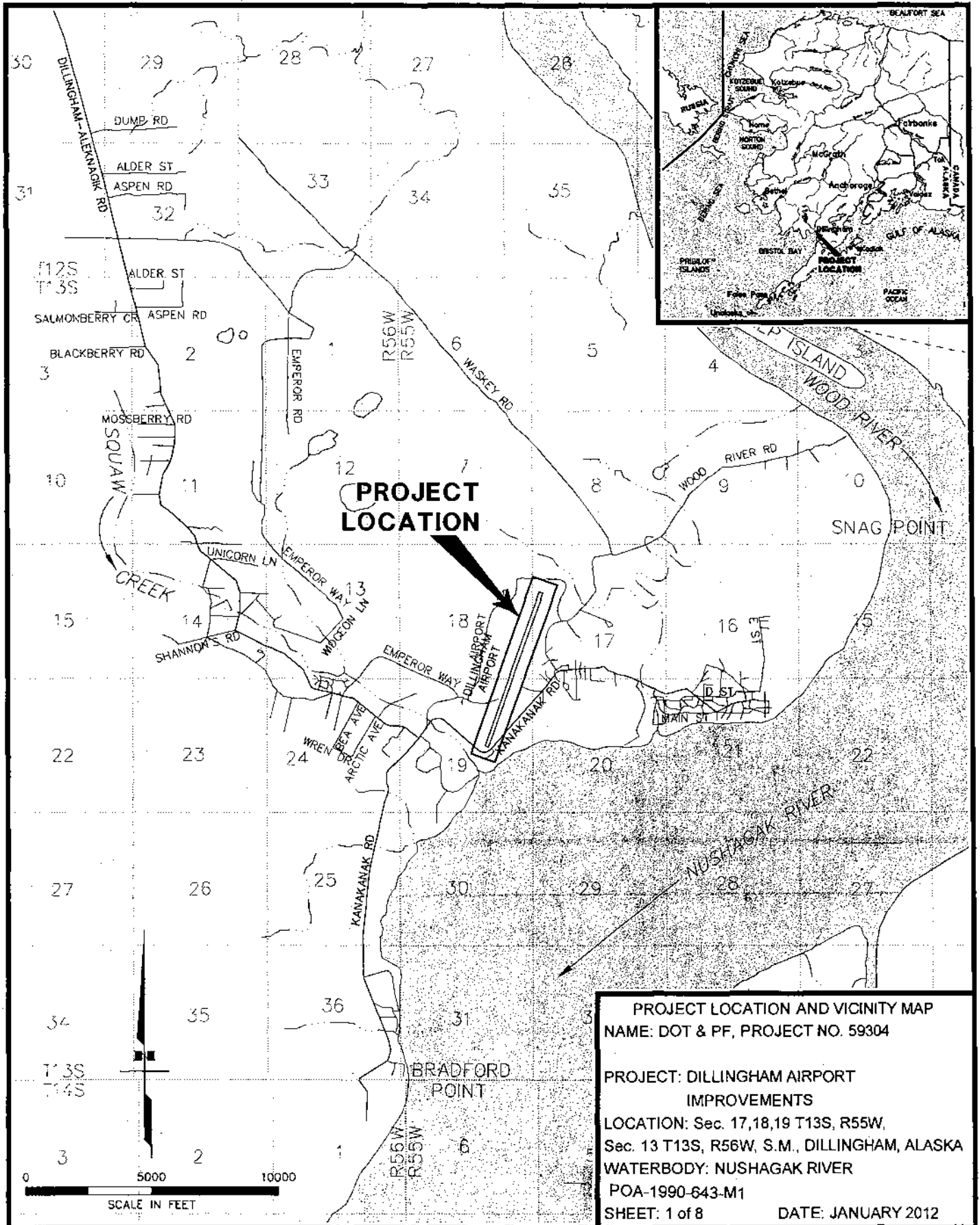
NOTICE OF APPLICATION
FOR
STATE WATER QUALITY CERTIFICATION

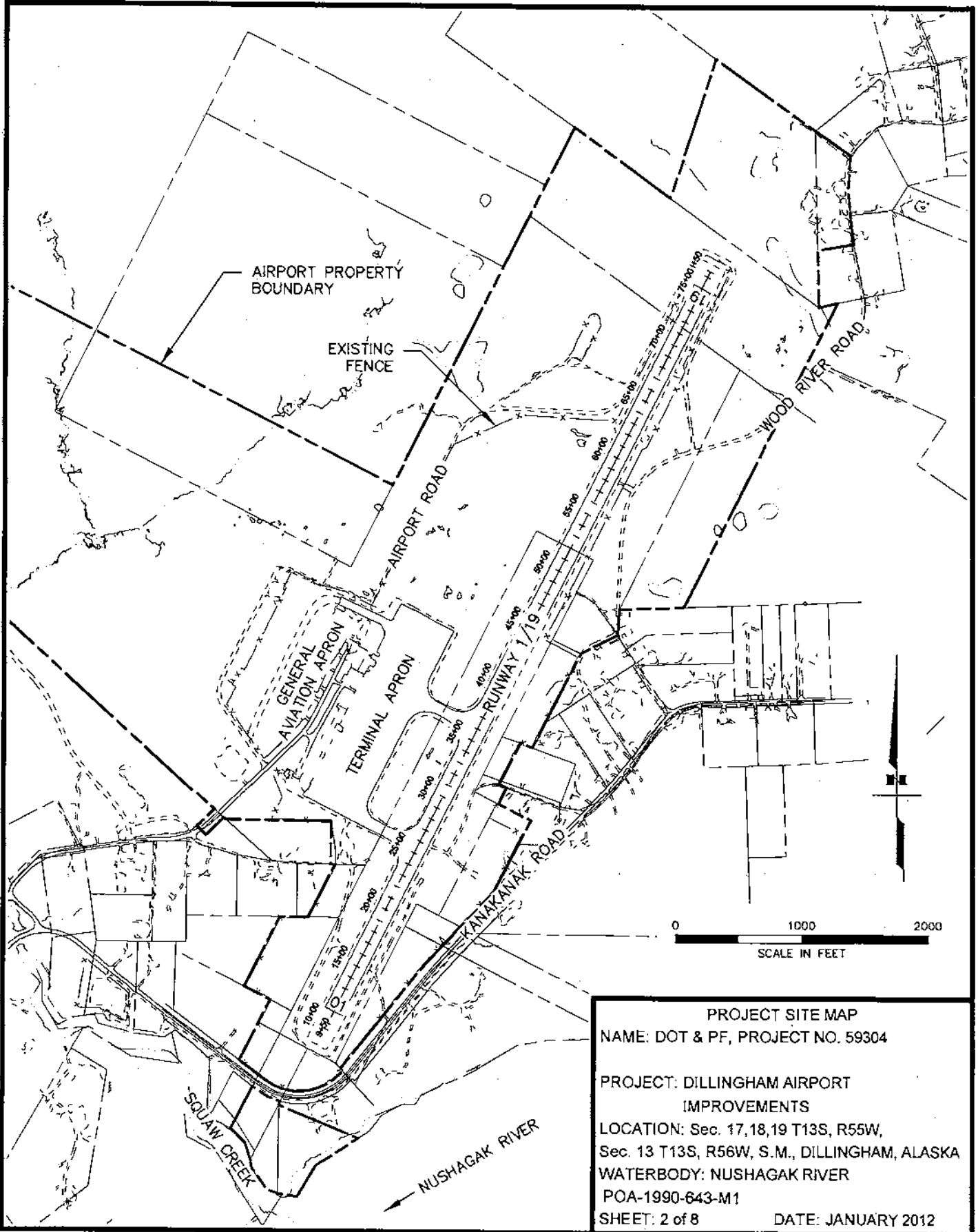
Any applicant for a federal license or permit to conduct an activity that might result in a discharge into navigable waters, in accordance with Section 401 of the Clean Water Act of 1977 (PL95-217), also must apply for and obtain certification from the Alaska Department of Environmental Conservation that the discharge will comply with the Clean Water Act, the Alaska Water Quality Standards, and other applicable State laws. By agreement between the U.S. Army Corps of Engineers and the Department of Environmental Conservation, application for a Department of the Army permit to discharge dredged or fill material