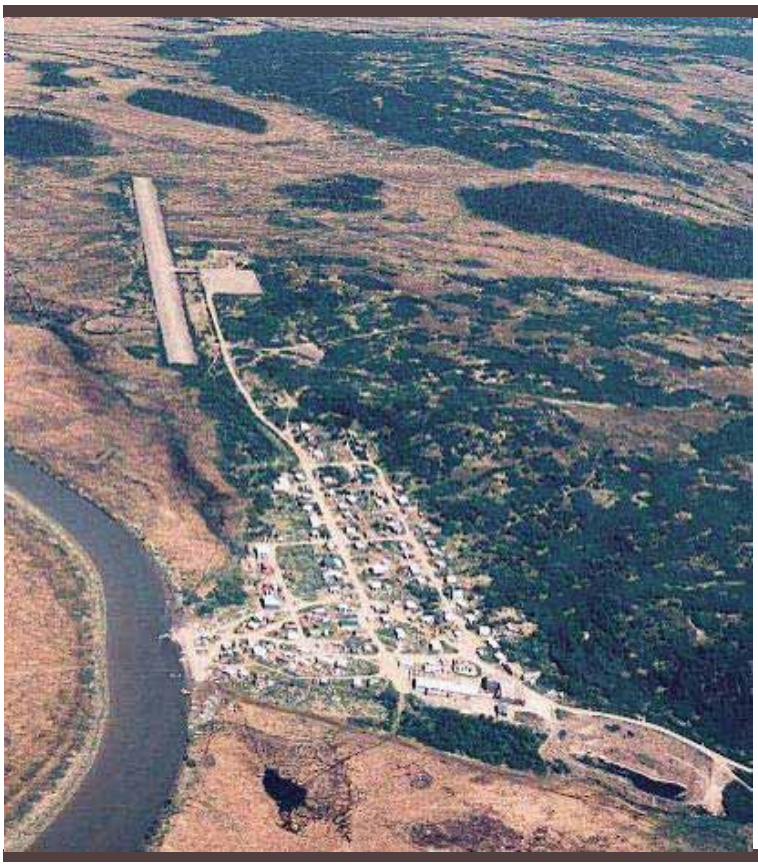
MANOKOTAK AIRPORT RELOCATION



PROJECT NO. 55313

ENVIRONMENTAL ASSESSMENT

DRAFT

July 2005

Prepared for:
Federal Aviation Administration
Airports Division – AAL 600
222 West 7th Avenue, Box 14
Anchorage, Alaska 99513

On behalf of the sponsor:
State of Alaska
Department of Transportation &
Public Facilities – Central Region
4111 Aviation Avenue
Anchorage, Alaska 99502

Prepared by:
PDC Inc. Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
(907) 452-1414 phone
(907) 456-2707 fax

ENVIRONMENTAL ASSESSMENT

Manokotak Airport Relocation
Manokotak, Alaska

Project No. 55313
AIP No. 3-02-0171-0206

Prepared for:
Federal Aviation Administration

Prepared on Behalf of the Sponsor:
Alaska Department of Transportation & Public Facilities
Central Region

This Environmental Assessment is approved by the Alaska Department of Transportation and Public Facilities with the following signatures:

Gordon C. Keith, P.E., ADOT&PF, Central Region Director **Date**

K. Kim Rice, P.E., Chief, ADOT&PF Pre-Design & Environmental **Date**

Robert A. Campbell, P.E., ADOT&PF, Regional Preconstruction Engineer **Date**

This Environmental Assessment becomes a federal document when evaluated and signed by the responsible federal official.

Responsible FAA Official **Date**

Comments regarding this document should be addressed to:

Jerry O. Ruehle
State of Alaska
Department of Transportation & Public Facilities
Central Region Design & Construction
4111 Aviation Avenue
Anchorage, Alaska 99502

AIRPORT DEFINITIONS

(As defined in FAA AC 150/5300-13, Airport Design, and FAR Part 77, Objects Affecting Navigable Airspace)

Airport Reference Code (ARC)	The ARC is a coding system used to relate airport design criteria to the operational and physical characteristics of the airplanes intended to operate at the airport. The ARC has two components relating to the design aircraft. The first component, depicted by a letter, is the aircraft approach category and relates to the aircraft approach speed.
MANOKOTAK No-Build ***MANOKOTAK Proposed***	➢ Category A: Speed less than 91 knots. ➢ **Category B: Speed 91 knots or more but less than 121 knots.** Category C: Speed 121 knots or more but less than 141 knots. Category D: Speed 141 knots or more but less than 166 knots. Category E: Speed 166 knots or more. The second component, depicted by a Roman numeral, is the airplane design group and relates to the airplane wingspan.
MANOKOTAK No-Build ***MANOKOTAK Proposed***	➢ Group I: Up to but not including 49 feet. ➢ **Group II: 49 feet up to but not including 79 feet.** Group III: 79 feet up to but not including 118 feet. Group IV: 118 feet up to but not including 171 feet. Group V: 171 feet up to but not including 214 feet. Group VI: 214 feet up to but not including 262 feet. The combination of the approach category and design group is the ARC, shown as A-I, B-II, etc.
APPROACH Categories: ***Nonprecision Instrument Approach (NPI)*** ***MANOKOTAK Alternatives E1 & R3***	An instrument approach providing course guidance without vertical path guidance. Instrumentation required for NPI approaches include VOR, NDB, LDA, GPS or other authorized runway navigational aid systems. Authorized instrument procedures are developed and published in the US Terminal Procedures Manuals. NPI approaches allow operations during certain inclement weather conditions. **Approach minimums depend on a number of conditions. Due to the surrounding terrain, NPI approach minimums are limited for Alternative E1 and the No-Build Alternative.**
Visual Approach ***MANOKOTAK No-Build***	A runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation indicated on an FAA-approved airport layout plan, a military service approved military airport layout plan, or by any planning document submitted to the FAA by competent authority.
Object Free Area (OFA)	An area on the ground centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.
Primary Surface	"A surface longitudinally centered on a runway...when the runway has no specially prepared hard surface [pavement], the primary surface ends at the end of the runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of the primary surface is:"
MANOKOTAK Alternatives E1 & R3	(2) 500' for runways having NPI Approaches for aircraft with greater than 12,500 lbs. maximum takeoff weight. Objects penetrating this surface are considered obstructions to airspace. **Manokotak's design aircraft is <12,500 lbs. However, occasional operations by larger aircraft are expected, so protection of that airspace is considered prudent.**
MANOKOTAK No-Build	(1) 250' for utility runways having only visual approaches (minimum dimension provided by the Federal Regulations for Civil Airports). Objects penetrating this surface are considered obstructions to airspace.
Runway	A defined rectangular surface on an airport prepared or suitable for the landing or takeoff of airplanes.
Runway Protection Zone (RPZ)	An area off the runway end to enhance the protection of people and property on the ground.
Runway Safety Area	A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.
Transitional Surface	These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface extend a distance of 10,000' measured horizontally from the edge of the approach and at right angles to the runway centerline.

ACRONYMS AND ABBREVIATIONS

AASP ..... Alaska Aviation System Plan

AC ..... Advisory Circular

ACMP ..... Alaska Coastal Management Program

ADCED ..... Alaska Department of Community & Economic Development

ADOL ..... Alaska Department of Labor

ADEC ..... Alaska Department of Environmental Conservation

ADF&G ..... Alaska Department of Fish & Game

ADNR .... Alaska Department of Natural Resources

ADOT&PF ..... Alaska Department of Transportation & Public Facilities

AEA-RPSU ..... Alaska Energy Authority – Budget Request Unit

ALP ..... Airport Layout Plan

ANCSA ..... Alaska Native Claims Settlement Act

ARC ..... Airport Reference Code

ATV ..... All-Terrain Vehicle

AWOS ..... Automated Weather Observation System

BBAHC ..... Bristol Bay Area Health Corporation

BBHA ..... Bristol Bay Housing Authority

BBNA ..... Bristol Bay Native Association

BBNC ..... Bristol Bay Native Corporation

BIA ..... Bureau of Indian Affairs

BLM ..... Bureau of Land Management

BMPs ..... Best Management Practices

CPQ ..... Coastal Project Questionnaire

CRSA ..... Coastal Resource Service Area

EA ..... Environmental Assessment

EFH ..... Essential Fish Habitat

ESCP ..... Erosion and Sediment Control Plan

FAA ..... Federal Aviation Administration

FAR ..... Federal Aviation Regulations

GPS ..... Global Positioning System

HMCP ..... Hazardous Materials Control Plan

HUD ..... U.S. Department of Housing & Urban Development

IFR ..... Instrument Flight Rules

M&O ..... Maintenance & Operation

MAP ..... Missed Approach Point

MDA ..... Minimum Descent Altitude

Medevac ..... Medical Evacuation

MIRL ..... Medium Intensity Runway Lighting

NMFS ..... National Marine Fisheries Service

NPDES ..... National Pollution Discharge Elimination System

NPI ..... Non-Precision Instrument

NWR ..... National Wildlife Refuge

PAPI ..... Precision Approach Path Indicators

PDC ..... PDC, Inc. Consulting Engineers

PSS ..... Palustrine Scrub-Shrub

PSS/EM ..... Palustrine Scrub-Shrub/Emergent

REIL ..... Runway End Identification Lighting

RPZ ..... Runway Protection Zone

SAT Plan ..... Southwest Alaska Transportation Plan

SHPO ..... State Historic Preservation Officer

SREB ..... Snow Removal Equipment Building

SWAMC ..... Southwest Alaska Municipal Conference

SWPPP ..... Storm Water Pollution Prevention Plan

USACE ..... U.S. Army Corps of Engineers

USDA ..... U.S. Department of Agriculture

USFWS ..... U.S. Fish & Wildlife Service

USGS ..... U.S. Geological Survey

VSW ..... Village Safe Water

See Airport Definitions for abbreviations of other airport design terminology.

TABLE OF CONTENTS

AIRPORT DEFINITIONS

ACRONYMS

1.0 SUMMARY 1

2.0 PURPOSE AND NEED 7
- 2.1 Airport Facilities 8
  - 2.1.1 Existing Airport Facilities 8
  - 2.1.2 Facility Requirements 12
  - 2.1.3 Airport Activity Data 12
- 2.2 Identification of Federal Action 13

3.0 ALTERNATIVES 15
- 3.1 Alternative R3 (8-Mile Site) – Preferred Alternative 15
- 3.2 Alternative E1 21
- 3.3 No-Build Alternative 25
- 3.4 Eliminated Alternatives 26

4.0 AFFECTED ENVIRONMENT 31
- 4.1 Climate 31
- 4.2 Geology, Soils, and Topography 31
  - 4.2.1 General 31
  - 4.2.2 Potential Material Sources 32
- 4.3 Fish and Wildlife Resources 32
  - 4.3.1 Terrestrial 33
  - 4.3.2 Avian 33
  - 4.3.3 Fisheries 34
- 4.4 Water Resources 34
  - 4.4.1 Groundwater 34
  - 4.4.2 Water Supply 34
  - 4.4.3 Surface Water 34
- 4.5 Wetlands 35
- 4.6 Hazardous Materials 36
- 4.7 Population 36
- 4.8 Government 37
- 4.9 Community Services and Utilities 37
- 4.10 Economy 38

4.11 Transportation....38
4.11.1 Water....38
4.11.2 Air....38
4.11.3 Ground....39
4.12 Adjacent Land Use....39
4.12.1 Land Ownership....39
4.12.2 Material Sites....40
4.12.3 Residential....40
4.12.4 Trails and Easements....40
4.12.5 Landfill and Lagoon....41
4.13 Other Community Actions or Plans....41

5.0 ENVIRONMENTAL CONSEQUENCES....43
5.1 Noise....43
5.2 Compatible Land Use....44
5.2.1 Changes in Ground Transportation....44
5.2.2 Land Use, Status, and Acquisition....45
5.2.3 Landfill and Sewage Lagoon Location....46
5.2.4 Proximity of Community and Bulk Fuel Storage Facility....47
5.3 Social Impacts....48
5.3.1 Subsistence Activities....50
5.4 Induced Socio-Economic Impacts....50
5.5 Biotic Communities....50
5.6 Wetlands....51
5.7 Solid Waste....53
5.8 Hazardous Materials....54
5.9 Construction Impacts....54
5.10 Non-Issue Impact Categories....57
5.10.1 Air Quality....57
5.10.2 Water Quality....57
5.10.3 U.S. Department of Transportation Act of 1966, Section 4(f)....57
5.10.4 Historic, Architectural, Archaeological, and Cultural Resources....57
5.10.5 Endangered and Threatened Species....58
5.10.6 Floodplains....58
5.10.7 Coastal Zone Management Program / Coastal Barriers....58
5.10.8 Wild and Scenic Rivers....58
5.10.9 Farmlands....59
5.10.10 Energy and Natural Resources....59
5.10.11 Light Emissions....59
5.10.12 Fish, Wildlife, and Essential Fish Habitat....59
5.10.13 Environmental Justice....60

6.0 COORDINATION 61
6.1 Agency Coordination 61
6.1.1 Initial Agency Scoping Letter, Meeting Notice, and Field Trip Invitation 61
6.1.2 Informational Meetings and Field Trip 61
6.1.3 Follow-Up Agency Scoping Letter 61
6.2 Public Involvement 62
6.2.1 Newsletters 62
6.2.2 Public Meetings 62
6.2.3 Other Community Activity 65

7.0 LIST OF PREPARERS 67

8.0 BIBLIOGRAPHY 69

List of Figures

Figure 1 – Vicinity and Location Map 5
Figure 2 – Existing Conditions 9
Figure 3 – Improvements with Wetlands 17
Figure 4 – Alternative R3 19
Figure 5 – Alternative E1 23
Figure 6 – Eight Preliminary Relocation Alternatives 27
Figure 7 – Five Preliminary Alternatives 29

List of Photographs

Photo 1 – Existing Airport and Adjacent Hill 12
Photo 2 – Public Meeting #2 63
Photo 3 – Public Meeting #3 64

List of Tables

Table 1 – Facility Deficiencies and Requirements 12
Table 2 – Current Aircraft Fleet Mix 13
Table 3 – Manokotak Population Projection 37
Table 4 – Community Projects 41
Table 5 – Project Coordinators 67

List of Charts

Chart 1 – Manokotak Historic Populations 36

Appendices

Appendix A – Agency and Public Coordination
Appendix B – Supporting Documentation
Appendix C – Eliminated Alternatives
Appendix D – Airport Layout Plan
Appendix E – Permits, Authorizations, and Clearances
Appendix F – Phase I Preliminary Site Investigation

1.0 SUMMARY

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing improvements to Manokotak Airport in Manokotak, Alaska. Located in the Bristol Bay region, Manokotak lies on the Igushik River, about 25 miles southwest of Dillingham and 347 miles southwest of Anchorage (Figure 1). Manokotak is one of the newer villages in the Bristol Bay region. It became a permanent settlement in 1946-7 when the villages of Igushik and Tuklung consolidated. In 1970, Manokotak incorporated as a Second Class City under Alaska Statutes. The Alaska Department of Community and Economic Development (ADCED) reports Manokotak's population as 404 in 2002; over 94% are Alaska Natives, primarily Yup'ik Eskimo. The proposed project is within Township 14 South, Range 58 West in the Seward Meridian.

Manokotak residents depend heavily on the airport for essential services such as passenger transportation, bypass mail, cargo delivery, and medical evacuations (medevac). Air transportation is the primary source of travel to and from the community. No roads connect Manokotak with other communities. There is a winter trail to Dillingham and Twin Hills, but this trail is impassable during the summer due to swampy conditions. Barges travel to Manokotak along the Igushik and Weary Rivers during the summer.

The purpose of the proposed project is to provide:

- A safe airport that meets FAA standards for the current and future air traffic
- Improved access for medevac aircraft and larger passenger and cargo aircraft

The project is needed to correct conditions that do not meet FAA standards and the State of Alaska's established requirements for community airports. ADOT&PF proposes to remedy these deficiencies by:

- Expanding the runway to accommodate the design aircraft with Non-Precision Instrument (NPI) (global positioning system [GPS]) capabilities
- Surfacing the entire facility with crushed aggregate surface course
- Providing adequate area for snow storage
- Constructing an apron and taxiway system with the required separation distances
- Meeting FAA standards for airspace and compatible land use by acquiring 330 acres of land
- Installing a pilot-operated airport lighting system
- Installing precision approach path indicators (PAPI), runway end identification lighting (REIL), and associated pads
- Installing an automated weather observation system (AWOS) pad
- Increasing the number of snow removal equipment storage building (SREB) bays to two
- Extending the overhead electrical line to the new facility

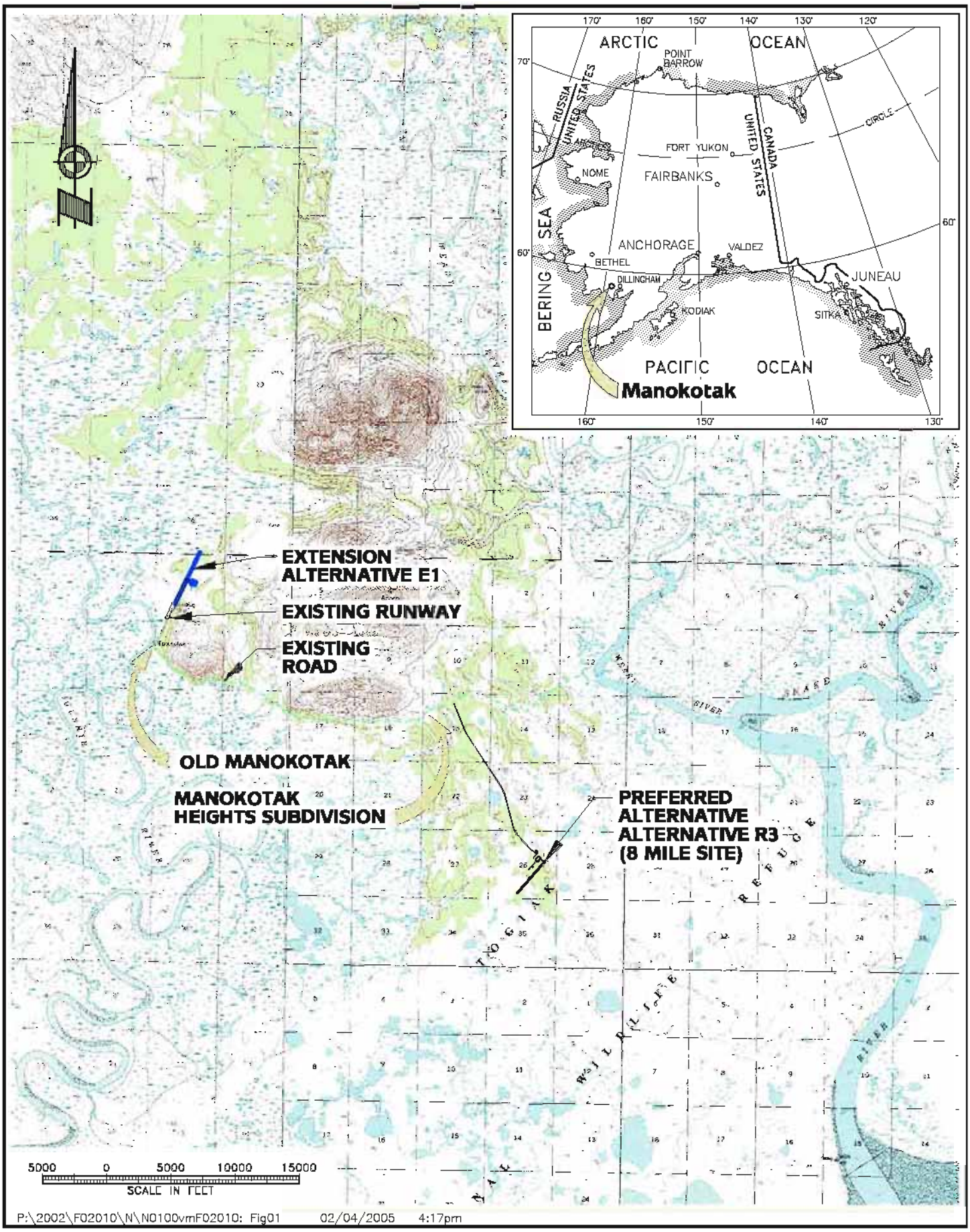
This Environmental Assessment (EA) presents two proposed build alternatives (Alternatives E1, expansion, and R3, relocation) and the No-Build Alternative (all described in Section 3). The EA then analyzes and compares the engineering and safety considerations as well as the potential environmental impacts of each (discussed in Section 5). The following matrix was used to identify an engineering preferred alternative. The relative importance of the criteria is included to show where the most emphasis was placed when comparing the alternatives.

