Public Involvement ◆

Manokotak Airport Relocation
Public Involvement Log

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PDC INC.
Consulting Engineers
Planning • Design • Construction

Steven M. Thomo, PE
Ronald H. Gebhart, PE
Mark W. Fryer, PE
James R. Pressley, PE
Gary L. Rice, PE
James J. Loftus, PE
Robert B. Boswell, PE

Anchorage
Fairbanks

Teleconference Report

Subject	Access Road for Manokotak Airport Relocation	**Date**	12/7/04
Attendees	**ADOT:** Don Baxter, Robert DeVaisse, Troy LeRue **Manokotak Representatives:** Moses Toyukak, Sr., Carl K. Itumulria, Mary Anne Mochin **PDC:** Royce Conlon, Matt Stone, Kat Knorr	**PDC #** **State #** **Name**	F02010 Manokotak Airport Relocation
Location	Teleconference between ADOT Central Region Office and PDC Fairbanks office.		

Topic	Discussion
Possible route through Manokotak Heights	Moses wanted to discuss the idea about going through Manokotak Heights with the airport access road to reduce the distance of new road that has to be maintained. The cut sections of the Weary River Road in the vicinity of the gully crossing north of Manokotak Heights gets quite a bit of snow drifting. Moses was concerned that this would be a problem if the community has to keep the road open. They don't have the financial resources to commit. Moses was skeptical about snow fencing- he wasn't sure it would work. He mentioned that he had seen snow fences that worked for a while until they filled up, then they created more of a problem with snow drifting in the area they were supposed to protect. PDC had sent a list of concerns about the road crossing the gully as well as going through the residential area. Troy LeRue reiterated the State's commitment to keep the road to the airport open and mentioned that he thought a snow blower was budgeted for Manokotak. He wasn't in favor of having a deep fill with a large drainage structure. It was resolved that the airport road connection through Manokotak Heights was not a practical option. ADOT was going to talk to the area planner to see about funding to improve the section of road or to provide snow fence.
Possible relocation of airport road on the ridge vs at the base of the ridge	The current alignment of the access road is at the base of a ridge and crosswind to the prevailing winds. Because of this location, Moses feels it is possible that snow drifting may be a concern and thought putting the road on the top of the ridge might reduce this concern and save snow removal money.

Fairbanks: 1028 Aurora Drive, Fairbanks, AK 99709-5529 • Ph: (907) 452-1414 • Fax: (907) 456-2707

	PDC acknowledged the potential that snow drifting may be an issue but felt it is possibly the least of the evils. The ridge top option would involve a large volume of material to get onto and off the ridge without a cut section. If a cut section was used to balance the cut and fill then the snow would accumulate in the cut and drift. Alternatively, PDC looked at pulling the alignment away from the ridge. This placed the road on lower ground weaving through wetlands where the suitability of the subgrade is unknown. PDC felt that the most stable subgrade would be near the base of the ridge. Troy LeRue expressed a preference for doing more snow removal over having to haul gravel to repair a settling road. Don will contact Barry Benko, who was currently in the field, to get his input on the drifting snow potential based on the current alignment. It was resolved that the road would stay as shown with acknowledgement that some snow drifting may occur. During design, PDC is to consider snow fencing and possibly trying to control where the contractor gets his material to minimize the potential for snow drifting.

2

Shawna Laderach

From: Royce Conlon
Sent: Friday, December 10, 2004 1:03 PM
To: Kathryn Knorr; Matt Stone; Shawna Laderach
Cc: Steve Becker; Ken Risse
Subject: FW: Manokotak snow drifting

FYI

-----Original Message-----
From: John Fritz [mailto:john_fritz@dot.state.ak.us]
Sent: Friday, December 10, 2004 8:42 AM
To: Don W Baxter
Cc: Barry A Benko; David A Hemstreet
Subject: Manokotak snow drifting

At your request I asked Barry to look for evidence of snow drifting in the vicinity of the proposed new airport road alignment. He inspected the alignment and the vicinity of the ridge just east of the road. The area has had around 2-1/2 feet of snow accumulation this year, definitely more than the 1/2 to one foot that has accumulated near the existing airport at Manokotak village.

He said the ridge, which has ground vegetation only and is snow-covered, has had recent winds from the east and northeast. He saw some evidence of wind-driven snow accumulation near the crest of the ridge toward the west side but not very far down the ridge slope. In his opinion it was not significant, and he doubts that it would have any effect on the road alignment as currently proposed. The road lies well below the ridge crest elevation and set far from the crest, and is somewhat protected by bands of willow shrubs at that lower elevation.

Barry will be on site for at least another week, the crew is progressing along the road alignment toward the R3 alignment. I can contact him if you need further information, let me know.

MANOKOTAK VILLAGE COUNCIL
RESOLUTION NO. 2004-11

A RESOLUTION IN SUPPORT OF THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES (ADOT&PF) SCOPING REPORT, SECTION 5, FOR THE RELOCATION OF THE MANOKOTAK AIRPORT TO R3.

WHEREAS, Manokotak Village Council (MVC) is the Tribe for the community of Manokotak, having incorporated, organized, and recognized, in accordance with the laws of the State of Alaska; and

WHEREAS, MVC has been provided the opportunity to receive, discuss, and decide which of the options of ADOT&PF's Scoping Report to resurface and extend the existing airport (E1), airport relocation at 5 mile (R1A), or airport relocation at 8 mile (R3); and

WHEREAS, the community of Manokotak was given the opportunity to a house to house survey on the options mentioned above and 56 voted for E1 and 80 voted for R3, virtually making the survey undecided by the community; and

WHEREAS, the economical benefits, safety concerns, and future developments for the R3 option outweigh the benefits, safety concerns, and future developments of E1 as outlined in the Scoping Report; and

WHEREAS, MVC has reviewed the proposed options for the resurfacing and extension, relocating to R1A and R3, in participating in public meetings, surveys, and meetings within the Tribal Jurisdiction; and

WHEREAS, MVC believes the best interests of the Tribe would be to support the relocation of the Manokotak airport to R3, both for the near and far future of the community;

IT IS NOW FURTHER RESOLVED, by MVC that it supports the ADOT&PF's proposed option of relocating the Manokotak airport to R3.

PASSED AND APPROVED by the duly constituted quorum of Manokotak Village Council this 23rd day of November, 2004.

SIGNED:

Michael Gloka, President

ATTEST:

Secretary

MANOKOTAK NATIVES LIMITED
RESOLUTION NO. 01-04

A RESOLUTION IN SUPPORT OF THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES (ADOT&PF) SCOPING REPORT, SECTION 5, FOR THE RELOCATION OF THE MANOKOTAK AIRPORT TO R3.

WHERE AS, Manokotak Natives Limited (MNL) is the ANCSA Corporation for the village of Manokotak, having incorporated, organized, and recognized, in accordance with the laws of the State of Alaska; and

WHERE AS, MNL has been provided the opportunity to receive, discuss, and decide which of the options of ADOT&PF's Scoping Report to resurface and extend the existing airport (E1), airport relocation at 5 mile (R1A), or airport relocation at 8 mile (R3); and

WHERE AS, the community of Manokotak was given the opportunity to a house to house survey on the options mentioned above and 84 voted for E1 and 80 voted for R3, virtually making the survey undecided by the community; and

WHERE AS, the economical benefits, safety concerns, and future developments for the R3 option outweigh the benefits, safety concerns, and future developments of E1 as outlined in the Scoping Report; and

WHERE AS, MNL has reviewed the proposed options for the resurfacing and extension, relocating to R1A and R3, in participating in public meetings, surveys, and meetings within the city and village of Manokotak; and

WHERE AS, MNL believes the best interests of MNL would be to support the relocation of the Manokotak airport to R3, both for the near and far future of the community;

IT IS NOW FURTHER RESOLVED, by MNL that it supports the ADOT&PF's proposed option of relocating the Manokotak airport to R3.

PASSED AND APPROVED by the duly constituted quorum of Manokotak Natives Limited this 23 day of November, 2004.

SIGNED:

Michael Alakayak, President

ATTEST:

Secretary

ATTN: Don Baxter

CITY OF MANOKOTAK
RESOLUTION NO. 04-04

A RESOLUTION IN SUPPORT OF THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SCOPING REPORT, SECTION 5, FOR THE RELOCATION OF THE MANOKOTAK AIRPORT TO R3.

WHEREAS, the City of Manokotak is the municipal government for the Community of Manokotak, having incorporated, organized, and recognized, in accordance with laws of the State of Alaska; and

WHEREAS, the community of Manokotak has been provided the opportunity to receive, discuss, and decide which of the options of ADOT & PF's Scoping Report to resurface and extend the existing airport (E1), airport relocation at 5 mile (R1A), or airport relocation at 8 mile (R3); and

WHEREAS, the community of Manokotak was given the opportunity to a house to house survey on the options mentioned above and 84 voted for the E1 and 80 voted for R3, virtually making the survey undecided by the community; and

WHEREAS, the economical benefits, safety concerns, and future developments for the R3 option outweigh the benefits, safety concerns, and future developments of E1 as outlined in the Scoping Report; and

WHEREAS, the CITY has reviewed the proposed options for the resurfacing and extension, relocating to R1A and R3, in participating in public meetings, surveys, and meetings within the CITY; and

WHEREAS, the CITY believes the best interests of the CITY would be to support the relocation of the Manokotak Airport to R3 both for the near and far future of the community;

IT IS NOW FURTHER RESOLVED by the CITY that it supports the ADOT & PF's proposed option of relocating the Manokotak Airport to R3.

PASSED AND APPROVED by the duly constituted quorum of the Manokotak City Council this 28th day of April, 2004.

SIGNED: Kenneth Nukwak, Sr.
(Mayor)

ATTEST:
By: Laura John

State of Alaska

FRANK MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION – Aviation Design Section

4111 Aviation Avenue
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
(907) 269-0590/FAX (907) 269-0620

March 15, 2004

RE:Manokotak Airport Scoping Report

Nels Franklin, President and CEO
Manokotak Natives Limited
P.O. Box 149
Manokotak, AK 99628

Dear President Franklin:

We are pleased to transmit herewith the Final Scoping Report for the Manokotak Airport Runway Resurfacing and Extension Project.

The three alternatives being recommended for further review in the Environmental Assessment (EA) process are Alternatives E1, R3, and the No Build Alternative, as outlined in Section 5 of the enclosed Scoping Report. Alternative E1 expands the existing airport, and Alternative R3 relocates the airport to a site 7.9 miles from Old Manokotak. The EA process will include evaluation of the human and natural environmental impacts in order to help identify the Preferred Alternative for the project.

We plan to have the draft EA available for public review by late April 2004. At that time, we will offer an opportunity for public hearing and plan to meet with the community.

Should you have any questions or comments, please feel free to contact me at (907) 269-0610.

Sincerely,

Donald W. Baxter, P.E.
ADOT&PF Project Manager

Enclosure

cc: Royce Conlon, PDC Inc. Consulting Engineers, without Enclosure

RECEIVED
MAR 18 2004

State of Alaska

FRANK MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION – Aviation Design Section

4111 Aviation Avenue
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
(907) 269-0590/FAX (907) 269-0620

March 15, 2004

RE: Manokotak Airport Scoping Report

Billy Bartman, President
Manokotak Village Council
P.O. Box 169
Manokotak, AK 99628

Dear President Bartman:

We are pleased to transmit herewith the Final Scoping Report for the Manokotak Airport Runway Resurfacing and Extension Project.

The three alternatives being recommended for further review in the Environmental Assessment (EA) process are Alternatives E1, R3, and the No Build Alternative, as outlined in Section 5 of the enclosed Scoping Report. Alternative E1 expands the existing airport, and Alternative R3 relocates the airport to a site 7.9 miles from Old Manokotak. The EA process will include evaluation of the human and natural environmental impacts in order to help identify the Preferred Alternative for the project.

We plan to have the draft EA available for public review by late April 2004. At that time, we will offer an opportunity for public hearing and plan to meet with the community.

Should you have any questions or comments, please feel free to contact me at (907) 269-0610.

Sincerely,

Donald W. Baxter, P.E.
ADOT&PF Project Manager

Enclosure

cc: Royce Conlon, PDC Inc. Consulting Engineers, without Enclosure

MAR 18 2004

2

State of Alaska

FRANK MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION – Aviation Design Section

4111 Aviation Avenue
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
(907) 269-0590/FAX (907) 269-0620

March 15, 2004

RE: Manokotak Airport Scoping Report

Nels Franklin, Mayor
City of Manokotak
P.O. Box 170
Manokotak, AK 99628

Dear Mayor Franklin:

We are pleased to transmit herewith the Final Scoping Report for the Manokotak Airport Runway Resurfacing and Extension Project.

The three alternatives being recommended for further review in the Environmental Assessment (EA) process are Alternatives E1, R3, and the No Build Alternative, as outlined in Section 5 of the enclosed Scoping Report. Alternative E1 expands the existing airport, and Alternative R3 relocates the airport to a site 7.9 miles from Old Manokotak. The EA process will include evaluation of the human and natural environmental impacts in order to help identify the Preferred Alternative for the project.

We plan to have the draft EA available for public review by late April 2004. At that time, we will offer an opportunity for public hearing and plan to meet with the community.

Should you have any questions or comments, please feel free to contact me at (907) 269-0610.

Sincerely,

Donald W. Baxter, P.E.
ADOT&PF Project Manager

Enclosure

cc: Royce Conlon, PDC Inc. Consulting Engineers, without Enclosure

MAR 18 2004

5

Shawna Laderach

From: Don Baxter [don_baxter@dot.state.ak.us]
Sent: Friday, February 13, 2004 12:48 PM
To: Stephen M Ryan; Royce Conlon; Daniel T Golden; Jerry O Ruehle; Laurie Mcvicar Kozisek; Shawna Laderach; Steve Becker; Todd E Vanhove
Subject: [Fwd: RE: [Fwd: Manokotak Airport Improvements]]

FYI

-------- Original Message --------
Subject:RE: [Fwd: Manokotak Airport Improvements]
Date: Fri, 13 Feb 2004 11:27:30 -0900
From: Tommy Evon <tevon@bbahc.org>
To: Don Baxter <don_baxter@dot.state.ak.us>

Don- I am in agreement with the final decision being made by the ADOT&PF for the reasons that are stated at the last portion of your mail although there are certainly others that are just as important which are assets for we local residents. I would like to state that as a concerned local resident of Manokotak, I feel that alternative R3 should be the chosen alternative. As a former commercial aviation pilot, I would like to stress the fact that professional findings or studies should take precedence over personal opinions that do not take into consideration factors such as safety, FAA rules and regulations, airport compliance requirements, economical impact, geographically statistics, obstructions, the need for near future attention due to bad choices, and basically a lack of common sense. I would ask that you share this with any personnel who is involved in the decision making process. I can be reached at 907-289-2068 (W), 289-1289 (H), or this email address at tevon@bbahc.org.
Thank you for your consideration and help. Tommy Evon-Manokotak
Tommy Evon-Manokotak Family Service Worker

-----Original Message-----
From: Don Baxter [mailto:don_baxter@dot.state.ak.us]
Sent: Thursday, February 12, 2004 3:11 PM
To: Tommy Evon
Subject: [Fwd: Manokotak Airport Improvements]

Tommy,

The attached email explains the process. It is acutally ADOT&PF that makes the decision, but FAA must concur in order to get federal funding. The ADOT&PF decision makers are my supervisors.

-------- Original Message --------
Subject: Manokotak Airport Improvements
Date: Thu, 12 Feb 2004 12:56:03 -0900
From: Don Baxter <don_baxter@dot.state.ak.us>
To:nick_kmocity@yahoo.com

Nick,

This email is being sent in response to your questions about our request for input regarding which airport alternative is preferred by the community. As you recall, there are three alternatives under consideration. They include improvements to the existing airport (E1), the eight mile site (R3), and the do nothing alternative. We had previously provided the city, village council, and village corporation with draft resolutions that would identify the preferred alternative for each of these organizations. I understand that there is a lot of uncertainty amongst the residents of Manokotak, and that a poll was recently taken of registered voters. The poll indicated 84 votes for Alternative E1, and 80 votes for Alternative R3. It appears that the community remains undecided over which alternative to select based upon this voting. Ideally, the Department would like to get resolutions specifying a favored alternative. However, if the community cannot decide we would like to receive either a joint letter or separate letters from the city, village council, and village corporation indicating that the community is in favor of airport improvements for Manokotak (which I assume is the case), but cannot decide between Alternatives E1 and R3.

The final decision on which alternative is selected will ultimately be made by the Alaska Department of Transportation and Public Facilities, with FAA concurrence. The decision will be based upon a number of factors which include, among other things, safety, cost, functionality, expandability, environmental impacts, and community preferences. Therefore, community preferences are only one of the factors taken into consideration when making the decision, but it is a very important one.

****

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Shawna Laderach

From: Don Baxter [don_baxter@dot.state.ak.us]
Sent: Thursday, February 12, 2004 4:35 PM
To: nick_kmocity@yahoo.com
Cc: Tommy Evon
Subject: Manokotak Airport Improvements

Edward,

I am sending this email to those persons from Manokotak who participated in the phone conversation we had awhile ago and would appreciate it if you could pass it on to them.

I want to make it clear to them that absolutely no decision has been made on which alternative will be selected for development at Manokotak. That decision will be made after the Environmental Assessment document has been completed. Alternative E1 is still under consideration, as is Alternative R3 and the no-build alternative. The reason for our public meetings is to update the community on the progress of the project and to obtain community input on the positive and negative points of each alternative. As part of that process we like to determine which alternative is preferred by the community, *and would not want to select an alternative that is opposed by a significant majority of the community*. At past public meetings I don't recall having said that the community has the final say on what airport alternative would be selected, but if I accidentally made such a statement or if I made a statement that was interpreted that way, I certainly apologize for any confusion. I do recall saying is that the input of the community is a very important consideration in the decision making process, and would have an important influence on the decision. At the last meeting on January 29th, and afterwards, I therefore encouraged input from the community and Royce Conlon of PDC Consulting Engineers passed out draft resolutions to the City, Village Council, and Village Corporation identifying their preferred alternative at the meeting for that reason. We also have to take into account the comments and preferences of environmental agencies (such as the Togiak National Wildlife Refuse, U.S. Fish & Wildlife Service, and a multitude of others), and other affected entities such as BBNA, BBNC, air carriers, and local pilots, in the decision making process. At this stage of project development in Manokotak it appears that there are some very mixed feelings. Perhaps there may be more of a consensus on which alternative is preferred after the Environmental Assessment is completed and reviewed by the community. We will again ask for comments from the community, agencies, and all effected persons and organizations after the draft Environmental Assessment document is available, and residents from Manokotak can again express their comments at the final stages of the decision making process. Again, my sincere apologies for any confusion regarding the use of community input for project development.

Shawna Laderach

From: Don Baxter [don_baxter@dot.state.ak.us]
Sent: Thursday, February 12, 2004 12:56 PM
To: nick_kmocity@yahoo.com
Subject: Manokotak Airport Improvements

Nick,

This email is being sent in response to your questions about our request for input regarding which airport alternative is preferred by the community. As you recall, there are three alternatives under consideration. They include improvements to the existing airport (E1), the eight mile site (R3), and the do nothing alternative. We had previously provided the city, village council, and village corporation with draft resolutions that would identify the preferred alternative for each of these organizations. I understand that there is a lot of uncertainty amongst the residents of Manokotak, and that a poll was recently taken of registered voters. The poll indicated 84 votes for Alternative E1, and 80 votes for Alternative R3. It appears that the community remains undecided over which alternative to select based upon this voting. Ideally, the Department would like to get resolutions specifying a favored alternative. However, if the community cannot decide we would like to receive either a joint letter or separate letters from the city, village council, and village corporation indicating that the community is in favor of airport improvements for Manokotak (which I assume is the case), but cannot decide between Alternatives E1 and R3.

The final decision on which alternative is selected will ultimately be made by the Alaska Department of Transportation and Public Facilities, with FAA concurrence. The decision will be based upon a number of factors which include, among other things, safety, cost, functionality, expandability, environmental impacts, and community preferences. Therefore, community preferences are only one of the factors taken into consideration when making the decision, but it is a very important one.

Faxed 2/10/04

Fax to ADOT&PF included signatures only; see pages 10-11 for full text of petition.

of the existing VORTAC at Dillingham could be utilized;

- Since the location is closer to Dillingham the economic savings would be realized in the future, especially during these times of low income for many families;
- The new location would be closer to the fishing grounds for other potential use;
- Several times the villagers who fish at Igushik have had to first stop in Manokotak before continuing to Igushik as the tide would not allow planes to land there. The new location would be closer and would be more economical;
- Since HUD Homes are normally for people with low income, the new location would realize cost savings for its residents as they are located closer to the site.

NAME- PRINTED	SIGNED
Billy Bartman	Billy Bartman
Johnny Evon	Johnny Evon
Barbara Moore	Barbara Moore
LANC ANAVER	Lance Anaver
Louie M. John	Louie M. John
Moses Toyukak Jr.	[illegible]
Jimmy P. Nanalook	Jimmy P. Nanalook
Dorothy C. Nanalook	Dorothy C. Nanalook
Alexie Mochin Jr	Alexie Mochin Jr
Thomas Akelyak	[illegible]
Wassillie Nickolai	Wassillie Nickolai
Roger Evon	Roger Evon
Judy A. Evon	Judy A. Evon
Melvin A. Andrew	[illegible]
Lorraine Gearhart	[illegible]
Robert Gearhart	[illegible]
Benjamin Mand	Benjamin Mand
Jack P. Andrew Sr	[illegible]
Andrew J. Evan	Andrew J. Evan
Audrey Gusta-Nanalook	Audrey Gusta-Nanalook
Steven Whitley Jr	Steven Whitley Jr
Wassillie Bolnick Jr	[illegible]
Bibiana Gloko	Bibiana Gloko
Carlos Gloko Sr	Carlos Gloko Sr

of the existing VORTAC at Dillingham could be utilized;

- Since the location is closer to Dillingham the economic savings would be realized in the future, especially during these times of low income for many families;
- The new location would be closer to the fishing grounds for other potential use;
- Several times the villagers who fish at Igushik have had to first stop in Manokotak before continuing to Igushik as the tide would not allow planes to land there. The new location would be closer and would be more economical;
- Since HUD Homes are normally for people with low income, the new location would realize cost savings for its residents as they are located closer to the site.

NAME- PRINTED	SIGNED
Wassillie John	Wassillie John
Alexie Mochin III	Alexie Mochin III
Virginia Bartman	Virginia Bartman
Angeleta Bartman	Angeleta Bartman
Jenny Akakitlig-John	Jenny Akakitlig-John
Ernest Bartman	Ernest Bartman
Bessie Krause	Bessie Krause
Gust S. Bartman Sr	Gust S. Bartman Sr
Fannie L. Bartman	Fannie L. Bartman
Herbert P. Apalayak	Herbert P. Apalayak
Julia Apalayak	Julia Apalayak
Phona Nanalook	Phona Nanalook
Diane C. Mochin	Diane C. Mochin
Mary Ann Mochin	Mary Ann Mochin
Earling Krause	Earling Krause
PETER A. APALAYAK	Peter Apalayak
Wassillie Alakayak	Wassillie Alakayak
Margaret Alakayak	Margaret Alakayak
Dick Eugene	Dick Eugene
Gronsla Eugene	Gronsla Eugene
Elsie E. Eugene	Elsie E. Eugene
Geraldine Walker	Geraldine Walker
Sophie Alexandria	Sophie Alexandria

Shawna Laderach

From: Don Baxter [don_baxter@dot.state.ak.us]
Sent: Monday, February 09, 2004 2:36 PM
To: Royce Conlon; Shawna Laderach
Subject: [Fwd: RE:]

Royce/Shawna
FYI
-------- Original Message --------
Subject:RE:
Date: Mon, 09 Feb 2004 14:21:24 -0900
From: Tommy Evon <tevon@bbahc.org>
To: Don Baxter <don_baxter@dot.state.ak.us>

Hello Don- at the meeting, it was decided that the city would get a house to house vote of all 18 + and do it that way. I talked with one of the girls and it don't look too good for R3 as several Elders were talking about how no one would be able to get their PFD's no more if we chose R3. Anyway we will know by tonight.

Tommy Evon-Manokotak Family Service Worker

-----Original Message-----
From: Don Baxter [mailto:don_baxter@dot.state.ak.us]
Sent: Wednesday, February 04, 2004 3:19 PM
To: Tommy Evon
Cc: RoyceConlon@pdceng.us; Shawna Laderach; Laurie Mcvicar Kozisek; Steve Becker
Subject: Re:

Tommy,

Shawna at PDC Consulting Engineers provided me with the two questions you had regarding the proposed Manokotak Airport Improvements. I will address them below.

Question No. 1: Where is the funding coming from for the airport construction? There is a rumor in Manokotak that the community members will not receive their Permanent Fund Dividend checks if the airport is built.

Response: Irrespective of which alternative is chosen, the funding for planning, design, environmental work, real estate acquisition, and construction will come entirely from the State and Federal Government. Specifically, the Federal Government will pay for 95% of the project cost, and the State of Alaska will fund the remaining 5%. Permanent Fund Dividend checks will not be used to fund any part of the project's cost, and any rumors suggesting that permanent fund dividends will be used are totally unfounded.

Question No. 2: Could a lawsuit be filed to stop the construction of an alternative. For example, if Alternative E1 is chosen, could someone file a lawsuit to stop its further

development /construction.

Response: It would be difficult to have a basis for a lawsuit until after the environmental process is completed and a Finding Of No Significant Impact (FONSI) document is signed by the Federal Aviation Administration. Prior to signing of the FONSI no alternative will have officially been selected. After signing of the FONSI, anyone could file a lawsuit at any time, but unless there were merit to the issues being brought forward, a judge would most likely quickly dismiss the lawsuit. We are complying with all environmental laws and other required procedures, and it would be difficult to make a case that would stop the project unless some unknown issue comes up in the future. Any lawsuit could, however, delay the project until the lawsuit issues are resolved by a court of law.

I hope that this answers your questions. If not, I can be reached at 269-0610. Thank you for your interest in this important project and good luck with your meeting..

Tommy Evon wrote:
<!--[if !supportLineBreakNewLine]-->
<!--[endif]-->
There is a rumor going around that the new airport will be built with the Manokotak residents PFD's and that we will no longer receive them. Is this true? And we are circulating a petition of which I am enclosing. We are having a public meeting tomorrow on the airport. I would like an answer on my question ASAP! Thank you. If you have an answer, I will show anyone as to whether or not this is true.

Tommy Evon-Manokotak Family Service Worker

****

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Shawna Laderach

From: Don Baxter [don_baxter@dot.state.ak.us]
Sent: Friday, February 06, 2004 4:08 PM
To: Shawna Laderach
Subject: [Fwd: [Fwd: Re:]]

Shawna,

I am forwarding herewith the message that forwards my email to Tommy Evon to Nick ?? with the City of Manokotak.