into navigable waters under Section 404 of the Clean Water Act also may serve as application for State Water Quality Certification.

Notice is hereby given that the application for a Department of the Army Permit described in the Corps of Engineers' Public Notice No. POA-1990-643-M1, Nushagak River, serves as application for State Water Quality Certification from the Department of Environmental Conservation.

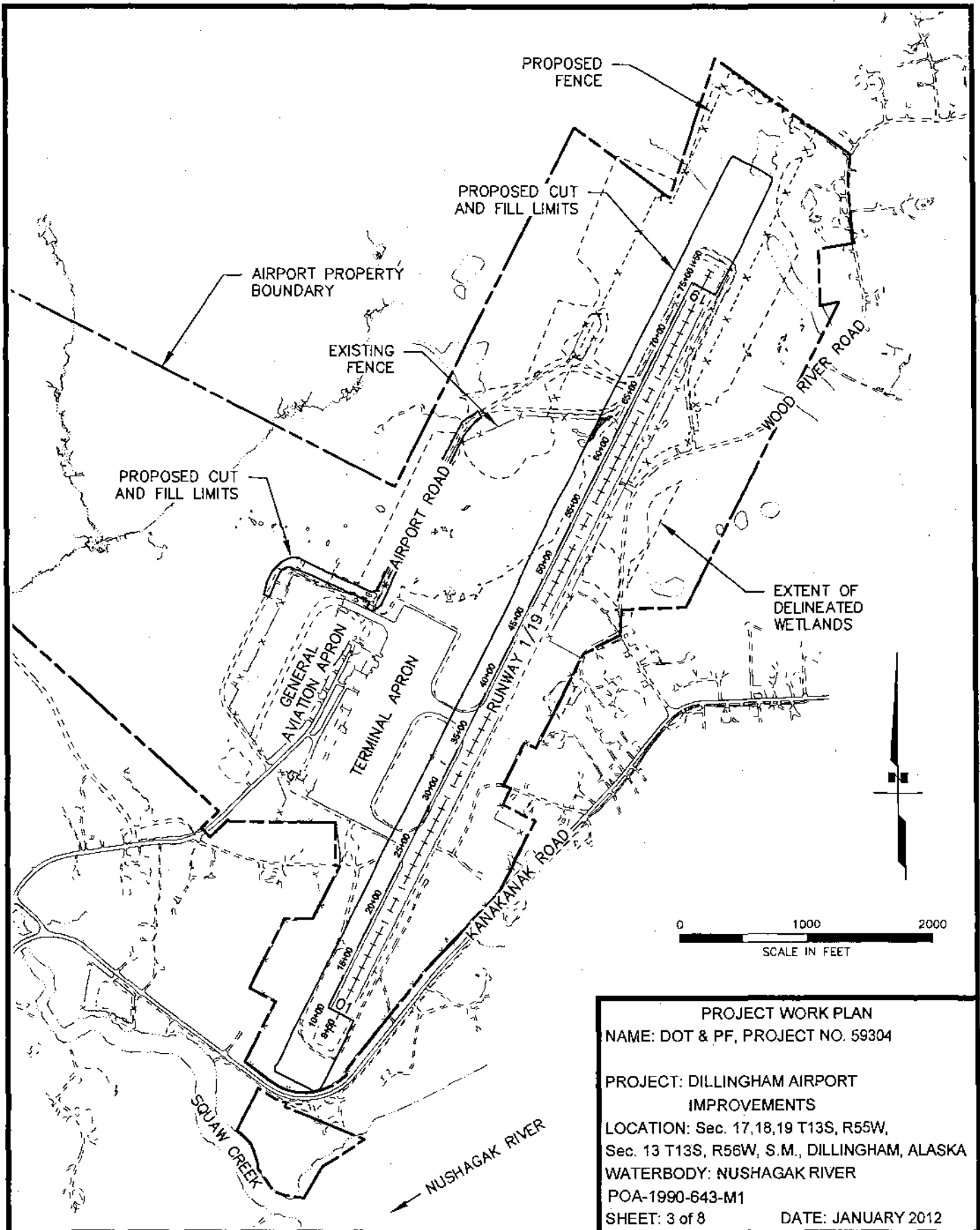
After reviewing the application, the Department may certify there is reasonable assurance the activity, and any discharge that might result, will comply with the Clean Water Act, the Alaska Water Quality Standards, and other applicable State laws. The Department also may deny or waive certification.

