

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

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April 19, 2011

Project: Koliganek Airport Reconstruction

Project No.: 3-02-0424-002-XXXX/59276

Dear Agency Staff Member:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA) is soliciting comments and information on a proposal to rehabilitate and extend the runway, upgrade the lighting, relocate the navigation aids, and upgrade the airport structures at the Koliganek, Alaska Airport. The proposed project is located in the southwest region, 65 miles northeast of Dillingham, within Section 22, Township 5 S., Range 47 W., Seward Meridian, USGS Quad Map Dillingham C-4; Latitude 59.789786°N, Longitude -157.2574502°W (Figure 1).

Purpose and Need

Since the airport was relocated in 1996, the runway surface has become damaged from soil settling unevenly under the embankment. The snow removal equipment building (SREB) is threatened from the apron embankment collapsing on one end, and is within the object-free area for current non-precision instrument approach standards. In 1996 the statewide standard recommended a minimum runway length for Community Class Airports at 3,000 feet. Since then, the statewide standard was changed to 3,300 feet in response to FAA Advisory Circular 150-5300, which required a runway length of 3,200 feet for non-precision instrument flight approaches (nationwide). The State recommended an additional 100 feet added to accommodate variation in temperature and elevation in Alaska, so the current recommended minimum runway length for Community Class airports is 3,300 feet.

The purpose of the proposed project is to rehabilitate and extend the Koliganek runway and airport structures to resolve structural and drainage issues that have developed, and meet current FAA and State standards for a Community Class Airport.

Proposed Action

The proposed work would include the following (illustrated on Figure 2):

- Re-grade and resurface the existing runway, taxiway, and apron;
- Extend the 3,000-foot runway by 300 feet on the west end for a total 3,300-foot runway, with a 300-ft RSA on the each end;
- Extend existing apron by approximately 100 ft to the south to allow for the SREB to be moved outside the object-free area; this will require relocating 600 ft of the airport access road around the apron to provide access to land on the other side of the airport;
- Repair and relocate the existing SREB and construct a new heated single bay SREB;
- Remove and replace runway and taxiway lighting; and
- Relocate Precision Approach Path Indicator lights on the west end of runway.
- Acquire 25 acres of property from the Koliganek Natives Ltd. and a Native allotment to expand the existing airport boundary to include the object-free area that is being expanded for non-precision instrument flight approaches.

A potential material site has been identified northeast of the airport on an island within the Nushagak River (see Figure 3) owned by the Bristol Bay Native Corporation (surface and subsurface). Material has

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been removed from this island for past projects in Koliganek, including constructing the new airport in 1996, and constructing the Bureau of Indian Affairs community roads project in 2006. The road illustrated on Figure 3, was built in 1996 when the airport was relocated to the present site, and provides access to the Nushagak River bank closest to the island material site.

Existing Site Conditions and Facilities

The airport is located east of Koliganek community. The airport currently consists of a 3,000- foot runway, taxiway, and apron. One single bay SREB is located on the south east corner of the apron. An access road on the south edge of airport property connects community to the airport and the existing material site on the island in the Nushagak River. The surrounding terrain is generally flat and undeveloped, and consists of Palustrine shrub/scrub wetlands throughout.

Preliminary Environmental Research

An Environmental Assessment (EA) will be prepared to evaluate the potential project impacts. DOT&PF conducted preliminary research using the most current available data to identify environmental resources within the proposed project vicinity. This information is contained in Appendix A accessible through the link below. Also below are links for each Federal, State, and local agency from which the DOT&PF is requesting comments and information. These links contain a list of questions that pertain to your agency. To ensure that all factors are considered in developing the proposed project, please provide your written comments, recommendations, and the additional requested information to our office no later than May 20, 2011.

An agency pre-application meeting will be held at DOT&PF on May 25 at 10:00 a.m. in the DOT&PF Main Conference Room to discuss permit application requirements for the project. Initially, expected permits and approvals needed for the project include a Corps of Engineers 404 Permit, Coastal Zone Consistency Determination, Alaska Department of Fish and Game Habitat Permit, Section 106 Compliance, and if the Nushagak River channel between the mainland and island material site access method would block navigation in order to transport material to the airport, USCG approval may be needed.

If you have any questions on the environmental effects, please contact Teresa Zimmerman, Environmental Team Leader, at (907) 269-0551, or via email at teresa.zimmerman@alaska.gov. Questions concerning the engineering aspects of the proposed project can be directed to Gary Lincoln, P.E., Project Manager, at (907) 269-0606 or via email at gary.lincoln@alaska.gov.

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Sincerely,



Brian Elliott
Regional Environmental Manager

Enclosures: [Appendix A](#)
[Figure 1: Vicinity Map](#)
[Figure 2: Project Details](#)
[Figure 3: Potential Material Site Location](#)

cc: Bruce Greenwood, Environmental Protection Specialist, FAA
Gary Lincoln, P.E., DOT&PF, Project Manager, Aviation Design
Teresa Zimmerman, DOT&PF, Environmental Team Leader, PD&E