-------- Original Message --------
Subject:[Fwd: Re:]
Date: Thu, 05 Feb 2004 13:30:50 -0900
From: Don Baxter <don_baxter@dot.state.ak.us>
To:nick_kmocity@yahoo.com

Nick,

Here is my response to the questions raised by Tommy Evon

-------- Original Message --------
Subject: Re:
Date: Wed, 04 Feb 2004 15:18:57 -0900
From: Don Baxter <don_baxter@dot.state.ak.us>
To: Tommy Evon <tevon@bbahc.org>
CC: RoyceConlon@pdceng.us <RoyceConlon@pdceng.us>, Shawna Laderach <ShawnaLaderach@PDCENG.US>, Laurie Mcvicar Kozisek <laurie_kozisek@dot.state.ak.us>, Steve Becker <SteveBecker@PDCENG.US>
References:<31E710102675DB42B15F11BDFE7D290E329E36@exch.bbahc.org>

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>
> **Tommy Evon-Manokotak Family Service Worker**

****

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Kee 01/2/04

Manokotarmiut Teganrit Atanrit
aka Manokotarmiut Elders Traditional council
MTA Elders Department of Transportation DECREE:
CODE 600

We, the Manokotarmiut Teganrit Atanrit, Hereby adopt this MTA Iupiak Department of Transportation Policy in lieu of our MTA code 600, Henceforth all decrees shall be verified by the appropriate Certified duly issued and signed by the appropriate Grand Chief Judge :

First: , The Manokotarmiut Elders Traditional council funds that were asked for by resolutions from the Secretary of Interior were all embezzled by BIA, LLC, BBNA, BBAHC, SWRS, and now the funds are being diverted to Denali Commission, and other state incorporated entities, and

Second , Roads funds that were to be utilized by the Manokotarmiut Elders Traditional Council of 7 million dollars were supposedly lost by Juneau BIA Roads ; 3 million was supposedly found, contracts were signed by Village council president and administrator misrepresenting the traditional council ; without the authorization of the Elder Traditional council; 2 million was "embezzled" by LLC. Knik Construction, and

Third, PDC. Inc. Consulting Engineers : Royce Conlan was not hired, consulted, or asked to plan, evaluate, and design an airport for the people of Manokotak, and their endeavors to try and sway the development 8 miles away is NOT supported , and

Fourth, there are histories of bribery monies offered to those who "support" such endeavors, and hidden agendas are designed in the State plans, and

Fifth , the Village, City, and Village corporation are establishments of a Transnational corporate State that were established to impoverish our people of their Indigenous works and therefore have no authority to authorize any State Incorporated activities , and

Sixth: The Elders Traditional Council does Not and will NOT support the endowment for the State of Alaska; a Bill of "divorcement " was given to the Secretary of Interior where all compacts and contracts were cut concerning the foreign Tribe of the Transnational corporate State, re: Resolution 2003-1.

This Iupiak Department of Transportation policy shall be amended or changed only during the duly called meeting of the Manokotarmiut Teganrit Atanrit and only when the majority of the MTA Elders Appointees and their members are present.

Willie Paul
Grand Chief : Willie Paul

John Pauk
1st Chief : John Pauk

Gust Tugatuk
2nd Chief : Gust Tugatuk

Grand Chief Judge: Gust, Toyakak

Evon Maud
Elders Member: Evon Maud

Matfie D. Pat
Elders member : Matfie Pat

Olga Dick
Elders Member: Olga Dick

Shawna Laderach

From: Royce Conlon
Sent: Wednesday, February 04, 2004 1:23 PM
To: Tommy Evon
Cc: Don Baxter (E-mail); Shawna Laderach
Subject: RE:

Tommy I have forward your message onto Don Baxter 269-0610, Shawna will be calling him to brief him on your conversation...I appoligize that I will not be able to call you back --- I am headed out of the office but they will be able to work will you to provide the information you requested...

-----Original Message-----
From: Tommy Evon [mailto:tevon@bbahc.org]
Sent: Wednesday, February 04, 2004 12:59 PM
To: Royce Conlon
Subject:
Importance: High

I was on the phone with Shannon and need to talk with ASAP. Also I am enclosing an attachment that we comprised for a petition and will be circulating it around. I will be sending this by tomorrow afternoon. We are having a public meeting which may be 'hot' in terms of the three who " cry out the loudest" here in KMO.

Tommy Evon-Manokotak Family Service Worker

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February 2, 2004

PDC, Inc.
Attention: Royce Conlon, Project Manager

RE: Manokotak Airport Improvement Comment

Dear Ms Conlon;

WE, THE FOLLOWING RESIDENTS OF MANOKOTAK, WHO ARE TRIBAL MEMBERS, & FUTURE ADULTS, YOUNG PEOPLE, AND ELDERS, SHOW OUR SUPPORT FOR R3 IN THE DECISION AS IT WILL AFFECT US NOW AND ESPECIALLY IN THE FUTURE, WHICH INCLUDES OUR CHILDREN AND GRANDCHILDREN. WE HAVE GIVEN IT THOUGHT AND CONSIDER THE FOLLOWING REASONS FOR OUR DECISION:

SAFETY

* The Federal Aviation Administration is the authority of all air transportation, its rules and regulations. This authority extends to the safety and operation of aircraft and the airport requirements location, and any and all departure and approach procedures.
* Under the FAA Airport Compliance Program, Order 5190.6A, compliance obligations are required for grant agreements and instruments of conveyance, and the construction and improvements, which include complying with a high degree of safety. The improvement of the existing airport would be in non-compliance with the FAA Airport Compliance Program;
* Chapter 1. Scope and Authority- 1-3- "The FAA seeks to achieve safety and maintain a degree of safety."
* Exclusive Rights. "The FAA is charged with the responsibility of,"
* Chapter 2-c. "FAA Responsibility- "FAA personnel will advise the representatives of other Federal agencies in the improvement of airports,"
* Chapter 4-b. Local Regulations- The prime requirement is to control the use of the airport that will eliminate hazards to aircraft and to the people on the ground,"
* Chapter 4-9- Protection of Approaches- a. Obstruction/Airport Hazards- The airports developed or improved with Federal funding are obligated to prevent the growth of or establishment of obstruction in the aerial approaches to the airport. (The improvement of the existing runway would be in direct violation with this regulation as obstructions hazards are in place already.)
* The required FAA safety zone which extends southward from the existing runway in the form of a triangle and encompasses houses, office buildings, maintenance buildings, other obstructions and the tank farm;

- The approach minimums which are greater for the existing, 1 & ¼ mile vs. threshold;
- The obstructions around the existing airport which include the 900 + ft. mountain, the two (2) two thousand plus feet (2,000 +) mountains to the east;
- The prevailing northeasterly winds which cause shear winds, downdrafts because of the mountain terrain and obstructions to the east;

The following obstructions would constitute violation of the required safety obligations if the improvement were to be constructed at the existing airport because of the safety zone:

- The church (filled to capacity at times which total about 150 people, and of which a service is held every Sunday at least 4 times per day, on Wednesday, Thursday and Saturday) and is in line of the approach and departure;
- The tank farm, directly in line with the approach and departure path (which holds approximately 180,000 gallons of stove oil, and 30,000 gallons of gasoline, with a violent and sudden huge explosive force that could wipe-out at least 3/4 of the main village, and destroy the light plant, the homes, the clinic, the store, and kill a lot of innocent people including Elders, parents, young people, young adults, children and grandchildren.
- The blue building (city owned), and the only light plant which generates electricity for the entire village including the existing airport and is the school's main power source is in the direct line and within the safety zone;
- The only gas station, the village/city maintenance building, the main Public Safety building, which houses the holding cell and MNL's two shops;
- The three (3) school buses, and the Church bus;
- At least fifteen (15) Elders, their homes and the children or grandchildren who live with them;
- The Tribal Office building and its seven (7) occupants at any given business hour, which holds all irreplaceable and valuable tribal records of its membership and many other important governmental records;
- At least twenty (20) homes within the safety zone, their owners or occupants, which include the Elders, the children and grandchildren;
- The Manokotak Native Ltd. Store which is the only store and supplies all of the locally bought food and other needed items for any families, including Elders, children and grandchildren. Many of the residents of Manokotak are within the low income bracket who have been impacted by the low fishing income and require various public assistance such as food stamps and other public assistance;
- Should an incident occur which may be devastating and destructive to homes or other property, they could not be replaced readily because of the low income status;
- Manokotak Natives Ltd. Office which holds all records of its ANCSA tribal membership, and many important documents and landownership records;
- Several commercial fishing vessels valued approximately $50,000 + each, which are a necessary property and are a major use for income;
- The village Clinic which is the only health facility for the entire village of Manokotak and Manokotak Heights and their respective residents, and has at least 4 employees at any given business hour, and this clinic is the only place for handling emergencies and has many valuable equipment and medication for the Elders, children and grandchildren and for any emergency patients;
- The Manokotak Emergency Medical vehicle which is usually parked by the clinic during the day when the majority of the commercial aircraft fly, and could be destroyed if an explosion were to occur, or by even a direct hit;
- The children or grandchildren of the Elders and parents who usually are playing out on the streets which would be a choice for an emergency landing should one occur, and if hit could get hurt real bad or even killed, and if playing in a group which is usually the case, several could get hurt or killed;
- High voltage power lines are strung all over the village of Manokotak and would be hit and cause a major blackout which could be devastating if broken during the winter and

cause stoves or furnaces to go out because many use electricity to work, which could present a health hazard to Elders, the handicapped, disabled, children or grandchildren;

- These lines could also be a fatal hazard to anyone, especially children and Elders who may not be aware of the danger and the very high voltage they carry;
- They can cause fires to start at homes with property damage or destruction and the unnecessary loss of life of Elders, family members, children or grandchildren;
- Some Elders who live in the immediate area of this zone are handicapped or disabled in some way and due to their age are unable to move quickly if any danger or dangerous incident such as an aircraft crash should occur and cause extensive damage or potential damage to property and loss of life, which may include, but not limited to fires, explosions or property.
- The first cemetery is in direct line to and within the safety zone;
- Many private homes have at least 250 to 500 gallons of stove oil and some drums of gasoline near their homes which are a source of fuel for fires should a direct or even an indirect hit occur;
- Other property such as small boats is located at the beach which is in direct line and within the safety zone.
- The Head Start school building is in line of the approach and departure path and lies within the 1 & ¼ mile safety zone. Many small children have school during the week and are not able to understand and realize danger and dangerous results of any incidents. Children normally require assistance in clothing preparation and especially when the weather is cold. Many children quickly lose orientation and the realization of danger. Also at least 4 employees are working within the Head Start building during school sessions.
- One other building is also in line and within the safety zone which is the Youth Center and adjacent to it is the community meeting building with 2-3 other daily employees.

OTHER REASONS

- The ground is swampy and would not be a stable location for improvement, and would need attention in the near future;
- The location is too near the mountain which is an obstruction, and also the other mountains to the east and northeast are also obstructions;
- The location is too close to the village and presents a safety hazard;
- The closed site could be used to build on or make other improvements;
- Departure procedures to the north would be higher with two obstructions to the north and east, and is in direct interception to the route to and from Dillingham and Togiak;
- Approach procedures from the north would be higher with two obstructions to the east, and is in direct interception with the route between Togiak and Dillingham;

NEW ACCESS

- A new road would create new access for hunting, gathering, and building or other improvements such as buildings, homes or businesses;
- Access to wood for steam as it is good for the body and health reasons. Many Elders use this method for health reasons using herbal medications;
- Since there are no buildings near this proposed location, there would be no danger to property or life;
- The closest obstruction is at least three (3) miles away to the northwest and would not be a factor in the approach and departure procedures;
- There are no obstructions between Dillingham and the proposed site and the utilization of the existing VORTAC at Dillingham could be utilized;
- Since the location is closer to Dillingham the economic savings would be realized in the future, especially during these times of low income for many families;
- The new location would be closer to the fishing grounds for other potential use;
- Several times the villagers who fish at Igushik have had to first stop in Manokotak before continuing to Igushik as the tide would not allow planes to land there. The new location would be closer and would be more economical;
- Since HUD Homes are normally for people with low income, the new location would realize cost savings for its residents as they are located closer to the site.

NAME- PRINTED	SIGNED

PDC INC.
Consulting Engineers
Planning • Design • Construction

Steven M. Theno, PE
Ronald H. Gebhart, PE
Mark W. Fryer, PE
James R. Pressley, PE
Gary L. Rice, PE
James J. Loftus, PE
Robert B. Boswell, PE

Anchorage
Fairbanks

Public Meeting Report

Subject	Project progress and community support	**Date**	January 29, 2004
Re:	Airport project	**PDC #**	F02010
		State #	55313
		Name	Manokotak Airport Runway Resurfacing and Extension
Location	Tribal Children's Services Building, Manokotak, AK		

Topic	Discussion
Opening	The meeting started at 2:10 PM with a prayer. The interpreter was not present. It was decided to start without him because there were only one or two people there that didn't speak fluent English. They agreed to raise their hands if they needed an interpretation and someone would interpret for them.
Introductions	Don Baxter introduced himself, gave a short project history, and explained the purpose for the meeting and the handouts (see attached). The project team and Village Safe Water (VSW) representatives, who also attended the meeting, introduced themselves in turn.
Alternatives	Royce Conlon discussed how alternatives were compared to determine the engineering preferred alternative. Questions and comments: • There was a request for a history of the airport. Dan Golden provided some information about the last improvements project. • By request, Royce Conlon touched on the changes to the Runway Protection Zone that would result from building the E1 alternative. • Someone asked if ADOT&PF would provide a blower for clearing the access road. Todd Van Hove said that ADOT&PF would supply a new grader with directional plow and blowers would be provided as needed. • One person asked if there had been any studies of the drifting patterns for the Weary River Access Road between Old Manokotak and Manokotak Heights to determine the needs for keeping it clear. There have not. • A worker from the clinic stated that when there is a medevac in the village they have to 1) Go to the airport to pick up the nurse, 2) Take the nurse to the clinic to see the patient, and 3) Take the nurse and patient back to the airport.

Fairbanks: 1028 Aurora Drive, Fairbanks, AK 99709-5529 • Ph: (907) 452-1414 • Fax: (907) 456-2707

Topic	Discussion
Alternatives (continued)	• When asked about the relative amount of snowfall this year compared to other years, the community said that it was a "medium snow year". In 2001, the school was closed for two days because no grader was available. With the new grader, road clearing will be more reliable. Don Baxter indicated that ADOT&PF M&O would be responsible for snow clearing from the airport to the intersection with the Manokotak Heights Road, thus leaving no net increase for the village. • Someone asked when a new airport could be built if the existing airport were upgraded now. Todd Van Hove said it was hard to say. There is funding now for airport improvements, but there are many other airports out of compliance that would need to be upgraded before funding probably came around to Manokotak again. It is uncertain how long funding will last. If the existing airport were upgraded, it would be designed to serve for another 20 years. • Tommy Evon suggested to the community they consider the recommendations of professionals instead of listening to personal opinions. Don Baxter followed with suggesting that an objective committee be put together to help determine what is best for the community. –An interpretation was requested. After the interpretation, an elder said that he felt the Alternative R3 was best because it will open areas for future generations and there will be more room to expand the airport. He also mentioned it would be best considering the southeast winds. • "Uncle Pat" said through an interpreter that he has been in the village all his life and frequently ran a dogsled past the R3 site when he was younger. He remembers a lot of wind at the site and is concerned that the wind will cause an accident. He is also worried that there will be a lack of money for snow removal to access the site. In response, Royce Conlon described the wind analysis and stated that more wind was measured at the E1 site than at the R3 site. She also reiterated the snow removal discussion above.
Project Schedule	Royce Conlon covered the project schedule and where we are in the process, then turned the meeting over to Shawna Laderach, who discussed the environmental documentation for the project.
Environmental Process	Shawna Laderach described what is being analyzed in the Environmental Process and requested comments. Comments and questions: • Moses Toyukak feels that the cumulative/secondary impacts are positive for the R3 site because the larger airport would enable the community to ship more fish out during the season. He said that they have not been able to ship much out in the past.

Topic	Discussion
Environmental Process (continued)	• After the Environmental Process was interpreted, an elder said that it doesn't seem like wildlife will be displaced because at the Anchorage airport the moose don't seem disturbed by the jets. He recognized that the Anchorage airport is fenced. • An elder was concerned about local hire. Royce Conlon explained that it can't be mandated, but the village council can put together résumés of skilled local labor for the contractor's information; the contractor will want to know about that because it is often cost effective for him to hire local labor. • Tommy Evon said that in reference to threatened and endangered species the area around R3 has a few moose, no caribou, no rabbits, and not much wildlife in general.
Sanitation Alternatives	With the aid of graphics, Jim Kaercher described VSW's alternatives for the landfill and lagoon.
Closing	At the closing of the meeting, Royce Conlon provided the City, Village Council, and Village Corporation with draft resolutions (hardcopy and on disk) to support their respective preferred alternatives. A bound copy of the public comments was left with Moses Toyukak with the understanding that 1) PDC would fax him the questionnaires received at the meeting and 2) he would share the booklet with the other entities. The presentation boards were left with the City representatives for their use at additional public meetings. Extra copies of the newsletter, questionnaire and environmental assessment handout were also left with the City.
Attendees	See attached list of community members in attendance Don Baxter, Project Manager, ADOT&PF Dan Golden, Environmental Analyst, ADOT&PF Todd Van Hove, Maintenance and Operations, ADOT&PF Marie Steele, Engineering Assistant, ADEC-VSW Jim Kaercher, Sanitation Engineer, KAE Royce Conlon, Project Manager, PDC, Inc. Shawna Laderach, Environmental Analyst, PDC, Inc.

MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
STATE PROJECT NO. 55313

Public Meeting Agenda
January 29, 2004

- PROJECT AND STAFF INTRODUCTIONS – Don Baxter
- PURPOSE OF MEETING AND PROJECT BACKGROUND – Don Baxter
- SELECTION PROCESS USED FOR DETERMINING THE ENGINEERING PREFERRED ALTERNATIVE – Royce Conlon
  - What is an Engineering Preferred Alternative?
  - How does the Alternative Comparison Matrix work?
  - Which alternatives are being carried forward into the Environmental Assessment Process?
- ENVIRONMENTAL PROCESS – Shawna Laderach
- PROJECT SCHEDULE – Royce Conlon
- SANITATION ALTERNATIVES- KAE, Inc. / VSW
  - Solid Waste
  - Water & Sewer
- PUBLIC QUESTION & ANSWER – All Staff
- CLOSE PRESENTATION FOR ONE-ON-ONE SESSIONS – Royce Conlon / All Staff
- CALL FOR ANY OTHER GROUP QUESTIONS & ANSWERS; AWARD DOOR PRIZES AND CLOSE MEETING – Royce Conlon

Topics Analyzed in FAA's Environmental Assessment

- The Natural Environment:
  - Air and Water Quality
  - Essential Fish Habitat
  - Wildlife Hazards
  - Biotic Communities
  - Endangered and Threatened Species of Plants and Animals
  - Wetlands
  - Floodplains
  - Coastal Zones
  - Wild and Scenic Rivers
  - Material Site Impacts

- The Human Environment:
  - Noise
  - Compatible Land Use
  - Social Impacts
  - Environmental Justice
  - Induced Socioeconomic Impacts
  - Parks and Recreation Areas
  - Historic, Architectural, Archaeological, and Cultural Resources
  - Farmland
  - Energy Supply and Natural Resources
  - Light Emissions
  - Solid Waste
  - Construction Impacts
  - Hazardous Materials

- Permits
- Secondary and Cumulative Impacts
- Consistency with State and Local Plans

MANOKOTAK AIRPORT IMPROVEMENTS
Questionnaire
January 29, 2004

1. Which airport alternative do you prefer: (check one)
   - ☐ Expand existing Manokotak Airport (E1)
   - ☐ Relocate airport to the 8-Mile site (R3) – near Manokotak Heights
   - ☐ No Build (do not relocate, do not expand existing runway)

   Why do you prefer this alternative? _____

2. Please discuss the impacts of expanding the existing runway:

   Positive Impacts: _____

   Negative Impacts: _____

3. How would relocating the airport impact you and your household?

   Positive Impacts: _____

   Negative Impacts: _____

4. Please provide any additional comments in the space below or on the other side

   _____

Please return the survey in the envelope provided!

2226

NAME

ADDRESS

PHONE

MANOKOTAK AIRPORT
Runway Resurfacing
& Extension

2226

MANOKOTAK AIRPORT IMPROVEMENTS
MEETING ATTENDANCE SHEET – January 29, 2004

Name	Association	Address	Telephone
Albert Kaltenmalvia			
[illegible]	Community Health Aide	PO Box 56 Manokotak AK 99628	(907) 289-2053
[illegible]		P.O Box 27 Manokotak 99628	907-287-1419
[illegible]	Manokotak Native Limited	PO Box 56 Manokotak	287 2005
Dean B. Ay[illegible]		Box 132 KMO	289-1067
Margaret Alakayak		P.O. Box 34 KMO 99628	
Akaxia Pat		P.O. Box 32 Manokotak 99628	289-1056
Sharon Wassa		P.O. Box 87 Manokotak 99628	289-1054
Moses Toyukak Sr		P.O. Box 30 Manokotak	289-2188
Edward [illegible]	City of Manokotak	Box 110 " 99628	289-1027
Jim Kamb[illegible]	KAE Inc	2400 Spenard Rd, Anchor	276 2176
Marie Alsel[illegible]	VSW	555 Cordova 4th floor Anch. 99501	269 7604
Carl [illegible]	MNL	Box 55 KMO 99628	907 289-1086
Roya Carlon	PDC inc	1028 Aurora Dr	907-452-1414

MANOKOTAK AIRPORT IMPROVEMENTS
MEETING ATTENDANCE SHEET – January 29, 2004

Name	Association	Address	Telephone
Bessie Toyukak	BBNA	P.O. Box 133, Manokotak	907-289-2074
Laurie John		Box 126 Manokotak	(907) 289-1437
Jenny Alakitlig-John		"	"
Maxine S. Pat			
Lou Kuneyta		Box 11 Manokotak	289-1272
Louise Kuneyta		Box 11 Manok	" "
Joseph Tomack		Box 190 Manokotak	289-2019
Chris Hoke		Box 7 Manokotak	289-1014
Michael Geeks	Manokotak Village Council Pres.	Box 113 KM	289-2170
Billy Barton	City Council	Box 2	289-1241
Lome Alakayak	" "	Bx 27	289-1419
Laura John	City Clerk	Bx 269	289-2136
Tommy Dim	FSW	Box 50	1289
[illegible]		P.O. Box 109	907-289-1072
Jeweline Angaiak	Healthcare	Box 132	289-1067
Kenneth Rukwal, Sr	City Mayor		

Native Village of Manokotak
P.O. Box 169
Manokotak, AK 99628

RESOLUTION _____

A RESOLUTION OF THE COMMUNITY OF MANOKOTAK, ALASKA, TO SUPPORT ALTERNATIVE _____ OF THE MANOKOTAK AIRPORT IMPROVEMENT PROJECT, AS PRESENTED IN THE COMMUNITY MEETING ON JANUARY 29, 2004, BY THE STATE OF ALASKA, DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES.

WHEREAS, the Village Council is representing the community of Manokotak; and

WHEREAS, the Manokotak Airport needs improvement; and

WHEREAS, the Manokotak Airport is vital to the transportation needs of the Community of Manokotak.

NOW THEREFORE BE IT RESOLVED THAT: The Manokotak Village Council supports the improvements (Alternative ____) as presented by the Alaska Department of Transportation and Public Facilities.

PASSED AND APPROVED BY THE VILLAGE COUNCIL ON THIS
_____DAY OF _____ IN THE YEAR _____.

_____ _____ _____
Council Member Signature(s)

_____ _____ _____
Council Member Signature(s)

_____
President

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City of Manokotak
P.O. Box 170
Manokotak, AK 99628

RESOLUTION _____

A RESOLUTION OF THE CITY OF MANOKOTAK, ALASKA, TO SUPPORT ALTERNATIVE _____ OF THE MANOKOTAK AIRPORT IMPROVEMENT PROJECT, AS PRESENTED IN THE COMMUNITY MEETING ON JANUARY 29, 2004, BY THE STATE OF ALASKA, DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES.

WHEREAS, the City of Manokotak is the official municipal government organized and recognized by the State of Alaska; and

WHEREAS, the Manokotak Airport needs improvement; and

WHEREAS, the Manokotak Airport is vital to the transportation needs of the Community of Manokotak.

NOW THEREFORE BE IT RESOLVED THAT: The City of Manokotak supports the improvements (Alternative ____) as presented by the Alaska Department of Transportation and Public Facilities.

PASSED AND APPROVED BY THE CITY ON THIS
_____DAY OF _____ IN THE YEAR _____.

_____ _____ _____
City Council Signature(s)

_____ _____ _____
City Council Signature(s)

_____
Mayor

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Manokotak Natives Limited
P.O. Box 149
Manokotak, AK 99628

RESOLUTION _____

A RESOLUTION OF MANOKOTAK NATIVES LTD. AS THE LOCAL ANCSA VILLAGE CORPORATION, TO SUPPORT ALTERNATIVE _____ OF THE MANOKOTAK AIRPORT IMPROVEMENT PROJECT, AS PRESENTED IN THE COMMUNITY MEETING ON JANUARY 29, 2004, BY THE STATE OF ALASKA, DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES.

WHEREAS, Manokotak Natives Ltd. is the land owner and has surface rights; and

WHEREAS, the Manokotak Airport needs improvement; and

WHEREAS, the Manokotak Airport is vital to the transportation needs of the Community of Manokotak.

NOW THEREFORE BE IT RESOLVED THAT: Manokotak Natives Ltd. supports the improvements (Alternative ____) as presented by the Alaska Department of Transportation and Public Facilities.

PASSED AND APPROVED BY THE CORPORATION ON THIS
_____DAY OF _____ IN THE YEAR _____.

_____ _____ _____
Board Signature(s)

_____ _____ _____
Board Signature(s)

_____
President and CEO

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Manokotak 16 11 03
City of Manokotak
Fax 289-1027 me

Research Results: Funding for Maintenance of Road to Manokotak School

The City of Manokotak is eligible for assistance through the Bureau of Indian Affairs (BIA). An application is attached; the application should be submitted to the BIA by January 1, 2005 to apply for next year's funding. See below for more details.

City of Manokotak

Contact: Edward Nick, 289-1027

Manokotak funds the road maintenance by renting out their loader for gravel haul and their TD7 dozer with backhoe for operations such as boat hauling. Their spending budget for the road's maintenance is calculated from January to December:

Year	Salaries	Fuel	Equipment
2002	$10,835	$3,057	$287
2003	$1,788	$922	$600

When asked about the discrepancies, Edward said that last year they had more snow and this year they had to purchase a pair of blades (they are due for another pair of blades already because their operator is not very experienced and is hard on them). Older data is available and can be compiled if we need it.

The road was built by ADOT&PF and is now owned by the City. The BIA built the "shortcut" that allows travelers to bypass the gravel pit closest to old Manokotak.

Bureau of Indian Affairs (BIA)

Contact: Allen Taug, 586-7160, Fax: 586-7357

After much contact with Al and others that he referred me to (see telephone log), he decided that Manokotak can apply for Federal assistance for road maintenance and faxed an application (see attached).

State Department of Education and Early Development

Contact: Kim Andrews, 465-2802

This department does not fund ongoing maintenance projects, only capital improvements for buildings related to education.

Department of Community and Economic Development (DCED)

Contact: Laura Walters, 269-4521

The state funding has been cut. She referred us to BIA.

P:\2002\F02010\N\Road Maintenance.doc

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS
Alaska Region
Branch of Roads
P.O. Box 25520
Juneau, Alaska 99802-5520

FAX TRANSMITTAL

DATE: 1 / 08 / 04

TOTAL NUMBER OF PAGES INCLUDING FAX COVER PAGE (14)

TO: Shauna Laderach		
COMPANY: PDC		
FAX: (907) 456 - 2707		
FROM: Allen Taug	Civil Engineering Technician	
Fax Number(s)	**Office Number:**	
(907) 586-7357	**(907) 586-7160 -or- (907) 586-7380**	

COMMENTS

RE: **REQUIRED DOCUMENTS FOR GRANT APPLICATION**

Shauna, if you have any questions about the Grant Application , please call me .

Thank You,

Allen Taug al AOTR

Maintenance Specialists

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS
BRANCH OF ROADS
Juneau Area Office
P.O. Box 25520
Juneau, Alaska 99802-5520

REQUIRED DOCUMENTS FOR GRANT APPLICATION

1) Application for Federal Assistance SF-424
2) Authorizing Tribal Resolution
3) Program Narrative
4) Position Description
5) Program Budget
6) Budget Justification
7) Assurances SF-424
8) Drug – Free Workplace Requirement
9) ACH Vender Payment System Payment Information Form

The Application for Federal Assistance form SF-424 should have an original signature of the authorized tribal official. The form should also have the proposed performance dates, the proposed funding amount, date the application, the name, and phone number of the contact person for the grant application. Be sure to provide the Federal Employer Identification Number.