Any person desiring to comment on the project, with respect to Water Quality Certification, may submit written comments to the address above by the expiration date of the Corps of Engineer's Public Notice.



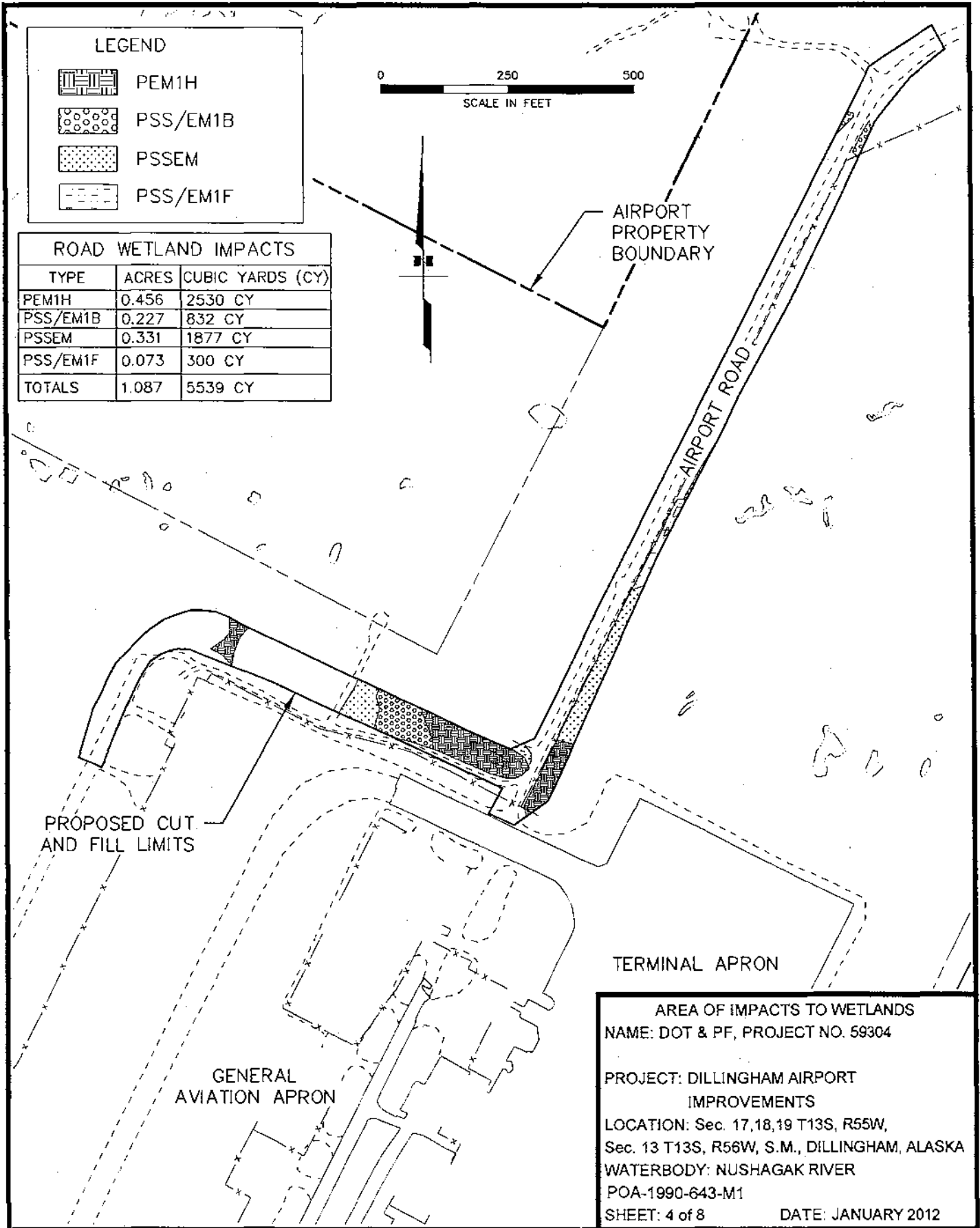


PROJECT SITE MAP
NAME: DOT & PF, PROJECT NO. 59304
PROJECT: DILLINGHAM AIRPORT
IMPROVEMENTS
LOCATION: Sec. 17,18,19 T13S, R56W,
Sec. 13 T13S, R56W, S.M., DILLINGHAM, ALASKA
WATERBODY: NUSHAGAK RIVER
POA-1990-643-M1
SHEET: 2 of 8 DATE: JANUARY 2012