Alternative Comparison Matrix					
			Alternatives Being Carried Forward into Environmental Assessment		
Category	**Relative Importance (Higher = more important)**	**Evaluation Criteria**	**Alternative R3 8-Mile Site**	**Alternative E1 Extend Existing**	**No Build Alternative**
SAFETY	20	**Distance from Landfill and Lagoon** *Farther=Better* *FAA requires 10,000'*	12,970' from existing lagoon 14,870' from proposed landfill	4,000' from existing lagoon 4,700' from existing landfill More than 23,000' from proposed landfill	3,000' from existing lagoon 3,800' from existing landfill More than 23,000' 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' for NE approach MDA= 600' for SW approach MAP= 1-mile visibility for approaching either end	MDA= 1,060' (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= 1,060' (visibility of 1.25 statute miles for Category A and 1.5 statute miles for Category B 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 commented that winds are better farther from the hill	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') Armory in Runway Protection Zone (RPZ)	Community and tank farm (distance = 1,970')
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, including access road. 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	15.40 lane miles Snow drifting	8 lane miles (existing) Snow drifting
	5	**Geology / Long-Term Stability**	Decent soil conditions - uniform, relatively flat terrain, all fill section	Unfavorable soil conditions; more than 12' 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 Limits community expansion	Limited by subsurface and terrain Limits community expansion

Alternative Comparison Matrix					
Category	Relative Importance (Higher = more important)	Evaluation Criteria	Alternatives Being Carried Forward into Environmental Assessment		
			Alternative R3 8-Mile Site	Alternative E1 Extend Existing	No Build Alternative
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**	No impact	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 means possible higher commuter cost	No change
	5	**Land Acquisition**	No relocations; 330 acres of property to be acquired from one landowner	One residential relocation; 63 acres of property to be acquired	No additional land needed; reduced RPZ and existing homes within approach

Based on further analysis, Alternative R3 has been selected as the Preferred Alternative. The features of Alternative R3 include:

- 3,300-foot by 75-foot runway with 3,900-foot by 150-foot safety area
- 250-foot by 400-foot apron with adjacent lease lots and tie-downs on the northwest side of the runway
- A 2.7-mile access road
- Medium intensity runway and taxiway lighting system
- Segmented circle, lighted wind cone, rotating beacon, PAPI, REIL, and associated pads
- Pad for future installation of AWOS
- 2-bay SREB and pad
- 330 acres of land to support aviation use
- Overhead electrical line to the airport



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PLANS DEVELOPED BY:
PDC, INC.

LOCATION & VICINITY MAPS
MANOKOTAK AIRPORT RELOCATION

MANOKOTAK, ALASKA

DESIGN:
DRAWN: CFP/GDS
CHECK: RLC
Feb 2005

PROJ. No. **F02010**
FIGURE **1**

2.0 PURPOSE AND NEED

The purpose of the proposed project is to provide the residents of Manokotak with a safe, reliable facility that both meets their present year-round transportation needs and has the capability to expand to meet their future needs.

The community of Manokotak uses the airport for transport of supplies and mail; for passenger travel, business, and inter-village activities; and for medevacs. Air travel is the only year-round lifeline linking Manokotak to other communities and supplying the residents with passenger service, food, supplies, and medicines. No roads connect Manokotak with other communities. A snow-machine trail to Dillingham and Twin Hills is only usable during the winter. Barge service is provided along the Igushik and Weary Rivers during the ice-free months, and local transportation is available by skiffs and snow-machines. These modes of river transportation are often unusable, especially during spring break-up and during the fall before the ice thickens sufficiently.

Improvements to the Manokotak Airport are needed to correct potential safety concerns. Existing conditions at Manokotak Airport fail to meet current FAA standards and the State of Alaska's established requirements for community airports with NPI approach capabilities (described in Section 2.1.2). These deficiencies include:

- Runway too short and too narrow
- Runway safety area too narrow
- Taxiway and taxiway safety area too narrow
- Substandard separation distance between runway and aircraft parking area
- Runway surface in poor condition
- Poor drainage, especially in spring when snow berms along the runway are melting
- Terrain penetrations
- Bulk fuel storage facility, gas station, antenna, and residences along the approach
- Crosswind problems due to runway alignment relative to the local prevailing winds
- Inadequate snow storage area, resulting in snow berms penetrating the airspace
- Lagoon and landfill too close to the south end of the runway
- Inadequate clearance of transitional surface by access road and vehicles

A short runway with poor surfacing combined with poor weather results in the inability to provide reliable service to the residents of this community. The U.S. Flight Publication (Appendix B, Alaska Supplement) notes that the runway has a soft and muddy surface during spring breakup or heavy rains and shallow ponding along the centerline after rain, and recommends that pilots visually inspect the runway prior to landing. Drainage and snow drifting problems occasionally cause partial or complete airport closures.

The need for improvement is further demonstrated when considering that the airport is vital to providing emergency services to Manokotak. Between 25 and 30 medevacs are flown each year. According to one air service provider, about half of these medevac operations occur at night in poor weather conditions. Several airplane accidents have occurred in the area; at least one resulted from turbulent winds caused by the surrounding hills. The medevac providers estimate there are at least 60 days per year with Instrument Flight Rules (IFR) weather conditions and about 35 days per year

when medevac flights cannot get into Manokotak at all. One pilot feels the 35 days could be reduced considerably by relocating the runway to the other side of the mountain (see Appendix A, Questionnaires and Telephone Log).

Relevant issues supporting the project's purpose and need were identified early in the scoping process. Methods used to identify these issues included personal telephone conversations, public and agency meetings, a community questionnaire, visits to the existing airport facility and alternative sites, and correspondence with air carriers and agencies. Appendix A provides documentation of these coordination efforts, including minutes of the public and agency meetings.

In a survey of Manokotak residents, respondents generally (20 out of 29) reported having no problems accessing the airport; most people that reported access problems experienced them during the winter. Respondents receive most of their supplies by air, although many people reported they also receive supplies by barge in the summer months. All stated they would use air transportation more frequently if available. The majority of people take more than 24 trips per year (by air) outside of Manokotak. Their concerns with traveling to and from Manokotak were primarily related to bad weather, wind, and airport safety.

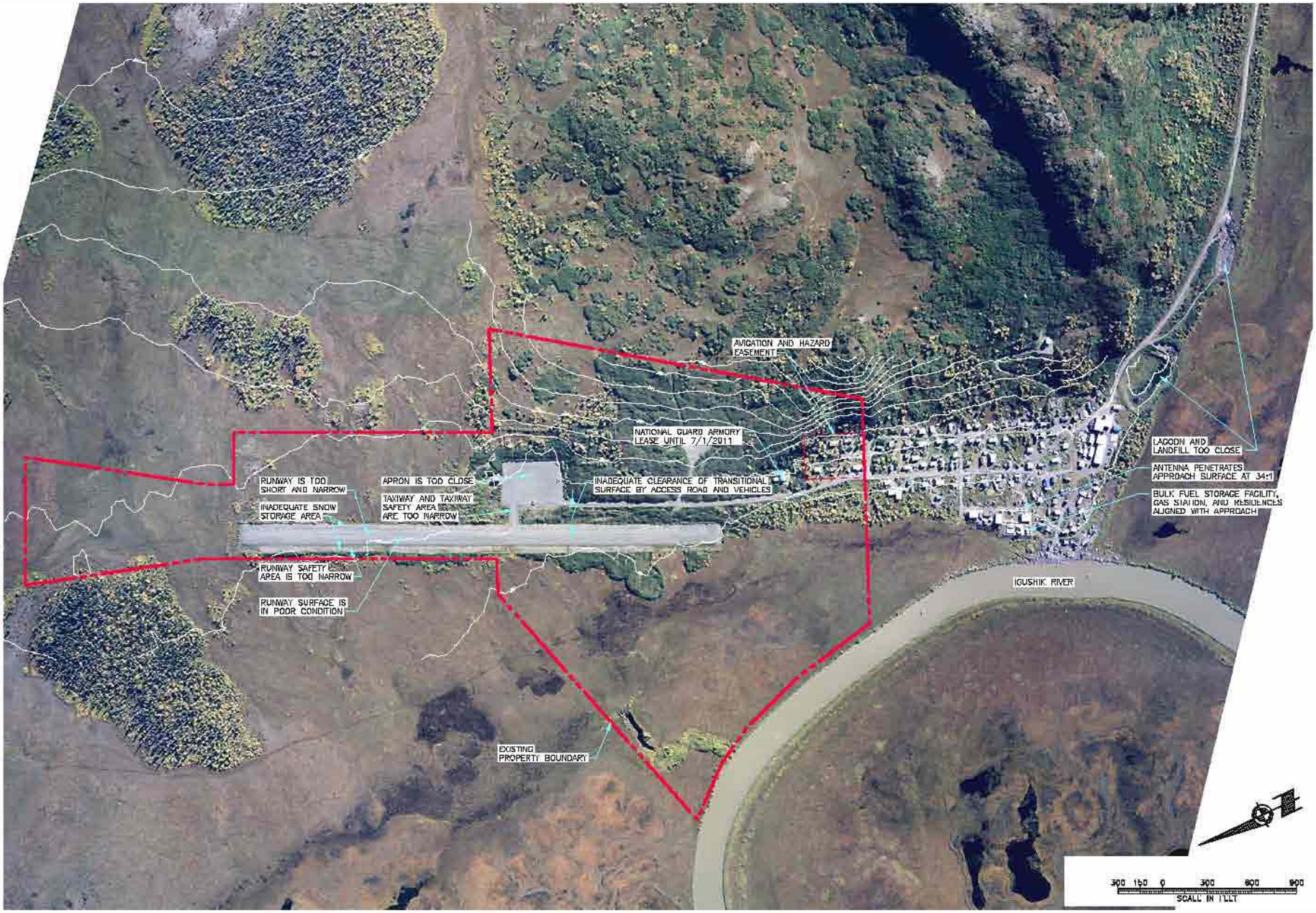
A questionnaire was sent to pilots early in the project to determine their concerns and needs. All pilots responding to a question about crosswinds considered them a problem at Manokotak. Some pilots report that the crosswinds determine their approach at Manokotak. Pilots also expressed concerns about terrain. Reported landing difficulties were associated with wind, weather, and the lack of drainage on the runway surface.

2.1 Airport Facilities

2.1.1 Existing Airport Facilities

Manokotak Airport (Figure 2) consists of a single gravel runway (2,720 feet by 60 feet; safety area 3,200 feet by 120 feet) with a 200-foot taxiway connecting the runway to a 200-foot by 400-foot aircraft parking apron. A one-bay SREB stands next to the apron. Medium Intensity Runway Lights (MIRL) mark the edges of the airport facility. Other navigational aids include a rotating beacon on top of the SREB and two windsocks, one lit and one unlit. The airport was last improved in 1986, and only routine maintenance has been completed since that time.

The runway, taxiway, and associated safety areas do not meet the standards required for a number of the aircraft currently operating at the airport, especially the medevac aircraft that provide the village's only link to advanced health care facilities in Dillingham and Anchorage. Because of the facility deficiencies and limitations imposed by the surrounding terrain, the airport does not support operations during inclement weather. The existing site is often fogged in, causing further closures. The apron separation distance and the runway protection zone meet only the lowest airport classification. The U.S. Flight Publication (Appendix B, Alaska Supplement) warns pilots that the runway surface is soft and muddy during spring breakup and heavy rains.



PLANS DEVELOPED BY:
PDC, INC.

MANOKOTAK AIRPORT RUNWAY RELOCATION
EXISTING CONDITIONS
MANOKOTAK, ALASKA

DESIGN: KBK/SRL
DRAWN: GDS
CHECK: RLC

Feb 2005
PROJ. No.
F02010
FIGURE
2

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Photo 1 – Existing Airport with Adjacent Hill

Constraints at the airport involve airspace penetrations and obstructions. A bulk fuel storage facility, gas station, residences, and an antenna are within the departure/approach path. This is cause for concern on landings and takeoffs. The bulk fuel farm is located approximately 1,900 feet from the edge of the existing runway and has a gas station next to it. The community has identified the runway's alignment with the bulk fuel storage facility as a concern in their Emergency Disaster Plan (see Appendix B). The bulk fuel facility is only 100 feet from the Manokotak Power Company's generators and 90 feet from the nearest residence. The antenna, located 1,900 feet out from and 100 feet to the right of the runway end, extends 65 feet above runway elevation.

The U.S. Flight Publication (Appendix B, Alaska Supplement) warns of "sharply rising terrain," referring to an 800-foot hill next to the runway which penetrates the airspace (Photo 1). These terrain obstructions result in fairly high approach minimums. The current GPS approach is 1,100 feet minimum descent altitude (MDA) and the missed approach point (MAP) is 2 miles. Besides presenting an obstruction, the proximity of the hill creates wind gusts and crosswinds on the runway. Wind is a critical component in determining the alignment of a runway because crosswinds often contribute to accidents.

The lack of adequate snow storage results in snow berms that rise above the primary surface; drainage and snow drifting problems often cause partial or complete airport closures. The airport lies crosswind to the high winter winds; this, combined with the snow coming off the adjacent hillside, makes snow drifting prevalent. These conditions require the snow to be pushed off the west side of the runway, leaving a snow berm that penetrates the airspace and narrows the landing surface. The snow removal process requires substantial time, effort, and cost to keep the runway clear and creates a potential safety concern. In addition, in the spring the berm acts as a dam, holding the meltwater on the runway surface. This saturates the runway, causing unstable conditions that lead to airport closures.

Both the village sewage lagoon and the landfill are closer than the standards established by the FAA for safety. The separation distance is a safety standard set to reduce aircraft collisions with wildlife.

There is an access road adjacent to the runway. The road does not have the required 15-foot clearance below the transitional surface. According to the Airport Layout Plan (ALP), there is between 3 feet to 9 feet of clearance; thus, vehicles traveling on the access road penetrate the transitional surface at some locations.

The short runway, deteriorated runway surface, airspace penetrations, and inadequate separation distances combine to hinder safe operations at the airport. In addition, the airport does not support NPI approach because there is no way to achieve 95% wind coverage; the mountain next to the runway is an obstruction, and the approach cannot be cleared because of the village location. Establishing an NPI approach would improve accessibility and increase safety during inclement weather.

2.1.2 Facility Requirements

The Cessna 208 Caravan has been selected as the design aircraft. The Caravan is the most demanding aircraft that frequently operates at Manokotak and its selection as the design aircraft is further supported by the *Southwest Alaska Transportation Plan* (*SAT Plan;* Parsons Brinkerhoff, 2002). The Alaska Aviation Coordination Council recommends a 3,300-foot runway for rural public airports to support all-weather approach and landing capacity.

Table 1 compares the existing facility dimensions with those required to meet the A/B-II standards. The deficiencies illustrate the extent of the facility needs.

Table 1 – Facility Deficiencies and Requirements

Feature	Existing Facility	Facility Requirements	Deficiency
Runway Length	2,720’	3,300’	580’
Runway Width	60’	75’	15’
Runway Safety Area Width	120’	150’	30’
Taxiway Width	25’	50’[1]	25’
Taxiway Safety Area Width	50’	118’[1]	68’
Aircraft Parking Area	200’ x 400’	100,000 SF[2]	None
Aviation Support Area	4 lots – 100’ x 100’	4 lots – 100’ x 100’	None
Aircraft Parking Area Separation	200’	400’	200’
Runway Lighting	MIRL	MIRL	None

[1] Taxiway and Taxiway Safety Area widths are increased to the next higher Aircraft Design Group (III) to provide more snow storage area and to allow occasional use by larger aircraft.
[2] Proposed dimensions; these features have no requirements.

2.1.3 Airport Activity Data

Historic and Current Activity

The majority of passengers, air freight, and all mail to and from Manokotak pass through Dillingham Airport (the regional hub), where passengers either stay or transfer to carriers providing service to Anchorage or other destinations. Although Manokotak is serviced by a number of daily flights, most air carriers serve Manokotak “on demand” and as a “flag stop” to and from other scheduled service destinations. Medevac flights typically originate in Dillingham, with patients being transported back to Dillingham for treatment at Kanakanak Hospital. More severe cases result in transport from Dillingham to Anchorage.

Pilots identified the following aircraft (Table 2) as those they typically fly to Manokotak.

Table 2 – Current Aircraft Fleet Mix

Aircraft	ARC Designation	Aircraft Use
Cessna 172 Piper PA28 Cherokee	A-I	General Aviation
Cessna 206 and 207 Piper PA32 Saratoga	A-I	Air Taxi & Charter
Cessna 208 Caravan	A-II	Air Taxi
Piper PA31 Navajo	B-I	Air Taxi & Medevac

For un-towered, rural airports such as Manokotak Airport, data is limited to current and past operations and enplanements, as reported by airport users.

The FAA Master Record (dated September 4, 2003) lists 1,000 air taxi operations and 200 general aviation itinerant operations for a total of 1,200 operations. However, the source of this data appears to be inaccurate. Pen Air and Bristol Bay Air, the two main carriers into Manokotak, reported a combined total of 4,100 air taxi operations for 2002. These 4,100 operations, combined with the 200 general aviation itinerant operations reported by FAA (the only available source), yield a total of 4,300 annual operations. This number was used as the basis of the aviation forecast below.