The tribal council and have original signatures should certify the tribal resolution.

All other forms should also have original signatures.

OMB Approval No. 0348-0043

APPLICATION FOR FEDERAL ASSISTANCE

1. TYPE OF SUBMISSION: Application ☐ Construction ☐ Non-Construction; Preapplication ☐ Construction ☐ Non-Construction	2. DATE SUBMITTED	Applicant Identifier
	3. DATE RECEIVED BY STATE	State Application Identifier
	4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier

5. APPLICANT INFORMATION

Legal Name:	Organizational Unit:
Address *(give city, county, State, and zip code)*:	Name and telephone number of person to be contacted on matters involving this application *(give area code)*

6. EMPLOYER IDENTIFICATION NUMBER *(EIN)*:

☐☐ – ☐☐☐☐☐☐☐

7. TYPE OF APPLICANT: *(enter appropriate letter in box)* ☐

A. State
B. County
C. Municipal
D. Township
E. Interstate
F. Intermunicipal
G. Special District
H. Independent School Dist.
I. State Controlled Institution of Higher Learning
J. Private University
K. Indian Tribe
L. Individual
M. Profit Organization
N. Other (Specify) _____

8. TYPE OF APPLICATION:

☐ New ☐ Continuation ☐ Revision

If Revision, enter appropriate letter(s) in box(es) ☐ ☐

A. Increase Award B. Decrease Award C. Increase Duration
D. Decrease Duration Other*(specify)*:

_____

9. NAME OF FEDERAL AGENCY:

10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER:

☐☐ – ☐☐☐

TITLE:

11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:

12. AREAS AFFECTED BY PROJECT *(Cities, Counties, States, etc.)*:

13. PROPOSED PROJECT		14. CONGRESSIONAL DISTRICTS OF:	
Start Date	Ending Date	a. Applicant	b. Project

15. ESTIMATED FUNDING:	
a. Federal	$ .00
b. Applicant	$ .00
c. State	$ .00
d. Local	$ .00
e. Other	$ .00
f. Program Income	$ .00
g. TOTAL	$ .00

16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?

a. YES. THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON:

DATE _____

b. No. ☐ PROGRAM IS NOT COVERED BY E. O. 12372
☐ OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW

17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?

☐ Yes If "Yes," attach an explanation. ☐ No

18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT, THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.

a. Type Name of Authorized Representative	b. Title	c. Telephone Number
d. Signature of Authorized Representative		e. Date Signed

Previous Edition Usable
Authorized for Local Reproduction

Standard Form 424 (Rev. 7-97)
Prescribed by OMB Circular A-102

INSTRUCTIONS FOR THE SF-424

Public reporting burden for this collection of information is estimated to average 45 minutes per response, including 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 the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0043), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

This is a standard form used by applicants as a required facesheet for preapplications and applications submitted for Federal assistance. It will be used by Federal agencies to obtain applicant certification that States which have established a review and comment procedure in response to Executive Order 12372 and have selected the program to be included in their process, have been given an opportunity to review the applicant's submission.

Item:	Entry:
1.	Self-explanatory.
2.	Date application submitted to Federal agency (or State if applicable) and applicant's control number (if applicable).
3.	State use only (if applicable).
4.	If this application is to continue or revise an existing award, enter present Federal identifier number. If for a new project, leave blank.
5.	Legal name of applicant, name of primary organizational unit which will undertake the assistance activity, complete address of the applicant, and name and telephone number of the person to contact on matters related to this application.
6.	Enter Employer Identification Number (EIN) as assigned by the Internal Revenue Service.
7.	Enter the appropriate letter in the space provided.
8.	Check appropriate box and enter appropriate letter(s) in the space(s) provided: – "New" means a new assistance award. – "Continuation" means an extension for an additional funding/budget period for a project with a projected completion date. – "Revision" means any change in the Federal Government's financial obligation or contingent liability from an existing obligation.
9.	Name of Federal agency from which assistance is being requested with this application.
10.	Use the Catalog of Federal Domestic Assistance number and title of the program under which assistance is requested.
11.	Enter a brief descriptive title of the project. If more than one program is involved, you should append an explanation on a separate sheet. If appropriate (e.g., construction or real property projects), attach a map showing project location. For preapplications, use a separate sheet to provide a summary description of this project.
12.	List only the largest political entities affected (e.g., State, counties, cities).
13.	Self-explanatory.
14.	List the applicant's Congressional District and any District(s) affected by the program or project.
15.	Amount requested or to be contributed during the first funding/budget period by each contributor. Value of in-kind contributions should be included on appropriate lines as applicable. If the action will result in a dollar change to an existing award, indicate *only* the amount of the change. For decreases, enclose the amounts in parentheses. If both basic and supplemental amounts are included, show breakdown on an attached sheet. For multiple program funding, use totals and show breakdown using same categories as item 15.
16.	Applicants should contact the State Single Point of Contact (SPOC) for Federal Executive Order 12372 to determine whether the application is subject to the State intergovernmental review process.
17.	This question applies to the applicant organization, not the person who signs as the authorized representative. Categories of debt include delinquent audit disallowances, loans and taxes.
18.	To be signed by the authorized representative of the applicant. A copy of the governing body's authorization for you to sign this application as official representative must be on file in the applicant's office. (Certain Federal agencies may require that this authorization be submitted as part of the application.)

SF-424 (Rev. 7-97) Back

EXAMPLE

Native Village
Larsen Bay Tribal Council
P.O. Box 35
Larsen Bay, Alaska 99624
Phone (907) 847-2207 Fax (907) 847-2307

Resolution 2002-02

Resolution for Road Maintenance

Whereas; The Larsen Bay Tribal Council is the legal and federally recognized body representing the Native Village of Larsen Bay and;

Whereas; The Native Village of Larsen Bay is eligible to participate in the Indian Reservation Road (IRR) program authorized under Title 23 U. S. C., "Highways" As revised ; the Intermodel Surface Transportation Efficiency Act of 1991 title 1 Public Law 102-240; and

Whereas; The Native Village of Larsen Bay applies for road maintenance grants from the Bureau of Indian Affairs for financial assistance to maintain IRR roads located in Larsen Bay; and

Whereas; The Larsen Bay Tribal Council has the authority to appoint a representative to apply for grant applications and be responsible for the terms of an awarded grant; and

Now Therefore Be It Resolved That;

The Larsen Bay Tribal Council authorizes the City of Larsen Bay to apply for a road maintenance grant from the Bureau of Indian Affairs from the Branch of roads and to be responsible for administering the terms of an awarded grant annually until this authority is rescinded by another resolution of this council.

Passed and Approved by the Larsen Bay Tribal Council this 22 day of March ~~25~~, 2002 with a vote of 6 members in favor and 0 members opposed, with 6 members present.

Attest

President, Larsen Bay Tribal Council

EXAMPLE

CITY OF

PROGRAM NARRATIVE

This program is to maintain the road system in the village of Larsen Bay from snow and ice, to keep them safe for all drivers and pedestrians. In the Spring months, we will grade the roads to rid of pot holes due to heavy rainfall.

BUDGET

WAGES:

1 Driver @ $12.00 per hr x 156.5 hrs	$1878.00
1 Operator @ $14.00 per hr x 90 hrs	$1260.00
2 Laborers @ $10.00 per hr x 150 hrs	$3000.00
1 Office person @ $12.00 per hr x 40 hrs	$ 480.00
1 Equipment Maintenance man@ $16.00 per hr x 63 hrs	$1008.00
Payroll taxes	$ 750.00
TOTAL	**$8376.00**

EQUIPMENT:

590 Loader @ $60.00 x 40 hrs	$2400.00
450 backhoe @ $60.00 x 30 hrs	$1800.00
Truck rental @ $25.00 x 50 hrs	$1250.00
TOTAL	**$5450.00**

SUPPLIES:

250 gals. gas @ $1.85 gal	$462.50
200 gals. diesel @ $1.30 gal	$260.00
Office supplies	$ 875.50
Equipment Supplies	$2000.00
TOTAL	**$3598.00**
GRAND TOTAL	**$17424.00**

BUDGET NARRATIVE

The Manager will be the Mayor of the City of Larsen Bay, who is Allen Panamaroff Sr . He will oversee the program and hire one (1) driver along with two (2) Laborers to gravel icy roads, also one (1) Operator to grade roads from snowfall.

Equipment from the City of Larsen Bay will include use of the Pick-up Truck, 450 Blade/End Loader and\or 590 Loader, and the Grader. There will be an expense of Diesel and gas use for all equipment. We will also have the expense of wages for maintenance, and supplies ie: filters and oil for all equipment.

NATIVE VILLAGE OF
FY 2001 BIA ROAD MAINTENANCE FUND

POSITION DESCRIPTION

Position: Heavy Equipment Operator
Pay Rate: Please see Project Budget and Budget Justification
Supervision: The NVT Council hires The Heavy Equipment Operator, who reports to the Council on a regular (meeting) basis. The Village Administrator directly supervises the Heavy Equipment Operator in conjunction with NVT Bookkeeper and Council Secretary.

DUTIES AND RESPONSIBLITIES

- Performs maintenance and repair of heavy equipment/orders parts, etc. through the Council Office.
- Performs Roads Maintenance, restoration and repair according to direction provided by NVT Council and specifically contained in work orders issued by Tribal Management.
- Reports to NVT Council and office regarding general road conditions, special conditions and work required due to special and unusual seasonal conditions.
- Grades roads as contained in area-location map and plans of local (BIA) roads existing in the Native Village of Tyonek.
- Completes cut and fill as required to clean, open ditches and builds crown of road(s) via excavated material.
- Cleans culverts and clears obstructions to runoff and drainage of roads.
- Clears vegetation along sides of road(s) to promote safety and visibility.
- Maintains inventory of equipment, condition, parts and supplies.
- Keeps maintenance shop and area clean and safe.

WORK CONDITIONS

- Must work on an on-call basis due to road an seasonal conditions.
- Must be willing to work/report in cold weather and in difficult conditions as required.
- Heavy Equipment Operator is under the provisions of NVT Personnel Policy and Procedures Manual.

QUALIFICATIONS

- High School Graduate; GED equivalent.
- Minimum three (3) years experience in operating heavy equipment or possess a Heavy Equipment Certificate
- Must be able to perform maintenance and repair of NVT heavy equipment.

NATIVE VILLAGE OF
FY –2003 BIA ROAD MAINTENANCE FUND

BUDGET JUSTIFICATION

Equipment/fuel - $2,680.00

Cost of fuel here in Tyonek is very expensive; it is noted the budget for fuel to operate equipment may increase – depending on seasonal weather/climate changes.

The heavy equipment is in excellent condition; it is noted in the budget to properly maintain equipment. Freight for supplement equip is expensive to fly into Tyonek

OMB Approval No. 0348-0040

ASSURANCES - NON-CONSTRUCTION PROGRAMS

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including 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 the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0040), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.

2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.

3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.

4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.

5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).

6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

7. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.

8. Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

9. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333), regarding labor standards for federally-assisted construction subagreements.

10. Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is $10,000 or more.

11. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).

12. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.

13. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).

14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.

15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.

16. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.

17. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."

18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL	TITLE
APPLICANT ORGANIZATION	DATE SUBMITTED

U.S. Department of the Interior
Certification Regarding Drug-Free Workplace Requirements

This certification is required by the regulations implementing the drug-free workplace requirements for Federal grant recipients under the Drug-Free Workplace Act of 1988. The regulations were published as Part II of the January 31, 1989, Federal Register (pages 4947-4966). A copy of the regulations is included in the proposal package. For further assistance in obtaining a copy of the regulations, contact the U.S. Department of the Interior, Acquisition and Assistance Division, Office of Acquisition and Property Management, 18th and C Streets, N.W., Washington, D.C. 20240.

(BEFORE COMPLETING CERTIFICATION, READ INSTRUCTIONS ON REVERSE)

Alternate I. (FOR GRANTEES OTHER THAN INDIVIDUALS)

A. The grantee certifies that it will provide a drug-free workplace by:

(a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possess- ion or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition:

(b) Establishing a drug-free awareness program to inform employees about--

(1) The dangers of drug abuse in the workplace;
(2) The grantee's policy of maintaining a drug-free workplace;
(3) Any available drug counseling, rehabilitation, and employee assistance programs; and
(4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;

(c) Making it a requirement that each employee to be engaged in the performance of the grant to be given a copy of the statement required by paragraph (a);

(d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --

(1) Abide by the terms of the statement; and
(2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;

(e) Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction;

(f) Taking one of the following actions within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted --

(1) Taking appropriate personnel action against such an employee, up to and including termination; or
(2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approve for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;

(g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f).

B. The grantee shall insert in the space provided below the site(s) for the performance of work done in connection with the specific grant:

Place of Performance (Street address, city, county, state, zip code)

_____

_____

_____

_____
Name and Title of Authorized Representative

Signature _____ Date _____

1- 9-04;12:38PM;Hodus Construction ;907 366 7142

U.S. Department of the Interior
Certification Regarding Drug-Free Workplace Requirements

This certification is required by the regulations implementing the drug-free workplace requirements for Federal grant recipients under the Drug-Free Workplace Act of 1988. The regulations were published as Part II of the January 31, 1989, Federal Register (pages 4947-4966). A copy of the regulation is included in the proposal package. For further assistance in obtaining a copy of the regulations, contact the U.S. Department of the Interior, Acquisition and Assistance Division, Office of Acquisition and Property Management, 18th and C Streets, N.W., Washington, D.C. 20240.

(BEFORE COMPLETING CERTIFICATION, READ INSTRUCTIONS BELOW)

Instructions for Certification

1. By signing and/or submitting this application or grant agreement, the grantee is providing the certification set out below.
2. The certification set out below is a material representation of fact upon which reliance was placed when the agency determined to award the grant. If it is later determined that the grantee knowingly rendered a false certification, or otherwise violates the requirements of the Drug-Free Workplace Act, the agency, in addition to any other remedies available to the Federal Government, may take action authorized under the Drug-Free Workplace Act.
3. For grantees other than individuals, Alternate I applies.
4. For grantees who are individuals, Alternate II applies.

ALTERNATE II. (FOR GRANTEES WHO ARE INDIVIDUALS)

The grantee certifies that as a condition of the grant, he or she will not engage in the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance in conducting any activity with the grant.

Signature _____ Date _____

ACH VENDOR PAYMENT SYSTEM
PAYMENT INFORMATION FORM

Data being collected on this form is requested under provisions of 31 U.S.C. 3322 and 31 CFR 210. Failure to provide information may prevent the receipt of payments through the P638 Contract Payment system and/or ACH Payments.

Add New Code ***Change Information*** ***Activate Code*** ***Inactivate Code***
(CIRCLE ONE)

TRIBE / ORGANIZATION / VENDOR INFORMATION

NAME:_____ _ _ _ _ _ _ _ _ _ _
VENDOR CODE
ADDRESS 1:_____
ADDRESS 2:_____
CITY:_____ ST:____ ZIP CODE:_____
SS/FED ID. #: _____ HOME ORG:_____
(Required for E, C & F)

VENDOR TYPE: G N C E I T X U S F
(CIRCLE ONE)

CONTACT PERSON:_____ TELEPHONE: _____
E-MAIL ADDRESS: _____

BUREAU OF INDIAN AFFAIRS INFORMATION

HOME ORG: _ _ _ _ _ _ _ TELEPHONE: _____
CONTACT PERSON:_____

FINANCIAL INSTITUTION INFORMATION

NAME:_____
ADDRESS 1: _____
ADDRESS 2: _____
CITY: _____ STATE:_____ ZIP CODE: _____
ACH COORDINATOR:_____
TELEPHONE: _____ NINE DIGIT ROUTING #: _ _ _ _ _ _ _ _ _
ACCOUNT #:_____ CHECKING:_____ SAVINGS: _____
DEPOSITOR ACCOUNT TITLE:_____

FINANCIAL INSTITUTION REPRESENTITIVE
NAME: _____
TITLE:_____ TELEPHONE #: _____

3/199/01

ACH VENDOR PAYMENT SYSTEM

The ACH VENDOR PAYMENT SYSTEM – PAYMENT INFORMATION FORM will be used to update the P638 Payment with Financial institution information. This form is currently used by the P638 Payment Process. Rather than designing another form to accommodate other ACH vendors in FFS, this form will be used for setting up electronic deposit of payment(s) for those vendors listed below.

P638 Vendors
Invitational Travelers (Non-Bureau)
Current Employee Travelers
Other Vendors

Form Preparation Instructions

The form is divided into three (3) different sections. EACH SECTION MUST BE COMPLETED **ONLY** BY THE PARTY DESIGNATED ON THE FORM.

TRIBE / ORGANIZATION / VENDOR INFORMATION

Vendor Code. **Required.** If the vendor is P638, enter the Tribal Code. For example: P09T123. Social Security Numbers for current employee and non-bureau employee. Alpha configuration for other vendors. **HOME ORG AND VENDOR TYPE MUST BE PROVIDED WHEN THE VENDOR CODE IS A SOCIAL SECURITY NUMBER.**

Name/Address. **Required.** This should be the address of the person that is to receive payment.

SS/EIN NUMBER: **Optional.** Enter SS # or Fed Id of Vendor.

Home Org: **Optional.** Print the home organization code.

VENDOR TYPE: **Required.** Check the appropriate box.

G = Government	T = Indian Tribes	X = Tribal Organizations
N = Private Sector	E = Employee	I = Imprest Fund Cashier
C = Invitational Traveler (Non-BIA)	S = State	F = Former Employee
	U = Private Non Prompt Pay	

Contact Person. **Required.** Enter the name of the person that is initiating the request.

Telephone Number. **Required.** Enter the telephone number of the Requester.

E-mail Address. **Optional.** Enter Vendors e-mail address.

PDC, Inc. Consulting Engineers
Attn: Royce Conlon
1028 Aurora Drive
Fairbanks, AK 99709

Send comments or obtain additional information by contacting:

ADOT&PF
Attn: Don Baxter
PO Box 196900
Anchorage, AK 99519-6900
☎Phone: (907) 269-0810
☎TTY/TDD: (907) 269-0674
✉Email: Don_Baxter@dot.state.ak.us

Presorted Std
US Postage PAID
Permit #500
Anchorage, AK

The Evaluation Process

Selecting the engineering preferred alternative involved a careful look at each of the build alternatives (see map and insert inside) and how well each measured up when considering:

Safety issues such as:
- Wind direction and speed
- Limitations posed by the surrounding hills
- Wildlife hazard attractants such as the location of landfills and lagoons

Engineering issues such as:
- Soil conditions and long term stability
- Construction costs
- Maintenance and operation costs
- Future expansion possibilities

Community issues such as:
- Land acquisition
- Convenient access/proximity to community

The evaluation was completed by the FAA, ADOT&PF, and PDC based on their knowledge of the project and initial public input. The "Engineering Preferred Alternative," R3, will be considered further in the Environmental Assessment (EA). Keeping the airport close to the community is an important consideration, so Alternative E1 will also be included in the EA despite its deficiencies in meeting established safety standards. Alternative R1A (5-mile site) was eliminated due to safety concerns and potential long-term impacts to the Manokotak Heights subdivision.

Manokotak Airport Improvement Goals

- Balance standards for providing a safe facility with needs of community and airport users
- Provide pilot-operated lighting to increase the hours of operation
- Allow GPS approaches to increase the types of weather in which the planes can land
- Consider future expansion capabilities

Environmental Consequences

The environmental consequences of the alternatives will be evaluated and documented in the EA, which will culminate in the selection of a preferred alternative. The draft EA is scheduled for public review in April.

MANOKOTAK
Airport Improvements

NEWSLETTER No. 3 – January 2004

The State of Alaska Department of Transportation and Public Facilities (ADOT&PF) and the Federal Aviation Administration (FAA) have continued with studies and design analysis of aviation safety improvements at Manokotak. The project team visited Manokotak in September to present airport alternatives at a public meeting. During this visit, time was spent in the field looking over the sites. This newsletter discusses the evaluation of those alternatives and identifies Alternative R3 (8-mile site) (see map inside) as the "Engineering Preferred Alternative."

The airport project team will be back in Manokotak on January 29th to explain how the engineering preferred alternative was selected, seek additional public input on impacts of relocating the airport, and determine community preferences. A representative from Village Safe Water (VSW) will also be present at this meeting to discuss the landfill relocation project.

PUBLIC MEETING

January 29, 2004

Tribal Children's Services Bldg. – Meeting Room, 1:00 PM – 3:00 PM

Note: An interpreter will be available.

Public Input

The project team listened carefully to the public at the September meeting. Members of the community had different ideas of what airport alternative would be best for Manokotak. Comments included:

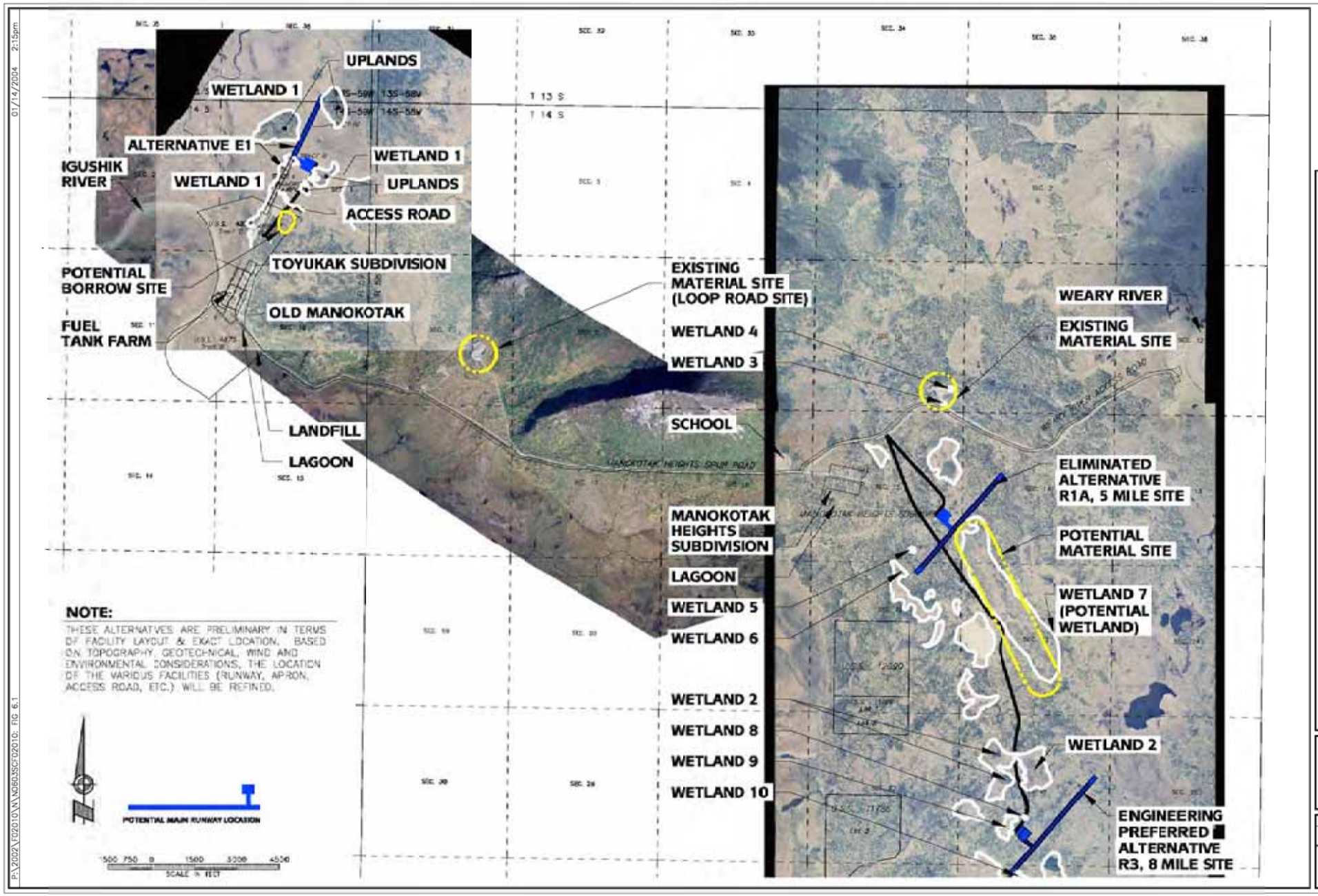
- "*I support the airport at site R3 (or 8-mile) because it is the furthest away from high terrain. It would provide much safer landings and take-offs in bad weather.*"
- Another commenter did not "*approve of the airport being placed further out of the main village because of the quantity of goods, services and people needing access to the airport and the lack of running vehicles to make the trip(s).*" This person also stated transporting patients to medevac flights would be harder on them.
- One person told us that the "*current location is and has been identified as a hazard in our Local Emergency Management Plan*" due to the proximity of the fuel tanks to the existing airport.
- Another wrote, "*I would prefer the R3 (8-mile)...it would be safer, more cost effective, more stable, less of a danger to the main village and residents...more access to lands created by the new road, and other uses such as subsistence, gathering, wood cutting...for our children and grandchildren.*"

Also, almost half of the residents who responded to VSW's landfill project questionnaire favored moving the airport to Manokotak Heights while only one in four wanted to keep the airport at its existing site.

Your Input Is Important!

Community input is very important to planning and designing an airport. At the two previous public meetings, the public provided important local knowledge of the proposed sites. Now that the engineering preferred alternative has been selected, it is time to get additional public input. Come to the public meeting to let us know how you and your family will be impacted by moving the airport to the R3 (8-Mile) location or keeping it at the current location.