PROJECT WORK PLAN
NAME: DOT & PF, PROJECT NO. 59304

PROJECT: DILLINGHAM AIRPORT
IMPROVEMENTS
LOCATION: Sec. 17, 18, 19 T13S, R55W,
Sec. 13 T13S, R56W, S.M., DILLINGHAM, ALASKA
WATERBODY: NUSHAGAK RIVER
POA-1990-643-M1
SHEET: 3 of 8 DATE: JANUARY 2012



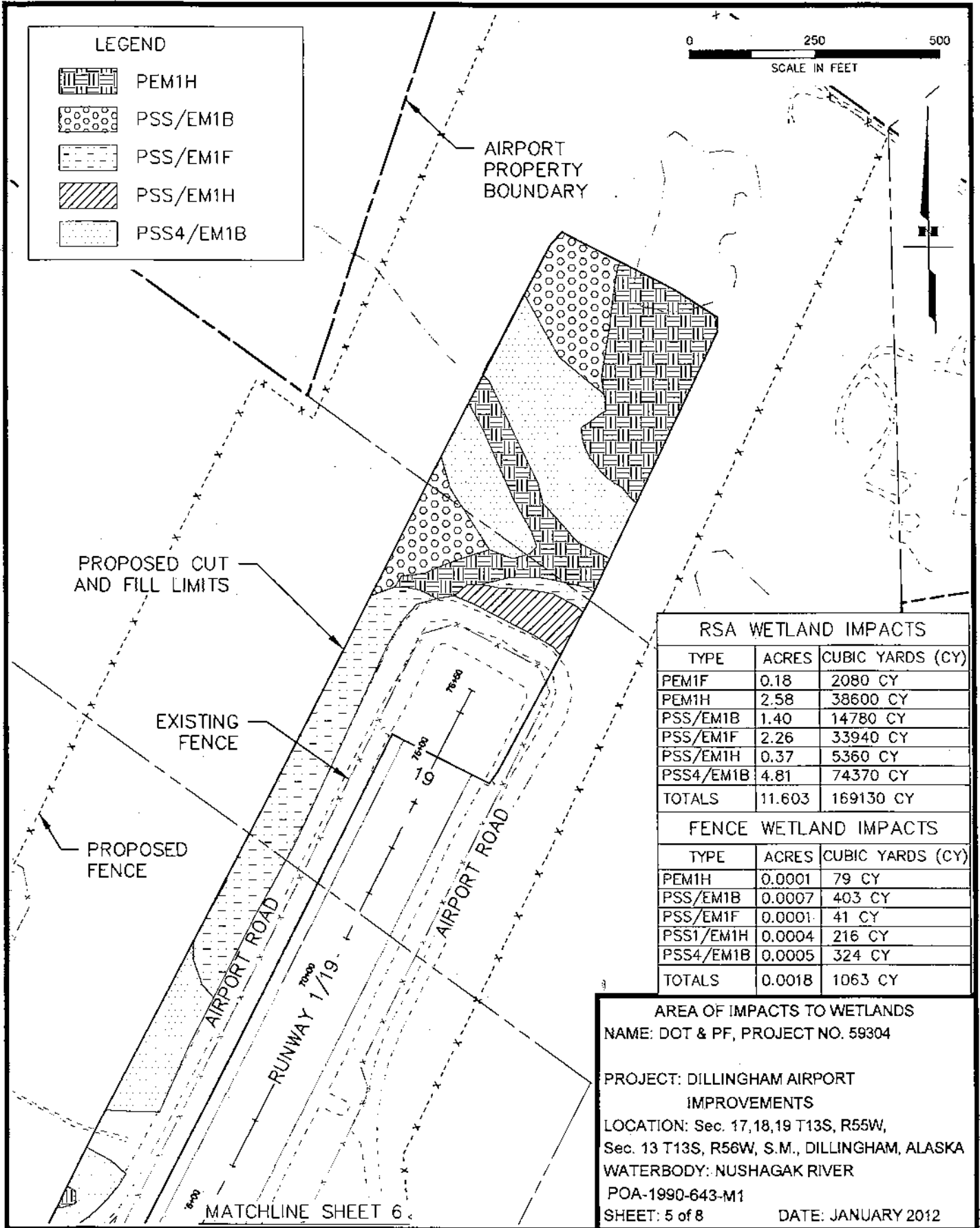
LEGEND

	PEM1H
	PSS/EM1B
	PSSEM
	PSS/EM1F

ROAD WETLAND IMPACTS

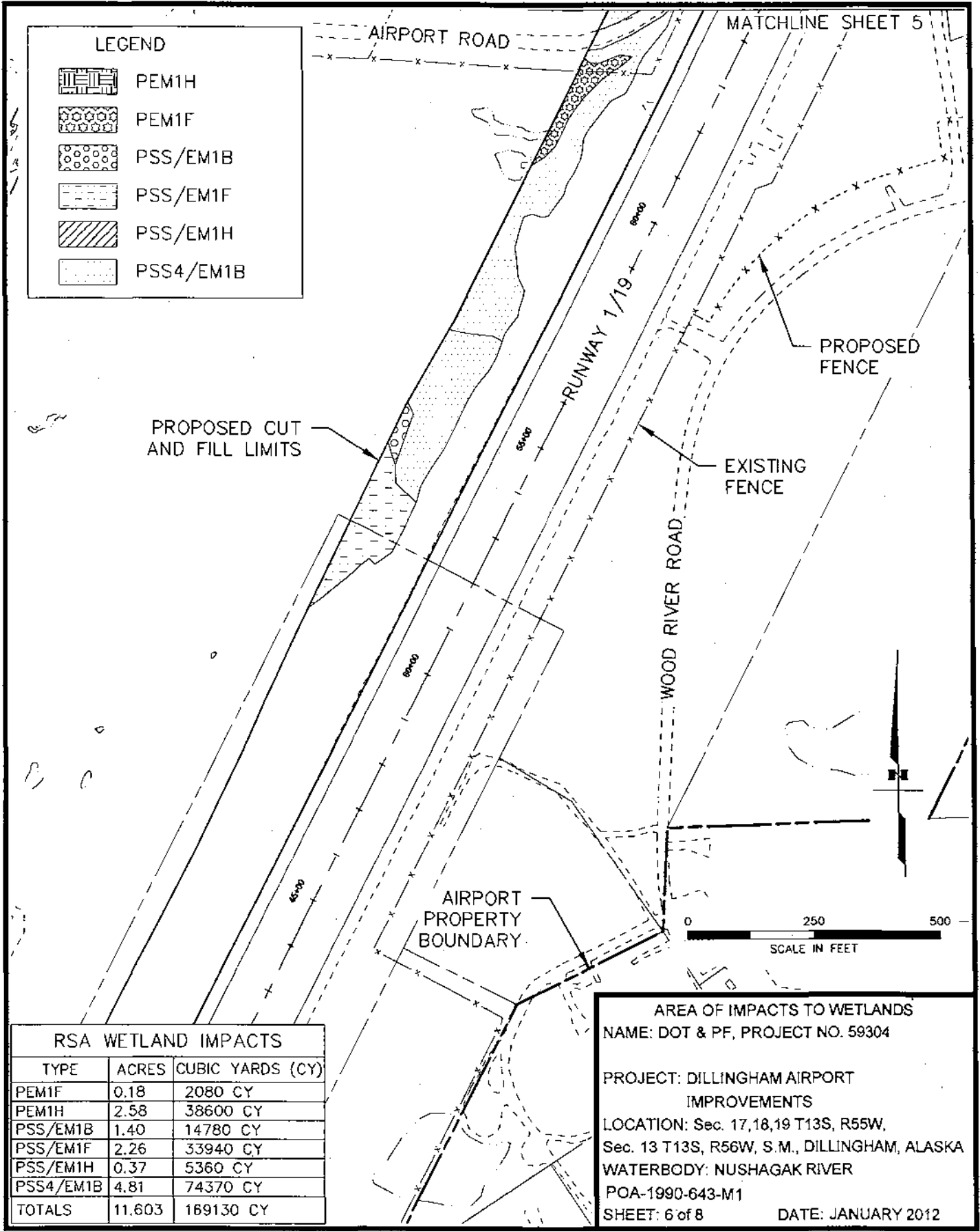
TYPE	ACRES	CUBIC YARDS (CY)
PEM1H	0.456	2530 CY
PSS/EM1B	0.227	832 CY
PSSEM	0.331	1877 CY
PSS/EM1F	0.073	300 CY
TOTALS	1.087	5539 CY

AREA OF IMPACTS TO WETLANDS
 NAME: DOT & PF, PROJECT NO. 59304
 PROJECT: DILLINGHAM AIRPORT IMPROVEMENTS
 LOCATION: Sec. 17,18,19 T13S, R55W, Sec. 13 T13S, R56W, S.M., DILLINGHAM, ALASKA