Aviation Forecast

Forecast elements were based on current aviation activity at the airport and demographic patterns (PDC, 2004). In 2022, Manokotak Airport could experience up to 5,814 annual operations. The A/B-II facility with a single 3,300-foot runway is expected to meet the forecasted demand through 2022 because:

- Manokotak's population is not expected to change substantially
- Changes in economic factors that would affect the facility requirements are not anticipated
- Flights on smaller planes would likely continue to serve on a "demand" basis

2.2 Identification of Federal Action

The Federal actions requested by ADOT&PF are approval of the ALP and participation in funding the improvements described herein.

3.0 ALTERNATIVES

Alternatives were developed through the evaluation of environmental and engineering factors. Topographic and land use constraints limited alternative development at the site of the existing airport. Expansion of the existing airport and potential relocation options were initially evaluated by reviewing U.S. Geological Survey (USGS) topographical maps, aerial photography, and community input. Relocation was considered because expansion at the existing site would present the following challenges:

- An extension of the existing runway would be expensive and could be unstable due to organic soils
- An extension would affect higher value wetlands
- Upgrade to provide for Non-Precision Instrument (NPI) approach capabilities increases obstruction by the adjacent hill
- The armory, fuel tanks, and homes would continue to obstruct the airspace
- The inadequate distance from the sewage lagoon and landfill would not be addressed
- Problems with crosswinds, snow removal, and snow storage would not be remedied
- Future expansion of the airport, if needed, would not be easily accommodated
- Land for community expansion near the original town site would remain unavailable due to conflicts with the airport use

Alternatives E1, R3, and the No-Build Alternative (Figure 3) remain for consideration in this EA. Alternative E1 would extend the existing runway in its current location, and Alternative R3 would relocate the airport southeast of the Manokotak Heights subdivision. The No-Build Alternative consists of the existing facility with no changes.

The potential environmental impacts of each alternative are discussed in Section 5, Environmental Consequences. Neither build alternative would have substantial impacts. Public comments have been received in support of both build alternatives. In general, Alternative R3 meets the community's needs and FAA safety standards. Alternative E1 would not fully address FAA safety deficiencies. The existing deficiencies and substandard conditions (as described in Section 2.1.2 above) would remain under the No-Build Alternative. Thus, Alternative R3 has been selected as the Preferred Alternative.

3.1 Alternative R3 (8-Mile Site) – Preferred Alternative

Description

Alternative R3 (Figure 4) would relocate the airport runway 2.5 miles southeast of Manokotak Heights Subdivision and 7.5 road miles from Old Manokotak. The runway would be oriented at 41 degrees, the optimum orientation for wind coverage. The apron and taxiway would be placed on the east side of the runway. The airport access road would connect with the Weary River Access Road just east of the subdivision.

Features of Alternative R3 include:

- 3,300-foot by 75-foot runway with 3,900-foot by 150-foot safety area

- 250-foot by 400-foot apron with adjacent lease lots and tie-downs on the northwest side of the runway
- A 2.7-mile access road
- Medium intensity runway and taxiway lighting system
- Segmented circle, lighted wind cone, rotating beacon, precision approach path indicators (PAPI), runway end identification lighting (REIL), and associated pads
- Pad for future installation of Automated Weather Observation System (AWOS)
- 2-bay SREB and pad
- 330 acres of land to support aviation use
- Overhead electrical line to the airport

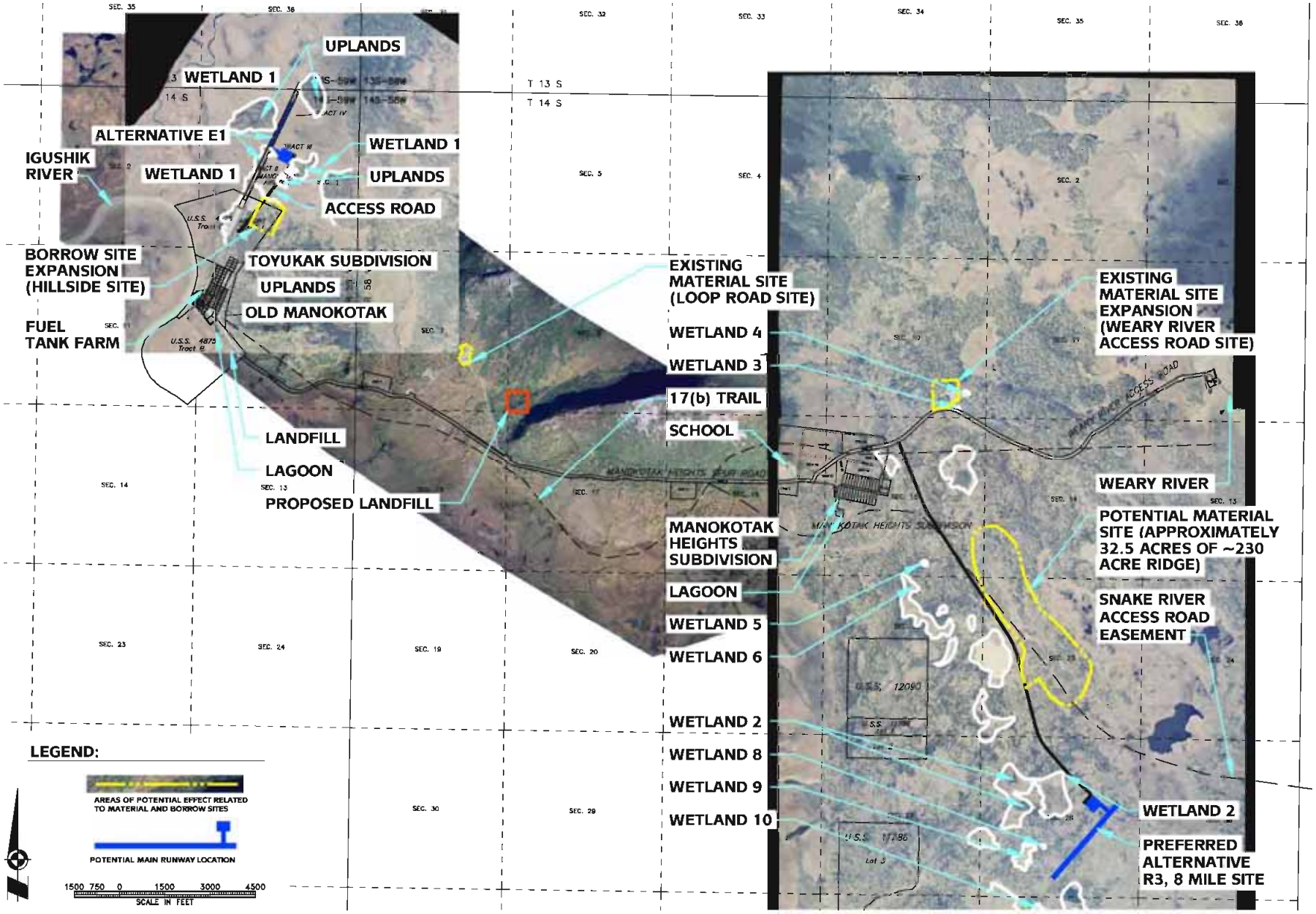
The airport facilities (runway, taxiway, apron, pads, and access road) embankment would consist of borrow material (approximately 270,000 cubic yards). The material will likely come from excavation from the development of the proposed Ridge material site. Approximately 40,000 cubic yards of surface course is likely to come from expansion of the Weary River Access Road site or from within the existing unvegetated floor of the Loop Road material site. An estimated 82,000 cubic yards of subbase material is likely to come from the Ridge or Weary River Access Road material sites. If the contractor chooses to obtain material from the Ridge site, he would be required to grade it to drain and avoid ponding due to the proximity to the proposed airport site. Although penetration of the water table is not expected, excavation below it in any material site would be backfilled with overburden or unusable excavated material to a height of 2 feet above the water table to eliminate ponding.

Approximately 330 acres of property would be required for construction of the new runway, taxiway, and apron, as well as for clearing trees from the airspace.

In addition to the features discussed above, Alternative R3 would require decommissioning of the existing airport facility, including disposal of the existing SREB. Some of the existing airport land may eventually revert to the City and the Bristol Bay Native Corporation (BBNC).

Functional Analysis and Engineering Considerations

- Meets FAA airport design standards to provide a safe facility
- Has no airspace penetrations
- Allows for development of optimal NPI approaches
- Offers 97.8% wind coverage with a 13-knot crosswind component
- Would cost approximately $10,300,000 to construct
- Has annual maintenance and operation (M&O) costs (using lane-mile analysis) estimated at $139,800, comparable to those at the existing airport
- Places the airport on soils well suited for construction
- Meets needs of community and airport users
- Provides pilot-operated lighting to increase the hours of operation
- Has no buildings located in the Runway Protection Zone (RPZ)
- Meets recommended separation standards for landfills and lagoons
- Would easily accommodate future expansion



PLANS DEVELOPED BY:
PDC, INC.

BUILD ALTERNATIVES WITH WETLANDS BOUNDARIES
MANOKOTAK AIRPORT RUNWAY RELOCATION
MANOKOTAK, ALASKA

DESIGN: KBK/SRL
DRAWN: GDS/CFP
CHECK: RLC

Feb 2005
PROJ. No. F02010
FIGURE 3

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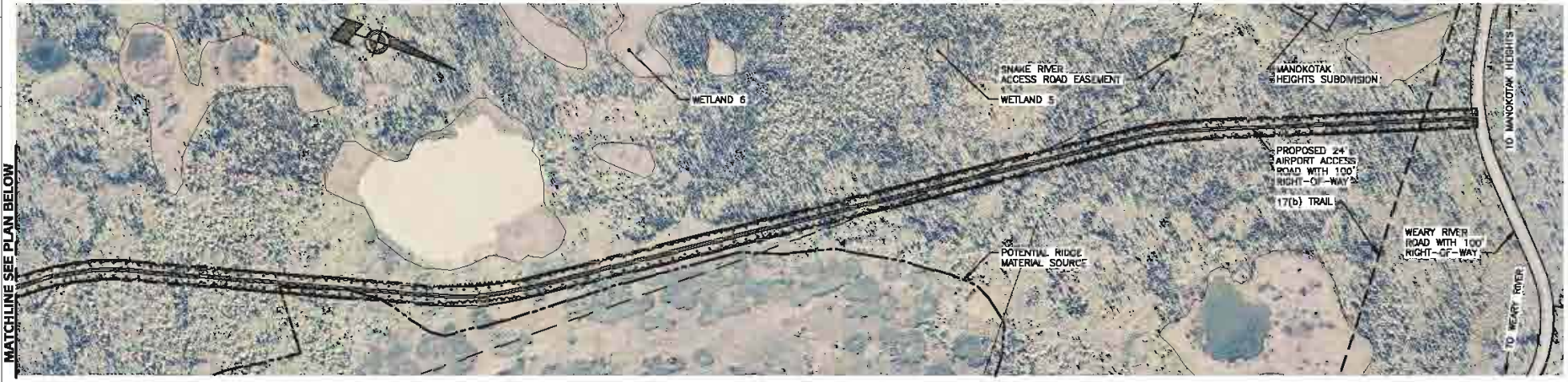
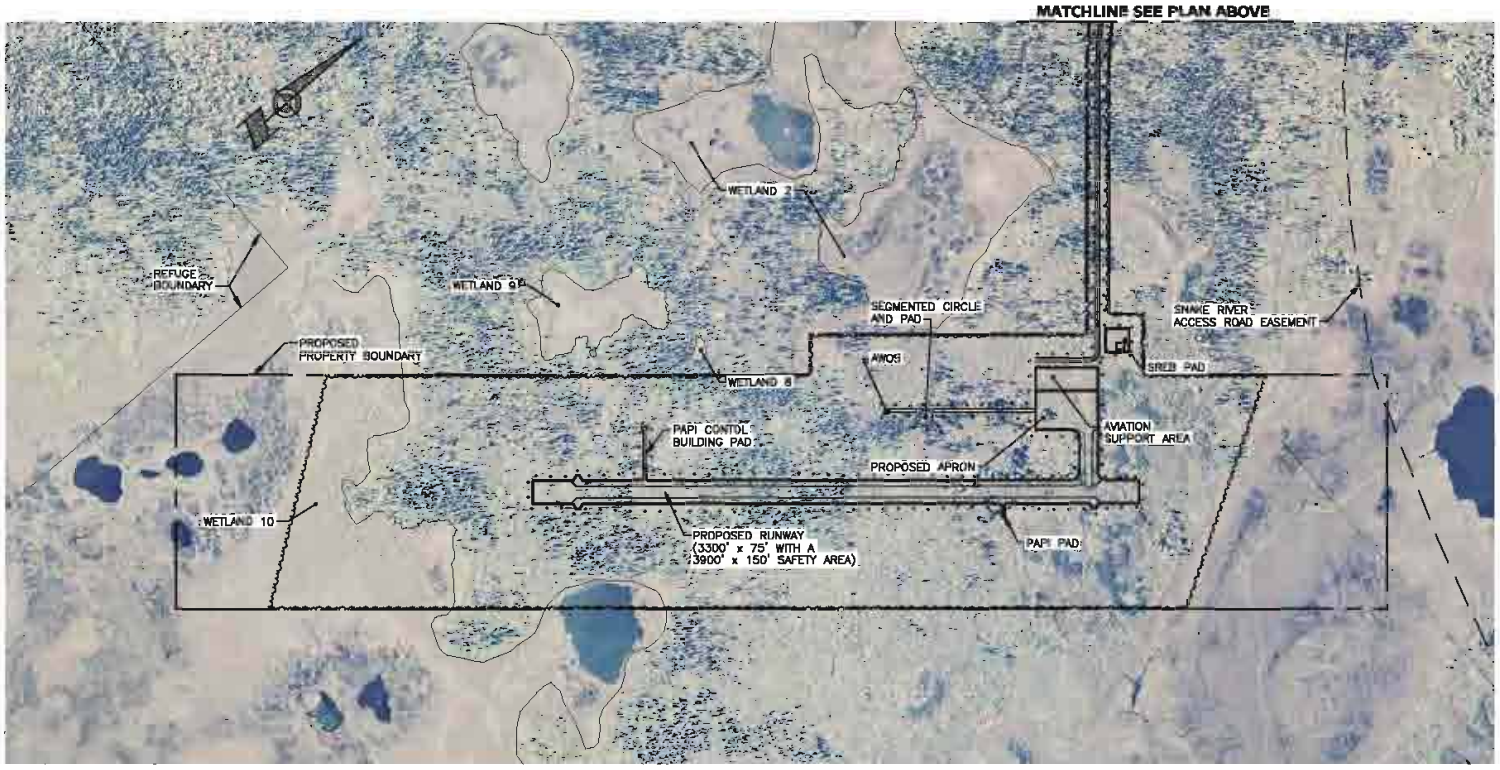
P:\2002\F02010\N\N030vmFC2010: FIG 3





LEGEND:

FEATURES:
WETLANDS

AREAS OF POTENTIAL EFFECT:
PROPOSED DEVELOPMENT

TREE CLEARING

LIMITS OF CONSTRUCTION EQUIPMENT IMPACTS (EXCLUDES CLEARING LIMITS)

CUT

FILL

POTENTIAL CULVERTS

400 200 0 400 800 1200
SCALE IN FEET

PLANS DEVELOPED BY:
PDC, INC.

ALTERNATIVE R3 - AREA OF POTENTIAL EFFECT
MANOKOTAK AIRPORT RUNWAY RELOCATION

MANOKOTAK, ALASKA

DESIGN: KBK/SRL
DRAWN: GDS
CHECK: RLC

July 2005
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FIGURE
4

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Alternative R3 would have no airspace penetrations (see Appendix B, Airspace Drawings). This alternative is located the farthest from nearby hills, providing the best approach minimums of the alternatives considered and the greatest chance of getting in/out during IFR weather. The Bristol Bay Air Service owner, who reports the majority of the operations and enplanements for Manokotak, has indicated that Alternative R3 "would provide a much safer option to landing and taking off in bad weather." (See Appendix A, Questionnaires and Comments.)

FAA's analysis of airspace requirements for instrument approaches at R3 indicated:

- NE runway end: Straight in, 700-foot Minimum Descent Altitude (MDA)
- SW runway end: Straight in, 600-foot MDA
- For both runway ends: 1-mile visibility with the Missed Approach Point (MAP) at the threshold

The proposed runway is orientated at 41 degrees to obtain the optimum wind coverage, 97.8%. The wind data indicates the higher winds are predominantly from the northeast. In addition, the high winds in the winter months (November to March) when snow drifting is an issue generally come from the northeast and southwest. The wind data figures provided in Appendix B show that winds at R3 are less intense and from a more consistent direction than at the existing airport site.

Winter snow storage and drainage would be improved by constructing the embankment above the surrounding terrain. Aligning the runway optimally with the wind would improve plow-time and storage requirements, since the snow could be plowed off both sides of the runway. Although this relocation option would have the longest access road to maintain, the runway is aligned optimally with the wind. Since the runway would be all fill, there would be minimal snow drifting. This would also reduce plowing time and M&O costs.

The reconnaissance-level geotechnical investigation identified the subsurface soil at the Alternative R3 site to be moist silts with 3 to 6 feet of overburden. The terrain is flat, allowing for an "all fill" construction of the runway, taxiway, and apron. The geotechnical engineer recommended a minimum 4-foot fill section to be placed directly over the existing tundra. Because of the organic mat and overburden material, some initial settlement (6 inches) should be expected, but the majority of the settlement should be immediate and uniform. Because a fairly uniform embankment depth can be placed over this area, very minor differential settlement would be expected in the long term.

Changes Since Agency Scoping

Since the February 20, 2004, agency scoping letter, refined topography and geotechnical information became available. This information allowed refinement of the airport design to avoid wetland impacts. The runway, taxiway, and apron were shifted to the east, and the road alignment was adjusted. The airport property boundary was also increased to protect the airport from future incompatible land uses.

3.2 Alternative E1

Description

Alternative E1 proposes to extend the north end of the existing runway to the required runway length (Figure 5). Extension off this end is the only reasonable option at this site. The south threshold would shift 975 feet north so that the RPZ does not encompass the residential properties in Toyukak Subdivision at the south end of the runway. The runway would remain oriented at 26 degrees. Existing

residences, the bulk fuel storage facility, the gas station, and the antenna would continue to lie in the approach at the south end. The access road would be lengthened, and the apron would be relocated to the required separation distance for safety. The segmented circle and wind cone would also be relocated.

Because of the surrounding terrain, Alternative E1 cannot be aligned to achieve 95% wind coverage with a 13-knot crosswind tolerance; 93% is the best that could be achieved through realignment. Widening the runway to 100 feet (ARC B-III), which would give pilots more room to maneuver when landing in a crosswind, would increase the crosswind tolerance to 16 knots, thus improving the overall wind coverage to 97.5%.