Continued on page 4


UPLANDS
WETLAND 1
ALTERNATIVE E1
WETLAND 1
IGUSHIK RIVER
WETLAND 1
UPLANDS
ACCESS ROAD
TOYUKAK SUBDIVISION
POTENTIAL BORROW SITE
OLD MANOKOTAK
FUEL TANK FARM
LANDFILL
LAGOON
T 13 S
T 14 S
EXISTING MATERIAL SITE (LOOP ROAD SITE)
WETLAND 4
WETLAND 3
SCHOOL
MANOKOTAK HEIGHTS SUBDIVISION
LAGOON
WETLAND 5
WETLAND 6
WETLAND 2
WETLAND 8
WETLAND 9
WETLAND 10
WEARY RIVER
EXISTING MATERIAL SITE
ELIMINATED ALTERNATIVE R1A, 5 MILE SITE
POTENTIAL MATERIAL SITE
WETLAND 7 (POTENTIAL WETLAND)
WETLAND 2
ENGINEERING PREFERRED ALTERNATIVE R3, 8 MILE SITE
NOTE:
THESE ALTERNATIVES ARE PRELIMINARY IN TERMS OF FACILITY LAYOUT & EXACT LOCATION. BASED ON TOPOGRAPHY, GEOTECHNICAL, WIND AND ENVIRONMENTAL CONSIDERATIONS, THE LOCATION OF THE VARIOUS FACILITIES (RUNWAY, APRON, ACCESS ROAD, ETC.) WILL BE REFINED.
POTENTIAL MAIN RUNWAY LOCATION
SCALE IN FEET
PLANS DEVELOPED BY: PDC, INC.
PRELIMINARY ALTERNATIVES WITH WETLANDS BOUNDARIES
MANOKOTAK AIRPORT RUNWAY IMPROVEMENTS
MANOKOTAK, ALASKA
DESIGN: KBK/SRL
DRAWN: GDS/CFP
CHECK: RLC
NOV 2003
PROJ. No. F02010
FIGURE
P:\2002\F02010\N\N060.SCF02010. FIG 6.1
01/14/2004 2:15pm

Alternative Comparison Matrix

Category	Relative Importance* (Higher = more important)	Evaluation Criteria	Alternatives Being Carried Forward into Environmental Assessment		
			8-Mile Site (R3)	**Extend Existing** (E1)	**No Build**
Safety	20	**Distance from Landfill and Lagoon** *Farther=Better, FAA requires 10,000 feet*	12,970 feet from existing lagoon 14,870 feet from proposed landfill	4,000 feet from existing lagoon 4,700 feet from existing landfill more than 23,000 feet from proposed landfill	3,000 feet from existing lagoon 3,800 feet from existing landfill More than 23,000 feet from proposed landfill
	13	**Approach Capabilities (terrain limitations)** *Big difference for medevac, no significant difference for day to day activity* **MDA (Minimum Descent Altitude)**-*The lowest altitude a plane can fly by instrument alone, before landing.* **MAP (Missed Approach Point)**- *A point at which a plane has to cancel a landing because of poor visibility.* *MDA Lower=Better, MAP Shorter=Better*	MDA= 700 feet for NE approach MDA= 600 feet for SW approach MAP= 1-mile visibility for approaching either end	MDA= 1060 feet (visibility of 1.25 statute miles for category A aircraft and 1.5 statute miles for category B aircraft) MAP= 1-mile west of Airport; due to terrain, a straight in approach is not viable.	MDA= 1060 feet (visibility of 1.25 statute miles for A and 1.5 statute miles for B category aircraft) Due to terrain, a straight in approach is not viable.
	10	**Wind Coverage** *Affects day to day operations* *Higher %=Better, FAA requires at least 95%*	13 knots = 97.83%, Pilot's comment that farther from hill better winds	13 knots = 93.62%, Higher overall crosswind and range of winds (no improvement)	13 knots = 93.62%, Higher overall crosswind and range of winds
	7	**Obstructions** **(for example fuel tanks, properties)**	None	Community and tank farm (distance = 2,950 feet), Armory in Runway Protection Zone	Community and tank farm (distance = 1,970 feet)
Good Engineering	20	**Construction Costs**	$10,880,083	$9,401,025	None
	10	**Maintenance & Operations (M&O) Costs** (Considered on a cost per mile basis. However, according to the ADOT&PF M&O superintendent, the costs of all alternatives will be the same because of wind factors that affect drifting and snow removal.)	20.03 lane miles Minimal snow drifting will occur.	15.40 lane miles Snow drifting will continue to occur.	8 lane miles (existing) Snow drifting does occur.
	5	**Geology/Long Term Stability**	Decent soil conditions - should be uniform, relatively flat terrain, all fill section	Unfavorable soil conditions; more than 12 feet of peat - will continue to consolidate over time	Existing facility decent, soft and muddy surface during spring breakup or heavy rains and shallow ponding along the centerline after rain
	5	**Future Expansion Possibilities**	No readily apparent concerns	Limited by subsurface and terrain Community expansion limited	Limited by subsurface and terrain Community expansion limited
Environmental Impacts	10	**Convenience of Access/ Proximity to Community**	Additional 3.9 miles beyond Manokotak Heights Community concerns with road closure	Close to clinic and main population	Closest to clinic and main population
	8	**Wetlands**	Minimal impacts-- material site possible wetlands	Entire extension in wetlands	No impact
	7	**Costs to users**	Increased commuter costs from old Manokotak (distance= 7.9 miles)	Similar to current, longer access road giving a possibility for higher commuter cost	Same as current
	5	**Land Acquisition**	No relocations, 217.0 acres of property to be acquired from one land owner.	One residential relocation, 63.0 acres of property to be acquired	No additional land needed. Reduced Runway Protection Zone and existing homes within approach

*The relative importance of the criteria is included to show where the most emphasis was placed when comparing the alternatives.

News3:[Scoping Matrix ...ter #3_8x11.xls]Scoping Matrix

Last	First	Bizname	Mail Address	City	State	Zip
Environmental Protection Agency	Judith Lee		1200 6th Ave	Seattle	WA	98101
Aero Twin, Inc.			2404 Merrill Field Dr.	Anchorage	AK	99501
National Park Service	Rob Arnberger		250 W. 5th Ave., Room 114	Anchorage	AK	99501
Western Alaska Ecological Services, U.S. Fish & Wildlife Service	Gary Wheeler		411 W. 4th Ave., Suite 2B	Anchorage	AK	99501
ADEC/Village Safe Water	Lynn Marino		555 Cordova St.	Anchorage	AK	99501
U.S. Fish & Wildlife Service	Anne Rappoport		604 W. 4th Ave., Room G-61	Anchorage	AK	99501
Bristol Bay Native Corporation	Paul Roehl		800 Cordova St	Anchorage	AK	99501
Bristol Bay Native Corporation	Tom Hawkins		800 Cordova St., Suite 200	Anchorage	AK	99501
Northern Air Cargo		P.O. Box 251	3900 W. International Airport Rd.	Anchorage	AK	99502
Arctic Circle Air Service			4111 Float Plane Dr.	Anchorage	AK	99502
Jim Air, Inc.			4200 Floatplane Dr.	Anchorage	AK	99502
Alaska Central Express Inc			5901 Lockheed Ave.	Anchorage	AK	99502
PenAir	Danny Seybert		6100 Boeing Ave.	Anchorage	AK	99502
F.S. Air Service			6121 S. Airpark Place	Anchorage	AK	99502
ERA Aviation, Inc.			6161 Carl Brady Dr.	Anchorage	AK	99502
Northwestern Arctic Air			6321 S. Airpark Place	Anchorage	AK	99502
Lynden Air Cargo, LLC			6441 S. Airpark Place	Anchorage	AK	99502
		Southwest Alaska Muni. Conv.	3300 Arctic Blvd. #203	Anchorage	AK	99503
Bureau of Land Management	Henry Bisson		222 W. 7th Ave., #13	Anchorage	AK	99504
US Army COE	Steve Boardman		P.O. Box 6898	Anchorage	AK	99506
Brooks & Associates	M. Anne Brooks		1704 Bannister Rd.	Anchorage	AK	99508
EPA	Marcia Combes		222 W. 7th Ave., Suite 19	Anchorage	AK	99513
Branch River Air Service	Summer Address		5450 Edinburgh Dr.	Anchorage	AK	99515
ADF&G	Lance Trasky		333 Raspberry Rd.	Anchorage	AK	99518

Please use this page to write down your thoughts and bring them to the public meeting on January 29th —

Last	First	Bizname	Mail Address	City	State	Zip
AK Statewide Services Former Habitat and Restoration Div	Robin Willis		333 Raspberry Rd.	Anchorage	AK	99518
ADNR Office of Habitat Management & Permitting	Stewart Seaberg		333 Raspberry Rd.	Anchorage	AK	99518
Frontier Flying Service			3830 W. International Frontage Rd.	Anchorage	AK	99518
Alaska Scenic Air LLC			533 Central Ave.	Dillingham	AK	99576
Togiak Natonal Wildlife Refuge	Paul Liedberg		P.O. Box 10201	Dillingham	AK	99576
		Southwest Region Schools	P.O. Box 90	Dillingham	AK	99576
Tucker Aviation			P.O. Box 1109	Dillingham	AK	99576
Bristol Bay Air Services Inc			P.O. Box 1135	Dillingham	AK	99576
Bristol Bay Economic Development Corporation	Bryce Edgmon		P.O. Box 1464	Dillingham	AK	99576
Air Cargo Express			P.O. Box 251	Dillingham	AK	99576
Alaska Cargo Services			P.O. Box 251	Dillingham	AK	99576
Wood-Tikchik State Park			P.O. Box 3022	Dillingham	AK	99576
Bristol Bay Native Association			P.O. Box 310	Dillingham	AK	99576
Bristol Bay Native Corporation			P.O. Box 310	Dillingham	AK	99576
BBNA/Natural Resources Dept.	Ralph Andersen		P.O. Box 310	Dillingham	AK	99576
BBNA/Realty Department	Alan Backford		P.O. Box 310	Dillingham	AK	99576
Shannon's Flying Service			P.O. Box 393	Dillingham	AK	99576
Tikchik Airventures			P.O. Box 393	Dillingham	AK	99576
Bay Air			P.O. Box 714	Dillingham	AK	99576
Starflite Inc			P.O. Box 824	Dillingham	AK	99576
Bristol Bay CRSA	Mr. Andrew deValpine		P.O. Box 849	Dillingham	AK	99576
Yute Air Alaska			P.O. Box 890	Dillingham	AK	99576
Yute Air Alaska			P.O. Box 890	Dillingham	AK	99576

Last	First	Bizname	Mail Address	City	State	Zip
Grant Aviation Inc			P.O. Box 930	Dillingham	AK	99576
Mulchatna Air			P.O. Box 990	Dillingham	AK	99576
		Bristol Bay Economic Development Corporation	P.O. Box 1464	Dillingham	AK	99576
Hageland Aviation Services	Dillingham Station		P.O. Box 1553	Dillingham	AK	99576
Ekwok Natives, Ltd.	Mr. Luki Akelkok		General Delivery	Ekwok	AK	99580
City of Ekwok	Mayor David Williams		P.O. Box 49	Ekwok	AK	99580
Ekwok Village Council	Ms. Carol Nicoli		P.O. Box 70	Ekwok	AK	99580
U.S. Fish & Wildlife Service	James Larson		P.O. Box 227	King Salmon	AK	99613
Branch River Air Service	Winter Address		P.O. Box 545	King Salmon	AK	99613
Manokotak Natives Limited	Nels Franklin		P.O. Box 149	Manokotak	AK	99628
Manokotak Power Company	Carl Itumelria		P.O. Box 149	Manokotak	AK	99628
Manokotak Village Council	Michael Gloko, Sr.		P.O. Box 169	Manokotak	AK	99628
City of Manokotak	Kenneth Nukwak		P.O. Box 170	Manokotak	AK	99628
ALAKAYAK	Nicolai	GUIM'S STORE	P.O. Box 10	Manokotak	AK	99628
Bartmann	Gust	Manakotak Village Council	P.O. Box 169	Manokotak	AK	99628
Manokotak Schools			P.O. Box 169	Manokotak	AK	99628
Clerk	City	City of Manokotak	P.O. Box 170	Manokotak	AK	99628
Manokotak Natives Limited			P.O. Box 65	Manokotak	AK	99628
Mamkutaag Trading Co			P.O. BOX 9	Manokotak	AK	99628
		Manokotak Natives Limited	P.O. Box 149	Manokotak	AK	99628
USDA Natural Resources Conservation Svc	Calvin Miller		800 W. Evergreen St. Suite 12	Palmer	AK	99645
U.S. Dept of Agriculture	Phillip Naegele		800 W. Evergreen St., Suite 100	Palmer	AK	99645
HIGH ADVENTURE		AIR CHARTER, GUIDES & OUTFITTERS	P.O. Box 486	Soldotna	AK	99669

Last	First	Bizname	Mail Address	City	State	Zip
Alaska Island Air, Inc.			P.O. Box 195	Togiak	AK	99678
ADEC/Div of Statewide Public Service	Alan Wein		P.O. Box 871064	Wasilla	AK	99687
Sky Trekking Alaska			P.O. Box 871370	Wasilla	AK	99687
ADEC	Mr. Alan Wien		P.O. Box 871064	Wasilla	AK	99687
Guardian Flight Services	Attn: Jeff Gilbert, Chief Pilot		P.O. Box 61030	Fairbanks	AK	99706
PDC Engineers			1028 Aurora Dr.	Fairbanks	AK	99709
Larry's Flying Service Inc			3822 University Ave. S.	Fairbanks	AK	99709
Everts Air		5525 Airport Industrial Rd.	P.O. Box 61680	Fairbanks	AK	99709
ADF&G/Wildlife Conservation Division	Denise Wolvin		P.O. Box 240020	Douglas	AK	99824
U.S. Environmental Protection Agency	Judith Leckrone-Lee		1200 Sixth Ave. (MS ECO-088)	Seattle	WA	98101-1128
Senator Lyman Hoffman	Roger McKowan		716 W. 4th Ste 240B	Anchorage	AK	99501-2133
ADNR/Division of Oil and Gas	Mark Meyers		550 W. 7th Ave., Suite 1070	Anchorage	AK	99501-3565
ADNR/State Historic Preservation Office	Judith Bittner		550 W. 7th Ave., Suite 1310	Anchorage	AK	99501-3565
Wood-Tikchik State Park	Ranger Dan Hourihan		550 W. 7th Ave., Suite 1390	Anchorage	AK	99501-3565
ADNR Office of Project Management & Permitting	Christine Ballard		550 W. 7th Ave., Suite 1660	Anchorage	AK	99501-3565
ADNR/Div of Mining, Land & Water	Bill Jeffress		550 W. 7th Ave. Suite 1070	Anchorage	AK	99501-3565
Bristol Bay Native Association	John C. Moores		800 Cordova St., Suite 200	Anchorage	AK	99501-6299
BIA Realty Dept.W. Central Alaska Field Office	Rose Brady		3301 C St., Suite 1100	Anchorage	AK	99503-3935

Last	First	Bizname	Mail Address	City	State	Zip
Bureau of Indian Affairs	Rose Brady		3301 C St., Suite 1100	Anchorage	AK	99503-3935
US Army COE CEPOA-EN-CW-HH	Mr. Harlan Legare		P.O. Box 6898	Elmendorf AFB	AK	99506-6898
US Army Engineer District, Alaska	Mr. Hank Baij		P.O. Box 6898	Elmendorf AFB	AK	99506-6898
US Army COE Regulatory Branch	Mary Leykom		P.O. Box 6898	Elmendorf AFB	AK	99506-6898
National Marine Fisheries Service	Ms. Jeanne Hanson		222 W. 7th Ave. #43	Anchorage	AK	99513-7577
US EPA	Ted Rockwell		222 W. 7th Ave., suite 19	Anchorage	AK	99513-7588
Mactec	Donna Robertson		601 E. 57th Place	Anchorage	AK	99518-1305
ADF&G/Habitat & Restoration Divison	Ed Weiss		333 Raspberry Rd.	Anchorage	AK	99518-1599
ADF&G/Sport Fisheries Division	Mark Kuwada		333 Raspberry Rd.	Anchorage	AK	99518-1599
ADOT&PF	Dan Golden		P.O. Box 196900	Anchorage	AK	99519-6900
ADOT&PF	Miriam Tanaka		P.O. Box 196900	Anchorage	AK	99519-6900
Hageland Aviation Services	Corporate Office		P.O. Box 220610	Anchorage	AK	99522-0610
The Ayojiak Family			P.O. Box 1	Manokotak	AK	99628-0001
The Bartman Family	Katherine	KATHERINE BARTMAN CHILD CARE PROVIDER	P.O. Box 2	Manokotak	AK	99628-0002
The Bartman Family			P.O. Box 3	Manokotak	AK	99628-0003
The Evon Family			P.O. Box 4	Manokotak	AK	99628-0004
The Mebius Family			P.O. Box 5	Manokotak	AK	99628-0005
The Gloko Family			P.O. Box 7	Manokotak	AK	99628-0007
The Stepan Family			P.O. Box 8	Manokotak	AK	99628-0008
The Alakayak Family			P.O. Box 10	Manokotak	AK	99628-0010
The Kusegta Family		ANUSKA'S DAY CARE	P.O. Box 11	Manokotak	AK	99628-0011

Last	First	Bizname	Mail Address	City	State	Zip
The Nanalook Family	Anuska		P.O. Box 12	Manokotak	AK	99628-0012
The Nicketa Family			P.O. Box 13	Manokotak	AK	99628-0013
The Mochin Family			P.O. Box 14	Manokotak	AK	99628-0014
The Itumulria Family			P.O. Box 15	Manokotak	AK	99628-0015
The Etumulla Family			P.O. Box 16	Manokotak	AK	99628-0016
The Minista Family		M R C ENTERPRISE/ MIKE'S CHILD CARE	P.O. Box 17	Manokotak	AK	99628-0017
The Andrew Family			P.O. Box 18	Manokotak	AK	99628-0018
The Apalayak Family			P.O. Box 21	Manokotak	AK	99628-0021
The Toyukaki Family			P.O. Box 22	Manokotak	AK	99628-0022
The Toyukak Family			P.O. Box 23	Manokotak	AK	99628-0023
The Gamechuk Family			P.O. Box 24	Manokotak	AK	99628-0024
The Alakayak Sr Family		KMO DAY CARE	P.O. Box 25	Manokotak	AK	99628-0025
The John Family			P.O. Box 26	Manokotak	AK	99628-0026
The Alakayak Sr Family		MINAQS STORE	P.O. Box 27	Manokotak	AK	99628-0027
The Dick Family			P.O. Box 28	Manokotak	AK	99628-0028
The Nukwak Family			P.O. Box 29	Manokotak	AK	99628-0029
Legg	David	Manokotak School	P.O. Box 30	Manokotak	AK	99628-0030
The Evon Family			P.O. Box 31	Manokotak	AK	99628-0031
The Whitley Family			P.O. Box 32	Manokotak	AK	99628-0032
The Mochin Jr Family			P.O. Box 33	Manokotak	AK	99628-0033
The Alakagak Family			P.O. Box 34	Manokotak	AK	99628-0034
The Maud Family			P.O. Box 35	Manokotak	AK	99628-0035
The Ceballos Family			P.O. Box 36	Manokotak	AK	99628-0036
The Tugatuk Family			P.O. Box 37	Manokotak	AK	99628-0037
The Nanalook Family			P.O. Box 38	Manokotak	AK	99628-0038
MOORE	Eleanor	TAXI CAB	P.O. Box 41	Manokotak	AK	99628-0041

Last	First	Bizname	Mail Address	City	State	Zip
The Gamechuk Family			P.O. Box 42	Manokotak	AK	99628-0042
The Alakayak Family			P.O. Box 43	Manokotak	AK	99628-0043
The Evon Family			P.O. Box 45	Manokotak	AK	99628-0045
The Bartman Family			P.O. Box 46	Manokotak	AK	99628-0046
The Herrington Family			P.O. Box 47	Manokotak	AK	99628-0047
The John Family			P.O. Box 48	Manokotak	AK	99628-0048
The Evon Family			P.O. Box 50	Manokotak	AK	99628-0050
The Anaver Family			P.O. Box 51	Manokotak	AK	99628-0051
The Gloko Family			P.O. Box 52	Manokotak	AK	99628-0052
The John Family			P.O. Box 53	Manokotak	AK	99628-0053
The Sharp Family			P.O. Box 54	Manokotak	AK	99628-0054
The Itumulria Family			P.O. Box 55	Manokotak	AK	99628-0055
The Alakayak Family			P.O. Box 56	Manokotak	AK	99628-0056
The Andrew Jr Family			P.O. Box 57	Manokotak	AK	99628-0057
The Itumulria Family			P.O. Box 58	Manokotak	AK	99628-0058
The Ayoyiak Family			P.O. Box 61	Manokotak	AK	99628-0061
The Alakayak Family			P.O. Box 62	Manokotak	AK	99628-0062
The Andrews Family			P.O. Box 63	Manokotak	AK	99628-0063
The Etuckmelra Family			P.O. Box 64	Manokotak	AK	99628-0064
The Gamechuk Family			P.O. Box 66	Manokotak	AK	99628-0066
The Maud Family			P.O. Box 67	Manokotak	AK	99628-0067
The John Family			P.O. Box 69	Manokotak	AK	99628-0069
The Gloko Family			P.O. Box 71	Manokotak	AK	99628-0071
The Matheson Family			P.O. Box 72	Manokotak	AK	99628-0072
The Gamechuk Family			P.O. Box 73	Manokotak	AK	99628-0073
The Gloko Family			P.O. Box 74	Manokotak	AK	99628-0074
The Krause Family			P.O. Box 75	Manokotak	AK	99628-0075

Last	First	Bizname	Mail Address	City	State	Zip
The Oles Family			P.O. Box 76	Manokotak	AK	99628-0076
The Bartman Family			P.O. Box 77	Manokotak	AK	99628-0077
The Pauk Family			P.O. Box 82	Manokotak	AK	99628-0082
The Franklin Family			P.O. Box 84	Manokotak	AK	99628-0084
The Dunne Family			P.O. Box 85	Manokotak	AK	99628-0085
The Bartman Family			P.O. Box 86	Manokotak	AK	99628-0086
The Whitley Family			P.O. Box 87	Manokotak	AK	99628-0087
The Moore Family			P.O. Box 88	Manokotak	AK	99628-0088
NICK	Rhonda	NICK'S MOVIE RENTAL	P.O. Box 90	Manokotak	AK	99628-0090
The Geerhart Family			P.O. Box 91	Manokotak	AK	99628-0091
The Kusegta Family			P.O. Box 92	Manokotak	AK	99628-0092
The Ward Family			P.O. Box 94	Manokotak	AK	99628-0094
The Gloko-Nanalook Family		AUDREY GLOKO-NANALOOK (RENTAL)	P.O. Box 95	Manokotak	AK	99628-0095
The Bartman Family			P.O. Box 96	Manokotak	AK	99628-0096
The Jordan Family			P.O. Box 98	Manokotak	AK	99628-0098
The George Family			P.O. Box 102	Manokotak	AK	99628-0102
The Itumulria Family			P.O. Box 103	Manokotak	AK	99628-0103
The Waldron Family			P.O. Box 104	Manokotak	AK	99628-0104
The Tilden Family			P.O. Box 106	Manokotak	AK	99628-0106
The Tanner Family			P.O. Box 107	Manokotak	AK	99628-0107
The Gloko Sr Family			P.O. Box 108	Manokotak	AK	99628-0108
The Kitchok Family			P.O. Box 109	Manokotak	AK	99628-0109
The Bryan Family	Judy Ann & Brian	BUDGET BUY	P.O. Box 110	Manokotak	AK	99628-0110
The Gamechuk Family			P.O. Box 111	Manokotak	AK	99628-0111
The Paul Family			P.O. Box 112	Manokotak	AK	99628-0112
The Gloko Sr Family			P.O. Box 113	Manokotak	AK	99628-0113

Last	First	Bizname	Mail Address	City	State	Zip
The Wood Family			P.O. Box 114	Manokotak	AK	99628-0114
The Kelsey Family			P.O. Box 116	Manokotak	AK	99628-0116
The Tikiun Family			P.O. Box 117	Manokotak	AK	99628-0117
The Alakayak Family			P.O. Box 121	Manokotak	AK	99628-0121
The Ayojiak Family	Howard & Theresa		P.O. Box 122	Manokotak	AK	99628-0122
The Black Sr Family			P.O. Box 123	Manokotak	AK	99628-0123
The Nicketa Family			P.O. Box 124	Manokotak	AK	99628-0124
The Evon Family			P.O. Box 125	Manokotak	AK	99628-0125
The John Family			P.O. Box 126	Manokotak	AK	99628-0126
The Nukwak Family			P.O. Box 127	Manokotak	AK	99628-0127
The Sagers Family			P.O. Box 130	Manokotak	AK	99628-0130
The Ayojiak Family			P.O. Box 132	Manokotak	AK	99628-0132
The Yablonovsky Family			P.O. Box 134	Manokotak	AK	99628-0134
The Etuckmelra Family			P.O. Box 135	Manokotak	AK	99628-0135
The Lauby Family			P.O. Box 149	Manokotak	AK	99628-0149
The Tugatuk Family			P.O. Box 189	Manokotak	AK	99628-0189
The Lomack Family			P.O. Box 190	Manokotak	AK	99628-0190
The Pleasant Family			General Delivery	Manokotak	AK	99628-9999
US Department of Agriculture, Wildlife Serices	Mr. Corey Rossi		1800 Glenn Hwy., Suite 12	Palmer	AK	99645-6736
Representative Mary Kapsner			State Capitol Room 424	Juneau	AK	99801-1182
National Marine Fisheries Service	James Balsiger		P.O. Box 21668	Juneau	AK	99802-1668
USCG/Office of Aids to Navigation	Jim Helfinstine		P.O. Box 25517	Juneau	AK	99802-5517
ADEC/Div of Facility Const. & Operation	Jim Evensen		P.O. Box 111800	Juneau	AK	99811-1800

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ALASKA NEWSPAPERS, INC.
dba THE ARCTIC SOUNDER,
THE BRISTOL BAY TIMES,
THE CORDOVA TIMES,
THE DUTCH HARBOR FISHERMAN,
THE SEWARD PHOENIX LOG,
THE TUNDRA DRUMS,
THE VALDEZ VANGUARD,
THE ALASKA SHOPPER,
THE ANCHORAGE CHRONICLE,
THE ALASKA POST

CASE# / PO#
INVOICE# BBT210650-00

BROOKS & ASSOCIATES
ANNE BROOKS
1704 BANISTER ROAD
ANCHORAGE, AK 99508-4021

AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA, STATE OF ALASKA, THIRD DIVISION. BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC THIS DAY PERSONALLY APPEARED **AMANDA J. COHEN** WHO, BEING FIRST DULY SWORN, ACCORDING TO LAW, SAYS THAT SHE IS THE BILLING CLERK FOR THE **BRISTOL BAY TIMES**, PUBLISHED AT ANCHORAGE IN SAID DIVISION THREE AND STATE OF ALASKA AND THAT THE ADVERTISEMENT, OF WHICH THE ANNEXED IS A TRUE COPY, WAS PUBLISHED IN SAID PUBLICATION ON **01/22/04** AND THEREAFTER FOR A TOTAL OF **1** CONSECUTIVE ISSUE(S), THE LAST PUBLICATION APPEARING ON **01/22/04**, AND THAT THE RATE CHARGED THEREON IS NOT IN EXCESS OF THE RATE CHARGED TO PRIVATE INDIVIDUALS.

Amanda J. Cohen
AMANDA J. COHEN
BILLING CLERK, ALASKA NEWSPAPERS

SUBSCRIBED AND SWORN TO ME ON 02/03/04

Bonnie L. Jack
BONNIE L. JACK
MY COMMISSION EXPIRES ON 08/15/2007

MANOKOTAK AIRPORT IMPROVEMENTS

COMMUNITY MEETING✈
Weather Permitting

✈MANOKOTAK
January 29, 2004
1:00 to 3:00 PM
Tribal Children's Services Building

TRANSPORTATION & PUBLIC FACILITIES · STATE OF ALASKA

NOTICE OF PUBLIC MEETING

The Alaska Department of Transportation and Public Facilities (ADOT&PF) and the Federal Aviation Administration (FAA) are proposing to improve the Manokotak Airport. The goal of this project is to determine the community's aviation needs, design improvements to meet the current and near term needs, and provide planning to guide future development over the next 20 years.

A meeting will be held in Manokotak to seek additional input fron Manokotak residents and airport users on the Manokotak Airport Runway Resurfacing & Extension project. The 8-mile Alternative (R3) has been identified as the engineering preferred alternative. The Environmental Assessment will evaluate R3, E1 (expansion of the existing runway) and the No Build Alternatives. Selection of the Preferred alternative will be based on evaluation of the natural as well as the human environment and consideration of the engineering and safety conditions.

A public meeting will be held in Manokotak to present background information regarding selection of the engineering preferred alternative, to solicit public knowledge of the impacts of relocating the airport, and to determine community preferences. The public is invited to attend, learn about the project, and comment at anytime during the meeting.

If you would like more information, contact Royce Conlon at the following address—

PDC, Inc. Consulting Engineers
Attn: Royce Conlon
1028 Aurora Drive, Fairbanks, AK 99709
☎Phone: (907) 452-1414 ℻Fax: (907) 456-2707
Email: royceconlon@pdceng.us

Individuals with a hearing impairment can contact ADOT&PF at a telephone device for the deaf (TDD) at (907) 269-0473. The ADOT&PF will also provide, upon request, reasonable accommodations for special needs related to disabilities.

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PDC INC.
Consulting Engineers
Planning • Design • Construction

Steven M. Theno, PE
Ronald H. Gebhart, PE
Mark W. Fryer, PE
James R. Pressley, PE
Gary L. Rice, PE
James J. Lafius, PE
Robert B. Boswell, PE

FAXED 12/16/03

Anchorage
Fairbanks

FAX TRANSMISSION

To	Edward Nick	From	Shawna Laderach
Firm	City of Manokotak	Date	December 16, 2003
Fax #	289-1082	PDC # Name	F02010 Manokotak Airport Runway Resurfacing & Extension
No. of Pages Including This Sheet: 3		Original to be Sent? No	
Subject:	BBNC Village Leadership Workshop Meeting Minutes		

The attached notes were taken by Don Baxter, ADOT&PF project manager, at the BBNC Village Leadership Workshop. He said that if you have any questions, you should contact him directly.