 WATERBODY: NUSHAGAK RIVER
 POA-1990-643-M1
 SHEET: 4 of 8 DATE: JANUARY 2012



RSA WETLAND IMPACTS		
TYPE	ACRES	CUBIC YARDS (CY)
PEM1F	0.18	2080 CY
PEM1H	2.58	38600 CY
PSS/EM1B	1.40	14780 CY
PSS/EM1F	2.26	33940 CY
PSS/EM1H	0.37	5360 CY
PSS4/EM1B	4.81	74370 CY
TOTALS	11.603	169130 CY
FENCE WETLAND IMPACTS		
TYPE	ACRES	CUBIC YARDS (CY)
PEM1H	0.0001	79 CY
PSS/EM1B	0.0007	403 CY
PSS/EM1F	0.0001	41 CY
PSS1/EM1H	0.0004	216 CY
PSS4/EM1B	0.0005	324 CY
TOTALS	0.0018	1063 CY

AREA OF IMPACTS TO WETLANDS
 NAME: DOT & PF, PROJECT NO. 59304
 PROJECT: DILLINGHAM AIRPORT IMPROVEMENTS
 LOCATION: Sec. 17,18,19 T13S, R55W, Sec. 13 T13S, R56W, S.M., DILLINGHAM, ALASKA
 WATERBODY: NUSHAGAK RIVER
 POA-1990-643-M1
 SHEET: 5 of 8 DATE: JANUARY 2012