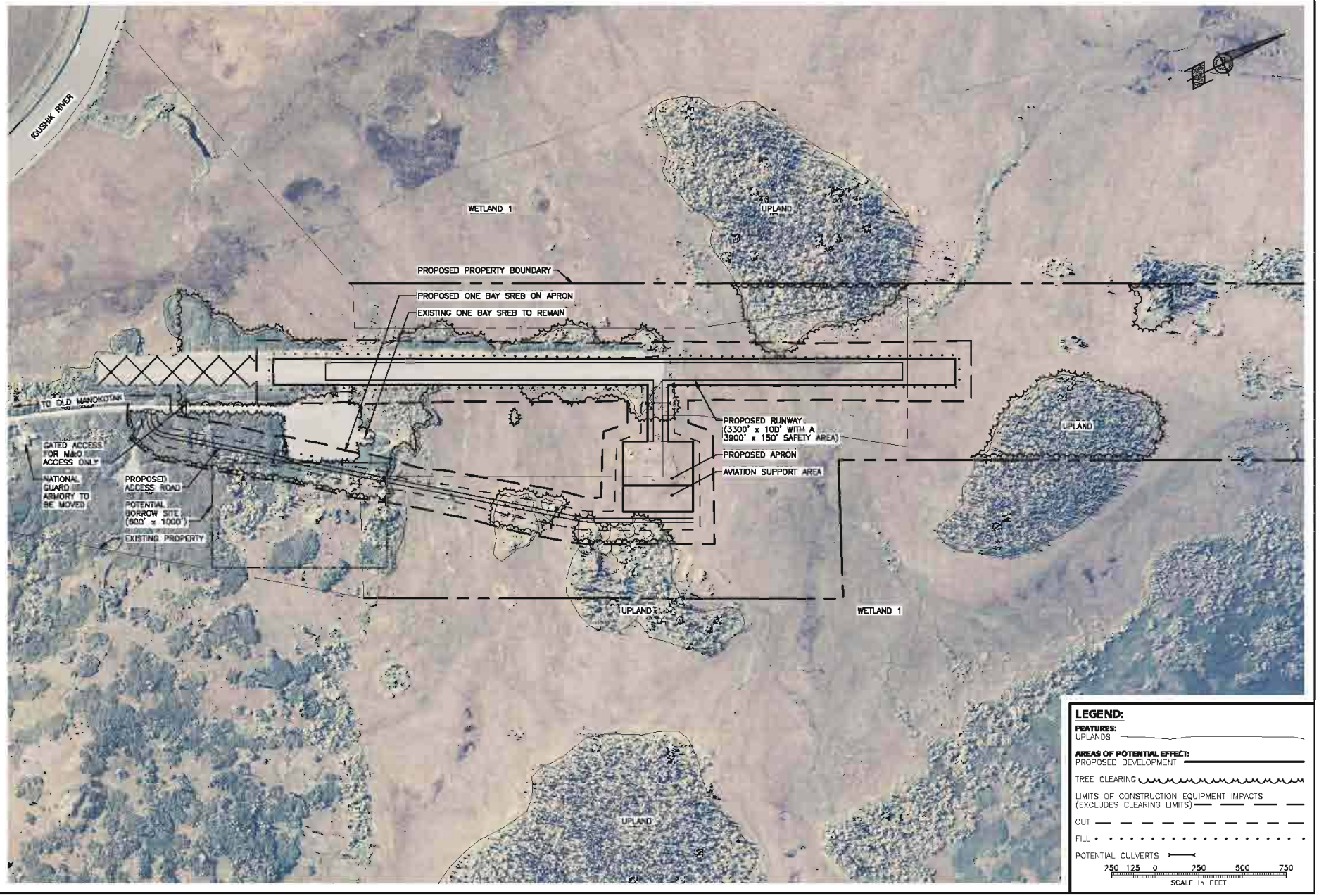
Alternative E1 would expand the existing airport to include:

- Runway lengthened 580 feet and widened 40 feet to provide a 3,300-foot by 100-foot runway with a 3,900-foot by 150-foot safety area
- Apron (250 feet by 400 feet) and taxiway relocated to meet separation requirements
- Access road extended 3,300 feet to new apron
- PAPI, REIL, and AWOS pads constructed for future FAA installation
- Additional 1-bay SREB
- Approximately 63 additional acres of airport property

Functional Analysis and Engineering Considerations

- Meets FAA airport dimensional design standards but has airspace obstructions
- Allows NPI approaches (with very limited approach minimums):
  - No viable straight in approach
  - MDA of 1,060 feet
  - Visibility of 1.25 statute miles for Category A aircraft and 1.5 statute miles for Category B aircraft
  - MAP at 1 mile west
- Offers 97.5% wind coverage (16-knot crosswind component), meeting FAA crosswind requirements
- Would cost approximately $8,510,000 to construct
- Has annual M&O costs (using lane-mile analysis) estimated at $104,600, comparable to those at the existing airport
- Requires substantial material to surcharge because of poor subsurface conditions
- May not be as stable in the long term
- Provides pilot-operated lighting to increase the hours of operation
- Requires relocation of a building to clear the RPZ
- Remains too close to lagoon and current landfill
- Retains bulk fuel storage facility, gas station, and residences in line with approach

As previously noted, the existing airport site has terrain limitations. The initial airspace drawing shows minor penetrations of the approach and transitional surfaces and substantial airspace penetrations (approximately 3,000 acres) of the horizontal and conical surfaces (Appendix B, Airspace Drawings). FAA completed an analysis of the effects of these airspace obstructions on developing an instrument approach. The analysis indicates that due to terrain, only a very limited NPI approach can be achieved (as listed above).



PLANS DEVELOPED BY:
PDC, INC.

ALTERNATIVE E1 - AREA OF POTENTIAL EFFECT
MANOKOTAK AIRPORT RUNWAY RELOCATION

MANOKOTAK, ALASKA

DESIGN: KBK/SRL
DRAWN: GDS
CHECK: RLC

Feb 2005
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FIGURE 5

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For day-to-day operations, this may only pose inconveniences such as late mail or delays in passenger travel. However, in the case of a medical emergency these high approach minimums could mean life or death. Either the plane cannot get in to reach the patient, or the pilot takes risks, flying beyond the limits of the approach minimums to reach and evacuate the patient. Local pilots report up to 60 days per year of weather requiring instrument procedures and 25-30 annual medical emergencies.

The runway would be oriented at 26 degrees. This is 25 degrees off from optimum, so wind coverage at this alternative is only 93.6% for the 13-knot crosswind component. Crosswinds at this site are strong and variable and cause difficulties with landing and snow drifting. At locations where provision of a crosswind runway is impractical due to severe terrain, FAA guidance allows for increasing the operational tolerance to crosswinds by upgrading the airport layout to the next higher airport reference code. Increasing the runway width from 75 to 100 feet allows a 16-knot crosswind component to be used, improving the coverage from 93.6% (at 13 knots) to 97.5% at the orientation of 26 degrees. In general, the winds at E1 were found to be more intense and more variable than at R3. (See Appendix B, Wind Data Figures.)

Initially, in preparing the cost analysis, it was thought that the shorter access road would make the maintenance costs at Alternative E1 less expensive than R3. However, this alternative lies crosswind (25 degrees) to the high winter winds; combined with the snow coming off the adjacent hillside, this makes snow drifting more prevalent. These conditions would require the snow to be pushed off the west side of the runway, as is done on the existing airport, leaving a snow berm that penetrates the airspace and narrows the landing surface. The snow removal process requires substantially more effort to keep the runway clear. Thus, the M&O cost for Alternative E1 is expected to be similar to that at R3.

The reconnaissance-level geotechnical investigation identified up to 14 feet of peat off the north end of the existing runway. Because the peat would consolidate up to 60% (~6 feet), a 15-foot embankment thickness would be needed for surcharge areas and left for at least 5 months to complete the consolidation of the underlying peat. A geotextile-lined bottom would be needed for reinforcement. Some long-term consolidation would continue over time. The soil conditions increase the cost of this alternative to be comparable to that of the relocation alternative, R3.

A publicly owned National Guard Armory would be within the RPZ. FAA Advisory Circular (AC) 150/5300-13, para. 212(2)(a), prohibits places of public assembly from being within the RPZ. This building and its operations would need to be relocated as part of this build alternative.

3.3 No-Build Alternative

Description

The No-Build Alternative (Figure 2) would result in no appreciable improvements at the existing airport. Minor improvements might be made through expenditure of M&O funds, but reconstruction would not occur. Selection of this alternative would result in zero expenditure of federal funds.

Functional Analysis and Engineering Considerations

The primary disadvantages of the No-Build Alternative are the continuation of the deficiencies described in Section 2, Purpose and Need. The restriction on the types of aircraft that can operate at Manokotak Airport and the safety concerns would remain because of:

- Failure to meet FAA or State minimum standards for airports in rural Alaska
- Substandard runway dimensions and apron separation distance
- Substandard taxiway dimensions
- Penetrations of the airspace by terrain, snow berms, access roads and vehicles, National Guard Armory building, and an antenna
- Airspace penetrations would remain, limiting GPS approach to 1,100-foot MDA and 2-mile MAP
- No construction cost
- Potential increase in M&O costs as facility deteriorates
- Crosswinds affecting day-to-day operations
- Wind coverage of 88% with a 10.5-knot crosswind tolerance
- Poor drainage affecting runway surface conditions
- Lagoon and landfill too close to the runway
- Bulk fuel storage facility, gas station, and residences on the southern approach

3.4 Eliminated Alternatives

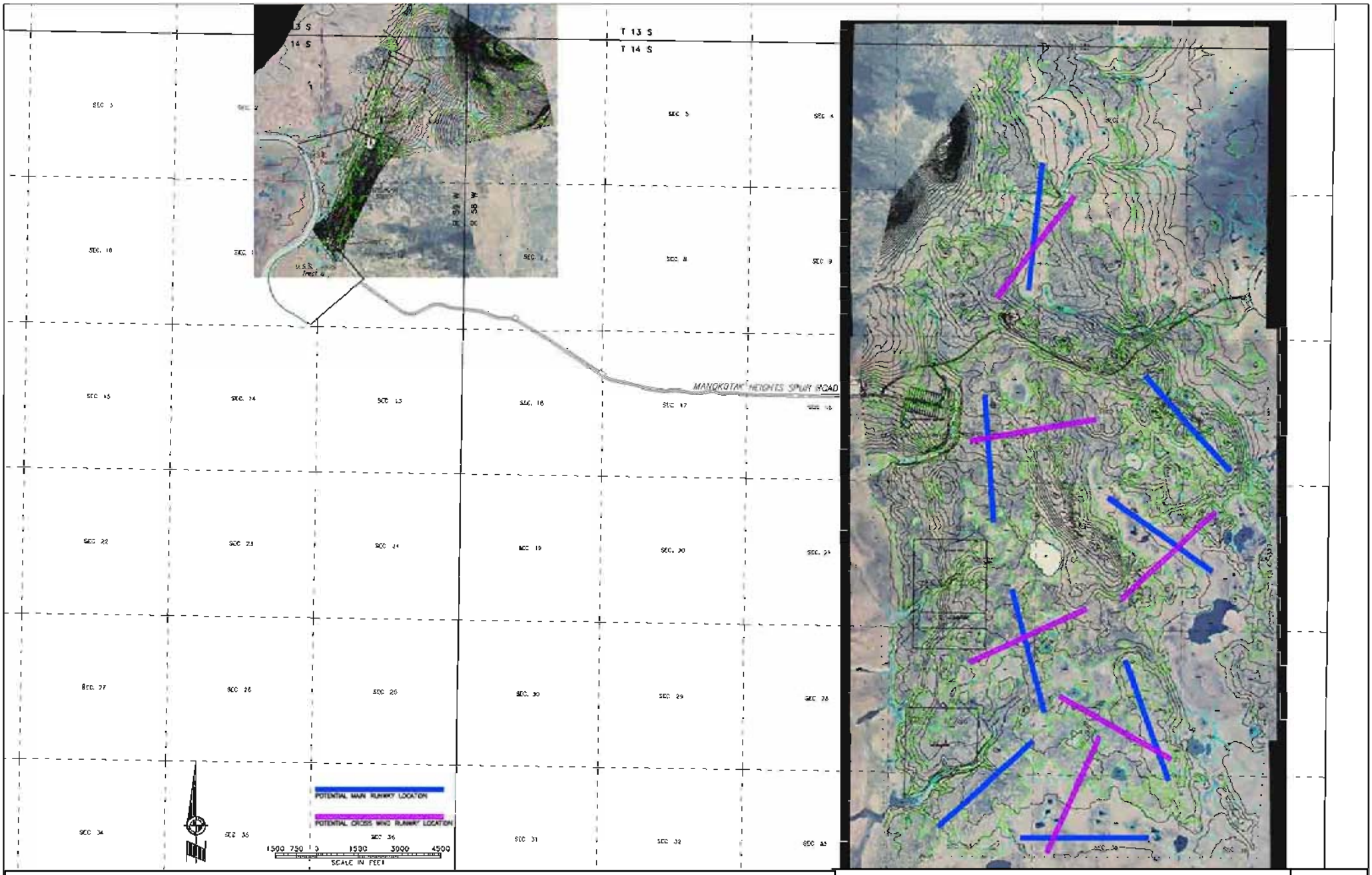
During the preliminary stages of development, eight concept alternatives for relocation were identified (Figure 6). Expanding the existing airport was considered to be a viable alternative. However, removing all of the obstructions was not considered viable due to cost and impact to the community. An initial evaluation was completed, and options with less desirable conditions were dropped. Upon receiving three-quarter-year wind data, the remaining alternatives (Figure 7) were refined and reviewed in greater detail. A full discussion of alternative development and the elimination process is presented in Appendix C. Following is the summary for each eliminated alternative, in the order of elimination.

Alternative E2 was considered not substantially better than E1. The only gain was an additional 3% to wind coverage. E2 involved more wetlands, reused less of the existing site, and required more construction over poor ground, causing higher cost and a less stable facility.

Alternative R2 was eliminated because it offered only 92% wind coverage; required acquisition of land in Native Allotment US 12090; impacted more wetlands; and allowed only limited apron expansion without still greater wetlands impacts.

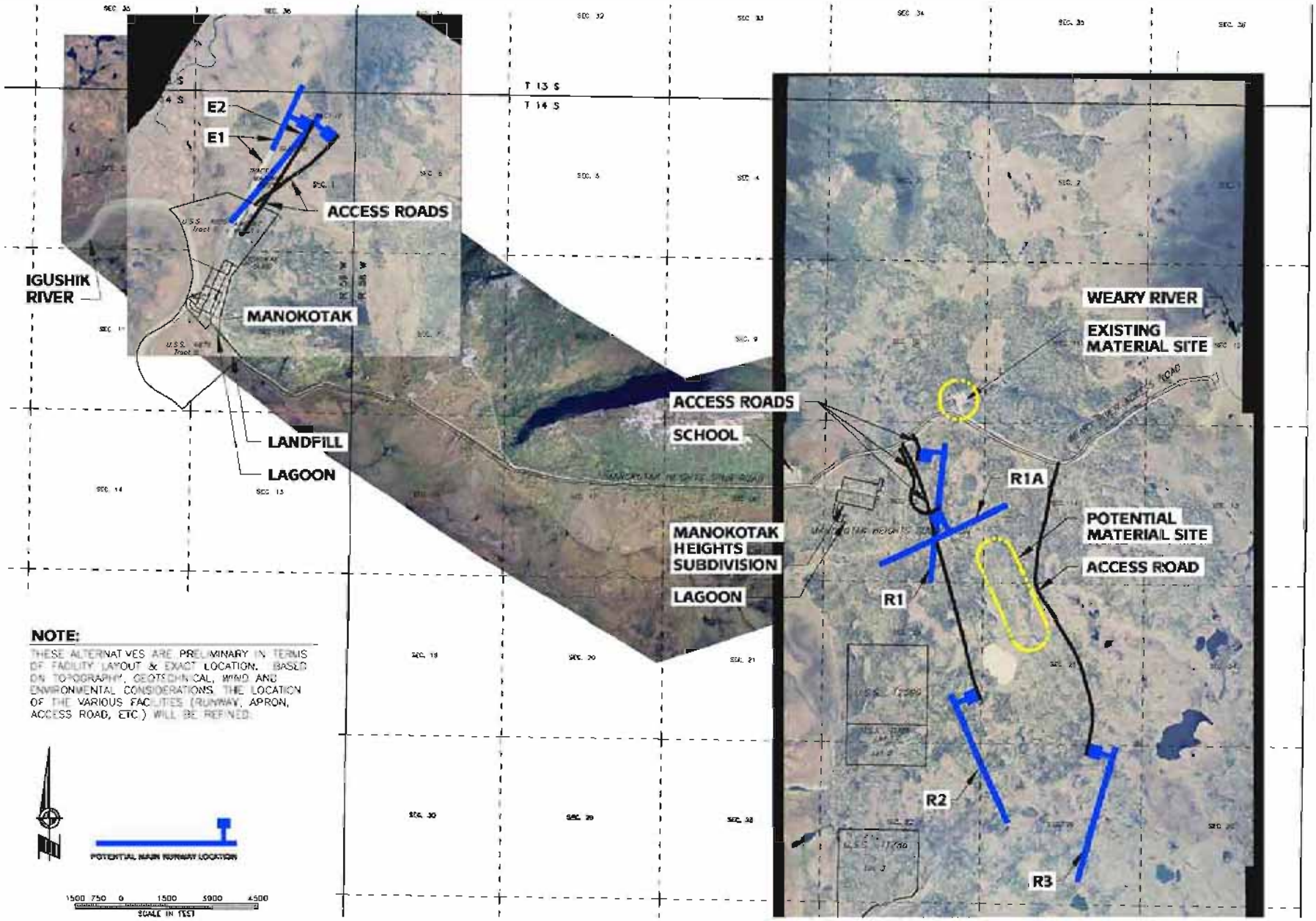
Alternative R1 was eliminated because it was oriented crosswind to the winter winds.

Alternative R1A (5-Mile Site) was analyzed along with Alternatives E1, R3, and the No-Build and eliminated during selection of an engineering preferred alternative (PDC, 2004). Thus, this alternative went through significantly more detailed analysis than the previous eliminated alternatives. Alternative R1A proposed a runway located 5.3 miles from Old Manokotak along the road and east of Manokotak Heights. Airport access would have come off the Weary River Road, approximately 2/3 mile east of the intersection with the road to Manokotak Heights. The apron would have been placed on the west side of the runway, nearest to the direction of access to reduce the potential for runway crossings. The key reasons for eliminating Alternative R1A were its proximity to the lagoon at Manokotak Heights Subdivision and the lack of community support.



EIGHT PRELIMINARY RELOCATION ALTERNATIVES
MANOKOTAK AIRPORT RELOCATION
MANOKOTAK, ALASKA

FIGURE
6



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.

PLANS DEVELOPED BY:
PDC, INC.

FIVE PRELIMINARY ALTERNATIVES
MANOKOTAK AIRPORT RELOCATION
MANOKOTAK, ALASKA

DESIGN: EJC
DRAWN: GDS/CFP
CHECK: RLC

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FIGURE
7

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4.0 AFFECTED ENVIRONMENT

4.1 Climate

Manokotak is located in a climatic transition zone. The primary influence is maritime, although arctic climate also affects the region. Average summer temperatures range from 40ºF to 70ºF; winter temperatures average from 4ºF to 30ºF. Annual precipitation ranges from 20 to 26 inches. Low clouds and high winds occur periodically throughout the year. The Igushik River is ice-free from June through mid-November.