His phone number is: (907) 269-0610 and his email address is: don_baxter@dot.state.ak.us.

This is all we will be receiving on the meeting, but BBNC may have more minutes. At the meeting, Moses was given a scoping report for the airport project. It should answer many of your questions.

The December 3rd meeting in Anchorage that you referred to on the telephone was a meeting to present the scoping report and an evaluation matrix. The matrix is a tool for assessing which alternative should be the engineering preferred. No decisions were made at this meeting, but, if you would still like the minutes, I will be able to fax them to you next week.

I left you a message today requesting a faxed copy of the road maintenance resolution that you told me about when we last spoke.

I will call you tomorrow morning if I don't hear from you first.

I hope all is well with you!

File: P:\2002\F02010\0Co\Public\Fax to City - BBNC Mtg Mins.doc

Fairbanks: 1028 Aurora Drive, Fairbanks, AK 99709-5529 • Ph:(907)452-1414 • Fax:(907)456-2707

MEMORANDUM

Date: December 11, 2003

To: File

From: Donald W. Baxter

Subject: Manokotak Airport Runway Resurfacing & Extension Project; Project No. 55313
Ekwok Airport Rehabilitation; Project No. 55377

On December 8, 2003, I attended the afternoon session of the Bristol Bay Native Corporation (BBNC) Village Leadership Workshop at the Hilton Hotel in Anchorage. The purpose of my attendance was to provide brief informal presentations to community leaders at Ekwok and Manokotak who were present at the conference regarding the subject projects.

At about 1:30 PM I met with three representatives from Manokotak Natives Limited (MNL), namely Moses Toyukak, Sr., Vice President; Carl Itumulria, Secretary/Treasure; Kenneth Nukwak, member. Also in attendance were Jack Melton and Todd Van Hove of ADOT&PF, Marie Steele of the ADEC Village Safe Water, Jack Moores of BBNC, and Travis Woods of Bristol Environmental & Engineering Services Corporation.

I headed the discussion at the meeting and provided Mr. Toyukak with two copies of the draft scoping report, copies of an aerial photo delineating layouts of Alternatives E1, R1A, and R3, copies of the alternatives evaluation matrix used for identifying the Engineering Preferred Alternative, and a summary of matrix scores submitted by the evaluation committee. I subsequently informed the group of the pros and cons associated with each of the alternatives and explained why the evaluation committee preferred Alternative R3.

I indicated that at our last public meeting on September 11, 2003, it appeared that there was considerable community support for R3. It was pointed out by one of the Manokotak residents that the people in attendance at that meeting were primarily from the Manokotak Heights Subdivision since the meeting was held at the new school which is located next to the subdivision. It was further pointed out that the residents of Manokotak Heights are more interested in having the airport located close to their subdivision, and that if the meeting were held in Old Manokotak, there may be more preference for Alternative E1. It was suggested that we hold the next public meeting at Old Manokotak, and that the residents of Old Manokotak are probably currently split 50% - 50% on Alternative E1 and R3.

I indicated that the ADOT&PF would be conducting the next public meeting regarding the alternatives in mid to late January, 2004. I suggested that the community carefully review the scoping report and evaluation matrix, and that they be prepared to discuss

the alternatives and ask questions at the meeting. I also requested that the village council provide ADOT&PF with a resolution indicating its preferred alternative shortly after the meeting.

Immediately after the meeting on Manokotak, I met with representatives of Ekwok. Present were three representatives from Ekwok, namely Luki Akelkok Sr.; Carol Nicoli; and Sandra Stermer. Also in attendance were Jack Melton and Todd Van Hove of ADOT&PF, Jack Moores of BBNC, and Travis Woods of Bristol Environmental & Engineering Services Corporation.

At the meeting I reported on the status of the project. Specifically, I indicated that there were some delays in getting the draft Environmental Assessment completed, but that is was nearly ready for public review. I further indicated that design was under way, and that we were hoping to advertise the project around the first of June, 2004, but much work remained to be done in order to achieve that deadline. I indicated one of the key items to be completed will be acquisition of the necessary real estate. Someone asked what real estate was needed for the project, and I provided a copy of Figure 3 from the draft EA, consisting of an aerial photo map of Alternative B, for review. I pointed out the property to be acquired from the City of Ekwok, the Native Allotment and the Nakelutin Subdivision as shown on Figure 3. I pointed out that we would most likely be going for fee simple title on those lots in the subdivision where there was no development, and going for avigation and hazard easements over those lots with buildings.

Concern was expressed over our being able to obtain the required avigation and hazard easement over the Native Allotment at the north end of the proposed runway. I indicated that if we could not obtain the easement in a timely manner, we would either obtain a "Modification to Standards" from FAA or displace the threshold so that the easement would not be required. I assured the community that the Native Allotment would not hold up the project.

I mentioned the sanitary landfill, and discussed the letter we recently sent to the community suggesting certain management practices for the landfill so that it would not be an attractant to the birds. I also indicated that we were preparing a draft letter from the City of Ekwok to FAA confirming that the City was seeking to relocate its landfill and would employ at least some of the management practices identified in our letter. I requested that the City get the letter out as soon as possible once we send it to them.

MEMORANDUM

State of Alaska
Department of Transportation and Public Facilities
Central Region – Design & Engineering Services
Aviation Design

To: Manokotak High School Students c/o Micalisha Alakayak, Mark Mochin, and Twyla Gloko

Date: December 12, 2003

From: Laurie Kozisek, P.E.
Consultant Coordinator

Telephone No: 269-0608
Fax No.: 269-1620

Subject: Manokotak Airstrip Extension/Relocation

Dear Manokotak High School Students,

Don Baxter received your questions on the Manokotak Airstrip Extension/Relocation and has asked me to respond for you. I am a civil engineer, working for Don.

Q: Does a longer airport cost more to maintain? Why?

A: In general, longer runways cost slightly more to maintain, because a longer runway will have more surface area to plow and more runway lights to keep lit and repaired. But there are many factors that go into the total cost of maintaining an airport.

The maintenance cost also depends on the amount of drifting. The existing runway is along the side of a hill, so it collects extra snow in the lee side of the hill. All of the snow has to be pushed to one side, which takes longer to do than if half of the snow could be pushed to each side. At one of the proposed locations (R3), the airstrip would be built like a ridge, in line with the prevailing winds, so that most of the snow would blow off of it and not make drifts. It should take much less time to plow. In fact, the maintenance supervisor that I talked to thinks that the new, longer airstrip, plus the road to get to it, will take about the same time to plow as the existing runway does.

A longer runway will have more lights, so it will take more money to keep them lit and repaired. The cost will not be that much, though, because the lights will only be on when an airplane is landing or taking off.

There are other costs that go into maintaining an airport. Some of these are fixed costs – they cost the same amount no matter how long the runway is. That includes the cost of a new grader when the old one gets worn out, a new snow removal equipment building when the old one gets too hard to maintain, heating and maintaining the building, lighting the beacon, maintaining the grader, and paying the salary of State workers like the maintenance supervisor. A runway that is extended a few hundred feet does not make that much difference in the total maintenance cost.

Q: Would this runway be easier to lengthen?

A: We have three basic options: leave the runway as it is, lengthen it, or make a longer runway somewhere else. Deciding which would be easier depends on what you mean by "easier", and for whom.

Doing nothing would be easier for us at the State, because we would not have to spend time or money on it, but would make day-to-day use of the airport harder for Manokotak residents and the pilots that fly there. Doing nothing would be easier on the environment, because it would not disturb fisheries, berry picking areas, and watersheds.

Lengthening the existing runway at Manokotak would be a difficult construction project. The land beyond the end of the existing runway is deep peat. This is hard to build in, because it settles. The land is a type of wetlands that has value remaining as it is. On the other hand, keeping the runway in town would make it easier for people to get to the airport from downtown and from the health clinic.

There is better ground to build on out by Manokotak Heights. An airport located here would be easier to construct. The Manokotak Heights locations would be easier to fly in and out of, would be easier for Manokotak Heights people to get to, and would open up some land for downtown Manokotak to grow. But downtown people would have a longer travel time, and the road to the airport, which would go by the school, might be shut a few days a year (as has happened in the past.)

So there is no "easy" answer.

Q: How long have we needed a new airport?
Q: When were the plans made for the new airport?
Q: Why do we need a new runway?

A: As soon as an airport is built, it starts to age. It gradually becomes harder and harder to maintain as it grows older. In some villages, the runways are in such bad condition that they are unusable during breakup. In many Alaskan villages, including Manokotak, the population is increasing, and the number of passenger flights and cargo per person increases steadily. Did you know that the average person in the Bush imports 2,000 pounds of cargo per year? That includes food, building materials, snow machines, and other things. When there are more flights into a village, a larger airplane is generally more economical. But the larger airplanes need longer runways. So it is hard to say exactly when Manokotak – or any other village in Alaska - needs a new airport.

Each year, airport planners look at all the airport in Alaska (there are 220) and make a list of airports that need renovating. Then a group of people (The Airport Project Evaluation Board) scores the airports to decide which need the work the most. A few years ago Manokotak was identified as one of the airports most in need of renovating.

Once an airport is identified, we have to study it for a while to make sure what we are proposing to do is safe, constructible, economical, and not harmful to the residents or the environment. Then we have to buy land and design the airport and build it. All of this takes several years to do. Right now, we have some rough plans that are far enough developed so that we can use them to estimate the costs of construction, and so that we can show the proposed work to Manokotak residents, the Federal Aviation Administration (that will pay for the airport), and agencies that regulate environmental issues. We are almost done with the environmental investigation, and are about to come to a decision on which location to build/extend the runway. Then we will proceed with land purchase and final design.

Q: What site has been chosen for the new dumpsite?

A: A site for the new sanitary landfill hasn't been chosen yet, because the airport site has not been finalized yet. It is very important to keep landfills and airports separated – preferably by at least two miles – because landfills attract birds, bears, and other wildlife that may wander over to the airport. There have been several cases in Alaska of airplane crashes caused by aircraft running into wildlife. There are other wildlife attractants that we have to be careful about, too. Sewage lagoons, ponds, and fish processing plants all interest birds, which may fly across the runway on their way to the attractant. Both the existing runway and site R-1A are close to sewage lagoons, which make them less desirable selections.

Your questions were quite a challenge, because they do not have simple answers. If you have follow up questions, feel free to fax them to me, and I will answer them as well. I also encourage you to attend the next public hearing, that will be held in Manokotak in January or February of 2004.

STATE OF ALASKA

FRANK MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION – Aviation Design Section

4111 AVIATION AVE.
ANCHORAGE, AK 99502 or
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
(907) 269-0590 FAX (907) 243-4409

December 8, 2003

RE: Manokotak Airport Runway Resurfacing
and Extension
Project No. 55313
Draft Scoping Report Transmittal

Moses Toyukak, Sr.
Manokotak Natives, Ltd.
P.O. Box 145
Manokotak, AK 99628

Dear Mr. Toyukak:

Attached for review and comment are two copies of the draft Scoping Report and internal evaluation forms used to evaluate alternatives for the subject project. It is requested that these documents be made available to members of the community for review and comment. A committee of five experts evaluated the alternatives and unanimously selected alternative "R3" as the "Engineering Preferred" alternative for the project. The project alternative selected for construction will be made after receiving input from the community, and after the environmental process has been completed. We anticipated conducting a public meeting in Manokotak sometime in January, 2004, and look forward to receiving input from Manokotak residents regarding the alternative they wish to see developed at that time.

If there are any questions, I may be reached at 269-0610 or you can email me at don_baxter@dot.state.ak.us.

Sincerely,

Donald W. Baxter
Project Manager

cc: Royce Conlon, PDC, Inc.

RECEIVED
DEC 10 2003

STATE OF ALASKA

FRANK MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION – Aviation Design Section

4111 AVIATION AVE.
ANCHORAGE, AK 99502 or
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
(907) 269-0590 FAX (907) 243-4409

November 18, 2003

RE: Manokotak Airport Runway Resurfacing
and Extension
Project No. 55313
Increase in Electrical Demand

Moses Toyukak, Sr.
Manokotak Natives, Ltd.
P.O. Box 145
Manokotak, AK 99628

Dear Mr. Toyukak:

During our public meeting in Manokotak on September 11, 2003, you requested a letter regarding the increase in electrical demand that would result from the proposed airport improvements. Based on your telephone conversation with our design consultant, PDC, Inc. (PDC), on October 15th, it is understood that the existing airport facility has an average demand of 3 kW and an annual consumption of 26,000 kWh.

PDC has estimated that the future average power demand will increase by 4.5 kW, for a total average demand of 7.5 kW and an annual consumption of 65,700 kWh. This is a high estimate, based on the following assumptions:

- Airport site alternative R3 will be developed, which is located 8 miles from the village. This site would have the greatest demand because it would require the longest power cables.
- An ultimate runway length of 4,000', instead of the 3,300' length proposed to be constructed under the current project. The extension to 4,000' would not take place until demand warrants, probably 10-20 years in the future.

Please verify that Manokotak Power Company can meet the expected electrical demand.

Sincerely,

Donald W. Baxter
Project Manager

cc: Royce Conlon, PDC, Inc.

RECEIVED
NOV 20 2003

PUBLIC MEETING MINUTES

Meeting Date: September 11, 2003
Meeting Begin: *4:15 pm*
Meeting End: *6:40 pm*
Attendees: See Attached Sign-In Sheet

55 people were in attendance, plus 6 project personnel and 8 agency personnel. An aerial map showing the airport alternatives, 11"x17" airspace graphics, wind rose figures showing wind conditions at current and alternative airport locations, and a project process flow chart display were used for presentation.

Handouts included an abbreviated agenda, comment sheet, door prize tickets, and door prizes. Door prizes and food were provided by PDC and DOT as an incentive to boost public attendance. The meeting was held in the Manokotak K-12 School Cafeteria. Local resident Tommy Evon provided language interpretation for the meeting. A portable voice amplifier was used to allow all attendees to hear the meeting proceedings.

Don Baxter, ADOT&PF project manager, provided an overview of the project and the purpose of the meeting, which was to update the community on the project status, present alternatives under consideration, and solicit input from the community. Don asked for self-introductions of all the project team and agency representatives present. The group included:

Laurie Kozisek, DOT, Project Administrator
Dan Golden, ADOT&PF, Preliminary Design and Environmental
Royce Conlon, PDC, Project Manager
Anne Brooks, Brooks & Associates – Public Involvement
Kathryn Knorr, PDC, Engineer
Sharon McClintock, McClintock Land Associates – Land Status
Donna Robertson, Mactec – Natural Environment
Frances Mann, USFWS
Jack Moores, Bristol Bay Native Corporation
Maria Steel, Village Safe Water – Community Sanitary Planning
Jim Kaercher, KAE – Consultant for VSW
Andrew deValpine, Bristol Bay CRS, Dillingham
Barry Binko, DOT Materials
Mary Leykom, COE – Wetlands

Don Baxter then provided an introduction to the project describing the work done to date, the situation of the airport in Manokotak – small geographic location, no available roads to other communities, airport is a basic lifeline for the community. He noted that there were 12,588 aircraft boardings in 2001. He noted that:

- the airport needs to be longer
- there are problems with crosswinds
- the approach goes over the existing village
- the apron needs a setback
- the runway can be soft
- there are often winter closings of the airport

Royce Conlon, PDC, then was asked to address the project specifics and alternatives. Ms. Conlon first made sure everyone had a map of the project area, and then identified the engineering considerations (topography, winds, soils, environmental considerations— wetlands, distance to the landfill and lagoon, etc). Ms. Conlon said that the team was looking at user and community considerations such as how an alternative airport location is going to be convenient

or how it will work best for the community. She expressed the project team's interest in getting community input on the airport alternative locations.

The considerations DOT identified with the existing airport include: If the existing airport is expanded to make it safe for bigger planes the runway protection zone needs to move out of town. To extend the runway we would go off this direction (northeast)—the apron would need to move further down for airport safety. This option has some concerns, including airspace penetrations—which affect whether planes land in bad weather—and winds at the existing airport. Ms. Conlon showed the wind rose for the existing airport and the relocation alternatives. The existing airport has highly variable winds; in contrast, the winds at the new airport locations are less variable and not as strong. Ms. Conlon noted that expansion of the existing runway also has soils problems. The soils investigation found 12 feet of wet, boggy material in the area where the existing airport would be extended. It would take a long time for a new runway to become stable after construction because of this material.

Ms. Conlon noted some of the things we know that are positive. For example, the existing airport is close to the community—to where people live and also to the health clinic.

Ms. Conlon then went on to address the alternatives for relocating the airport. She noted that all the alternatives are located further from the hills. There are minimal or no airspace impacts at these locations, so FAA could make it an instrument approach airfield.

We collected wind data last summer. We found that the winds are not as strong and not as variable at the airport relocation sites. There are more winds below 12 miles per hour at the relocation locations and they more consistently come from the same direction. This means that during the winter when the winds are blowing stronger, planes will be able to land and it will be safer to fly planes in and out of Manokotak. We also know from the geotechnical (soils) work that the subsurface considerations are better, so we will be able to construct a more stable airport.

Ms. Conlon noted the things we know which might be of concern to the community. She noted the distance the community will have to travel from Manokotak—eight miles from the main village to alternative R3, as an example. Other things are taken into consideration—will it cost additional maintenance money to maintain the longer road to the airport? We have been told that this area is sometimes foggier and sometimes clearer. With an instrument approach, it may not be a problem when it is foggy because this airport would not have any hills. Relocation alternative R1A is closer to Manokotak Heights, but the new landfill relocation option in the area of the old gravel pit would be closer than FAA wants, which may be a problem.

Jack Moores (BBNC) stated that the maintenance cost might be more expensive. The distances should be used as alternatives labels – the five-mile airport (R1A) and the eight-mile airport (R3). A new runway would not be up against the mountain, prevailing winds in one direction—snow might be able to blow off the runway, reducing maintenance costs. Winter snow removal is current done at the airport by moving snow to one side of the runway. Costs may go up on maintenance of the road, but it would be less expensive to maintain the runway because the snow could be moved to both sides of the runway.

Ms. Conlon noted that the area circled in yellow on the map is where we have identified a material source for the any relocation airport construction. We will make it bigger after today's site visit because there is more gravel in the area but don't know the quantities yet.

Ms. Conlon briefly went over the project schedule. Of interest to the community was when the project would be constructed. Ms. Conlon indicated that the schedule would be worked out. Ms. Conlon noted that the scoping report must be completed to see if the alternatives seem reasonable. If the alternatives are deemed reasonable, the team would begin to evaluate them; if deemed not reasonable, an alternative could be eliminated. The draft Scoping Report is due in November 2003. Engineering would begin after the scoping report is complete. Preferred

alternative would be selected based on environmental, engineering and community input. *We need input* on whether we move or extend the existing airport.

We then have to prepare an environmental document showing that the project does not have significant community or natural environmental impacts. It will be available in March of next year. After that decision is made—relocate or expand the existing—design and right of way acquisition will take about one year. Design would be done in 2005. Construction is planned to start in 2005. It would take two years to construct a new airport at a cost of approximately eight to ten million dollars. We would have to extend power (electricity) during construction. Extend the existing airport would also be several million dollars.

Now is the time to ask questions or provide comment on either project—the landfill or the airport. We would like input on the natural environment—where the bird migrate, any specific areas that are used for subsistence, caribou, moose, pathways, blackfish, berry picking, etc.

An advantage that we are told by the pilot—seat fares might be less because they would be ten miles less distance from Dillingham.

All requirements to show FAA that the airport would not impact any significant environmental issues.

Q. *Could an airstrip at the one of the relocation locations be extended in the future?*

A. Yes, we could build a 3300-foot airstrip and the area would work for a future 4000-foot airstrip. The project requires us to look at the needs of the airport out into the future.

Q. *Is that mileage straight or road miles?*

A. It is approximately road miles.—It would be 8 to 9 miles to the R3 airport location.

Q. *What is the total quantity of material in the area?*

A. It is a 25 to 30 acre site and the quantities are unknown at this time. This study is in the reconnaissance phase, we will need to come back to quantify the site further.

Jack Moores mentioned that a workshop was to take place in December—a presentation to village or city folks would be appropriate.

Cultural resources—archaeologist will be out to look at the cultural resources issues in a couple of weeks.

Speaking in Yup'ik, an elder addressed the group. He first came here as a young man and it was a small village. From a very small community, Manokotak has grown and there is no more land to build on. Manokotak got bigger and when considering whether to build a new school the idea was introduced that a community be built in the Manokotak Heights area. He was against this idea. It was too far and always windy in the area. Now he feels it is for the better because there is no place to build anymore or expand in Manokotak. Several elders got together and decided there was no place to build in the village and they could build in areas that include the new school location. He mentioned that at first the distance was a problem, but then the road was constructed to the Weary River and it saves a lot of time when they bring anything—barges. He is now hesitant about the long and winding river.

It is now 16 miles on the Weary River instead of 54 miles via the Igushik River to get to Nushagak Bay for fishing, per Jack Moores (BBNC). Mr. Moores went on to state that the Manokotak airport site has a reversionary clause. There is a large piece that would go to the city. Relocation at five-mile or eight-mile airport relocation sites would provide more opportunity for housing sites at the old airport. In addition, DOT would purchase surface and subsurface rights and gravel would be sold to the DOT. There is lots of material at the material site—going away from the village and going toward the village.

Q. *Could the village put in a terminal and fuel storage at the new airport? Would this be on the plan of the new airport? Is it possible at the same time?*

A. The city could lease space from DOT and put a terminal and fuel storage at the airport.

Q. *DOT asked: How many days is this runway shut down due to drifting snow, soft areas, or other issues – weather for example?*

A. A member of the audience noted that he had been in Manokotak for three years. Previous year it was only closed for two or three days for maintenance. The newsletters said it was closed forty-five days a year, but it is not closed that long – sounds like the source was incorrect. The days listed in the newsletter came from state data.

Maintenance of the existing airport consists mainly of dealing with drifting snow – it is our biggest problem. Someone added that snow is a problem—both the drifting and the quantity. The snow stacks up fast on the main runway. During wet season and during the winter we haven't gotten soft where airplanes can't land. It hasn't been soft for some time.

Pilots mentioned slush on the runway.

Comment from audience – First, understand that Manokotak possibly has the worst airport in the state of Alaska. Second, FAA likes to assure safety is followed. At the existing airport we have the fuel tank farm, the mountains, and the lagoon system and the village and where there are new buildings, possibly the approach airport clearance zone. If the existing airport were to be extended it would probably take five years for the extension to stabilize, and we need to be assured that our people are safe on their flights to Dillingham. Safety considerations at the existing airport at Manokotak are important. My personal vote would be for R3 although it is quite a distance from the existing facilities such as the clinic. Those things can be overcome by building a road and possibly by putting black top or pavement to assure that travel is safe to and from the airport and also there are no clearance restrictions involved with the eight mile site (R3).

Jim Kaercher was asked to speak for the pilots. He noted that if they are relocating the airport to the east—the best site would be the eight-mile (R3) site. Best chance to get in [land] would be R3. Also the pilots said if the airport stayed with the existing site, a crosswind strip should be added. If the crosswind is in there, it solves their problems.

There are lots of crosswinds at the existing airport. Personal experience is that we have had to fly back to Dillingham because we couldn't land at Manokotak. Sometimes you just circle around and can't land. Especially with the SE winds.

To build a site past Manokotak Heights—road and new airport would be close to the material sources. The last runway expansion required blasting [drill and shoot] to excavate the material. That was how the Manokotak Heights subdivision roads were built.

Jim Kaercher commented that federal regulations require that the solid waste landfill be located 10,000 feet from the end of the runway. If the runway is going to be 5,000 feet long in the future, we need to plan for this now. The same regulation will apply in the future. The lagoon is gravity feed and would not be relocated. The five-mile site is too close to meet the separation requirements for the landfill. We could get a waiver—but that is not good long range planning. We should plan for the long term.

Mr. Moores noted that DOT should buy enough land to accommodate the 5,000-foot airstrip.

Mr. Baxter indicated that they had walked to the relocation site. He wanted to know how the community feels about having the road through this area (pointing to the map from Manokotak Heights to the eight mile site).

Response: Road would open lots of opportunity for Manokotak for expansion.

Gust commented if the eight-mile site was chosen it would open up lots of opportunity for expansion, lots of opportunity for the many young people in Manokotak. With the reversionary clause, the old site would open up for building. It would also open up the area near the road to the eight-mile [R3] site.

FAA will pay for the project 93.7% and DOT will pay the remainder. DOT will pay for maintenance of the airport and access road. Maintenance for the village road would be by the village. DOT planning thought there might be money available for maintaining roads to schools. However this may be a concern to DOT because maintenance money is disappearing.

Maintenance folks will weight in. DOT would maintain the airport access road. Manokotak would maintain the remainder of the village roads

If the road does go on out to the airport. If the village wants to plan ahead – a road should be planned alongside the airport to go past the Ugashik and then to Dillingham.

Also if the airport was built at the eight mile location (R3)—put in a road to the river whereby the corporation or some entity could place an ice plant for the fisherman—commercial for quality. I've seen the future for salmon industry and it will be mandatory to have quality fish to deliver to the tender and have ice in the boat or an ice making facility to pick up ice.

Just making a comment for the community--DOT's concern whether you extend or build a new facility. My vote would be for the eight-mile location (R3).

Q. *How far from the airport would it be to build a road to the Ugashik?*

A. We do not know at this time.

Lots of elders and young people and it is always full here. Lots of people that have a good idea their homes are unsound. If they move the airport it would be bad if it is too far from the clinic. We like the old airport because the new clinic will be constructed next year in Manokotak.

Q. *Is DOT going to do a cost analysis of operation and maintenance imposed on the community by the airport changes?*

A. Yes, our analysis will include the maintenance and operational (M&O) costs. The current road will have to be maintained. Road will remain open. The cost will be on the incremental cost of the road to the airport.

If the city does not have adequate resources to maintain the access—this is not a good thing.

I am concerned about the road going out eight or ten miles when there is not enough maintenance.

The state is running out of money. Who will provide funds for the road? Who will maintain from the road? Money has to come from some place.

The maintenance cost for the airport relocation would just be the cost associated with maintaining an additional three miles of road to the existing five miles.

Is Manokotak the only place that has to close its schools because of bad weather? I watch cable and other schools have to close because of bad weather.

I flew airplanes for twelve years. Many times I couldn't land because of conditions. Many other go arounds but could not land. Winds are terrible. Experience soft and slush runways. We talk about getting from there to there. At first I thought it was far. After a while I looked at the positive. People concentrate on the negative side and it might be detrimental to the project. There are many good things about having the airport at eight mile.

All we need is one more mile of road and we can qualify for pavement. That opens a door. Why is Dillingham or Naknek getting pavement? We need to speak loud—eight mile has more pros than cons.

Q. *Why didn't we look at other locations?*

A. Other locations were looked at, once we got the wind data others were eliminated from consideration. In addition, we were trying to avoid wetlands and airspace penetrations and the proximity of the alternative location to a gravel source to build the runway.

Mr. Moores noted we couldn't attempt to put the sanitary landfill at the top of the hill. We need the material for the community. Put it over to the right—if you put it there you meet the FAA requirements for a 5,000-foot airport.

No one said anything about the fuel tank farm, building houses up the hill—there are lots of problems with the existing site.

There may be an opportunity to do an in-kind contribution to get back in exchange for the new acreage. It will cost DOT and FAA a little less.

Q. *If the people choose the existing airport, how many years until they could get a new runway?*

A. Probably not in my lifetime. It will be hard to get money again. Manokotak scores high because the existing strip doesn't meet the standards. It will be a long time before it can happen that you could get a new runway. The runway is 2700 feet long today and the current standard is 3300 feet.