LEGEND

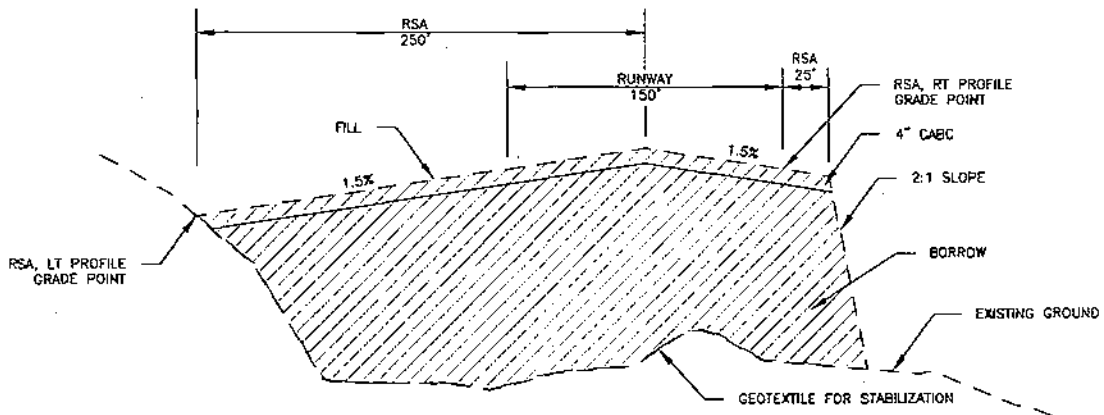
	PEM1H
	PEM1F
	PSS/EM1B
	PSS/EM1F
	PSS/EM1H
	PSS4/EM1B

RSA WETLAND IMPACTS

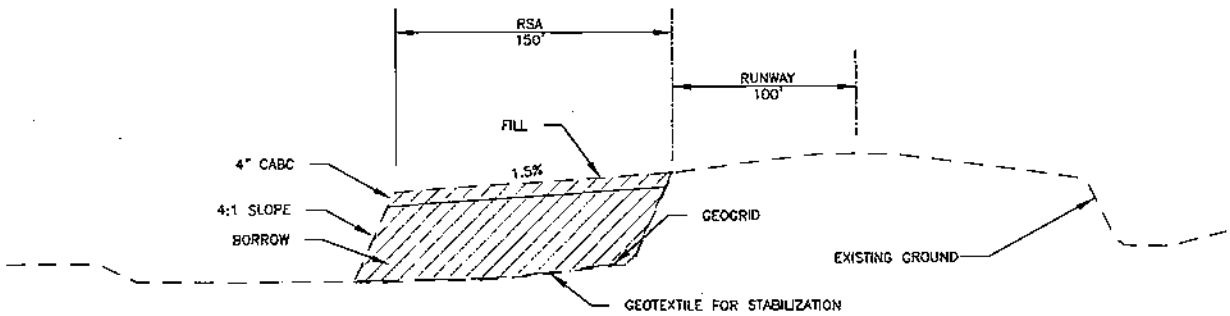
TYPE	ACRES	CUBIC YARDS (CY)
PEM1F	0.18	2080 CY
PEM1H	2.58	38600 CY
PSS/EM1B	1.40	14780 CY
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TOTALS	11.603	169130 CY

AREA OF IMPACTS TO WETLANDS
 NAME: DOT & PF, PROJECT NO. 59304

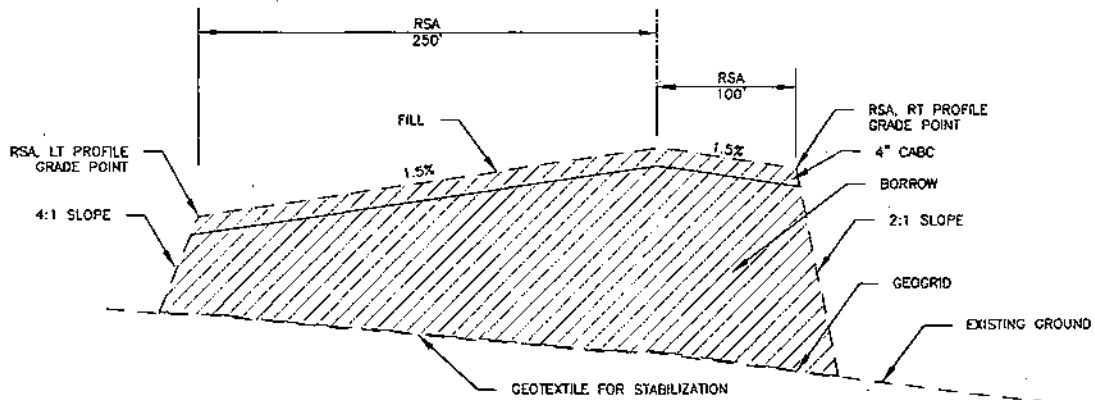
PROJECT: DILLINGHAM AIRPORT IMPROVEMENTS
 LOCATION: Sec. 17,18,19 T13S, R55W, Sec. 13 T13S, R56W, S.M., DILLINGHAM, ALASKA
 WATERBODY: NUSHAGAK RIVER
 POA-1990-643-M1
 SHEET: 6 of 8 DATE: JANUARY 2012