4.2 Geology, Soils, and Topography

4.2.1 General

Manokotak lies on the Bristol Bay lowland, a moraine and outwash mantled plain, formerly covered by glaciers. The area around Manokotak is typically a flat muskeg dotted with lakes, morainal knolls and ridges. Vegetation near the river is composed mainly of sedges, grasses, mosses, and low bushes, and other plants consistent with a wet tundra environment. Inland from the Igushik River, the terrain becomes mostly rolling, with many moraine knolls and ridges interspersed among the muskeg. These areas are mantled with a thick layer of silt blown from the floodplains and hills adjacent to retreating glaciers. These uplands are somewhat better drained and can support cottonwood, white spruce, and the undergrowth typical of these forests.

According to previous reports (ADOT&PF, 1986, and ASCG, 1993), the Dillingham/Manokotak area has been mapped as underlain by isolated masses of permafrost, predominantly fine-grained deposits. Permafrost is usually found either at a considerable depth as relict permafrost or near the surface as lenses of small extent where ground insulation is high or low.

In late summer 2003, ADOT&PF conducted a reconnaissance-level geotechnical investigation.

Existing Airport and Alternative E1

The existing airport facility was considered stable; soils on the northern end consist of peat up to 14 feet deep. The peat would consolidate up to 60% with an initial surcharge applied and some long-term consolidation would continue over time.

Alternative R3

Testing at Alternative R3 site found approximately 3 feet of organics over 7 feet of loess (silt). The loess had a 30% to 56% moisture content and a 3% to 5% organic content in the first 3-5 feet. Under the loess, from 10 to over 15 feet below the ground surface was granular soils (glacial till or sand/gravel).

4.2.2 Potential Material Sources

It is expected that the contractor would obtain material from the most cost-effective of the identified sites (shown on Figure 3), depending on which alternative is developed. The Ridge site is an undeveloped source nearest to Alternative R3. The Weary River Access Road site was developed for the construction of the Weary River Access Road and can be expanded; it is the next closest source to Alternative R3. The Loop Road site is already developed, and its use is not expected to require lateral expansion. The Hillside site is an existing borrow pit nearest to Alternative E1 that can be expanded.

The Ridge site is composed of glacially deposited materials, including granular materials with variable levels of fines. Overburden was 5 to 7 feet thick, although this varies depending on location; the overburden is thicker between high points along the spine of the ridge. The geotechnical engineer reported that at the south end of the ridge, closer to Alternative R3, the material has a thinner organic layer and may be better for crushing.

Material suitable for crushing was encountered at the Weary River Access Road site.

The quality of the material found at the Ridge site and the Weary River Access Road site is marginal for surface course material. It is likely that the aggregate surface course material would have to come from the existing Loop Road site, approximately two miles from the existing airport. The Loop Road material site located approximately 1.5 miles outside of Old Manokotak is expected to provide good durable crushed material. The investigation found metasedimentary rock suitable for crushing.

The hillside adjacent to the airport was used for embankment material for the previous airport project and would probably be used again for Alternative E1. The hillside is just east of the runway and consists of crushable material with low fines.

Two smaller material sites are located near Alternative R3. An esker area located in the northeast corner of Section 26 contains at least 20 feet of clean gravel with oversize material. This deposit may hold material suitable for crushing. The second site, located in the northeast corner of Section 22, has granular materials near the ground surface with very little overburden. The fines content may limit material use to subbase and unclassified borrow embankment. These areas are not expected to be used by the contractor due to the minimal amount of material that could be drawn from them. If the contractor does wish to use these small sites for material, he would be required to obtain all necessary permits and clearance.

4.3 Fish and Wildlife Resources

There are no federally listed or proposed threatened or endangered species and/or designated or proposed critical habitat areas in the project area. The Togiak National Wildlife Refuge (NWR) surrounds Manokotak. The closest refuge boundary is approximately ½ mile southwest of the Manokotak Heights subdivision. Although not within the refuge, undeveloped land surrounding the project area provides habitat for terrestrial and avian species.

4.3.1 Terrestrial

Wetland and upland habitats in the Manokotak area support moose (*Alces alces*), brown (*Ursus arctos*) and occasionally black bear (*U. americanus*), coyote (*Canis latrans*), wolf (*Canis lupus*), red fox (*Vulpes vulpes*), snowshoe (*Lepus americanus*) and arctic hare (*L. arcticus*), beaver (*Castor canadensis*), otter (*Lontra canadensis*), mink (*Mustela vison*), muskrat (*Ondatra zibethicus*), porcupine (*Erethizon dorsatum*), and various small mammals such as red-backed voles (*Clethrionomys rutilus*) and shrews (*Sorex* sp.). A small caribou (*Rangifer tarandus*) herd (Nushagak Peninsula Caribou Herd) concentrates south of Manokotak and south of the Igushik River. The Nushagak Peninsula herd is known as a non-migratory caribou herd. An occasional band of individuals of the Mulchatna Caribou Herd have been known to move through the Manokotak and Dillingham area within several miles of the project area. There is no caribou calving, migration, or general use by caribou in the proposed project area. Some moose may travel through the project area but do not tend to concentrate in the area. Winter moose concentration areas are found between Manokotak and Dillingham (east of the Snake River) and farther up the Weary and Igushik Rivers (upstream of Manokotak) (Aderman, 2003).

Moose is the most important big game resource for Manokotak residents. Subsistence hunting for caribou is also important. Other terrestrial mammal species important for subsistence activities include bears, beaver, hares, and porcupine (Wright and Chythlook, 1985; Schichnes and Chythlook, 1988.)

4.3.2 Avian

Avian populations from the North American Pacific Flyway and several Asiatic routes funnel through Bristol Bay semiannually on their way to and from northern nesting grounds (Alaska Land Use Council, 1985). Manokotak area wetlands support substantial populations of these migratory waterfowl (ACMP, 1992). Resident bird species in the project area include the black-capped chickadee (*Poecile atricapillus)*, red-breasted nuthatch (*Sitta canadensis*), common raven (*Corvus corax*), black-billed magpie (*Pica pica*), gray jay (*Perisoreus canadensis*), spruce grouse (*Falcipennis canadensis*), and willow ptarmigan (*Lagopus lagopus*). More than 100 species of seasonal migratory birds likely pass through the area to breeding grounds farther north. Migratory bird species likely to nest in the project area include warblers, sparrows, thrushes, and common redpolls (*Carduelis flammea*) (Aderman, 2003).

The nearest known bald eagle (*Haliaeetus leucocephalus*) nest locations are more than 5 miles away from the proposed airport alternatives. Togiak NWR personnel regularly fly over Manokotak during the course of refuge surveys and will opportunistically record eagle nest locations. The refuge is not aware of any bald eagle nests in the project area (Aderman, 2003; Liedberg, 2004).

Many species of birds and bird eggs are harvested for subsistence use. Important bird species used for subsistence activities include willow ptarmigan, spruce grouse, sandhill cranes (*Grus canadensis*), tundra swans (*Cygnus columbianus*), and numerous species of ducks and geese (Schichnes and Chythlook, 1988).

4.3.3 Fisheries

The Bristol Bay region supports five species of Pacific salmon, which provide a major portion of the world's salmon supply. The Igushik River provides water and substrate necessary for spawning, rearing, and migration of anadromous fish populations including sockeye (*Oncorhynchus nerka*), coho (*O. kisutch*), and king (*O. tshawytscha*) salmon, and Arctic char (*Salvelinus alpinus*). The Weary River also provides spawning habitat for all five species of salmon (sockeye, king, coho, pink, and chum) and Arctic Char. The Igushik and Weary River fisheries are harvested for subsistence, commercial, and sport purposes (Schichnes and Chythlook, 1988).

4.4 Water Resources

4.4.1 Groundwater

Limited groundwater information is available for the Manokotak area. Groundwater is the primary source of drinking water for the community, indicating the groundwater quality is generally good. However, it is possible that groundwater quality can be diminished by the presence of permafrost and poor reservoir materials. Well logs for the community indicate aquifers are located approximately 73 feet and 100 feet below ground surface at Manokotak Heights (ADNR, 2004). The water at the well supporting the school is reported to be rather acidic and is treated to reduce corrosiveness (Jackson, 2004). Because the direction of groundwater flow typically parallels surface topography, groundwater in the Old Manokotak and Manokotak Heights areas likely flows to the south or southwest.

4.4.2 Water Supply

Water for the City of Manokotak is drawn from two wells, then treated and stored in a 150,000-gallon water storage tank. The wells are approximately 90 feet deep and 150 feet deep (Jordan, 2004). A piped water and sewer system, constructed in 1972, serves 68 households in Manokotak with complete plumbing. Two homes and a duplex have individual wells. The Manokotak Heights Subdivision is served by a well and a water treatment system, but water shortages have occurred (ADCED, 2004). The school is served by a 200-foot well and treatment system (Jackson, 2004).

4.4.3 Surface Water

Manokotak is on the Igushik River and sits between the east bank of the river and a hill that rises to an elevation of approximately 850 feet. The existing airstrip lies approximately 1,300 feet northeast of the Igushik River and approximately 3,000 feet north of the Manokotak sewage lagoon. Three small ponds are within approximately 2,500 feet of Alternative R3, and another pond lies to the west of the potential Ridge material source and the proposed access road to Alternative R3. The Igushik and Weary Rivers are navigable from the end of May to late October. Lakes and ponds are generally ice-free from mid-June to late October.

4.5 Wetlands

The vegetation types surrounding Manokotak are a mixture of moist tundra and upland mixed woodland forest (Viereck et al., 1992). The upland mixed forest areas occur on well-drained soils with dominant trees consisting of white spruce (*Picea glauca*), paper birch (*Betula papyrifera*), quaking aspen (*Populus tremuloides*), and cottonwood (*Populus balsamifera*). Willows, including Bebb's willow (*Salix bebbiana*) and diamond-leaf willow (*Salix planifolia*), are common shrubs. Common vegetation found in the moist tundra areas includes mosses, lichens, grasses, sedges (*Carex* spp.), willows (*Salix* spp.), dwarf birch (*Betula nana*), Labrador-tea (*Ledum palustre*), crowberry (*Empetrum nigrum*), bog blueberry (*Vaccinium uliginosum*), and numerous other shrubs and herbs.

Nine wetlands have been delineated in the project area (Figure 3). A large wetland complex borders much of Alternative E1 (MACTEC, 2004). Four wetlands were delineated along the access road to Alternative R3, and a large wetland complex is situated to the south of this proposed location. Two small wetlands were delineated on the east side of the existing material source on the Weary River Access Road. The wetlands were sampled and classified according to the system developed by Cowardin et al. (1979). The most common wetland types identified were PSS1/EM5B (saturated shrub bogs with 30% or greater canopy of broad-leaved deciduous shrubs, with the remaining vegetative cover consisting of persistent emergents) and PSS1/EM5F (semipermanently flooded bogs with 30% or greater canopy coverage of broad-leaved deciduous shrubs, with the remaining portion of the vegetative cover consisting of persistent emergents).

Functions and values for wetlands in the project area were assessed following methods established by the U.S. Army Corps of Engineers (USACE), New England District (USACE, 1999). The most important biological function of wetlands in the survey area was providing undisturbed habitat for mammalian and avian wildlife. The most important physical function was sediment/toxicant retention. The most important sociological/cultural values were visual quality/aesthetics and uniqueness/heritage. Wetlands in the project area are also important for subsistence activities (see Section 4.3, Fish and Wildlife Resources).

A jurisdictional determination was received from the USACE on April 13, 2004 (Appendix E). The USACE requested a more detailed wetland survey of the potential Ridge material source on the west side of the proposed access road to Alternative R3 prior to construction but approved all other wetland delineations conducted for this project. MACTEC's original wetlands delineation had classified the potential Ridge material source as a wetland/upland mosaic with one-third of the area considered wetland and two-thirds considered uplands (MACTEC, 2004). The second, more detailed survey classified the site as uplands (ADOT&PF, 2004). The USACE provided a jurisdictional determination on November 5, 2004, concurring that the Ridge material site is uplands.

Following agency scoping, detailed topography became available, allowing the project design to avoid wetlands in the placement of the apron and access road. The selected locations were outside the original wetland delineation area, but the delineation did include field samples from areas that exhibited similar vegetative features in the aerial photo review. Based on those results, MACTEC "believe[s] that it is likely that the new alignment/location will not affect wetlands" (Appendix E, Robertson, 11/15/04). A revised JD will be obtained in conjunction with the EA review process (Appendix A, Telephone Log, 12/6/04).

Both wetland reports are available for review at the ADOT&PF Central Region office.

4.6 Hazardous Materials

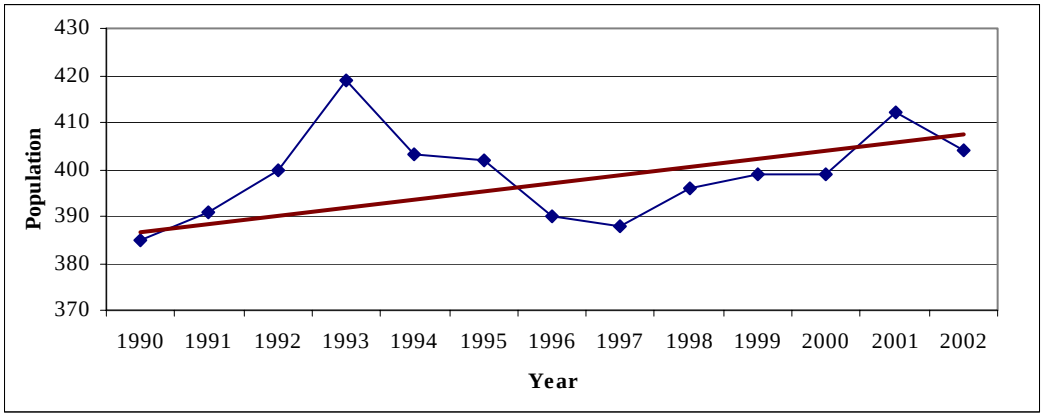
The Phase I Preliminary Site Investigation performed in support of this project identified no recognized environmental conditions in the project vicinity (Appendix F). The single use of the existing airport and the undeveloped nature of the alternative airport location and existing and potential material sites precluded the necessity of a land title record search and review of a historical aerial photograph sequence.

Two 500-gallon diesel fuel tanks and a SREB housing airport maintenance equipment are situated at the existing airport apron. The SREB floor is gravel, and small oil-stained areas on the floor from incidental drips during oil changes are reported. No stains associated with the diesel tanks are reported (Alakayak, 2003).

4.7 Population

The following chart presents Manokotak's historical population trend over 13 years (PDC, 2004).

Chart 1 – Manokotak Historic Populations



In 2002, Manokotak's population was 404, with Alaska Natives, primarily Yup'ik, comprising over 94% of the population. Data is from the Alaska Department of Labor (ADOL), Research and Analysis Section, Demographics Unit, and from the ADCED. Based on ADOL projections, the following table presents Manokotak population projections on low, middle, and high growth rates for the Dillingham Census Area of the Southwest Region of Alaska.

Table 3 – Manokotak Population Projection
Based on Alaska Department of Labor Census Area Projections

Year	Population		
	Low 0.47% Annual Growth	Middle 0.79% Annual Growth	High 2.54% Annual Growth
2002[1]	404	404	404
2007	414	420	458
2012	423	437	519
2022	444	473	667

[1] Base year, population verified by ADCED.

The population of Manokotak has fluctuated between 385 and 419 over the last 13 years. A linear regression analysis (Chart 1, solid line) was performed on the historical population data and projected to the year 2022. Results indicated an average annual growth rate of 0.44% with a projected year 2022 population of 440. Results of the analysis of the past 13 years of population data are lower than the ADOL's projected low annual growth rate. A third data source, the *SAT Plan*, forecasts the population in 2020 to be 540, giving an annual growth rate of 1.52%. This falls between the middle and high growth rates projected by ADOL. For purposes of the aviation forecast in Section 2.1.3, the linear regression rate (0.44%), ADOL's projected middle annual growth rate (0.79%), and the *SAT Plan* projected rate (1.52%) were considered.

4.8 Government

Manokotak is a Second Class City incorporated under Alaska Statutes in 1970. The Bureau of Indian Affairs (BIA) acknowledges the Manokotak Village Council as the Federally recognized tribe. Manokotak Natives, Ltd. is the Village Corporation formed under the provisions of the Alaska Native Claims Settlement Act (ANCSA). Manokotak Natives, Ltd. is a member of the Bristol Bay Native Corporation (BBNC), the ANCSA Regional Corporation. Manokotak is in the coastal zone and belongs to the Bristol Bay Coastal Resources Service Area. Other organizations that Manokotak belongs to include the Bristol Bay Economic Development Corporation, the Bristol Bay Native Association (BBNA), the Bristol Bay Housing Authority (BBHA), the Bristol Bay Area Health Corporation (BBAHC), and the Southwest Alaska Municipal Conference (SWAMC).

4.9 Community Services and Utilities

A piped water and sewer system, constructed in 1972, serves 68 households in Manokotak with complete plumbing. Two homes and a duplex have individual wells. Manokotak Heights Subdivision and the school are served by their own well and water treatment system, but water shortages have occurred. There are two sewage lagoons, one for Old Manokotak and one for Manokotak Heights Subdivision, each within a mile of the area it serves. A feasibility study is underway to examine water, sewer and landfill improvements, including possible relocation of the landfill. Although it is not the reason for the study, the landfill is closer to the existing airport than FAA standards recommend. The favored relocation site is next to the existing gravel pit along the Weary River Access Road. Manokotak Power Company provides electricity. Manokotak Natives, Ltd., which operates the power company, is reportedly seeking funding for power plant upgrades.

One hundred forty-two students attend the community's only school, which is located near Manokotak Heights. The local health clinic is located in Old Manokotak, and a new clinic is

scheduled for construction in Old Manokotak in 2005. Auxiliary health care is provided by Manokotak First Responders. Patients who cannot be treated locally are transported to hospitals in Dillingham or Anchorage.

The City of Manokotak is responsible for maintenance and snow removal on the Weary River Access Road. Currently, the road is only cleared from Old Manokotak to Manokotak Heights, just past the school.

4.10 Economy

Ninety-six residents hold commercial fishing permits for salmon and herring fisheries. Many residents also trap fox, beaver, mink, and otter; trapping has been an attractive lure to the area, although it has declined since the 1960s. Residents depend heavily on fishing and subsistence activities, and many move to Igushik or Ekuk each summer for the fishing season. Salmon, herring, sea lion, beluga whale, trout, ptarmigan, waterfowl, and berries are harvested. Several area villages, especially Togiak and Twin Hills, share these resources.