Q. *My understanding Manokotak has money to work on the existing airport. Do we have to give the money back to build the new airport?*

A. The money is inadequate for the current project. The project will be rescored. It would still score high and it should not cause a schedule change. We need more money—only have $2.7 million. We can answer this question better in the spring. There is a high probability that the project would be rescored. The most cost effective solution would be selected.

Mr. Franklin stated that he felt it is obvious that the existing runway is not suitable anymore and the 8-mile runway is going to be a lot better for the future people. We might be around to see the fishing industry come back. It is going to get bigger from what he can see. For the maintenance question—you are going to maintain two items. The runway would take runway lights. We operate the power company. Moses Toyukak, Sr., requested a letter from DOT regarding the increase in electrical use in Manokotak. Letter to be addressed to Manokotak Natives, Limited.

Q. *Is it going to be our responsibility to build an access line?*

A. No, the DOT would extend the power line as part of the project. And then DOT would purchase the power from the Manokotak power company. The new runway would require more power.

Manokotak is applying for a power upgrade through the Denali Commission. The new airport could be listed as a potential power user. DOT would be willing to draft a letter to Manokotak Natives Limited Power Company indicating that they would be a power user.

Q. *I've been wondering about the runway maintenance. Would DOT provide heavy equipment to take care of the maintenance needs?*

A. The FAA would purchase a grader, if there are other equipment needs, they would consider them also.

Winds at the relocation airport will not cause as much snow build up. There would be a maintenance savings that could offset the cost of the increased road maintenance if the airport is relocated.

Seems to me that the 8-mile site would be better.

Medivac would take longer to the 8-mile site.

Q. *Why not consider putting in a cross strip at the existing runway?*

A. A crosswind runway could be an option. FAA would prefer to go with a single airstrip. Cross wind airstrip at the existing Manokotak airstrip would also have airspace penetrations. Airplanes can't see the ground at one point five miles out.

Four or five miles to clear the road and it would take more time to clear the runway. Life safety is the most valid concern about relocation.

Q. *What about 2 separate runways?*

A. State can't afford to maintain two runways. The village could take over the existing runway.

Q. *The new Manokotak clinic will be located in the main village. In the executive summary [of the grant application] we said that it had closer accessibility to the airport. But what would happen if it has to be relocated to the Manokotak Heights? It would be closer to the airport if relocated to the Manokotak Heights.*

A. Ms. Conlon pointed out that the airport at the new location with an instrument approach would provide for more reliable landings and better serve medevac flights.

Q. *Will the roads be paved?*

A. Not at this time and not with this project—they could be with another project.

The distance from the clinic to the airport has been brought up several times. A villager noted that in Anchorage, the AMHC is far from the airport. Someone replied that they have good roads in Anchorage.

Henry Olson (Manokotak EMT) noted health aides are more highly trained now and have more equipment to take care of patients in transit. But road conditions, patients with heart problems, etc., can be a concern with the longer route.

Ms. Conlon asked if everyone had comment forms and asked that everyone please put their comments in writing. The address is on the form. Send it to the project. Get information to the other Manokotak residents. We will be asking for a resolution from the community. FAA is not going to fund a project if the community does not support it.

Q. *If there were three different projects [existing airstrip, alternative R1 and alternative R3], would all be funded?*

A. Only one of the three will be funded, either the improvement to the existing runway or one relocation of the airstrip. Not all the funding is known at this time. Funding is equal with all three alternatives.

Moses Toyukak, Sr., (City Council Member) addressed the group—if the runway was fixed at the current location it would get soft because of the water. It would be more expensive.

Good comments about alternative R3 (8-mile). Mixing the old with the new is not good, trying to fix up the old one is not good, won't work well.

Comment sheets were distributed to the attendees. Door prizes were distributed.

The meeting adjourned at 6:40 pm.

Sharon McClintock
McClintock Land Associates, Inc.
MANOKOTAK TRIP REPORT
September 11, 2003

On September 11, 2003, I departed Anchorage on a charter to Manokotak arriving there at 10:00 a.m. The purpose of my trip was to conduct a field visit to obtain first hand information from local organizations and individuals to assist in completion of a summary of the land status, land costs, and planned land uses for the expansion of the existing Manokotak airport, as well as two proposed relocation alternatives. Viewing the airport location, the layout of the airport in proximity to the growing community, and touring the village observing where possible land impacts are evident, and obtaining views of local people and organizations for development plans, known problems, as well as trends for community expansion was invaluable to my report.

I tried to get copies of pertinent land status documents from Manokotak Natives, Ltd. and the City of Manokotak, but in the end, I collected most of this information from BBNC, the DNR Recorders Office, and BLM. I received most of my technical information from the City, Corporation and Council, and general comments on the relocation alternatives from local people.

While in town, I took this opportunity to verify land status obtained from my previous research at the Bureau of Land Management (BLM) public information office, the office of Bristol Bay Native Corporation (BBNC), documents, and plats from the State of Alaska. I visited first with the City of Manokotak representatives, and then met with Nels Franklin, President of Manokotak Natives, Limited and Carl Itumulria, Secretary of the Board of Directors. I also met with Moses Toyukak, Sr. the President of Manokotak Tribal Council after the public meeting. Separately, I spoke with individuals I met and many that were present at the meeting.

At the office of Manokotak Natives, Limited, Mr. Itumulria viewed my initial land status maps and showed me the locations of the bulk fuel storage, planned expansion of the corporation's power plant, the landfill, sewage lagoon near town and the location of corporation land. The Manokotak Power Company owned by Manokotak Natives, Inc. is going to be expanded and will be located approximately 1,700 feet from the airport runway. The proposed expansion is near the City warehouse. I also noted the location of the gas station on my map. The new bulk fuel storage is three years old and is located approximately 1,900 feet from the edge of the runway. A gas station is located next to the bulk fuel storage. The landfill is not permitted by DEC, and is located approximately 3,000 feet from the airport runway. The sewage lagoon is located approximately 2,900 feet from the airport runway within Tract B, U.S.S 4875 on City owned land within the Federal Townsite. I took photos of most of the land uses, which impact the airport.

Mr. Itumulria commented that during the wintertime, the snow piles up at the airport and it is hard to clear it. The existing airport is dangerous when the winds blow from the southeast, especially when the runway is icy. Planes that attempt landings under such conditions can skid off the runway. Some residents state that if the existing airport were expanded to the north on land owned by Manokotak Natives, Inc., considerable fill would be required to fill in the deep swamp located on the edge of the runway. Local people report that the runway sinks on the north end. It would be difficult to build a crosswind runway due to the swamp and proximity to the mountains in the east. The mountains cause a downdraft for incoming planes and it is difficult for planes to land when there is a strong southeast wind.

I spoke to Mr. Itumulria about the Alaska Land Bank, a provision under the Alaska National Interests Lands Conservation Act, (ANILCA) Section 907. Manokotak Natives Limited is one of a handful of ANCSA corporations that entered into an agreement (August 10, 1987) with the United States of America, (acting through the Fish and Wildlife Service). The purpose of the Land Bank is to allow Manokotak Natives Limited and the refuge to achieve compatibility with the refuge management plan on their adjoining federal lands or those federal lands directly affected by the use of the corporate lands. Manokotak Natives Limited placed all of the land they received pursuant to ANCSA into the land bank, and received many benefits. He was not able to answer my question on whether the land bank agreement went beyond the ten years common to all agreements or what the procedures were to take land out of the bank if the corporation wanted to develop them. He recommended that I speak with Moses Toyukak Sr. who is the corporation Vice-President of the corporation and President of the Manokotak Village Council. I spoke with Mr. Toyukak, but he was unable to answer my questions, but referred me to BBNC. Upon my return I obtained information on the land bank from the Corporation's attorney.

Mr. Itumulria pointed out the locations of the borrow sites and summarized which lands were to be conveyed to the City of Manokotak under ANCSA Section 14(c)(3). He said that the Manokotak 14(c) Survey was approved by the Bureau of Land Management in January, and is recorded as Plat 2003-2. Mr. Jack Moores, Land Manager for BBNC identified the borrow pits on my map and provided information on gravel and rock sales. There is a good borrow source on the ridge toward the relocation alternatives. The village suspected this years ago when the road to the Snake River was planned, but they didn't know the exact location.

At the City of Manokotak office, Edward Nick assisted me with land documents that I needed and answered questions about City ownership of land. Mr. Franklin met with me while I was visiting the City office. He assisted me in identifying where future housing may be built near the Manokotak Heights Subdivision and where other development for the water supply might go. Mr. Franklin has been with the corporation since the beginning and has knowledge of the land transactions, which occurred over the years. He provided me with a list of the corporation Board of Directors: Nels Franklin, President, Moses Toyukak Sr., Vice-President, Carl Itumulria, Secretary, and members, Kenneth Nuwak and Michael Alakayak.

Mr. Jim Kaercher, Engineer of Kuskokwim Architects and Engineers, and a representative from Village Safe Water came in to the City Office while we were viewing the village map. The community, through grants with the State of Alaska Village Safe Water Project, is seeking potential sites for a solid waste site, potential water supply, and a water treatment plant in the area. Mr. Kaercher pointed out possible sites for the new solid waste site and potential water supply, and showed where the gravity fed sewage lagoon and water treatment plant were located near the Manokotak Heights Subdivision.

Mr. Nick provided the names of lot occupants for Toyukak Subdivision. They are as follows:

Lot 1 - John Gamechuk, Sr.
Lot 2 - Carl Gamechuk
Lot 3 - Carl W. Evon
Lot 4 - Carl W. Evon
Lot 5 - Wassillie Gamechuk
Lot 6 - Irene Gamechuk
Lot 7 - Ferdinand & Nancy Sharp
Lot 8 - Unoccupied

The existing landfill is located at the edge of town within Tract B, USS 4875 of the Manokotak Townsite on land owned by the City of Manokotak, but it is not shown on my map, because it is located outside of the photography coverage. The landfill is not permitted by DEC, and is located approximately 3,000 feet from the airport runway, and adjacent to the main road towards Manokotak Heights. The landfill is to be moved. Manokotak Natives Ltd. plans to convey a tract of land 11.5 acres in size to the City of Manokotak pursuant to ANCSA §14(c)(3), approximately 4,700 feet from Manokotak Heights Subdivision.

The City was not aware of any land sales from the City. The Corporation reported that they sold land to the Southwest Regions School District for the new school. They did not have a copy of the deed, but said that I could get a copy from Bristol Bay Native Corporation. Nick Alakayak, my cab driver, mentioned that Billy Bartman sold a home and land to the Manokotak Natives Limited for the Manukutaag Trading Store for $5,000. When I returned to Anchorage, I searched at the Recorder's Office for both of these deeds, and verified the land sales.

Several local people mentioned that the airport blocks expansion of the community. They all say that the existing airport needs a lot of improvement. One local individual mentioned that the fill for the airport consists of sharp small rocks. During the winter, the airport runway gets covered with drifting snow that sometimes takes 3-4 hours to clear off. During raining weather, the airport becomes like a bathtub, with water pooling in the center. Manokotak Natives, Inc. mentioned that if the airport were relocated, a portion of the airport land would revert back to the corporation and could be used for future housing. A portion of the land at the end of the runway was conveyed to the City of Manokotak and contained a reverter as well.

Most people who live in the main town commented that they want to see the existing airport expanded because the 5 and 8 mile proposed relocation sites are too far away. There was concern that the long distance from town to the relocation alternatives could be dangerous for medical emergencies that require ambulance transport.

People that live at Manokotak Heights Subdivision say that the R-1A relocation site is located too close to the subdivision. There are many development plans for the land near Manokotak Heights Subdivision that would impact this alternative.

There is an existing gravity fed sewage lagoon located south of the subdivision about 3,000 feet from this proposed relocation site R1A, and a public access road to the Weary River that is 100 feet in width. There is a state owned road right-of-way 100 feet in width that takes off from the road to Manokotak Heights then travels southerly towards the Snake River.

The Manokotak School is located approximately 1,500 feet from Manokotak Heights Subdivision. Several people pointed out that the sewage lagoon is close to this site. Since the landfill must be moved, the potential location near Manokotak Heights Subdivision will also be too close to the runway. If future housing is built, their location will impact the airport alternative R-1A.

I also had an opportunity to speak with the State Village Safe Water representative and their contractor who was in Manokotak to obtain input on the proposed landfill relocation, location of the potential water supply, water treatment plant and plans to provide service for future housing expansion around the Manokotak Heights Subdivision. The subdivision will be impacted by the location of the airport if it is has to be relocated to the 5 or 8-mile sites.

I spoke to a couple of the Native Allottees that owned land near the proposed 8-mile alternative to inquire about any proposed development plans for their allotments. I also obtained information from Manokotak Natives Ltd. and BBNC's representative about the borrow pits and potential borrow pits located on corporation land near the 5 and 8-mile alternatives.

There was a good turn out at the Public Meeting.

In summary, most all of the people that lived in the main village, that I spoke with, wanted the existing airport upgraded and believed that the 5 and 8 mile alternatives were too far. Residents who lived at the Manokotak Heights Subdivision thought it was a long way out as well. At the public meeting, 74-year-old Henry Alakayak spoke to the group and explained that at age 19 he came to live in Manokotak when the village was very small. Since that time, Manokotak has grown and soon there was no more room to build and expand. The village resisted the idea of constructing housing out of town because the site was too far and too windy. They however considered the advantages and when the homes in Manokotak Heights Subdivision were built, they got used to living there.

Several entities got together and selected a site for the new school near the subdivision because there were "no more places to build in the old village." At first, it seemed like a long distance, and then the road was constructed to the Weary River. People realized that the barges were able to get in and there were advantages to the new location of the village expansion.

Gust Bartman asked if the State planned to build a terminal at the new airport if it was moved. He said that maintenance is needed due to snow buildup. He pointed out that the newsletter was incorrect in stating that the airport is closed 47 days a year due to snow piles. He said that the airport becomes closed to certain types of planes. He agreed that Manokotak has one of the worst airports in Alaska.

Don Baxter and Royce Conlon explained that FAA has to be assured of safety, and that the bulk fuel storage, sewage lagoon, dumpsite and new buildings in the RPZ may create safety problems. At certain times of the year the runway turns soft. If it were extended, it would take 5 years or more for the extension to stabilize.

Other comments that were heard are as follows:

The old airport has a lot of crosswind and it is difficult to land. The southeast winds cause problems for pilots.

The new airport location would be closer to the borrow site. There would need to be a 10,000-foot separation for the solid waste facilities. We don't want to have to move the landfill.

The 8-mile site would open up the area for expansion, for building and more people in the area.

In response to questions on maintenance costs, Royce Conlon or Don Baxter said that maintenance costs will be a factor and they do have details on the cost. The State is facing budget cuts and Federal funds are less. DOT maintenance will have to consider whether the City of Manokotak will have the ability to maintain the airport. Equipment is needed if there is lots of snow. Mr. Baxter pointed out that the road to the school has to be maintained, and if the airport is build five miles out, five miles of road will be needed. A participant said that the new housing gets lots of snow and that Manokotak gets a lot of snow in general.

Another individual said that if the road goes to the airport, the road should be built to the Snake River and on to Dillingham. Gust Bartman commented that the road to the river would support future commercial fishing. It will someday be mandatory to have quality fish to bring to the tender and such a facility is needed. He said that there are many positive aspects of the project and the village needs one more mile to qualify for pavement.

Concerns were expressed for the number of elderly people who would have to travel the long distance from the clinic in old Manokotak to the airport. A new 28 x 80 clinic is being constructed in the old village, and the community is getting ambulance transport. Concern was expressed for transportation in bad weather and bouncing patients around for 8 miles to be medi-vaced.

There was discussion on the pros and cons of the existing airport expansion. If the existing airport is extended, the cost will be more expensive. Once you have a 3,000-foot runway, it will be hard to get on a future relocation list. Someone pointed out that when planes come in on the old runway and if the snow is deep, it is unsafe. It will take 12 feet of gravel to fill in the deep bog.

Moses Toyukak said that the existing runway is unsuitable. The 8-mile runway is the most feasible. The maintenance will cost more because it is twice as long and twice as wide as the existing runway. The village will have to clear the road, and the runway will need lights. He mentioned that the village corporation, Manokotak Natives Limited owns a power company. Don Baxter said that DOT would extend the power line to the new runway. The power company is applying for a power upgrade through the Denali Commission. They could use DOT's help in the form of a letter of support to move the project so that they could increase their power capacity.

Royce Conlon explained that the existing runway airspace penetration is a concern to the FAA. Don Baxter explained that the State couldn't afford to maintain two runways.

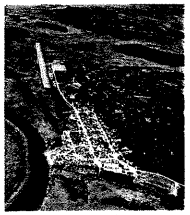
Here is a summary of comments for the old and new airport alternatives:

Existing Airport

- Located near town
- Windy
- Not up to standard
- Clearer for weather
- Close to dump, bulk fuel storage, sewage lagoon
- Winter Conditions cause bathtub situation
- The fill on the airport has sharp small rocks
- The runway is icy in the winter
- Weather and snow closes the runway in the winter
- It takes 3 – 4 hours to clear the runway of drifting snow
- Snow piles up
- Blocks expansion
- There is less wind, maintenance could be lower
- More convenient to people who live in town.
- The village is in the flight path.

New Airports

- Less windy
- Clear land status
- Better subsurface conditions
- More costly to maintain
- Snow conditions may be worst
- Foggier
- Landfill is needed but it needs to be far enough away to meet standards
- Water distribution is needed
- Longer distance to travel
- Power is needed for runway lights
- Will take two years to build (2007)
- Seat fares will be cheaper, the distance will be 10 miles less
- Bigger planes will be able to land
- Promote community expansion
- Will be closer to the barge landing



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
STATE PROJECT NO. 55313

Public Scoping Meeting
September 11, 2003, 3:30 pm

Project purpose: To update the community on the status of the project, present alternatives under consideration, and solicit comments.

Meeting purpose: Introduce the agencies to the project and airport alternatives under consideration.

Introduction & project background – Don Baxter, ADOT&PF Project Manager

Facility requirements & current facility deficiencies – Royce Conlon, PDC Inc., Project Manager

Alternative Identification and Evaluations
Multi - Step process

1. Pilot, user input, field visit, and review of USGS
2. Mapping – topographic review only
3. Preliminary layouts: Primary considerations in initial development of alternatives were:
   - Topography
   - Wind coverage
   - Airspace
   - Functionality
   - Wetlands, based on Photo interpretation
   - Clearance from lagoons
   - Convenience to users
4. Community Input, Coordination with VSW Landfill, Agency Scoping & Field studies (WE ARE HERE)
5. Environmental, geotechnical, regulatory, and engineering parameters will be reviewed. Based on this initial review the alternatives will be refined and reasonable alternative carried forward into the EA process. `

Alternatives being considered
Advantages and disadvantages and additional studies being conducted.

- E1 – Extension of the existing
- R1A – Relocation near Weary River Road
- R3 – Relocation south of Weary River Road

Project Schedule

- Scoping Report: November 2003
- Identify Preferred Alternative (Extend existing or relocation): February 2004
- Environmental Document review and approval: March 2004 - June 2004
- Property acquisition process: Sept 2004 - Sept 2005
- Design: June 2004 - April 2005 -- Construction: Fall 2005 - Summer 2007

Community Comments, Issues and Concerns

MANOKOTAK AIRPORT IMPROVEMENTS
Public Comments

Your comments, ideas and suggestions are important to the planning team. Take a few minutes to let us know what you think about the airport alternatives. You may drop your comments in the comment box before leaving today's meeting, send via mail, email, or fax. Send via:

Mail. Fold so address shows, or write a separate letter using the address on back.
E-mail. E-mail to royceconlon@pdceng.us or Don_Baxter@dot.state.ak.us
Fax. Fax to Royce Conlon at 907-456-2707

Comments:_____

Please provide your name and address so we may notify you of future action on the project:

Name:

Address: (City, State, Zip)

Thanks for your input!

MANOKOTAK AIRPORT IMPROVEMENTS
MEETING ATTENDANCE SHEET – September 11, 2003

Name	Association	Address	Telephone
Marvin DAVE Nicholas	SelF	P.O Box 124	907-289-1281
Jesse Ayojiak Sr			
Ross Ulmer			289-2043
David Olson	manokotak Fire/Ems	Box 4	289-2043
Sue Kneeter	MANOKOTAK	BOX 11	289-1272
Dan GOLDEN	ADOT & PF	P.O. BOX 196960 ANCHORAGE	269-0537
Louie Alakayak	Self	Bx 27 MANOKOTAK	289-1419
Edward Nick	City of Manokotak	Box 170	289-1027
Herbert Aparayak		P.O. Box 21	289-1006
Grace Alakayak		P.O. Box 27	289-14-19
Jeweline Ayojiak	Health aide	Box 132	289-1415
Michael Gleko Sr	Village Council Pres.	P.O. Bx 113	289-2171
Olga M Dick	Village Resident	Box 28	289-1440
Billy Bartram	Village		
Elsie Bartram			
Jah Lee Ruff		Box 73	289 1041

MANOKOTAK AIRPORT IMPROVEMENTS
MEETING ATTENDANCE SHEET – September 11, 2003

Name	Association	Address	Telephone
Edward George Jr		Box 142	289-1201
Emma Maud		Box 35	289-1421
Judy Itumulria		Box 55	289-1086
Carl F Itumulria		Box 55	289-1086
Barbara M. Moore		Box 88	289-1013 wk.
Nicholai Alakayak		Box 70	~~289-1068~~
Andrew Nanalook		Box 95	289-2023
Gerald Nanalook		Box 95	289-2023
Ina Ekanerak		Box 00	289-2021
David Black Sr		Box 123	289-2022
Maurice Fosbrook		Box: 22	289-2022
Peter E Moore		Box 88	—
Jackie Nanalook		Box 38	289-1493

MANOKOTAK AIRPORT IMPROVEMENTS
MEETING ATTENDANCE SHEET – September 11, 2003

Name	Association	Address	Telephone
Tommy Evon	Self	Box 50 Manokotak	289 1289
Wassillie Alakayak ~~Louie John~~		Wassillie Alakayak	289-1267
Louie John		Box 126 Manokotak Ak	289-1433
Margaret Alakayak		P.O. Box 34 "	289-1267
Jenny Atakitly-John		P.O. Box 126 "	289-1433
Mary Alakayak		P.O. Box 10	289-1068
Fannie L. Bartman		P.O. Box 46	289-1490
Gust S. Bartman Sr		P.O. Box 46	289-1490
Julia Apalayak		" " 21	289-1006
Jetta Apalayak		" " 21	289-1006
Leroy D. Dick Jr	Resident	P.O. Box 28	1 907 289 1440
Henry Alakayak			
John C. Moores	BBNC	800 Cordova St	278-3602
Mary Leykom	Corps of Engineers	P.O. Box 6898 Anch. AK 99506	753.2712
Kenneth Nukwak		P.O. Box 127 Manokotak, AK 99628	289-1047
Don Baxter	ADOT&PF		

MANOKOTAK AIRPORT IMPROVEMENTS
MEETING ATTENDANCE SHEET – September 11, 2003

Name	Association	Address	Telephone
Sally Andrew		Box 18	289-1282
Bessie Toyukak		Box 30	289-2074
Nellie Gunchak		Box 73	289-1041
Moses Toyukak Sr		Box 30	289-2188
Chris Gloko		Box 7	289-1014
Laura John		Box 69	289-2136
Linda Jordan		Box 98	289-2091
Nancy H. George		P.O. Box 142	289-1201
~~Vanessa C. George~~		~~P.O. Box 142~~	~~289-1201~~
Gus Toyukak		P.O. Box 23	289-1201
Bertha M. Gilpatrick		PO Box 189	289-1072
Henry Alakayak Jr		P.O. Box 25	289-1483
Carl LEVON			
Michael Alakayak		P.O. Box 56	289-2003
Bonnie Agnjick		Box 61	289-1025

PDC Inc., Consulting Engineers
Attn: Royce Conlon
1028 Aurora Drive
Fairbanks, AK 99709

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Permit #500
Anchorage, AK

Contact the Project Team--

PDC Inc., Consulting Engineers
Royce Conlon P.E.,
Project Manager
Phone: (907) 452-1414
Fax: (907) 456-2707
Email: royceconlon@pdceng.us

ADOT&PF
Attn: Don Baxter, P.E.,
Project Manager
POB 196900
Anchorage, AK 99519-6900
☎Phone: (907) 269-0610
Email: Don_Baxter@dot.state.ak.us

Facility Requirements

ADOT&PF Statewide Standards call for 3,300' minimum runway length. The runway, apron, and taxiway will be designed to allow for Global Positioning System (GPS) Non-Precision Instrument (NPI) approaches. Given the substantial investment required to relocate the airport and the large population of Manokotak, it is prudent to identify a site that will allow for future expansion. Thus, sites were identified that could support a 4,000' runway length. (See Figure 1)

The proposed project will provide Manokotak with an improved airport facility, and will most likely include the following activities:

- Lengthen and widen the existing runway or relocate to a new site
- Relocate the apron to meet separation standards
- Clear vegetation
- Free runway ends of obstructions to the non-precision approach standards as practicable

Relocation is being considered because expansion at the existing site could present the following challenges:

- An extension of the existing runway would be expensive and could be unstable due to swampy ground.
- Upgrading to provide for NPI approach capabilities makes the hill adjacent to the existing airport more of an obstruction.
- Impacts to existing residential properties near the airport are likely.
- Future expansion would not be easily accommodated.

We need to hear from YOU!

The project is at a pivotal stage. Now is the time when your ideas can have the most effect on what happens to this essential community facility. We need specific information about the areas identified as possible airport locations (see Figure 1):

- How the land is used
- How residents access the land
- Community subsistence uses
- Other concerns we should be aware of

If you live or own a business in Manokotak or if you operate aircraft in or out of Manokotak Airport, please plan to attend the September 4 public meeting. If you cannot attend, let us hear from you by phone, mail, email or fax (see contact information above).

MANOKOTAK Airport Improvements

NEWSLETTER No. 3

September 2003

The Alaska Department of Transportation and Public Facilities (ADOT&PF) and the Federal Aviation Administration (FAA) are proposing to improve the Manokotak Airport. The goal of this project is to determine the community's aviation needs, design improvements to meet the current and near term needs, and provide planning to guide future development over the next 20 years. To ensure potential impacts of the project design alternatives are identified, minimized, or avoided, we need input from Manokotak residents and airport users.

Come to the meeting!

September 11, 2003 ● 3:30 to 6:00 p.m.
A presentation will be given at 4:00 p.m. at the Old Manokotak School
We will have door prizes and refreshments!

Persons with a hearing impairment can contact ADOT&PF at a telephone device for the deaf (TDD) at (907) 269-0574. The ADOT&PF will also provide, upon request, accommodations for special needs related to disabilities.