1
7 RSA CROSS SECTION
STA 54+00 THRU 114+00 - NTS

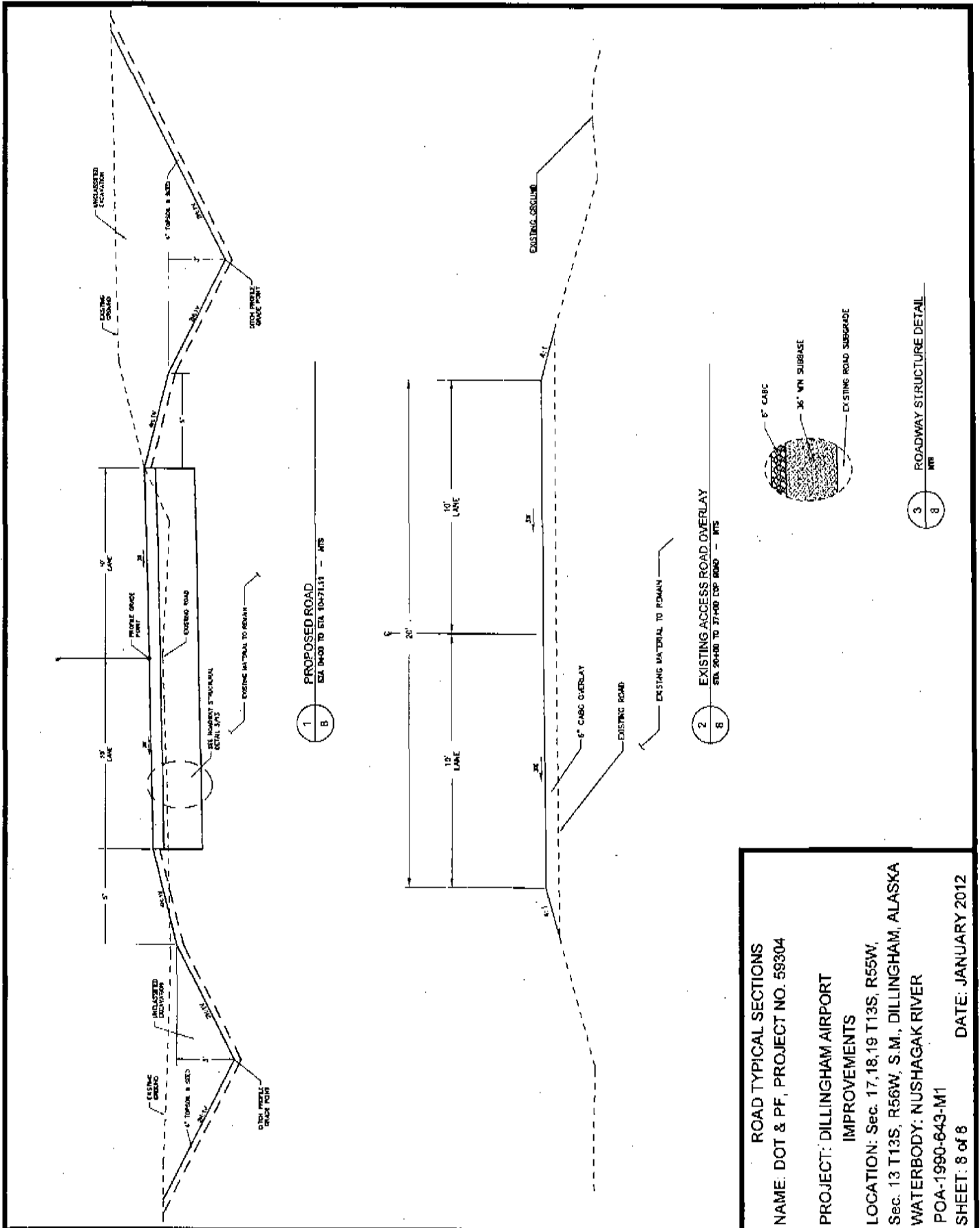


2
7 RSA CROSS SECTION
STA 114+00 THRU 774+00 - NTS



3
7 RSA CROSS SECTION
STA 77+00 THRU 83+00 - NTS

RSA TYPICAL SECTIONS
 NAME: DOT & PF, PROJECT NO. 59304
 PROJECT: DILLINGHAM AIRPORT
 IMPROVEMENTS
 LOCATION: Sec. 17,18,19 T13S, R55W,
 Sec. 13 T13S, R56W, S.M., DILLINGHAM, ALASKA
 WATERBODY: NUSHAGAK RIVER
 POA-1990-643-M1
 SHEET: 7 of 8 DATE: JANUARY 2012



ROAD TYPICAL SECTIONS
NAME: DOT & PF, PROJECT NO. 59304
PROJECT: DILLINGHAM AIRPORT IMPROVEMENTS
LOCATION: Sec. 17, 18, 19 T13S, R55W, Sec. 13 T13S, R56W, S.M., DILLINGHAM, ALASKA
WATERBODY: NUSHAGAK RIVER
POA-1990-643-M1
SHEET: 8 of 8 **DATE: JANUARY, 2012**

STATE OF ALASKA

DEPT. OF ENVIRONMENTAL CONSERVATION

DIVISION OF WATER

WASTEWATER DISCHARGE AUTHORIZATION PROGRAM

SEAN PARNELL, GOVERNOR

555 Cordova Street
Anchorage, Alaska 99501-2617
PHONE: (907) 334-2288
FAX: (907) 334-2015
<http://www.dec.state.ak.us>

April 26, 2012

Certified Mail: 7009-2820-001-7169-2844

Alaska Department of Transportation and Public Facilities (ADOT&PF)
Attn: Wolfgang Junge, P.E.
PO Box 196900
Anchorage, AK 99519

Subject: Nushagak River
Reference No. POA- 1990-643-M1

Dear Mr Junge:

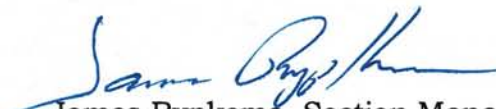
In accordance with Section 401 of the Federal Clean Water Act of 1977 and provisions of the Alaska Water Quality Standards, the Department of Environmental Conservation is issuing the enclosed Certificate of Reasonable Assurance for a runway extension at the Dillingham Airport in Dillingham, Alaska.