ADCED reports from the 2000 U.S. Census that:

- 64.8% of Manokotak residents 16 years old and older are not employed
- 15 residents are employed by private industry
- 73 residents work for the government (City, Tribal, State, Federal, schools)
- 2 residents work for the military

4.11 Transportation

4.11.1 Water

The Igushik River is navigable by boat during the summer and passable by snow-machine during the winter. During the summer months, residents use skiffs to hunt, gather, and travel to nearby villages such as Dillingham.

Barge traffic is plentiful during the summer, delivering bulk items to communities at a lower cost than air cargo. Yutana Barge Lines delivers cargo and fuel from Dillingham. However, the Igushik's course is a series of tight, broadly meandering loops, so many miles of waterway must be traveled to cover a comparably short distance in air miles. The recent construction of the Weary River Access Road and barge landing cut 40 miles off the river shipping route, but because the bulk fuel tanks are located near the Igushik River, fuel is still barged on that route. Manokotak does not have a dock, so barges off-load cargo onto the shore. The Manokotak barge landing is reported to be adequate to support the project without improvements.

4.11.2 Air

The State of Alaska owns and operates the Manokotak Airport. Manokotak Airport consists of a single gravel runway (2,720 feet by 60 feet) with a 200-foot taxiway connecting the runway to a 200-foot by 400-foot aircraft parking apron. Facilities are shown on Figure 2 and the 1985 Airport Layout Plan (ALP; see Appendix D). The deficiencies are discussed in Section 2.1.2.

4.11.3 Ground

The predominant modes of ground transportation in Manokotak are all-terrain vehicles (ATVs) and pickup trucks in the summer and snow-machines and pickup trucks in the winter. A trail connects the community to the neighboring villages of Dillingham and Twin Hills, but it is impassable during portions of the year.

4.12 Adjacent Land Use (Appendix B, Land Status and Ownership Maps)

4.12.1 Land Ownership

Existing Airport (E1 and No-Build)

Manokotak is located in the Bristol Bay Recording District. The townsite encompasses 36.4 square miles of land and 0.9 square miles of water. The existing airport is located in Township 14 South, Range 59 West, Sections 1 and 12 of the Seward Meridian.

ADOT&PF owns approximately 186 acres of the 249-acre airport property, with the remaining 63 acres protected by an avigation and hazard easement from Manokotak Natives, Ltd., and the City of Manokotak (Appendix B, Land Status and Ownership Maps, Figure B-1). As required by a reverter clause in the original acquisition documents (MLA, 2003), if the land is no longer used by ADOT&PF for an airport, a portion of the existing airport property would eventually be relinquished by the State to Manokotak Natives, Ltd. (~51 acres) and the City of Manokotak (~4 acres).

Manokotak Natives, Ltd. and the City of Manokotak are the two major owners of the surface estate in the area. Other land ownership adjacent to the airport property includes:

- Private and public landowners in Toyukak Subdivision and Old Manokotak
- A consolidated bulk fuel storage facility and gas station with multiple owners
- National Guard Armory on a lot leased from ADOT&PF by the Alaska Department of Military and Veterans Affairs

Subsurface rights are owned almost exclusively by the BBNC, with the only exceptions being the ADOT&PF subsurface estate for Tract I and the subsurface rights retained by the City of Manokotak on some individual parcels within the Federal Townsite. Tract IV, a 3.82-acre tract, is owned by ADOT&PF (surface) and BBNC (subsurface) with a reverter clause to the City of Manokotak. The subsurface estate of Tract IV is restricted by a non-development covenant, which disallows uses of the subsurface estate that would interfere with airport operations.

Relocation Site (R3)

Manokotak Natives, Ltd. is the major owner of the surface estate in the area (Appendix B, Land Status and Ownership Maps, Figure B-2). There are three Native Allotments in the vicinity of Alternative R3, all awaiting certification:

- U. S. Survey 11786, Lot 3 belongs to Nels C. Franklin and is located approximately 2,500 feet from the proposed site
- Native Allotment, U. S. Survey 11786, Lots 1 and 2 belong to Moses Toyukak, Sr., and are about 5,000 feet away from the proposed site.

- U. S. Survey 12090 belongs to Christian Itumulria; it is also about 5,000 feet away from the proposed site

The Togiak National Wildlife Refuge is also adjacent to this site; its boundary is approximately 1,800 feet from the proposed runway end (Appendix B, Land Status and Ownership Maps, Figure B-3).

4.12.2 Material Sites

A number of material sites have been identified as potential sources of construction material for this project: 1) the Weary River Access Road material site; 2) the ridge near Alternative R3; 3) the Loop Road site; 4) the Hillside site adjacent to the existing airport (see Section 4.2.2, Potential Material Sites). With one exception, Manokotak Natives, Ltd. owns the surface rights at all material sites and BBNC retains ownership of the subsurface rights. At the Hillside site, the State of Alaska owns both the surface and subsurface estates.

4.12.3 Residential

Due to terrain constraints, expansion of the original townsite is limited. Because of this, the village of Manokotak is divided into two separate locations: Old Manokotak and Manokotak Heights.

Old Manokotak, which includes the Federal Townsite and the Toyukak Subdivision, is adjacent to the existing airport property. Residences lie within the approach to the existing airport. Alternative E1 would require moving the threshold 975 feet to the north so that the RPZ does not encompass the Toyukak Subdivision.

Manokotak Heights Subdivision is located approximately 4 miles southeast of Old Manokotak. The site for Alternative R3 is approximately 12,000 feet southeast of Manokotak Heights.

4.12.4 Trails and Easements

ANCSA Section 17(b) authorized the reservation of public easements on lands conveyed to Native Regional and Village Corporations. There is one 17(b) trail easement, EIN 3 C5 (BLM #BBDILL 061), in the project area. The easement is 25 feet wide and runs from Dillingham westerly to Manokotak and Twin Hills. The portion of the trail near Manokotak runs approximately parallel to the Weary River Access Road (see Appendix B, Land Status and Ownership Maps). ANCSA Section 17(b) trails are not considered Section 4(f) properties under the U.S. Department of Transportation Act.

The Manokotak Village Council retains the surface rights within the Weary River Access Road right-of-way and along the 17(b) trail easement, which is managed by the U.S. Bureau of Land Management (BLM); BBNC retains the subsurface rights.

Manokotak Natives, Ltd. granted a Right-of-Entry and Easement to ADOT&PF for the unconstructed Snake River Access Road to provide access to a proposed boat haul-out area.

ADOT&PF has a full and unrestricted perpetual corporate easement from Manokotak Natives, Ltd. for the road. Between ¾ mile and 1 mile of this easement is closely aligned with the proposed access road to Alternative R3.

4.12.5 Landfill and Lagoon

While not directly adjacent to the existing airport property, both the landfill and the sewage lagoon are closer to the airport than allowed under FAA AC 150/5200-33. The sewage lagoon is located approximately 2,900 feet, and the landfill approximately 3,000 feet, from the existing runway. Both facilities are located to the south of the airport. The village is seeking funding to relocate the landfill to a parcel near the Loop Road material site (Figure 3). This location would be approximately 4 miles from the Alternative R3 site. The Manokotak Heights subdivision sewage lagoon is approximately 2.4 miles from the Alternative R3 runway end.

4.13 Other Community Actions or Plans

Table 4 lists other community projects in progress. In addition, Manokotak is seeking BIA Indian Reservation Roads funding for road improvements.

Table 4 – Community Projects

Project	Lead Agency	Fiscal Year	Stage
Aerial Mapping – Base Map	ADCED	2004	Contract
Rural Power System Upgrade	Alaska Energy Authority Budget Request Unit (AEA-RPSU)	2003	Contract
Community Projects and Improvements – Capital Matching	ADCED	2003	Construction
Indian Housing Block Grants (3)	U.S. Dept. of Housing & Urban Development (HUD)	2003 & 2002	Preliminary & Construction
Water, Sewer, Solid Waste Feasibility Study	Village Safe Water (VSW)	2002	Preliminary
Electric - Conceptual Design & Business Plan	AEA-RPSU	2002	Design
RPSU – Powerhouse Construction	AEA-RPSU	2002	Construction

Source: ADCED 2004.

5.0 ENVIRONMENTAL CONSEQUENCES

Following is an assessment of the potentially impacted resources identified. The assessment shows that no substantial impacts are expected with the proposed action. Figures 4 and 5 show the layout of the build alternatives in relation to physical features.

Evaluations were completed in accordance with FAA Orders 5050.4A and 1050.1D. No conflicts between the proposed alternative and the objectives of federal, state or local land use plans, policies, and controls were identified.

Impact categories determined to be non-issues for this project are listed below and discussed further in Section 5.10.

- Air Quality
- Water Quality
- U.S. Dept. of Transportation Act of 1966, Section 4(f)
- Historical, Architectural, Archaeological, and Cultural Resources
- Endangered and Threatened Species
- Floodplains
- Coastal Zone Management Program / Coastal Barriers
- Wild and Scenic Rivers
- Farmlands
- Energy and Natural Resources
- Light Emissions
- Environmental Justice

5.1 Noise

Quantitative noise analysis is only required when aircraft operations exceed 90,000 adjusted annual propeller operations (FAA AC 5050.4A). The forecasted operations at Manokotak Airport, projected at 5,814 in 2022, do not approach this threshold. However, the alternatives may result in differences of nuisance noise.

Build Alternatives

Alternative R3 (Preferred Alternative): Aircraft takeoffs and landings would subject Manokotak Heights Subdivision to additional noise because the airport would be closer to them (though still 2.5 miles away). The only operating school is located near Manokotak Heights. As discussed above, because the volume of traffic would remain below the threshold, the relocation of the airport would not result in incompatible land uses or noise levels. Levels of aircraft noise in Old Manokotak would be reduced with the development of this alternative since the airport would be relocated approximately 6 miles out of town.

Alternative E1: Alternative E1 would not place the airport closer to or very much further from noise-sensitive areas. The alternative shifts the runway slightly away from the village, not enough to make a noticeable difference from the No-Build. The noise volume might increase slightly as larger, louder aircraft begin to use the runway. However, the larger aircraft would need to make fewer trips, thus decreasing the frequency of air traffic noise. In the short term, no difference is expected as compared to the No-Build. In the long term, the increased volume of noise from the larger aircraft would be offset by the less frequent flights.

No-Build Alternative

As the number of operations increases to accommodate the potential growth, the residential properties surrounding the airport would hear the aircraft noise on a more frequent basis.

5.2 Compatible Land Use

Land use impacts related to noise, changes to ground transportation, land acquisition, landfill and sewage lagoon location, and the houses, bulk fuel storage facility, and gas station in the approach may be experienced as a result of the build and No-Build alternatives. Noise impacts are discussed in detail in Section 5.1 above. Other effects on land use are analyzed under the appropriate impact category. Impacts to overall compatible land use are expected to be minimal.

5.2.1 Changes in Ground Transportation

Build Alternatives

Alternative R3 (Preferred Alternative): The preferred alternative would affect ground transportation patterns and traffic volumes within the community. A 2.7-mile-long access road would be constructed from the Weary River Access Road east of Manokotak Heights to the airport apron. The relocation of the airport would cause an increase in travel distance to the airport of approximately 8 miles for residents of Old Manokotak. The relocation would decrease the travel distance for Manokotak Heights residents by approximately 1 mile. Manokotak has an airline agent who provides group transportation for passengers and cargo to and from the airport. In part because of this, impacts in terms of user costs or delays are not expected to be substantial.

Traffic levels would increase on the Manokotak Heights Spur Road and the 3,000-foot section of the Weary River Access Road from the intersection east of Manokotak Heights Subdivision to the turnoff for the new airport access road. This would be offset by a reduction in traffic through Old Manokotak. No other changes to ground transportation are expected as a result of the preferred alternative.

Alternative E1: The impacts to ground transportation under Alternative E1 are expected to be minimal. Alternative E1 would require approximately 3,300 feet of new access road, extending the travel distance for all residents by approximately 2,100 feet. A number of unauthorized, unpermitted trails on airport property would be eliminated. No formal closure or relocation effort of the trails is warranted because of their unpermitted status. No other changes to ground transportation are expected as a result of Alternative E1.

No-Build Alternative

The No-Build Alternative would not result in an appreciable change in ground transportation patterns or volumes. Although ADOT&PF prohibits the use of the trails on airport property, this is very difficult to enforce, and thus unauthorized use would likely continue. This is unsafe because activities on or near runways are opportunities for collision and can distract pilots.

5.2.2 Land Use, Status, and Acquisition

Build Alternatives

Both build alternatives would result in changes in land use and land status (see Appendix B for land status maps) and would require ADOT&PF to acquire additional land. These impacts are not expected to be substantial.

In addition to the land required for the proposed 3,300-foot runway to be constructed under this project, ADOT&PF intends to acquire sufficient property to include the RPZ for future development of a 4,000-foot runway and for transitional surfaces to a height of 35 feet above the primary surface. This land has been selected to avoid, to the extent practicable, known environmentally sensitive areas such as wetlands and the Togiak National Wildlife Refuge. No development will occur on this additional property under this project; therefore, there will be no environmental impacts on this land at this time.

Alternative R3 (Preferred Alternative): Construction of the preferred alternative would require acquisition of new property and release of lands at the existing airport. At the R3 site, ADOT&PF would acquire approximately 330 acres from Manokotak Natives, Ltd. (surface estate) and the BBNC (subsurface estate).

Manokotak Natives, Ltd. has entered into an agreement with the United States of America, acting through the Fish and Wildlife Service (USFWS), to place the lands they received from ANCSA into the Alaska Land Bank Program. The purpose of the land bank is to ensure compatibility between local land use and the management plan for adjoining federal lands. The land required for Alternative R3 is currently enrolled in the land bank. If the preferred alternative is chosen, the village corporation would need to write a letter to the USFWS asking to withdraw this land from the Land Bank Agreement and providing a legal description of the land to be withdrawn. The withdrawal would automatically take place 90 days after receipt of the letter, after which ADOT&PF could acquire interest in the lands.

The land around the preferred alternative is currently used for hunting and subsistence. There are no known planned uses for this land. The potential material site on the ridge considered for the project is owned by Manokotak Natives, Ltd. (surface) and the BBNC (subsurface). The preferred alternative would change the land use from its current use (undeveloped) to commercial (airport and access road). There is no shortage of hunting and subsistence lands in the Manokotak area; therefore, the land use changes are considered a minimal impact.

The new airport access road would cross an ADOT&PF corporate easement from Manokotak Natives, Ltd. (for the unconstructed Snake River Access Road) and an ANCSA Section 17(b) easement managed by the BLM. Coordination for these easements would be required prior to construction but is not considered a major concern.

Under R3, 63 acres of avigation and hazard easements at the existing airport would no longer be required. Alternative R3 would require decommissioning of the existing airport facility. Some of the existing airport land may eventually revert to the City and the Bristol Bay Native Corporation (BBNC). Due to the lack of land suitable for development in Old Manokotak, the community would desire to use any airport property released by the State to expand the village. However, because of

the high cost and stringent regulatory requirements to build in wetlands, such expansion would likely be limited to the existing embankment areas. Thus, release of these lands is not expected to result in extensive impacts.

Alternative E1: Construction of Alternative E1 would require ADOT&PF to acquire approximately 63 acres of additional land, bringing the total airport property to approximately 312 acres. The land is owned by Manokotak Natives, Ltd. and the BBNC. It lies to the north of the existing runway and is currently used for hunting and subsistence purposes. As there is no shortage of hunting and subsistence lands in the Manokotak area, the land use impacts are considered minimal.

If Alternative E1 is selected for construction, the publicly owned National Guard Armory would need to be relocated off of airport property. The bulk fuel storage facility, gas station, and residences would remain in the approach off the south end of the runway. The presence of these structures in the approach, particularly the bulk fuel storage facility, could potentially have a substantial effect on aviation and public safety (see 5.2.4 below).

Without clearing obstructions (FAA Regulations Part 77), extending the existing facility would not alleviate incompatible land use near the airport. An alternative to clear obstructions was evaluated, but it was considered unreasonable due to excessive cost (Appendix C).

No-Build Alternative

The No-Build Alternative would not alter land, land use, or land status in the airport vicinity. No additional property acquisition would be required. Terrain restrictions and the existence of the airport would preclude expansion of the community of Manokotak at the original village location. Current compromises of aviation and public safety would remain unmitigated.

5.2.3 Landfill and Sewage Lagoon Location

Build Alternatives

Alternative R3 (Preferred Alternative): Construction of Alternative R3 would increase the separation distance between the runway and the current community landfill by more than 4 miles, thereby decreasing the potential for wildlife/aircraft interactions. Alternative R3 would also be more than 2 miles from the sewage lagoon at Manokotak Heights. The Old Manokotak lagoon would be even farther away (~6 miles). The community is considering moving the landfill to a site approximately 4 miles northeast of R3 (Figure 3 and Appendix A). Neither the existing location nor the relocation site would result in an incompatible land use for the preferred alternative.

Alternative E1: The existing village landfill is located approximately 4,700 feet south of the threshold of Alternative E1, and the Old Manokotak sewage lagoon is approximately 4,000 feet from Alternative E1. While this represents a slight improvement over existing conditions, both separation distances are still less than the 10,000 feet required by FAA standards.

The potential landfill relocation site is approximately 2 miles southeast of Alternative E1, so relocation of the landfill would mitigate one of the current substandard conditions. However, the sewage lagoon would remain an issue.

No-Build Alternative

Manokotak's existing landfill is situated approximately 3,800 feet south of the existing runway. The Old Manokotak sewage lagoon is located approximately 3,000 feet southeast of the existing runway. Both separation distances are substantially less than the 10,000 feet required under FAA standards. The facilities can attract birds, increasing the risk of bird/aircraft collisions.

The proposed landfill relocation site is approximately 2 miles southeast of the existing airport, so relocating the landfill would mitigate one of the current substandard conditions. However, the sewage lagoon would remain an issue.

5.2.4 Proximity of Community and Bulk Fuel Storage Facility

Build Alternatives

Alternative R3 (Preferred Alternative): The R3 site is located 12,000 feet from the Manokotak Heights subdivision, the nearest residential community. The bulk fuel facility is located in Old Manokotak, so this alternative mitigates the safety concern associated with the bulk fuel facility's proximity to the existing airport (see No-Build Alternative, below).

Alternative E1: Under Alternative E1, the south end of the runway would shift 975 feet north of the existing facility so that the RPZ no longer encompasses the residential properties at the south end of the runway (Toyukak Subdivision). The bulk fuel facility is located approximately 2,950 feet from the south end of the E1 runway, so the safety concerns regarding the bulk fuel facility are the same as for the No-Build Alternative (described below).

No-Build Alternative

Manokotak's 247,000-gallon capacity bulk fuel facility and a portion of Old Manokotak are directly in line with the approach for Alternative E1 and the No-Build Alternative. The bulk fuel storage facility and adjacent gas station are located approximately 1,970 feet from the end of the existing runway. This is a safety concern, since an aircraft accident on landing or takeoff could involve these structures. Most air transportation accidents are associated with takeoff or landing, as supported by the National Transportation Safety Board's 1996/97 statistics (ODA, 2003).