Project Background

Since startup of the project, the design team has been busy collecting background information. Activities have included:

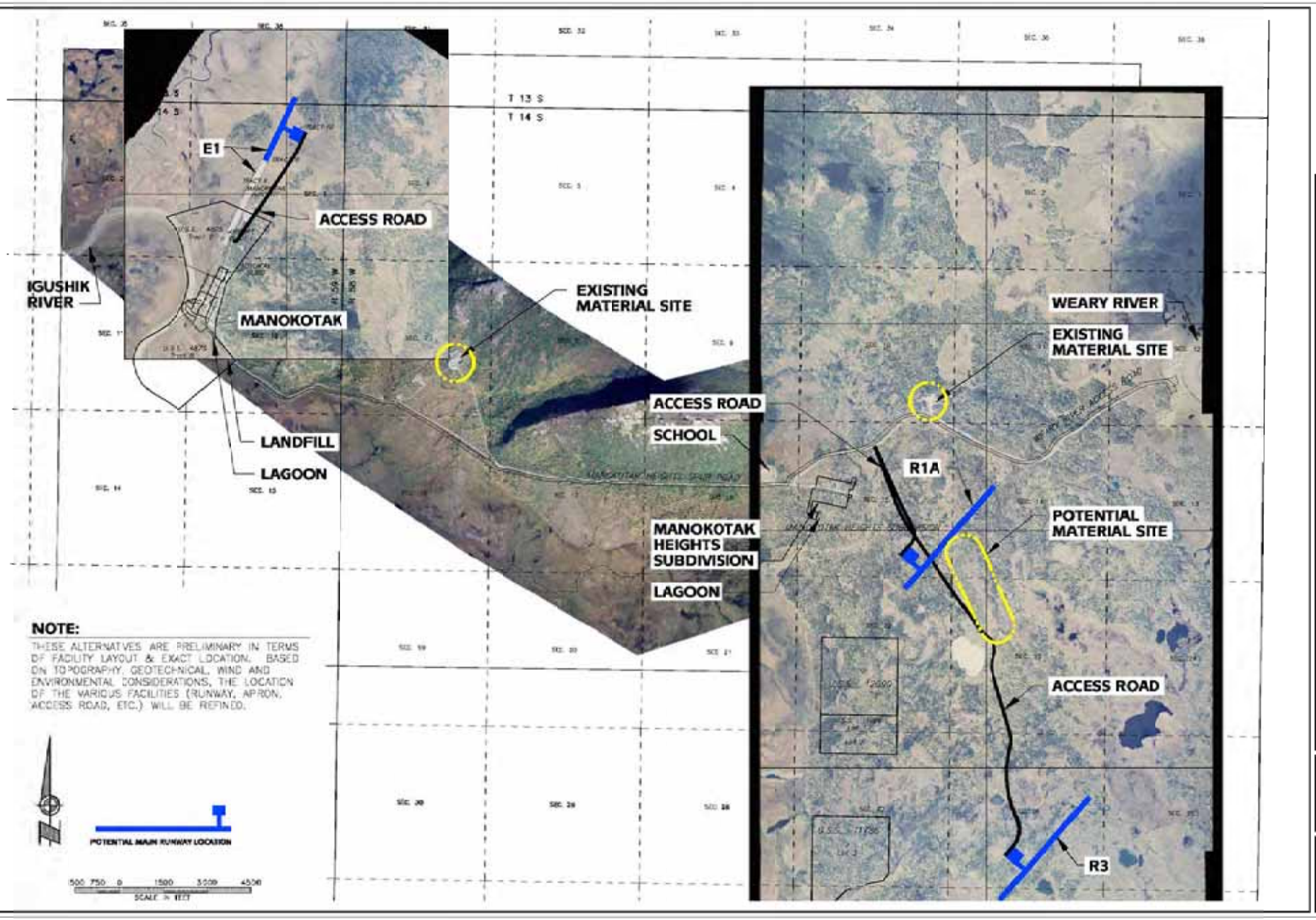
- Public meeting and field visit (March 2002)
- Public, user, and pilot questionnaires and interviews
- Review of government agencies' files
- Geotechnical field investigations
- Collection of historical aerial photos
- Wind data collection
- Preliminary property boundary retracement surveys
- Acquisition of topographic mapping from controlled aerial photography
- Development of initial alternatives

During the first phase of planning for this project, the team has determined the needed airport improvements and developed design alternatives to meet them. The environmental concerns associated with these alternatives will be identified and evaluated with your input. Based on agency, public, and user comments and engineering and environmental considerations, ADOT&PF will select a preferred alternative. ADOT&PF expects to complete an Environmental Assessment (EA) to comply with the National Environmental Policy Act (NEPA) requirements for this FAA-funded project. If a preferred build alternative is selected (as opposed to the no build alternative), construction documents will be developed. Construction is currently scheduled to begin as early as Summer 2005.

Existing Facility Description

The existing runway is 2,740' long and 75' wide with safety area dimensions of 3,200' x 120'. The apron is 300' x 400'. The runway condition is reportedly one of the worst in the Bristol Bay region. The short runway, deteriorated runway surface, airspace penetrations, and inadequate separation distances combine to hinder operations at the airport. On average, Manokotak Airport is closed 45 days per year.

The airport facilities do not meet the standards required for several types of aircraft currently operating in Manokotak. Drainage and snow drifting problems often cause partial or complete airport closures. A hill next to the runway rises approximately 800', penetrating the airspace. Besides causing an obstruction, the proximity of the hill creates wind gusts and crosswinds on the runway. Other concerns with this airport include the separation distances for the apron setback and the runway protection zones and the fact that the existing site is often fogged in or inaccessible due to inclement weather.



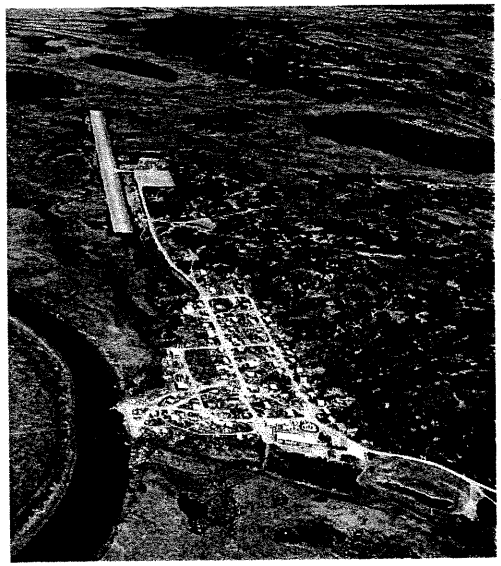
PLANS DEVELOPED BY:
PDC, INC.

PRELIMINARY ALTERNATIVES
MANOKOTAK AIRPORT RUNWAY RESURFACING & EXTENSION
MANOKOTAK, ALASKA

DESIGN: EJG
DRAWN: GDS/CFP
CHECK: RLC

JUL 2003
PROJ. No. F02010
FIGURE 1

P:\2002\F02010\C\C03bDPRF02010- E1 R1A R3 Alts 08/27/2003 9:22am



MANOKOTAK Airport Improvements

The State of Alaska, Department of Transportation and Public Facilities (DOT&PF) and the Federal Aviation Administration (FAA) have initiated a project to make improvements to the Manokotak Airport. The goal of this project is to provide safe aircraft access to Manokotak for current and future needs.

Come to the meeting!

September 11, 2003 ● 3:30 p.m. to 6 p.m.
A presentation will be given at
4:00 p.m. at the Old Manokotak School
We will have door prizes and refreshments!

What do YOU think?
Should the Manokotak Airport be relocated to near Manokotak Heights? Should the Manokotak Airport stay where it is? How is the land used where the airport might be relocated? How do the residents access the land where the airport may be relocated? What are the subsistence uses in these areas? Come tell us what you think.

We need to hear from YOU!
The project team developed alternatives shown on Figure 1. Your concerns, suggestions, and ideas can have the most effect on what happens to this essential community facility. If you live or own a business in Manokotak or if you operate aircraft in or out of Manokotak Airport please plan on attending this public meeting. If you cannot attend, let us hear from you by phone, mail, email or fax (see contact information).

Email: Contact information--PDC Inc., Consulting Engineers
Attn: Royce Conlon, 1028 Aurora Drive, Fairbanks, AK 99709
Phone: (907) 452-1414, Fax: (907) 456-2707
Email: royceconlon@fbx.pdceng.com

Persons with a hearing impairment can contact the Department at our Telephone Device for the Deaf (TDD) number, 269-0473. We are able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

MANOKOTAK Airport Improvements

Invitation to a Public Meeting

The Alaska Department of Transportation and Public Facilities (ADOT&PF) and the Federal Aviation Administration (FAA) are proposing to improve the Manokotak Airport. The goal of this project is to determine the community's aviation needs, design improvements to meet the current and near term needs, and provide planning to guide future development over the next 20 years. To ensure potential impacts of the project design alternatives are identified, minimized, or avoided, we need input from Manokotak residents and airport users.

Relocation is being considered because expansion at the existing site could present the following challenges:

- ✓ An extension of the existing runway would be expensive and could be unstable due to swampy ground.
- ✓ Upgrading to provide for NPI approach capabilities makes the hill adjacent to the existing airport more of an obstruction.
- ✓ Impacts to existing residential properties near the airport are likely.
- ✓ Future expansion would not be easily accommodated.

An open-house-style public meeting will be held in Manokotak to present the project alternatives and to solicit project needs and issues from the public. The public is welcome to come learn about and comment on the project anytime during the open house listed below:

September 11, 2003 ● 4 p.m. to 6 p.m.
Formal Presentation at 4:30 p.m.
Old Manokotak School

If you would like more information, contact Royce Conlon at the following address—

PDC Inc., Consulting Engineers
Attn: Royce Conlon
1028 Aurora Drive
Fairbanks, AK 99709
Phone: (907) 452-1414 Fax: (907) 456-2707
Email: royceconlong@fbx.pdceng.com

Persons with a hearing impairment can contact DOT7PF at a telephone device for the deaf (TDD) at (907) 269-0674. The DOT&PF will also provide, upon request, accommodations for special needs related to disabilities.

MEMORANDUM

Date: December 5, 2002

To: File

From: Donald W. Baxter

Subject: Manokotak Airport Runway Resurfacing & Extension Project

On December 2, 2002, I attended the morning session of the Bristol Bay Native Corporation (BBNC) Village Leadership Workshop at the Hilton Hotel in Anchorage. The purpose of my attendance was to provide brief informal presentations to community leaders at Ekwok and Manokotak who were supposed to be present at the conference. As it turned out, nobody was present at the conference from Ekwok. However, I was able to meet with several key persons from Manokotak along with Jack Moores of BBNC and two key ADOT/PF planners. I explained the status of the project, and the Department's efforts to evaluate the alternative of improving the existing runway along with the alternative of developing a new airport south of the road that extends from the village to the Weary River. There were some mixed feelings amongst meeting attendees with respect to the new airport alternative, but all persons present were in favor of continuing our investigation.

Manokotak residents pointed out that the existing runway was constructed by excavating native material (muck) to a depth of about 15 feet, and backfilling with better material that was blasted out of the hillside east of the existing apron. Due to poor soil conditions, it is believed that the cost of extending the existing runway would be considerably greater than currently envisioned. Poor crosswind conditions are also a concern at the existing airport.

In regard to the proposed new airport site south of the Weary River road, local residents were concerned about the following items:

1. Excessive fog.
2. Additional construction costs associated with an access road to the new airport site.
3. Road maintenance concerns. The road to the village school, which is located several miles east of the main village, is often shut down for several days during the winter due to bad weather. It would be necessary to travel the road to get to the new airport, and access to the airport could therefore be impeded for several days. Jack Moores of BBNC requested that the village provide ADOT/PF with historical information regarding the number of days the school has been shut down due to bad weather.

4. A new health clinic will soon be built in the main village, and there was concern about the additional driving distance to the new airport from the village in the event of a medical emergency.
5. There was concern that a new landfill is planned by the Alaska Native Tribal Health Consortium (ANTHC) in the vicinity of the proposed new airport. The villagers gave me a contact name, a Mr. Rasmusson with ANTHC. I subsequently called ANTHC and found out that Mr. Rasmusson does not work there anymore and that the project has been transferred to the ADEC Village Safe Water (VSW) Section. I called VSW (269-7601) and found out that the new VSW Project Manager is Marie Steele. Marie called me on December 5, 2002, to inform me that she had not had an opportunity to review the complete file for the landfill project, but that a 1993 report indicated that the new landfill would be located near the midpoint of the road that extends between the village and the school. This is a significant distance from both the existing and proposed airport sites, but since Marie has not completed her review of the project files, this site may not reflect the latest site information. Marie has my email address and phone number, and will keep me apprised as she reviews the files for her project, and as the project develops. Marie's email address is marie_steele@envircon.state.ak.us.

Attached is a list of attendees at the meeting.

SIGN UP Sheet

MANOKOTAK Airport BSNC VLW Conference

Josh Metrin	AKDOT	269-0509
Moses Toyukak Sr	MNL	289-2188
Don Barber	ADOT/AF	269-0610
Carl F. Trumble R/S	MNL	289-1086
Mike Ministra	MNV	289-2067
Kenneth Tikiwak Sr.	MNL	289-1047
JACK MOOKA	BSNC	278-3602
Michael Alakayak	MNL	289-2003
Todd Vanhove	DOT	269-0508

PDC INC.
Consulting Engineers
Planning • Design • Construction

Steven M. Theno, PE
Mark W. Fryer, PE *Robert B. Boswell, PE*
James R. Pressley, PE *Ronald H. Gebhart, PE*
Gary L. Rice, PE *James J. Loftus, PE*

Project:	Manokotak Airport Resurfacing and Extension	***Trip Report***	
PDC Project No: **State Project No:** **Federal Project No:**	F02010 55313 TBD	**Report Date:** **Trip Date:**	March 15, 2002 March 13, 2002
Inspector:	Ken Risse	**Report No.:**	1

1.0 INTRODUCTION

The purpose of this trip was to perform a site inspection and conduct the public meeting. The purpose of the public meeting was to gather public opinion and information about airport improvements. The project team consisted of:

Name	Organization	Project Responsibility
Don Baxter	ADOT&PF	Project Manager
Royce Conlon	PDC, Inc. Consulting Engineers	Project Manager
Ken Risse	PDC, Inc. Consulting Engineers	Planning/Engineering
Anne Brooks	Brooks and Associates	Public Involvement
James Dryden	Dryden Instrumentation	Wind Data Collection

The project team departed for Dillingham from Anchorage on March 11, 2002, at 5:15 pm on PenAir Flight 4265. We arrived in Dillingham at approximately 6:45 pm. We ate dinner and spent the night in Dillingham. On March 12, we performed the site inspections and held the public meetings for Ekwok and Aleknagik Airports, then returned to Dillingham for the night.

The next morning (March 13) we left Dillingham in a chartered PenAir Piper Saratoga for Manokotak at approximately 9:00 am. As we flew in we looked over the area near the new housing (Manokotak Heights), the area being considered for airport relocation. The winds were picking up and there was considerable turbulence as we prepared to land at the Manokotak airport. A taxi picked us up and took us to the city office. We unloaded our gear, and Anne hauled it down to the old school, where the meeting was held. Royce, Ken, Don, and James took a cab out to Manokotak Heights to rent snowmachines to visit the area proposed for a new airport site. The owner of the snowmachines came along as a guide. We followed the unplowed road that leads to the Weary River. The wind was blowing about 30 MPH, perpendicular to the road that followed the ridge. We looked at the material site used for the road construction. The snow was 4-6 feet deep, and deeper in the pit where wind had drifted it nearly full. After that, we returned the snowmachines, took a cab back to the old school, and prepared for the public meeting. A former pilot interpreted throughout the meeting, translating to and from Yupik. The meeting was held from 12:00 pm to about 1:30 pm. Meeting notes are included in this report.

After the public meeting, Royce, Ken and Don drove out to inspect the existing airport with Louie Alakayak, Sr., who has the current airport maintenance contract. After looking at the airport, we returned to the old school and waited for the weather to improve, as PenAir could not fly over to pick us up. The weather did improve and at approximately 4:00 pm the chartered aircraft picked us up and returned us to Dillingham. We ate dinner and then returned to Anchorage on PenAir Flight 4266 arriving at 8:45 pm.

2.0 SITE INSPECTION - MANOKOTAK

The airport was generally in good condition. The runway and apron had been plowed and the snow had been pushed away from the runway. Snow was piled up 6-8 feet deep along the west side, and 10-15 feet high around the back of the apron. The deep snow hampered an extensive site investigation.

2.1 Airport Surface, Subgrade, and Drainage

- There was no evidence of runway drainage problems, but the surface was covered with ice and snow. It was difficult to determine the depth of the embankment because of the drifted snow. No culverts could be seen because of the deep snow.

2.2 Airport Lighting and Navigation Aides

- The wind cone on west side of the runway looks OK, but the segmented circle was completely buried in snow and could not be seen. The wind cone on the north end of the runway was missing the sock.
- Runway lighting and cones mark the edge of the runway.
- The runway threshold marker panels are in poor condition.

2.3 Airport Facilities

- There is a single bay Snow Removal Equipment Building at Manokotak with a Cat 140G road grader. A plow mounted on the front of the Cat is used to push the snow out away from the runway shoulders.

2.4 Airport Access

- The DOT airport maintenance contractor maintains the access road from the city to the airport. Snowmachines were the predominant mode of transportation, but many automobiles are used in Manokotak as well.

2.5 Landfill

- The city landfill is located about ¾ mile from the airport along the road to the new housing.

2.6 Wildlife

- No wildlife was seen in the area during the site visit.

3.0 PUBLIC MEETING MINUTES

Meeting Date: March 13, 2002
Meeting Begin: *12:00pm*
Meeting End: *1:30pm*
Attendees: See Attached Sign-In Sheet

52 people were in attendance, plus 5 project personnel and several children. At the recommendation of Bonnie Ayojiak, Manokotak City Administrator, an interpreter was enlisted to help with the meeting. The interpreter, Tommy Devon, had been a pilot for 12 years and proved to be very helpful in assisting the attendees to understand the more technical aspects of our presentation.

A laminated aerial map (scale: 1"=200') with two airport transparencies, an 11"x17" airspace graphic, and a project process flow chart display were used for presentation. The transparencies depicted the following airport configuration:

- 75' x 3,300' runway with runway safety areas to meet the B-II Airport Reference Code (ARC). The layout depicted a Non-Precision Approach (not lower than ¾ mile) at one end and a visual approach at the other; airport edge and end lights would be included. A separate overlay showed an aircraft-parking apron with taxiway that provided a 400' offset from the runway centerline. This detached overlay was moved to various locations around the runway in order to identify the most practical apron location. The runway, apron offset, and lighting would provide the minimum facilities required to allow FAA to establish an approach for landings and/or departures in the dark or with inclement weather (i.e., Global Positioning System (GPS) approach).

- 4,000' long runway with all the same features as noted above.

Handouts included an abbreviated agenda, community questionnaire, door prize tickets, and door prizes. Door prizes were purchased locally, and snacks were provided as an incentive to boost public attendance.

Don Baxter began the meeting by briefly introducing the project and turned the project over to Royce Conlon, consultant Project Manager. Royce explained the project development process. She welcomed all those present and summarized the goal of the project and the purpose of the meeting. She explained that prior to planning the airport improvements, it was important to plan for existing and future aircraft, the community's needs, airline service plans, and other factors.

Royce then introduced the process for developing project alternatives by use of overlays and airspace graphics. She discussed the State's interest in providing a minimum 3,300' runway in small communities and referenced the illustration of the runway and RPZ of a typical 3,300' runway. The RPZ for Manokotak's runway, Royce noted, covers some of the existing community.

Royce also noted that Bristol Bay Native Corporation (BBNC) had expressed that the community may be interested in relocating the airstrip to a location near the new school along the road to the Weary River. She added that we would not have money both to resurface and extend the existing runway and to construct a new airstrip.

Royce then added that a second project newsletter would be mailed to the community summarizing the

findings of the engineering/environmental scoping process, specifically, presenting the alternatives and preferred alternative for specific input from the community. She discussed right-of-way requirements and the project schedule.

Public input or concerns were as follows:

- Several other projects are under way in the community, and it would be good to coordinate them. These include relocation of the landfill, enlarging the sewage lagoon, and upgrading the water system. Matt Rasmussen of the Alaska Native Tribal Health Consortium is working on them.

- There is also a dock to be constructed on the Weary River, at the end of the road to the school. Bristol Environmental is working on this project.

- The Manokotak Road to the Weary River was a BIA project designed by ASCG, Inc.

- There are several gravel sources in the community. The source between the original community and the "Heights" contains coarser material than the source near the new school, which was used for road and school foundations.

- Royce noted that if the airport improvements were made on the current runway, the schedule would not change. There was some danger of the schedule changing if the community wanted to relocate the airport.

- An attendee asked whether the funding was only for repairing the existing runway, or if it could also be used to provide a crosswind airstrip. The answer was that the current funding is to fix the runway and does not include constructing a crosswind strip.

- It would be difficult in bad weather to get to a new airport if it is relocated out past the school.

- If a new airport was constructed, land for the existing airport could be transferred to BBNC or the Village Corp. who could do what they wanted with it.

- The suggested new location is at a higher elevation than the current one and might be in the fog more often. Residents of the "Heights" notice fog more often.

- Maintenance costs would increase with a new location of the extra road. Possibly these costs could be shared between the State and the City.

- Locations further east may be more feasible.

- The mountains surrounding the community really affect the airport and cause lots of turbulence.

- Residents asked which would happen sooner: resurfacing and extending the existing runway, or constructing a new one? The resurfacing and extension is scheduled for 2004. If a new site is desired, this would add 1 to 2 years. The project would also have to be re-scored by the state, and the relocation might fall lower on the priority list, pushing the construction date out further.

- Is this like a Capital Improvement Program? Yes.

- If people decide to relocate the airstrip, would funding be available for the existing airport? No, the funds would go to a new facility.

- Relocating the airport to Manokotak Heights would mean a longer drive for people in the community, but the trip to the existing site is already a long drive for people in the "Heights." It is not economical for residents here to commute there and the converse is true—it means time and money for both.

- Most of the growth in the community will occur in the new location. Manokotak is growing, and land is harder to access. As children grow up, they want their own homes. The best alternative is building in the new site—it has the new school. There is no real land available in old Manokotak unless we build skyscrapers, which is unlikely. Building on land at the other end (Manokotak Heights) is more feasible.

- Residents asked if fares would get lower with the airport at the other location. The project team could not know, as the airline companies flying into the community control fares.

- If we extend today can we relocate later? Yes, this is possible but it could be many years before an airstrip relocation could reach high enough on the priority list to be funded.

- A crosswind airstrip needs to be programmed. Dillingham needs a crosswind airstrip.

- New technology is important to the existing airstrip. The attendees wanted to know what the authorized conditions/minimums would be for landings. FAA would do an evaluation of both airstrips as part of this project and would determine the minimums/conditions on which the airstrip would operate. The surrounding mountains and other obstacles are considered.

- What minimums would we get if the airplane was equipped with a CATIII system? Facilities required for such landing systems to be installed are beyond what Manokotak could expect to see for many many years.

- One commenter noted he used to live in the housing (the Heights) and understands the conditions. It can be difficult because the snow seems to stay at the housing: since there are more trees, it doesn't blow away as much. Manokotak is growing. As the village grows, access to utilities/airports is more feasible if they are built elsewhere.

- The Post Office is here (in the Village). Manokotak is growing and opinions vary. The post office may move in the future.

- Although the other site would be good, problems always exist with snow and snow removal. The school has been shut down on several occasions because the equipment is not adequate to clear the roads at the Heights. Snow removal is not adequate.

- Residents wanted to know if the community could request additional snow removal equipment from the State. They have contacted the state before, and it takes 2-3 weeks to get stuff from Dillingham. The project team responded that yes, they could go through their supervisors and request equipment by sending a video or letter or calling DOT personnel.

- The community wanted warm storage for the equipment. If the airport is relocated a new equipment storage building would be constructed with the airport improvements.

- An elder commented that, the population is growing, and we need to be looking ahead—not for a few years but far ahead. The airstrip would be better somewhere else rather than here. Adverse conditions come up. If Aleknagik road can be maintained, Manokotak can maintain a road so it is usable. DOT would not just construct it and leave us on our own.

- The Clinic and Post Office are in the village. The community will request cement roads and 2-lanes if the airstrip is constructed in the new location. This would allow residents better access.

There was a high degree of interest and participation from the public, and many gathered around the map to ask questions in an informal session. After public input and open forum, door prizes (consisting of a coffee, snow machine oil, and other items from the Manokotak Store) were awarded and the meeting was adjourned.

5.0 SITE VISIT PHOTOS

Photo 1 – Manokotak Public Meeting

MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
STATE PROJECT NO. 55313

Public Meeting Agenda
March 13, 2002

- **PROJECT AND STAFF INTRODUCTIONS – Don Baxter**
- **PROJECT DEVELOPMENT, PURPOSE AND NEED, FACILITY REQUIREMENTS – Royce Conlon**
- **EXISTING AIRPORT FACILITIES AND DEVELOPMENT CONSIDERATIONS – Royce Conlon / Ken Risse**
  - **Alternative Sites or Alignments**
  - **Instrument Approaches**
  - **Apron Location**
- **ENVIRONMENTAL PROCESS – Royce Conlon / Ken Risse**
- **WHAT'S NEXT / SCHEDULE – Royce Conlon / Ken Risse**
- **PUBLIC QUESTION & ANSWER – All Staff**
- **CLOSE PRESENTATION FOR ONE-ON-ONE SESSIONS – Royce Conlon / All Staff**
- **CALL FOR ANY OTHER GROUP QUESTIONS & ANSWERS; AWARD DOOR PRIZES AND CLOSE MEETING – Anne Brooks**

MANOKOTAK AIRPORT IMPROVEMENTS
MEETING ATTENDANCE SHEET – MARCH 13, 2002

Name	Association	Address	Telephone
Tommy Evon insulin	Resident	Box 50 Manokotak	842-7189
Carl C Evon	Resident	Box 4 Manokotak	842-3534
Henry Alakayak	Resident	Box 25 Manokotak AK	842 7123
Mike Munsch	City Council	Box 17 Manokotak	289-2062
Nicholai Alakayak	KMO.	Box 10 Manokotak	289-1068
Royce L. Conlon	PDC inc Consulting Eng	1018 Vail View Fbks AK	452-1414
Michael Groko		P.O. Box 113	289-2170
Jesse Ayojiak Sr			
Diane Mochin	Resident	PO Box 14	
Byron Mochin	" "	PO Box 14	
Michael Chikayak	" "	PO Box 56	289-2003
Andrew Groko-Nanalook	" "	P.O. Box 95	289-2003
Carl F Stumbaugh	" "	Box 55 KMO 99628	289-1086
Simon Paul		Box 1160 Togiak	493-5245
Judy Stumbaugh	" "	Box 55 KMO 99628	289-1086
Bonnie Ayojak	City Administrator	Box 61 99628	289-1025

MANOKOTAK AIRPORT IMPROVEMENTS
MEETING ATTENDANCE SHEET – MARCH 13, 2002

Name	Association	Address	Telephone
Matfin S. Pat			289-1054
Moses Toyukak Sr			289-2188
Emma Maud			289-2193
Leona Black			289-2022
Helen Toyukak			289-1201
Jeanie Alakayak			289-2117
Lillian Alakayak			289-2065
Anne Brooks	Project Team		907-272-1877
Billy Bartman			
Arlene Franklin	Manokotak Village Council	Box 169 KMO	289-2150
Linda Jordan		Box 98 KMO	289-2091
Dusty Jason			
Wassillie Angaiak Jr	Manokotak	PO Box 189	289-1072
Herbert P. Ayojayak	Manokotak	P.O. Box 21	842-7125
Louie Alakayak	Manokotak, AK	Box 27	289-2037

MANOKOTAK AIRPORT IMPROVEMENTS

MEETING ATTENDANCE SHEET – MARCH 13, 2002

Name	Association	Address	Telephone
Carl LEVON			
[illegible]			
Chris Stoko			
Teresa [illegible]			
Wassillie Aldroyd			
[illegible]			
Judy Stumberia			
[illegible]			
[illegible]			
Kenneth [illegible]			
[illegible]			
[illegible] M. [illegible]			
Carlene Pat			
Laura John			

MANOKOTAK AIRPORT IMPROVEMENTS

MEETING ATTENDANCE SHEET – MARCH 13, 2002

Name	Association	Address	Telephone
Bertha [illegible]			
Jim. Nanalook			
Dorothe Nanalook			
Rhonda C. Nick			
Irene Aleakayak			
Irene Kamechuk			
[illegible] Nick			

MANOKOTAK
Airport Improvements

NEWSLETTER No. 1
February 2002

The State of Alaska, Department of Transportation and Public Facilities (DOT&PF) and the Federal Aviation Administration (FAA) have initiated a project to make improvements to the Manokotak Airport.