Department of Environmental Conservation (DEC) regulations provide that any person who disagrees with this decision may request an informal review by the Division Director in accordance with 18 AAC 15.185 or an adjudicatory hearing in accordance with 18 AAC 15.195 – 18 AAC 15.340. An informal review request must be delivered to the Director, Division of Water, 555 Cordova Street, Anchorage, AK 99501, within 15 days of the permit decision. Visit <http://www.dec.state.ak.us/commish/ReviewGuidance.htm> for information on Administrative Appeals of Department decisions.

An adjudicatory hearing request must be delivered to the Commissioner of the Department of Environmental Conservation, 410 Willoughby Avenue, Suite 303, PO Box 111800, Juneau, AK 99811-1800, within 30 days of the permit decision. If a hearing is not requested within 30 days, the right to appeal is waived.

By copy of this letter we are advising the U.S. Army Corps of Engineers of our actions and enclosing a copy of the certification for their use.

Sincerely,



James Rypkema, Section Manager
Storm Water and Wetlands

Enclosures:

cc: (with encl.)
Jack Hewitt, Anchorage
Brenda Krauss, DEC, Juneau

Matt LeCroix, EPA
Michael Daigneault, ADF&G
Ann Rappoport, USF&WS

STATE OF ALASKA
DEPARTMENT OF ENVIRONMENTAL CONSERVATION
CERTIFICATE OF REASONABLE ASSURANCE

A Certificate of Reasonable Assurance, in accordance with Section 401 of the Federal Clean Water Act and the Alaska Water Quality Standards is issued to Alaska Department of Transportation and Public Facilities (ADOT&PF), PO Box 196900, Anchorage, Alaska 99519 to discharge 175,732 cubic yards of fill material, into 12.69 acres of wetlands, and to provide a runway safety area on Runway 19, realign Airport Road, and relocate airport fencing and utilities.

The proposed activity is located within Section Sections 18 and 19, T. 13 S., R. 55 W., Seward Meridian, USGS Quad Map Dillingham A-7, Latitude 59.0414° N., Longitude 158.5091° W., at the Dillingham Airport, in Dillingham, Alaska.

Public notice of the application for this certification was given as required by 18 AAC 15.180.

A State Water Quality Certification is required under Section 401 because the proposed activity will be authorized by a U.S. Army Corps of Engineers permit, reference number POA-1990-643-M1, and a discharge may result from the proposed activity.

The DEC reviewed the application and certifies that there is reasonable assurance that the proposed activity, as well as any discharge which may result, will comply with applicable provisions of Section 401 of the Clean Water Act and the Alaska Water Quality Standards, 18 AAC 70, provided that the following alternative measures are adhered to.

1. Reasonable precautions and controls must be used to prevent incidental and accidental discharge of petroleum products or other hazardous substances. Fuel storage and handling activities for equipment must be sited and conducted so there is no petroleum contamination of the ground, surface runoff or water bodies.
2. During construction, spill response equipment and supplies such as sorbent pads shall be available and used immediately to contain and cleanup oil, fuel, hydraulic fluid, antifreeze, or other pollutant spills. Any spill amount must be reported in accordance with Discharge Notification and Reporting Requirements (AS 46.03.755 and 18 AAC 75 Article 3). Most importantly, the applicant must contact by telephone the DEC Area Response Team for Central Alaska at (907) 269-3063 during work hours or 1-800-478-9300 after hours. Also, the applicant must contact by telephone the National Response Center at 1-800-424-8802. Report all spills.
3. This project shall apply for coverage under DEC's APDES General Permit for Storm Water Discharges from Large and Small Construction Activities in Alaska (AKR10-0000). This permit requires that a Storm Water Pollution Prevention Plan (SWPPP) describing construction runoff and erosion control be prepared and implemented. For projects that disturb greater than five acres, the SWPPP must also be submitted to DEC (William Ashton 907-269-6283) prior to construction. Please refer to DEC's website for information concerning the APDES storm water permit.
4. Culvert installation techniques, such as stream diversion, dam and pump, or stream fluming, shall be incorporated into the installation activity to ensure that silt laden water is not carried into sensitive fish habitat. If the stream is intermittent, culvert

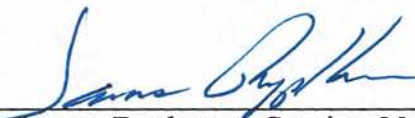
installation shall occur when the stream bed is dry. Culverts shall be placed as needed to provide cross drainage.

5. Construction equipment shall not be operated below the water's surface if equipment: is not designed for in-water work; or leaking fuel, oil, hydraulic fluid, or any other hazardous material. Equipment shall be inspected on a daily basis for leaks. If leaks are found the equipment shall not be used and pulled from service until the leak is repaired.
6. Operation of tracked or wheeled equipment in the water shall be kept to a minimum.
7. Fill material must be free from contamination by petroleum products or toxic substances.
8. On airport property (as described in the Corps Public Notice (POA-1990-643-M1) all work areas, material access routes, and surrounding wetlands involved with construction activities shall be clearly delineated and marked in such a way that equipment operators do not operate outside of this corridor.

This certification expires five (5) years after the date the certification is signed. If your project is not completed by then and work under U.S Army Corps of Engineers Permit will continue, you must submit an application for renewal of this certification no later than 30 days before the expiration date (18 AAC 15.100).

Date

26 April 2012



James Rypkema, Section Manager
Storm Water and Wetlands



DILLINGHAM AIRPORT IMPROVEMENTS



D E S I G N S E R V I C E S