The August 2002 revised draft of the "Community of Manokotak Emergency Disaster Plan" (Appendix B) recognizes this concern. This report states, "Approach to landing north, airplanes have to fly low just west of the main village and right above the bulk fuel facility. There have been at least two airplane crashes in the past during approach or immediately after takeoff." The bulk fuel facility is approximately 100 feet from the Manokotak Power Company's generators and 90 feet from the nearest residence. Reports indicate that up to one-third of the Old Manokotak community would be damaged or destroyed if the tank farm exploded at full capacity (see Appendix A, Telephone Log, M. Andrew, 11/11/03).

This safety concern would remain uncorrected under the No-Build Alternative.

5.3 Social Impacts

Build Alternatives

The proposed project would not divide or disrupt established communities. The village is split into two distinct areas. The original village, Old Manokotak, has the majority of the population and is adjacent to the existing airport. Expansion at Old Manokotak is constrained by terrain and wetlands. A subdivision was built 4 miles away to accommodate the growing population.

The proposed project would not disrupt orderly, planned development. Manokotak does not have formal zoning or a land planning board. The community plans future expansion around Manokotak Heights. The community is waiting until the location of the airport is decided to finalize plans to relocate the landfill. The community is already planning to upgrade the power plant, and neither build alternative would affect these plans. The community is planning to build a new medical clinic at Old Manokotak in the near future.

The proposed project would not create an appreciable change in employment.

Extensive community involvement has occurred throughout the development process for this proposal (see Section 6.2). No minority communities or low-income communities would be disproportionately adversely impacted by this proposal. All persons were equally invited to participate in the proposed project.

Alternative R3 (Preferred Alternative): Social impacts associated with Alternative R3 would be primarily related to the change to ground transportation and making more land accessible for development and subsistence activities. There are no relocations associated with Alternative R3.

Increased ground distance to the airport (discussed above in 5.2.1) would be somewhat offset by a reduction in air travel distance to Dillingham. The construction of Alternative R3 would:

- Decrease by 1 mile the travel distance for Manokotak Heights residents
- Increase by 8 miles the travel distance for Old Manokotak residents and patients being evacuated from the medical clinic
- Decrease the air travel distance by about 10 miles

The increased distance from the medical clinic is a concern for some residents; however, R3 would provide a more reliable and safer facility, increasing the probability that a medevac flight could land when needed. Residents who work at the clinic have concerns about getting patients to the airport at the R3 site because the road to Manokotak Heights has reportedly been closed during periods of snow drifting. If the road to the airport needed to be cleared during an emergency, the City and airport graders could work together to expedite the process. This alternative would also be more reliable because the new runway would be faster to plow as compared to Alternative E1 or the No-Build Alternative (see M&O discussion in Section 3.1). The decrease in air travel distance saves some time and might reduce air travel costs.

Modes of ground transportation in Manokotak include automobiles, snow machines, and ATVs. As discussed in the Changes to Ground Transportation section, an airline agent arranges group transportation to and from the airport for passengers and cargo.

Alternative R3 would also open up access to more land for the Manokotak residents. Residents have shown interest in having more land for subsistence activities and building homes. In addition to the land that the construction of R3's access road would make accessible, a small portion of the land at the existing airport would potentially become available to build on, as discussed in Sections 4.12.1 and 5.2.2. The community would like to use the current airport land to expand if Alternative R3 is chosen and the land relinquished.

Alternative E1: Social impacts associated with Alternative E1 would be related to airport reliability/ safety, ground transportation, and the relocation of the armory facility (see discussion in Section 5.2.2). Alternative E1 does not require relocating any residential or business property, although the publicly owned National Guard Armory would require relocation.

Potential safety concerns previously mentioned that are associated with the use of Alternative E1 include:

- Presence of the bulk fuel facility in the approach path, which increases the risk of a dangerous explosion in the event of an aircraft crash
- Inability of medevac planes to land in inclement weather
- High incidence of crosswinds

Construction of Alternative E1 would move the airport apron approximately 2,000 feet farther from Old Manokotak, thus increasing all ground travel, including medevac transfers from the clinic, by this distance. Air distance would not be changed by a meaningful amount.

Relocating the publicly owned National Guard Armory building would be necessary under Alternative E1. There is not much available property for relocation, and whatever site the Armory was relocated to would not be available for other community development. If Alternative E1 were chosen, a relocation analysis would be required to determine the full extent of the impacts this would have on the community; however, it is anticipated that these impacts would not be substantial.

No-Build Alternative

The No-Build Alternative would not change the conditions under which the residents of Manokotak now abide. Safety concerns at the current location would remain. These concerns result from the conditions listed in the purpose and need (see Section 2) and are generally the same safety concerns related to Alternative E1 above.

5.3.1 Subsistence Activities

Overall, subsistence activities would not be substantially impacted by either of the build alternatives. Although subsistence activities are vital to the community, there is an abundance of resources similar to those impacted. Both alternatives would provide increased road access to these resources. The No-Build Alternative would cause no impact to resources and therefore none to subsistence activity.

5.4 Induced Socio-Economic Impacts

Build Alternatives

Either build alternative would improve the reliability of services to the community, but neither is expected to cause a substantial shift in patterns of population movement and growth.

Some community members have concerns about traveling to the airport at Alternative R3 during winter months. ADOT&PF would maintain the access road from the airport to the Manokotak Heights subdivision cutoff.

Improved access to the community may have the potential to bring in tourists, fishermen, and hunters for possible revenue. One resident said that he felt larger planes [than those currently using the airport] could help the community to ship out more fish. These impacts could be perceived as either positive or negative, but in either case, they are not expected to be substantial.

No-Build Alternative

The poor condition of the airport has induced a negative impact on the community, as attested by a number of letters and comments (see Appendix A, Public Involvement). Selecting the No-Build Alternative would have a substantial negative impact on the community.

5.5 Biotic Communities

Build Alternatives

There would be a permanent loss of plant communities and wildlife habitat as a result of both alternatives; however, the amount of plant community lost or wildlife displaced is small relative to the quantity and quality of similar habitats remaining in the local area and region. The habitat lost does not support any rare species. Temporary impacts to biotic communities associated with both build alternatives would be mitigated by implementation of BMPs during construction. Clearing vegetation or alteration of nesting habitat would be avoided during the nesting season (April 15-July 31) to minimize impacts to migratory birds (Appendix A, Agency Coordination, Mann, 10/27/03).

Alternative R3 (Preferred Alternative): Cutting and filling of, and gravel extraction from, undeveloped land associated with Alternative R3 would result in a minor yet permanent alteration of existing habitat. Approximately 65 acres would be affected by cut-and-fill activity to construct the access road, airstrip, and apron. Gravel extraction activities are estimated to affect approximately 43.2 acres of previously undeveloped land. The proposed action would also require approximately 130 acres of tree clearing to support the construction and remove airspace penetrations. Where tree

clearing would be required with no other construction activity, the vegetation mat would be protected, promoting the regrowth of shrubs. The portion of habitat lost does not substantially lower the carrying capacity of the overall area, and the habitat to be cleared, cut, or filled does not support rare, threatened, or endangered species.

Neither Essential Fish Habitat (EFH) nor any resident aquatic species would be affected by project-related activities. Gravel for construction would likely come from the existing material sources along the Weary River Access Road and/or the Ridge area east of the proposed access road to Alternative R3. Because inland sources are available, it is unlikely the Contractor would extract gravel from river bars; if he chooses to do so, he will be responsible for obtaining all necessary permits and clearances. Construction equipment would be transported to Manokotak by barge. No placement of fill below ordinary high water would be necessary for equipment offloading.

If Alternative R3 is constructed, the end of the runway would be located approximately 2,000 feet east of Togiak NWR land. The refuge has not identified any actions associated with the proposed airport alternatives that may conflict with refuge objectives or activities (Liedberg, 2004).

Alternative E1: Because a portion of Alternative E1 would be constructed on the existing airport, Alternative E1 would require a smaller area of cut-and-fill activity, gravel extraction, and tree clearing in undeveloped land. The construction of the features would affect approximately 40 acres by cut-and-fill. Gravel extraction is expected to affect approximately 20 acres of undeveloped land. Clearing of trees to support the construction and remove airspace penetrations would affect approximately 30 acres, although the vegetative mat would be protected to promote shrub regrowth.

Alternative E1 would place the airstrip a little farther from the existing landfill and sewage lagoon than the existing airport, but still not far enough to comply with FAA standards, so some potential for aircraft/wildlife interaction would remain. However, relocating the landfill may reduce this elevated potential somewhat. The USDA has advised that because Alternative E1 is not the Preferred Alternative, no aircraft/wildlife hazard study is needed at this time.

No-Build Alternative

The No-Build Alternative would not change the current level of impact sustained by biotic communities.

5.6 Wetlands

Build Alternatives

The proposed airstrip, apron, and access roads for both build alternatives were placed to avoid wetlands (shown on Figure 3) or to minimize impacts to wetlands where practicable. For example, the site of the Alternative R3 runway was chosen to avoid placement of fill into wetlands. To the extent practicable, tree clearing required in wetland areas would be restricted to hand clearing or hydroax while the ground is frozen.

Wetland impacts during material extraction would be avoided by remaining within the existing boundaries of the Loop Road material site and implementing a 100-foot buffer between Wetlands 3 and 4 and the Weary River Access Road material site. The wetland delineation did not include a complete review of the Loop Road material site, but based on initial review of aerial photography, it is likely that wetlands exist beyond the boundary on the northeast side. Expansion to the west and south would avoid these potential wetlands. Since E1 is not the preferred alternative, there is no need to consider expansion of the material site, so a complete delineation and permitting of the Loop Road site is not needed at this time. However, if E1 should be chosen for construction, a delineation would be completed and the appropriate permits obtained at that time.

To further minimize wetland impacts, BMPs would be required to mitigate temporary indirect impacts to wetlands during construction. These BMPs would include the erection of silt fences where necessary, keeping staging from wetland areas, and restricting fueling from within 100 feet of wetlands or waters of the U.S. Wetlands would be delineated and staked before any use of material sites (Appendix A, Agency Coordination, Mann, 10/27/03). The contractor would be responsible for acquiring all permits and performing all mitigation for any site other than those discussed in Section 4.2.2. Permits and clearances for any such off-site support areas (material sites, disposal sites, stockpiling areas, equipment storage, etc.) would be provided to ADOT&PF prior to any use of those sites. Based on the Memorandum of Agreement among the FAA, USACE, ADOT&PF, USFWS, and Alaska Department of Fish and Game (ADF&G) regarding impacts to wetlands and other aquatic resources at airport improvement projects in Alaska, unavoidable wetland losses associated with this project would result in a fee-in-lieu donation of $500 per acre to the Non-Governmental Organization set up under the agreement.

Alternative R3 (Preferred Alternative): Alternative R3 would relocate the entire airport facility to uplands.

Gravel extraction activity at material sites is not likely to affect wetlands. Two small wetlands on the east side of the existing Weary River Access Road material source are PSS/EM wetlands. Both would be protected by 100-foot buffers.

Tree clearing operations would occur in 21 acres of wetlands. The clearing would be limited to hydro-ax when the ground is frozen or hand clearing and thus is non-jurisdictional. The tree clearing is required to remove penetrations from the airspace to provide for safe operations. Although the activity would be non-jurisdictional, Wetland 10 was rated as high value wildlife habitat for water birds (primarily waterfowl and shore birds) because it provides habitat for nesting, rearing, and migration. It is also part of a large wetland complex that extends into the Togiak National Wildlife Refuge, a factor that contributes to the value assessment (MACTEC, 2004).

The most important function of the wetlands being directly and indirectly impacted by Alternative R3 is undisturbed habitat for mammals and birds. The average wildlife habitat value of the wetlands impacted by the construction activities is moderate.

Alternative E1: Alternative E1 would be constructed almost entirely in wetlands (Figure 3). Total acres of PSS/EM wetlands directly affected by cut-and-fill activity would be approximately 30.9 acres. Approximately 4 more acres of non-jurisdictional tree clearing in wetlands would occur to remove

airspace penetrations. Gravel would be excavated from a site on a hill (the Hillside site; see Figure 5) just east of the existing runway apron and from the existing Loop Road material site. The potential Hillside site is in uplands, and its use would not affect wetlands.

Wetland 1, affected by the construction of Alternative E1, is considered high value wildlife habitat. Because of the wetland's proximity to the Igushik River, it may provide direct habitat for fish (MACTEC, 2004). Wetland 1 rated higher in value for all wetland functions than the wetlands affected by Alternative R3. Wetland 1 was rated as high value habitat because it acts as a filter for water flowing into the adjacent Igushik River, which is an anadromous fish stream. It also provides habitat for birds and floodwater storage.

Because Alternative E1 would cross wetlands perpendicular to the natural water flow toward the Igushik River, this alternative could affect the surface hydrology in the area, causing ponding on the east side of the airstrip with a corresponding drying on the west side of the airstrip. If this alternative were selected, a system to assure hydrology conductivity would be designed to mitigate this concern.

No-Build Alternative

Jurisdictional wetlands would not be affected under the No-Build Alternative. Because much of the existing runway is surrounded by wetlands, some incidental erosion and gravel spill from the runway into adjacent wetlands would continue to occur.

5.7 Solid Waste

Build Alternatives

The proposed airport upgrade would not have any direct relationship to collection, control, or disposal of solid waste. It would have little or no impact on the community's overall solid waste generation rate.

A slight increase in solid waste generation would occur during construction. The contractor would remove the solid waste generated by the construction from the project area and dispose of it at the community landfill. The existing landfill is not permitted and is above capacity, but a new landfill has been planned. If the new landfill is not open by the time airport construction begins, the contractor would be responsible for removing construction waste from the community and disposing of it in accordance with ADEC Solid Waste Program requirements. This aspect of the proposed project would not cause undue hardship to operators of the new landfill nor substantially reduce its capacity.

As discussed in Sections 4.12.5 and 5.2.3, the landfill is closer to the existing airport than FAA AC 150/5200-33 allows. The City of Manokotak is planning to relocate the landfill away from the airport.

No-Build Alternative

No impacts to the community's solid waste generation rate would occur under the No-Build Alternative. The separation distance between the airport and the landfill would remain substandard.

5.8 Hazardous Materials

Based on the hazardous materials assessment discussed in Section 4.6, the following describes the potential environmental impacts.

Build Alternatives

As part of the construction contract, the contractor would be required to develop a Storm Water Pollution Prevention Plan (SWPPP) and a Hazardous Materials Control Plan (HMCP) to address containment, cleanup, and disposal of all construction-related discharges of petroleum fuels, oils, and/or other hazardous substances. The construction contract would require the contractor to use only uncontaminated material. Should contamination be encountered during project construction, ADOT&PF would require the contractor to develop and implement a cleanup and disposal plan approved by the Alaska Department of Environmental Conservation (ADEC).

Alternative R3 (Preferred Alternative): Alternative R3 is situated on and adjoins undeveloped land in its natural state. No environmental conditions were recognized at Alternative R3 during the field reconnaissance, and sites identified in the Phase I report are not likely to affect the project area as a result of the type, extent, and/or location of contamination (MACTEC, 2004).

The areas of oil-stained gravel on the SREB floor were deemed not likely to present a material risk of harm to public health or the environment (MACTEC, 2004). Under Alternative R3, the SREB at the existing airport would no longer be needed and would be disposed of. Disposal of the SREB would likely include removal of the structure and utilities. Contaminated soils at the SREB could be left in place because they are *de minimis* and do not have the potential to impact human health or the environment. However, depending on when in the future the SREB disposal occurs, there might be a need for additional assessment work to determine the conditions at that time.

Alternative E1: The property at Alternative E1 is currently used as an airport. The SREB is the only structure that is part of the existing airport. The existing SREB would remain under Alternative E1 and would not pose a material risk to public health or the environment. With the exception of a few ATV trails, land adjoining the existing airport to the north, east, and west is undeveloped and in its natural state. Extending the existing runway and access road and relocating the apron would affect undeveloped land only.

No-Build Alternative

Hazardous materials would not be encountered under the No-Build Alternative. The existing SREB would remain but would not pose a material risk to public health or the environment.

5.9 Construction Impacts

Build Alternatives

The construction impacts are relatively short-term, lasting at the most two construction seasons. Though brief, they can still be annoying and sometimes detrimental. The following discusses potential construction impacts.

Noise
The greatest nuisance impact from construction is generally from the noise of heavy equipment operating throughout the day. Construction equipment would have sound control devices no less effective than those provided on the original equipment. No equipment would have an unmuffled exhaust. Alternative E1 has a greater potential for noise impacts than Alternative R3 because E1 is closer to the community.

Air Quality
Air quality emissions from equipment would be minimal due to the small amount of equipment required. The contractor may need to mitigate fugitive dust by watering exposed soils and gravel roads during dry and/or windy conditions. Alternative E1 has a greater potential for air quality impacts than Alternative R3 because E1 is closer to the community. The Air Quality Certification required by the 1982 Airport Act is included in Appendix E.

Material Sites
For both alternatives, it is expected that the contractor would haul material on existing roads and the proposed airport access road, although some improvements may be needed. Hauling operations through town or on roads used by the public would require appropriate traffic safety measures as outlined in ADOT&PF standard construction specifications.

The contractor would be required to develop a mining and reclamation plan for the expansion of any material source per the ADOT&PF standard construction specifications (see "DOT&PF General Development Guidelines for Material Sites" in Appendix E, Wetlands Permit).

If the contractor chooses to use a material site other than the ones being made available, he shall be required to acquire all necessary permits and clearances.

The Weary River Access Road site expansion was sized to provide the necessary material without excavating below the water table. However, extraction below the water table may occur because of the contractor's mode of operation or the quality of material available. If the contractor chooses to dewater during material extraction, he would need to acquire a General Wastewater Disposal Permit from ADEC for "excavation dewatering" during construction. The permit application requires detailed knowledge of specific operations: method of dewatering, daily flow rates, rate of pumping, etc. This information is dependent upon a contractor's equipment, so the contractor would be the permittee.

Water Quality
The project would require a National Pollution Discharge Elimination System (NPDES) permit, which would include a SWPPP and an HMCP (see "Hazardous Materials" below).

The Erosion and Sediment Control Plan (ESCP) would be prepared during final design. The plan incorporates BMPs to contain potential erosion and sediment from escaping the construction site. Most construction related impacts would be controlled and minimized in accordance with BMPs using standard procedures for erosion and sediment control, grading, fertilizing, and seeding temporarily disturbed areas.

The contractor is required to use the ESCP to prepare a SWPPP prior to construction. The contractor then submits the SWPPP to ADOT&PF for review to ensure that all practicable measures are taken to prevent erosion and sediment transport. The contractor would also be required to submit a "Notice of Intent" in compliance with the NPDES.

The water quality certification required by the 1982 Airport Act is provided in Appendix E.