The goal of this project is to provide safe aircraft access to Manokotak for current and future needs. During the first phase, needed airport improvements will be determined and alternatives developed and evaluated. Also, environmental concerns will be identified and evaluated. Based on user input, engineering and environmental considerations, a preferred airport development alternative will be selected. *If a build alternative is selected, and relocation of the airport is* preferred, the construction schedule will depend on the project costs and available funding. The earliest "bid ready" date for construction documents would most likely be spring of 2004.

What will be planned?

The runway should at least be lengthened and widened to meet DOT&PF's minimum standard of 75' x 3300' with the appropriate runway safety areas. The aircraft parking apron would be offset a greater distance than the existing and the ends of the runways freed of obstructions to allow for future greater aircraft approach minimums (i.e. planes will be able to land during poorer weather, as the airport will be arranged to allow Global Position System (GPS) landings). Expansion at the existing site may prove challenging. Relocating the airport may need to be considered. Possible relocation sites may exist along the road to the Weary River.

Who is involved?

The project is funded by FAA and DOT&PF. PDC, Inc. Consulting Engineers will provide airport planning, engineering and environmental services necessary for project development and design. PDC in turn has included on their team a number of specialty consultants to best serve the project needs.

The project team includes:

- FAA Airport Planner, Brad Garland,
- DOT&PF Project Manager, Don Baxter,
- PDC, Inc., will be completing the planning and engineering components of the project. with Royce Conlon as Project Manager.
- McClintock Land Associates (MLA) will provide land use and planning consultation and complete right-of-way and topographic surveys. Sharon and Bill McClintock will be the Project Coordinators for MLA.
- Brooks & Associates will provide public involvement coordination for the project. Anne Brooks will lead this effort.
- Harding ESE will provide analyses for the natural environment as well as hazardous materials reviews. Donna Roberson will head up this work.

Come to the meeting!

March 13, 2002 ● 12:00 to 1:30 p.m.
A presentation will be given at
12:30 p.m. at the Old Manokotak School
We will have door prizes and refreshments!

What do YOU think?

Are Manokotak Airport improvements needed? If so, what improvements are the most important?
If relocation is to be considered, what area makes sense? What concerns may you have with the project?

We need to hear from YOU!

The project is in its initial stage, the time when your concerns, suggestions, and ideas can have the most effect on what happens to this essential community facility.

If you live or own a business in Manokotak or if you operate aircraft in or out of Manokotak Airport please plan on attending our first public meeting. If you cannot attend, let us hear from you by phone, mail, email or fax (see contact information).

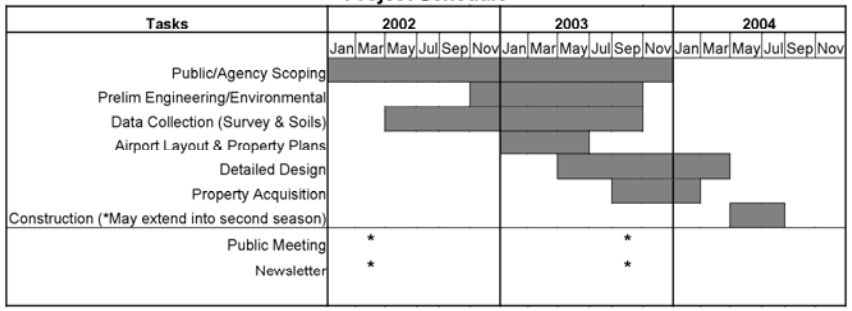
Contact information–

PDC Inc., Consulting Engineers
Attn: Royce Conlon
1028 Aurora Drive
Fairbanks, AK 99709
Phone: (907) 452-1414
Fax: (907) 456-2707
Email: royceconlon@fbx.pdceng.com

PDC, Inc., Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709

Manokotak Airport Improvements ✈ *Project*
Questionnaire coming soon—please respond! Your input counts.

Manokotak Airport Improvements
Project Schedule



Organization	Contact	Mail Address	City	ST	Zip
Environmental Protection Agency	Judith Lee	1200 6th Ave	Seattle	WA	98101
Alaska Air Carriers Association	Karen Casanovas	2301 Merrill Field Dr, Suite A-3	Anchorage	AK	99501
Aero Twin, Inc.		2404 Merrill Field Drive	Anchorage	AK	99501
National Park Service	Rob Arnberger	250 W. 5th Ave., Room 114	Anchorage	AK	99501
Western Alaska Ecological Services, U.S. Fish & Wildlife Service	Gary Wheeler	411 W. 4th Avenue, Suite 2B	Anchorage	AK	99501
ADGC/Southcentral	Ms. Maureen McCrea	550 w. 7th Avenue, Suite 1660	Anchorage	AK	99501
ADEC/Village Safe Water	Lynn Marino	555 Cordova Street	Anchorage	AK	99501
U.S. Fish & Wildlife Service	Anne Rappoport	604 W. 4th Avenue, Room G-61	Anchorage	AK	99501
Bristol Bay Native Corporation	Paul Roehl	800 Cordova St	Anchorage	AK	99501
Northern Air Cargo	PO Box 251	3900 W. International Airport Road	Anchorage	AK	99502
Arctic Circle Air Service		4111 Float Plane Drive	Anchorage	AK	99502
Jim Air, Inc.		4200 Floatplane Drive	Anchorage	AK	99502
Alaska Aviation Safety Foundation	Tom Wardleigh	4340 Postmark Dr.	Anchorage	AK	99502
Alaska Central Express Inc		5901 Lockheed Avenue	Anchorage	AK	99502
PenAir	Danny Seybert	6100 Boeing Avenue	Anchorage	AK	99502
F.S. Air Service		6121 South Airpark Place	Anchorage	AK	99502
ERA Aviation, Inc.		6161 Carl Brady Drive	Anchorage	AK	99502
Northwestern Arctic Air		6321 S. Airpark Place	Anchorage	AK	99502
Lynden Air Cargo, LLC		6441 South Airpark Place	Anchorage	AK	99502
Southwest Alaska Muni. Conv.		3300 Arctic Boulevard #203	Anchorage	AK	99503
Bureau of Land Management	Henry Bisson	222 W. 7th Ave., #13	Anchorage	AK	99504
US Army COE	Steve Boardman	PO Box 6898	Anchorage	AK	99506
Brooks & Associates	M. Anne Brooks	1704 Bannister Road	Anchorage	AK	99508
Bristol Bay Native Corporation	Chester Murphy	PO Box 100220	Anchorage	AK	99510
Bristol Bay Native Corporation	Tom Hawkins	PO Box 100220	Anchorage	AK	99510
Branch River Air Service	Summer Address	5450 Edinburgh Drive	Anchorage	AK	99515
ADF&G	Lance Trasky	333 Raspberry Road	Anchorage	AK	99518
AK Statewide Services Former Habitat and Restoration Div	Robin Willis	333 Raspberry Road	Anchorage	AK	99518
Frontier Flying Service		3830 W. International Frontage Rd	Anchorage	AK	99518
Southwest Region Schools		PO Box 90	Dillingham	AK	99576
Togiak Natonal Wildlife Refuge	Aaron Archibeque	PO Box 10201	Dillingham	AK	99576
Tucker Aviation		PO Box 1109	Dillingham	AK	99576

Organization	Contact	Mail Address	City	ST	Zip
Bristol Bay Air Services Inc		PO Box 1135	Dillingham	AK	99576
Bristol Bay Economic Development Corporation	Bryce Edgmon	PO Box 1464	Dillingham	AK	99576
Air Cargo Express		PO Box 251	Dillingham	AK	99576
Alaska Cargo Services		PO Box 251	Dillingham	AK	99576
Wood-Tikchik State Park	Wood-Tikchik State Park	PO Box 3022	Dillingham	AK	99576
BBNA/Natural Resources Dept.	Ralph Andersen	PO Box 310	Dillingham	AK	99576
BBNA/Realty Department	Alan Backford	PO Box 310	Dillingham	AK	99576
Bristol Bay Native Association		PO Box 310	Dillingham	AK	99576
Bristol Bay Native Corporation		PO Box 310	Dillingham	AK	99576
Shannon's Flying Service		PO Box 393	Dillingham	AK	99576
Tikchik Airventures		PO Box 393	Dillingham	AK	99576
Bay Air		PO Box 714	Dillingham	AK	99576
A Ball Air	General Manager	PO Box 745	Dillingham	AK	99576
Starflite Inc		PO Box 824	Dillingham	AK	99576
Bristol Bay CRSA	Mr. Andrew DeValpine	PO Box 849	Dillingham	AK	99576
Yute Air Alaska		PO Box 890	Dillingham	AK	99576
Grant Aviation Inc		PO Box 930	Dillingham	AK	99576
Mulchatna Air		PO Box 990	Dillingham	AK	99576
Bristol Bay Economic Development Corporation		POB 1464	Dillingham	AK	99576
Hageland Aviation Services	Dillingham Station	POB 1553	Dillingham	AK	99576
Branch River Air Service	Winter Address	POB 545	King Salmon	AK	99613
Judy Ann & Brian BRYAN	BUDGET BUY	PO BOX 110	Manokotak	AK	99628
Manokotak Natives Limited		PO Box 149	Manokotak	AK	99628
Manokotak Power Company	Carl Itumelria	PO Box 149	Manokotak	AK	99628
Gust Bartmann	Manakotak Village Council	PO Box 169	Manokotak	AK	99628
Manokotak Schools		PO Box 169	Manokotak	AK	99628
Manokotak Village Council	Michael Gloko, Sr.	PO Box 169	Manokotak	AK	99628
Mike MINISTA	M R C ENTERPRISE/MIKE'S CHILD CARE	PO BOX 17	Manokotak	AK	99628
City Clerk	City of Manokotak	PO Box 170	Manokotak	AK	99628
City of Manokotak	Nels Franklin	PO Box 170	Manokotak	AK	99628

Organization	Contact	Mail Address	City	ST	Zip
Katherine BARTMAN	KATHERINE BARTMAN CHILD CARE PROVIDER	PO BOX 2	Manokotak	AK	99628
Henry ALAKAYAK JR	KMO DAY CARE	PO BOX 25	Manokotak	AK	99628
Louie & Grace ALAKAYAK	MINAQS STORE	PO BOX 27	Manokotak	AK	99628
Olga M. DICK	OLGA M DICK	PO BOX 28	Manokotak	AK	99628
David Legg	Manokotak School	PO Box 30	Manokotak	AK	99628
Eleanor MOORE	TAXI CAB	PO BOX 41	Manokotak	AK	99628
Manokotak Natives Limited	President/Council	PO Box 65	Manokotak	AK	99628
Manukutaag Trading Co		PO BOX 9	Manokotak	AK	99628
Rhonda NICK	NICK'S MOVIE RENTAL	PO BOX 90	Manokotak	AK	99628
Audrey GLOKO-NANALOOK	AUDREY GLOKO-NANALOOK (RENTAL)	PO BOX 95	Manokotak	AK	99628
Manokotak Natives Limited	President/Council	POB 149	Manokotak	AK	99628
USDA Natural Resources Conservation Svc	Calvin Miller	800 W Evergreen St. Suite 12	Palmer	AK	99645
HIGH ADVENTURE	AIR CHARTER, GUIDES & OUTFITTERS	PO Box 486	Soldotna	AK	99669
Alaska Island Air, Inc.		PO Box 195	Togiak	AK	99678
ADEC/Div of Statewide Public Service	Alan Wein	PO Box 871064	Wasilla	AK	99687
Sky Trekking Alaska		PO Box 871370	Wasilla	AK	99687
ADEC	Mr. Alan Wien	POB 871064	Wasilla	AK	99687
Guardian Flight Services	Attn: Jeff Gilbert, Chief Pilot	POB 61030	Fairbanks	AK	99706
PDC Engineers	Attn: Royce Conlon, P.E.	1028 Aurora Drive	Fairbanks	AK	99709
Larry's Flying Service Inc		3822 University Ave. S.	Fairbanks	AK	99709
Everts Air	5525 Airport Industrial Road	PO Box 61680	Fairbanks	AK	99709
ADF&G/Wildlife Conservation Division	Denise Wolvin	PO Box 240020	Douglas	AK	99824
Senator Lyman Hoffman	Roger McKowan	716 W 4th Ste 240B	Anchorage	AK	99501-2133
ADNR/Div of Governmental Coordination	Cynthia Zuelow-Osborne	550 W. 7th Avenue, Suite 1310	Anchorage	AK	99501-3565
ADNR/Div of Parks & Outdoor Recreation	Judith Bittner	550 W. 7th Avenue, Suite 1310	Anchorage	AK	99501-3565
ADNR/Office of Habitat Management & Permitting	Stewart Seaberg	550 W. 7th Avenue, Suite 1310	Anchorage	AK	99501-3565

Organization	Contact	Mail Address	City	ST	Zip
ADNR/State Historic Preservation Office	Judith Bittner	550 W. 7th Avenue, Suite 1310	Anchorage	AK	99501-3565
ADNR	Gary A. Morrison	550 W. 7th Avenue, Suite 1380	Anchorage	AK	99501-3565
Wood-Tikchik State Park	Ranger Dan Hourihan	550 w. 7th Avenue, Suite 1390	Anchorage	AK	99501-3565
ADNR/Div of Mining, Land & Water	Bob Loeffler	550 West 7th Avenue Suite 1070	Anchorage	AK	99501-3565
Bristol Bay Native Corporation		800 Cordova Street, suite 200	Anchorage	AK	99501-6299
BIA Realty Dept.W. Central Alaska Field Office	Rose Brady	3301 C St., Suite 1100	Anchorage	AK	99503-3935
Bureau of Indian Affairs	Rose Brady	3301 C St., Suite 1100	Anchorage	AK	99503-3935
US Army COE CEPOA-EN-CW-HH	Mr. Harlan Legare	PO Box 6898	Elmendorf AFB	AK	99506-6898
US Army COE Regulatory Branch	Don Rice	PO Box 6898	Elmendorf AFB	AK	99506-6898
US Army Engineer District, Alaska	Mr. Hank Baij	PO Box 6898	Elmendorf AFB	AK	99506-6898
National Marine Fisheries Service	Ms. Jeanne Hanson	222 West 7th Avenue #43	Anchorage	AK	99513-7577
U.S. Environmental Protection Agency	Mr. Ted Rockwell	222 W. 7th Ave., #19	Anchorage	AK	99513-7588
Mactec	Donna Robertson	601 E. 57th Place	Anchorage	AK	99518-1305
ADF&G/Habitat & Restoration Divison	Wayne C. Doelzal	333 Raspberry Road	Anchorage	AK	99518-1599
ADF&G/Sport Fisheries Division	Mark Kuwada	333 Raspberry Road	Anchorage	AK	99518-1599
Hageland Aviation Services	Corporate Office	POB 220610	Anchorage	AK	99522-0610
Alaska Airmen's Association, Inc.	Felix Maguire	PO Box 241185	Anchorage	AK	99524-1185
The Ayojiak Family		PO Box 1	Manokotak	AK	99628-0001
The Bartman Family		PO Box 2	Manokotak	AK	99628-0002
The Bartman Family		PO Box 3	Manokotak	AK	99628-0003
The Evon Family		PO Box 4	Manokotak	AK	99628-0004
The Mebius Family		PO Box 5	Manokotak	AK	99628-0005
The Gloko Family		PO Box 7	Manokotak	AK	99628-0007
The Stepan Family		PO Box 8	Manokotak	AK	99628-0008
Nicolai ALAKAYAK	GUIM'S STORE	PO Box 10	Manokotak	AK	99628-0010
Anuska KUSEGTA	ANUSKA'S DAY CARE	PO Box 11	Manokotak	AK	99628-0011
Anuska NANALOOK		PO Box 12	Manokotak	AK	99628-0012
The Nicketa Family		PO Box 13	Manokotak	AK	99628-0013
The Mochin Family		PO Box 14	Manokotak	AK	99628-0014
The Itumulria Family		PO Box 15	Manokotak	AK	99628-0015
The Etumulla Family		PO Box 16	Manokotak	AK	99628-0016
The Andrew Family		PO Box 18	Manokotak	AK	99628-0018

Organization	Contact	Mail Address	City	ST	Zip
The Apalayak Family		PO Box 21	Manokotak	AK	99628-0021
The Toyukaki Family		PO Box 22	Manokotak	AK	99628-0022
The Toyukak Family		PO Box 23	Manokotak	AK	99628-0023
The Gamechuk Family		PO Box 24	Manokotak	AK	99628-0024
The Alakayak Sr Family		PO Box 25	Manokotak	AK	99628-0025
The John Family		PO Box 26	Manokotak	AK	99628-0026
The Alakayak Sr Family		PO Box 27	Manokotak	AK	99628-0027
The Dick Family		PO Box 28	Manokotak	AK	99628-0028
The Nukwak Family		PO Box 29	Manokotak	AK	99628-0029
The Toyukak Sr Family		PO Box 30	Manokotak	AK	99628-0030
The Evon Family		PO Box 31	Manokotak	AK	99628-0031
The Whitley Family		PO Box 32	Manokotak	AK	99628-0032
The Mochin Jr Family		PO Box 33	Manokotak	AK	99628-0033
The Alakagak Family		PO Box 34	Manokotak	AK	99628-0034
The Maud Family		PO Box 35	Manokotak	AK	99628-0035
The Ceballos Family		PO Box 36	Manokotak	AK	99628-0036
The Tugatuk Family		PO Box 37	Manokotak	AK	99628-0037
The Nanalook Family		PO Box 38	Manokotak	AK	99628-0038
The Weathers Family		PO Box 41	Manokotak	AK	99628-0041
The Gamechuk Family		PO Box 42	Manokotak	AK	99628-0042
The Alakayak Family		PO Box 43	Manokotak	AK	99628-0043
The Evon Family		PO Box 45	Manokotak	AK	99628-0045
The Bartman Family		PO Box 46	Manokotak	AK	99628-0046
The Herrington Family		PO Box 47	Manokotak	AK	99628-0047
The John Family		PO Box 48	Manokotak	AK	99628-0048
The Evon Family		PO Box 50	Manokotak	AK	99628-0050
The Anaver Family		PO Box 51	Manokotak	AK	99628-0051
The Gloko Family		PO Box 52	Manokotak	AK	99628-0052
The John Family		PO Box 53	Manokotak	AK	99628-0053
The Sharp Family		PO Box 54	Manokotak	AK	99628-0054
The Itumulria Family		PO Box 55	Manokotak	AK	99628-0055
The Alakayak Family		PO Box 56	Manokotak	AK	99628-0056
The Andrew Jr Family		PO Box 57	Manokotak	AK	99628-0057
The Itumulria Family		PO Box 58	Manokotak	AK	99628-0058

Organization	Contact	Mail Address	City	ST	Zip
The Ayoyiak Family		PO Box 61	Manokotak	AK	99628-0061
The Alakayak Family		PO Box 62	Manokotak	AK	99628-0062
The Andrews Family		PO Box 63	Manokotak	AK	99628-0063
The Etuckmelra Family		PO Box 64	Manokotak	AK	99628-0064
The Gamechuk Family		PO Box 66	Manokotak	AK	99628-0066
The Maud Family		PO Box 67	Manokotak	AK	99628-0067
The John Family		PO Box 69	Manokotak	AK	99628-0069
The Gloko Family		PO Box 71	Manokotak	AK	99628-0071
The Matheson Family		PO Box 72	Manokotak	AK	99628-0072
The Gamechuk Family		PO Box 73	Manokotak	AK	99628-0073
The Gloko Family		PO Box 74	Manokotak	AK	99628-0074
The Krause Family		PO Box 75	Manokotak	AK	99628-0075
The Oles Family		PO Box 76	Manokotak	AK	99628-0076
The Bartman Family		PO Box 77	Manokotak	AK	99628-0077
The Pauk Family		PO Box 82	Manokotak	AK	99628-0082
The Franklin Family		PO Box 84	Manokotak	AK	99628-0084
The Dunne Family		PO Box 85	Manokotak	AK	99628-0085
The Bartman Family		PO Box 86	Manokotak	AK	99628-0086
The Whitley Family		PO Box 87	Manokotak	AK	99628-0087
The Moore Family		PO Box 88	Manokotak	AK	99628-0088
The Sagers Family		PO Box 90	Manokotak	AK	99628-0090
The Geerhart Family		PO Box 91	Manokotak	AK	99628-0091
The Kusegta Family		PO Box 92	Manokotak	AK	99628-0092
The Ward Family		PO Box 94	Manokotak	AK	99628-0094
The Gloko-Nanalook Family		PO Box 95	Manokotak	AK	99628-0095
The Bartman Family		PO Box 96	Manokotak	AK	99628-0096
The Jordan Family		PO Box 98	Manokotak	AK	99628-0098
The George Family		PO Box 102	Manokotak	AK	99628-0102
The Itumulria Family		PO Box 103	Manokotak	AK	99628-0103
The Waldron Family		PO Box 104	Manokotak	AK	99628-0104
The Tilden Family		PO Box 106	Manokotak	AK	99628-0106
The Tanner Family		PO Box 107	Manokotak	AK	99628-0107
The Gloko Sr Family		PO Box 108	Manokotak	AK	99628-0108
The Kitchok Family		PO Box 109	Manokotak	AK	99628-0109

Organization	Contact	Mail Address	City	ST	Zip
The Bryan Family		PO Box 110	Manokotak	AK	99628-0110
The Gamechuk Family		PO Box 111	Manokotak	AK	99628-0111
The Paul Family		PO Box 112	Manokotak	AK	99628-0112
The Gloko Sr Family		PO Box 113	Manokotak	AK	99628-0113
The Wood Family		PO Box 114	Manokotak	AK	99628-0114
The Kelsey Family		PO Box 116	Manokotak	AK	99628-0116
The Tikiun Family		PO Box 117	Manokotak	AK	99628-0117
The Alakayak Family		PO Box 121	Manokotak	AK	99628-0121
Howard & Theresa AYOJIAK		PO Box 122	Manokotak	AK	99628-0122
The Black Sr Family		PO Box 123	Manokotak	AK	99628-0123
The Nicketa Family		PO Box 124	Manokotak	AK	99628-0124
The Evon Family		PO Box 125	Manokotak	AK	99628-0125
The John Family		PO Box 126	Manokotak	AK	99628-0126
The Nukwak Family		PO Box 127	Manokotak	AK	99628-0127
The Sagers Family		PO Box 130	Manokotak	AK	99628-0130
The Ayojiak Family		PO Box 132	Manokotak	AK	99628-0132
The Yablonovsky Family		PO Box 134	Manokotak	AK	99628-0134
The Etuckmelra Family		PO Box 135	Manokotak	AK	99628-0135
The Lauby Family		PO Box 149	Manokotak	AK	99628-0149
The Tugatuk Family		PO Box 189	Manokotak	AK	99628-0189
The Lomack Family		PO Box 190	Manokotak	AK	99628-0190
The Pleasant Family		General Delivery	Manokotak	AK	99628-9999
US Department of Agriculture, Wildlife Serices	Mr. Corey Rossi	1800 Glenn Highway, Suite 12	Palmer	AK	99645-6736
Aircraft Owners & Pilots Association	Tom George	PO Box 83750	Fairbanks	AK	99708-3750
Representative Mary Kapsner		State Capitol Room 424	Juneau	AK	99801-1182
USCG/Office of Aids to Navigation	Jim Helfinstine	PO Box 25517	Juneau	AK	99802-5517
ADEC/Div of Facility Const. & Operation	Jim Evensen	PO Box 111800	Juneau	AK	99811-1800

ALEKNAGIK, EKWOK & MANOKOTAK AIRPORT IMPROVEMENTS

For Immediate Release:

Contact: Anne Brooks
Public Participation Coordinator
1704 Bannister Road
Anchorage, AK 99508
907-272-1877

Public Service Announcement

THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES (ADOT&PF) IS BEGINNING PRELIMINARY ENGINEERING AND ENVIRONMENTAL STUDIES FOR PROPOSED IMPROVEMENTS AT THREE AIRPORTS IN THE BRISTOL BAY REGION COMMUNITIES—ALEKNAGIK, EKWOK AND MANOKOTAK. THE PROJECTS ARE BEING INITIATED TO IMPROVE EXISTING AIRPORT FACILITIES. THE GOAL OF EACH PROJECT IS TO PROVIDE SAFE AIRCRAFT ACCESS TO THE COMMUNITY TO ACCOMMODATE EXISTING AND FUTURE NEEDS.

COMMUNITY MEETINGS ARE PLANNED. TUESDAY, MARCH 12 THE PROJECT TEAM WILL BE EKWOK AND ALEKNAGIK AND WEDNESDAY, MARCH 13 THEY WILL BE IN MANOKOTAK. CHECK FLYERS IN LOCAL COMMUNITY FOR TIME AND PLACE.

FOR MORE INFORMATION CALL THE PROJECT MANAGER, DON BAXTER AT 907-269-0610.

Lead Agency: **Alaska Department of Transportation and Public Facilities**
P.O. Box 196900
Anchorage, AK 99519-6900
Project Manager: Don Baxter, 269-0610; Don_Baxter@dot.state.ak.us

Consultant Lead **PDC, Inc. Consulting Engineers**
Royce L. Conlon, PE, Project Manager
1028 Aurora Drive
Fairbanks, AK 99709
Phone: 452-1414; Fax: 456-2707
E-mail: RoyceConlon@fbx.pdceng.com

DISTRIBUTION:

KRUP-FM (Dillingham) via Fax: 907-842-5645, Attention: Gary Richardson

KDLG-AM (Dillingham) via Fax: 907-842-5518, Attention: Jackson McCormick

ALEKNAGIK, EKWOK & MANOKOTAK AIRPORT IMPROVEMENTS

COMMUNITY MEETINGS✈
Weather Permitting

✈ALEKNAGIK
March 12, 2002
5:00 to 6:30 PM
Aleknagik School
Aleknagik, Alaska

✈EKWOK
March 12, 2002
12:00 to 1:30 PM
Ekwok City Hall
Ekwok, Alaska

✈MANOKOTAK
October 13, 2002
12:00 to 1:30 PM
Old Manokotak School
Manokotak, Alaska

NOTICE OF PRELIMINARY ENGINEERING & ENVIRONMENTAL STUDIES

The Alaska Department of Transportation and Public Facilities (ADOT&PF) is proceeding with preliminary engineering and environmental studies for proposed improvements at three airports in the Bristol Bay Region communities—Aleknagik, Ekwok and Manokotak.

The projects are being initiated to improve existing airport facilities. The goal of each project is to provide safe aircraft access to the community to accommodate existing and future needs. The following improvements are under consideration:

- Lengthen and widen the runways to meet FAA's minimum standard of 75' x 3300' plus the appropriate runway safety areas,
- Relocate aircraft parking apron to provide required offset from the runway.
- Clear obstructions from the runway ends to allow greater aircraft approach minimums.

Community Meetings are planned as noted in this ad. To ensure that all possible factors are considered in the planning and design of the proposed project, ADOT&PF is encouraging all interested parties to attend the meeting in their community. If you are unable to attend the meeting, public comments and recommendations are requested. Please send your comments to the following address by March 27, 2002.

Royce L. Conlon, PE, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, AK 99709
Phone: 452-1414; Fax: 456-2707
E-mail: RoyceConlon@fbx.pdceng.com

If you have any questions or wish to be included on the project mail list to obtain information as it is developed, please contact Don Baxter, PE, ADOT&PF Project Manager, at 269-0610 or Don_Baxter@dot.state.ak.us. Persons with a hearing impairment can contact the Department at our Telephone Device for the Deaf (TDD) number, 269-0473. We are able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

MANOKOTAK AIRPORT IMPROVEMENTS

Note Corrected Date

COMMUNITY MEETING✈
Weather Permitting

✈MANOKOTAK
March 13, 2002
12:00 to 1:30 PM
Old Manokotak School
Manokotak, Alaska

CORRECTS DATE THAT APPEARED IN *ANCHORAGE DAILY NEWS* ADVERTISEMENT ON FEBRUARY 27, 2002