Impacts specific to each build alternative are as follows:

- ***Alternative R3 (Preferred Alternative):*** Prior to establishment of vegetation on exposed slopes, minor, temporary construction related degradation of surface-water quality may result from surface runoff of sediment during periods of high overland water flow. Extraction of gravel from the existing pits on the Weary River Access Road and the Loop Road and the potential material source on the ridge south of the Weary River Access Road may extend below the groundwater table. The closest known drinking water wells to the Weary River Access Road material site and the Ridge site to the south are approximately 3,000 feet southwest of the sites. The existing Loop Road site is situated approximately 7,500 feet southeast of Old Manokotak. The wells are unlikely to be affected by excavation activities.
- ***Alternative E1:*** As with Alternative R3, prior to establishment of vegetation on exposed slopes, minor, temporary construction related degradation of surface-water quality may result from surface runoff of sediment during periods of high overland water flow. Gravel fill would be extracted from the Hillside site on the east side of the existing airport and from the existing Loop Road material site. As with the existing airport, Alternative E1 and the Hillside site would be adjacent to the city of Manokotak and therefore close to drinking water wells. However, the wells are unlikely to be affected by excavation activities because of the substantial vertical separation and because excavation within the Hillside site would be confined (to the extent possible) to the soil horizons above the water table. Because Alternative E1 would expose 3 times less surface area, the environmental consequences and mitigation with respect to construction related water quality for Alternative E1, although similar in nature, are on a smaller scale than for Alternative R3.

Archaeological

Should construction unearth unknown cultural resources, the contractor must cease construction activities in the immediate area and notify ADOT&PF's Project Engineer and Environmental Section as well as the State Historic Preservation Officer (SHPO). Work would not resume until appropriate measures to avoid or minimize the resources have been implemented. Appropriate measures would be developed and documented through Section 106 consultation with SHPO and the FAA.

Hazardous Materials

Hazardous materials required for operating equipment would be contained on-site, per state and federal regulations. No hazardous materials would be stored within 100 feet of a wetland or water source. Clean-up materials for accidental spills would be located on-site. A project-specific HMCP would be prepared in conjunction with the NPDES permit. The contractor would be responsible for the proper disposal of any hazardous waste generated by construction activities.

Clean-Up
The contractor would collect and make provisions for the disposal of all trash before leaving the site at the end of the construction project. The site would be walked and all evidence of construction activities removed, including station signing, flagging, surveying tape, and non-biodegradable erosion and pollution control materials.

Economic
Some beneficial but minor economic impacts can be expected due to construction of the project. This is due to the influx of money coming into the community and local services provided to workers. Additionally, construction jobs might be available for qualified local workers, though for some, the timing of construction activities in the summer conflicts with other cash economy jobs and subsistence activities.

No-Build Alternative

The No-Build Alternative would have no construction impacts.

5.10 Non-Issue Impact Categories

5.10.1 Air Quality

Manokotak is not within a non-attainment area. There is little or no potential to impair the ambient air quality. Forecasted air operations would not exceed the threshold (180,000 annual operations) that requires an Air Quality Analysis. An Air and Water Quality Certification as required by the 1982 Airport Act is provided in Appendix E.

5.10.2 Water Quality

Neither build alternative is expected to impact water quality as a result of the use of the airport facilities. An Air and Water Quality Certification as required by the 1982 Airport Act is provided in Appendix E. The current level of water quality would not change under the No-Build Alternative. Construction-related water quality impacts are discussed in Section 5.9.

5.10.3 U.S. Department of Transportation Act of 1966, Section 4(f)

The proposed project would not affect any publicly owned park, recreation area, wildlife refuge, or significant historic site. The Togiak National Wildlife Refuge near Manokotak is located approximately 160 feet from Alternative R3's proposed property boundary and approximately 2 miles from the property boundary of Alternative E1 and would not be affected by the proposed project. There are no legislatively designated special areas (state game refuges, sanctuaries, or critical habitat areas) in the project vicinity. The 17(b) trail is not considered a 4(f) property (see Section 4.12.4).

5.10.4 Historic, Architectural, Archaeological, and Cultural Resources

A review of the Alaska Historic Resources Survey revealed no historic properties. However, based on preliminary research and information gathered from the BIA, the SHPO determined "…it does

appear that there are some high potential areas within the project area (especially any high ground) that warrant an archaeological survey." (See Appendix A, Agency Coordination, Ludwig, 9/10/03.)

Northern Land Use Research, Inc. (NLUR) conducted a reconnaissance survey in the fall of 2003, and coordination was conducted with the Manokotak Village Council and the City as well as other Native representatives including BBNC, BBNA, and BIA. No sites were identified. Concurrence from SHPO was obtained on March 5, 2004 (Appendix E).

Following agency scoping, detailed topography became available, and the placement of Alternative R3's apron and access road was changed to avoid wetlands. A letter from NLUR (Appendix E, Cultural Resources Coordination, 11/18/04) confirmed that the new locations are likely clear of any sites. SHPO will be notified of this change as part of the EA review process.

The overhead power lines are expected to run within the access road corridor. This area was within the archaeological survey that received SHPO concurrence.

Construction specifications would include provisions for discovery of unknown archaeological, historical, cultural or paleontological remains. The contractor would be required to cease operations in that area and notify ADOT&PF and SHPO.

5.10.5 Endangered and Threatened Species

According to the USFWS and the National Marine Fisheries Service (NMFS), no threatened or endangered species are located in the project area (USFWS, 2004, and Appendix A, Agency Coordination, NMFS, 9/24/03). Thus, there would be no direct, secondary, or cumulative impacts to threatened and endangered species or their habitat from the build or No-Build alternatives.

5.10.6 Floodplains

According to the Federal Emergency Management Agency (FEMA), no Flood Insurance Rate Map (FIRM) exists for Manokotak. According to the USACE, there is "no known flooding" in Manokotak (Appendix A, Telephone Log, 3/25/04).

5.10.7 Coastal Zone Management Program / Coastal Barriers

The project is in the Bristol Bay Coastal Resource Service Area (Bristol Bay CRSA) coastal management district. The district coordinator participated in the agency field trip. He indicated no concerns because the project is inland. However, a Coastal Project Questionnaire (CPQ) was completed and submitted to confirm the project's consistency with the Alaska Coastal Management Program (ACMP). (See Appendix E.)

5.10.8 Wild and Scenic Rivers

The proposed action would not affect rivers listed as wild and scenic.

5.10.9 Farmlands

There are no prime or unique farmlands in Alaska (Appendix A, Agency Coordination, USDA NRCS, 2/10/04).

5.10.10 Energy and Natural Resources

The proposed action would have no measurable effects on local supplies of electricity, fuel, or gravel during either construction or operation. The airport lighting and SREB would require electricity; the City of Manokotak is already planning to upgrade the community's electric generation capacity and has been notified as to the projected demand from the airport (Appendix A, Public Correspondence, 11/18/03). The City would be required to extend overhead electric power lines to the R3 site.

Construction of either build alternative would require fuel use. There may also be an increase in fuel use for ground transport to and from the airport. These increases are expected to be minor.

The only natural resource required for the proposed project is gravel. The amount required for the proposed action would not measurably deplete national, state, or local resources. Furthermore, if the airport is no longer required or is abandoned, the gravel can be re-used.

The No-Build Alternative does not require additional electricity, fuel, or gravel.

5.10.11 Light Emissions

For either build alternative, the light emissions are not expected to create annoyance among people near the airport. The runway lighting systems provided with the project are radio-activated and only illuminated for 15 minutes when aircraft are landing or taking off. The airport would be located far enough away from both parts of the community that the rotating beacon light would not shine into any residential windows. The No-Build Alternative would not change light emissions associated with the airport.

5.10.12 Fish, Wildlife, and Essential Fish Habitat

The Igushik and Weary Rivers are anadromous fish water bodies, and a Title 41 Fish Habitat Permit would be needed if any of the following were conducted below the ordinary high water level of either:

- Placing fill or removing material
- Operating equipment
- Fording
- Stabilizing banks
- Constructing ice bridges
- Crossing winter streams
- Constructing barge off-loading ramps or bulkheads

It is not expected that any such activities would be required for the contractor's mobilization or for construction of the project. The barge landing is adequate, and construction material is expected to come from the inland sources previously discussed. If, however, the contractor chooses to use an in-stream material site, he shall be required to acquire all necessary permits and clearances.

Impacts to wildlife due to the loss of habitat are considered minimal. See Section 5.5, Biotic Communities, and the wetlands values discussion in Section 5.6, Wetlands, for information on wildlife habitat impacts.

5.10.13 Environmental Justice

The project does not bear a disproportionate amount of adverse environmental effects to minority, elderly, and/or low-income populations. In fact, either build alternative would have positive impacts on the residents, the majority of whom are minority and/or low income.

6.0 COORDINATION

6.1 Agency Coordination

Early coordination with the State and Federal agencies included letters, an agency scoping meeting, and an agency field trip. Agency coordination is summarized below. See Appendix A for copies of agency correspondence, meeting minutes, and an agency coordination log.

6.1.1 Initial Agency Scoping Letter

On August 21, 2003, an agency coordination letter was distributed to:

- Introduce the project to the agencies
- Present the preliminary design alternatives
- Summarize the project background
- Allow the agency representatives to discuss their initial questions, comments, and/or concerns with project team members
- Provide a summary of potential impacts identified from preliminary research
- Give notice of an informational meeting held on September 3, 2003
- Invite agencies to participate in a field trip on September 4, 2003*

*On August 28, 2003, the agencies were faxed a notice of change to the field trip date. Due to a conflict in scheduling, it was necessary to postpone the field trip to September 11, 2003.

6.1.2 Informational Meetings and Field Trip

The informational meeting took place in Anchorage on September 3, 2003, with four agencies represented. The meeting presented the preliminary design alternatives and allowed the agencies to discuss their initial questions, comments, and/or concerns with project team members.

An agency scoping field trip was conducted concurrent with the second public meeting on September 11, 2003. The trip was a chance for the agencies to look at extension of the existing airport and the possible relocation sites as well as discuss any issues they perceived in relation to the project alternatives. An additional teleconference was held on October 14, 2003, to discuss wetlands issues. See Appendix A for documentation of all agency coordination.

6.1.3 Follow-Up Agency Scoping Letter

A letter was sent to agencies on February 20, 2004, to update them on the project's progress. It introduced the Engineering Preferred Alternative (R3), discussed the changes to the two build alternatives being carried forward (R3 and E1), and explained the rationale for eliminating alternatives no longer being considered (E2, R1, R1A, and R2).

6.2 Public Involvement

The public outreach involved three meetings and three newsletters, as well as telephone and email communications. Public meetings were advertised in project newsletters and display advertising in the *Anchorage Daily News* and the *Bristol Bay Times*. Copies of the newsletters, mailing list, advertisements, and telephone logs are available in Appendix A.

6.2.1 Newsletters

Newsletter #1 – February 2002

The first newsletter introduced the project to the community. It described the project's scope, purpose, and need; identified the project team and explained how to contact them; requested initial input from the community; and announced a public meeting to be held at Old Manokotak School on March 13, 2002.

Newsletter #2 – September 2003

The second newsletter (erroneously published as #3) described the condition of the existing airport in more detail and introduced the preliminary alternatives both for expansion at the current site and for relocation. An 11"x17" graphic showed the airport alternatives under consideration, along with other key features such as access roads and borrow sites. The newsletter also announced the second public meeting, scheduled for September 11, 2003, and requested comments.

Newsletter #3 – January 2004

This newsletter identified the engineering preferred alternative (R3); explained that this alternative and Alternative E1 would both be carried forward into the Environmental Assessment; announced a public meeting to be held on January 29, 2004; and solicited public comment on the alternatives. An 11"x17" graphic showed the updated alternatives along with their access roads, potential material sites, etc.

6.2.2 Public Meetings

Public Meeting #1 – March 13, 2002

The first meeting, attended by 52 Manokotak residents, was held at the Old Manokotak School on March 13, 2002. Attendees were provided with an agenda and a community questionnaire to be filled out and returned at the meeting or mailed to PDC, Inc. Consulting Engineers (PDC) afterwards. To encourage attendance, a drawing for door prizes was held at the close of the meeting. An interpreter was available throughout the project team's presentation and for the question and answer session that followed. 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 configurations—3,300-foot runway with a Non-Precision Approach, edge and end lights to allow landings in the dark, and a GPS approach for use in poor weather. Potential orientation and location of facilities on the existing site and at alternative sites were discussed.

Comments were solicited from attendees, both verbally and by questionnaire, regarding future aviation needs of the community. Manokotak residents supported airport improvements at Manokotak. Their concerns at the meeting centered around the:

- Need to coordinate this airport project with the landfill project
- Maintenance of the airport and access roads – who does it and who pays for it
- Distance of a relocated airport from the community and facilities such as the clinic
- Timing of improvements
- Growing population and long term needs

The questionnaire inquired about access, current airport use, future use if airport were expanded, how residents receive their supplies, and their concerns. Questionnaire respondents favored airport improvements at Manokotak but were not overwhelmingly in favor of either relocating the airport or upgrading the existing. Eighteen of the respondents supported airport relocation; 11 did not support airport relocation.

Public Meeting #2 – September 11, 2003

The second community meeting was held at the new Manokotak School near Manokotak Heights Subdivision. Fifty-five Manokotak residents, six project team members, and eight representatives of Federal, State, and local agencies attended the meeting. An aerial photograph overlain with a 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 presented. Handouts included an abbreviated agenda, comment sheets, door prize tickets, and door prizes. Door prizes and food were provided as incentives to boost public attendance. A local resident provided language interpretation.

The main purpose of this meeting was to present the preliminary alternatives, explain the pros and cons of each, and allow the community to respond with comments. The discussion focused on three alternatives: Alternative E1, extension of the existing runway; Alternative R1A, relocation to a site just south of the Weary River Access Road; and Alternative R3, relocation farther south of the Weary River Access Road. (Alternatives R1A and R3 were also called the “5-mile” and “8-mile” sites, respectively, based on their distance from the existing airport.) The discussion reiterated many of the concerns brought up at the first meeting, as well as:

Photo 2 - Public Meeting #2

- Condition of the existing airport and marginal weather conditions often encountered there
- Cost of maintenance
- Distance to the relocation sites
- Concerns that R1A (5-mile) was near the proposed landfill
- Observations that R3 (8-mile) would open up additional land for the community to grow
- Concerns about the distance to the airport in a medevac emergency situation
- Road maintenance costs
- Costs to be borne by the community

Although the discussion was lively, the meeting did not reveal any community consensus in favor of a single alternative. Most comments made at the meeting generally favored relocation, but some residents later suggested that this may have been influenced by the meeting venue's location near Manokotak Heights. Of the written comments received after the meeting, seven were in favor of Alternative R3, and three supported Alternative E1 (Appendix A, Public Involvement).

Public Meeting #3 – January 29, 2004

The third community meeting was held at the Tribal Children's Services Building in Old Manokotak. Twenty-seven Manokotak residents attended, along with representatives from ADOT&PF, PDC, Village Safe Water (VSW), and VSW's consultant for the landfill relocation. To boost meeting attendance, CB radio announcements were made and a free shuttle arranged to transport Manokotak Heights residents to the meeting. The purpose of this meeting was to discuss the airport alternatives being carried forward into the EA, including the Engineering Preferred Alternative, and seek community input. A local resident provided interpretation during the meeting. A presentation of the airport project alternatives, environmental process, and project schedule was given, followed by a presentation of the sanitation alternatives (landfill and lagoon) by VSW and their consultant.

Photo 3 - Public Meeting #3

Presentation materials used in the meeting included:

- Aerial photograph of Manokotak overlain with the two build alternatives
- Poster comparing the build alternatives with respect to the criteria used to assess the engineering preferred alternative
- Project process flow chart display
- List of the topics to be discussed in the EA (poster and handout)
- Project schedule
- Handouts of the meeting agenda
- Comment sheets with addressed envelopes
- Copies of Newsletter #3 were also made available

Meeting discussion centered on the history of the airport; the need for maintenance equipment; timing of constructing a new airport or upgrading the existing airport; medevac concerns; and snow removal requirements on the airport and access road.

The project team encouraged the community leaders to determine which alternative the majority of the residents feel would work best for them and provide this information to ADOT&PF. The City, Village Corporation, and Village Council were provided sample resolutions for consideration. The community leaders were provided with copies of the public comments received to date and later

faxed the comments received at this meeting. Presentation boards were also left to aid them in further community discussions of the alternatives. In addition, a summary of research results for road maintenance funding was left with the City. Because of the concern about road maintenance for Alternative R3, research was conducted to find state or federal grants or other funding programs for maintenance of village "roads to schools." See attachment to meeting notes for summary of research (Appendix A, Public Involvement).

6.2.3 Other Community Activity

Village Safe Water Meeting

A meeting was conducted by the ADEC VSW program regarding options for the proposed new community landfill on June 4, 2003. ADOT&PF made a presentation to the community regarding the status of the airport project and discussing the separation distance requirements between airports and landfills.

Village Safe Water Survey

In July 2003, VSW conducted a survey for the sewage lagoon relocation project. They included questions about the airport because distance from the airport is an important consideration when choosing a sewage lagoon location. The survey found that 26% of respondents would like the airstrip to remain in the same location, while 45% would like to see it relocated to the Manokotak Heights area (Appendix A, Questionnaires and Comments).

Village Council Meeting

On August 21, 2003, ADOT&PF and FAA met with four members of the Village Council to discuss the project alternatives.

Manokotak High School Student Questions

The high school students at Manokotak High School sent six questions to ADOT&PF to learn more about the airport project. On December 12, 2003, the Department responded to the questions. The response is included in Appendix A, Public Involvement.

Community Vote

The City of Manokotak conducted a door-to-door vote in February 2004 to determine which alternative the community supported. The community as a whole showed strong support for airport upgrades, but the votes were evenly distributed between the two build alternatives. (See emails in Appendix A, Public Involvement.)

Letter of Support for No-Build Alternative

A letter in support of the No-Build Alternative was received by fax on February 5, 2004, from the Manokotarmiut Elders Traditional Council. Although the Council is not the federally recognized tribal government for Manokotak village, the letter is acknowledged as input on the project from some of the community members. The fax is included in Appendix A, Public Involvement.

Petition in Support of Alternative R3

In February 2004, 47 Manokotak residents signed a petition in favor of Alternative R3. The petition cited the community members' safety concerns with the existing facility and Alternative E1 (Appendix A, Public Involvement).

Resolutions Supporting the Preferred Alternative

All three entities in Manokotak have passed resolutions in support of Alternative R3:

- City of Manokotak – April 2004
- Manokotak Village Council – November 2004
- Manokotak Natives Ltd. – November 2004

7.0 LIST OF PREPARERS

The following individuals have been primarily responsible for the development or review of the project and documents.

Table 5 – Project Coordinators

Name	Affiliation/Role	Phone No.	Relevant Experience
Don Baxter, P.E.	ADOT&PF Project Manager	(907) 269-0610	30 years engineering experience; 25 years in planning, design, and construction
Dan Golden	ADOT&PF Environmental Analyst	(907) 269-0537	15 years environmental analyst, 2 years land management, 1 year geologist
Royce Conlon, P.E.	PDC Inc. Engineers Project Manager	(907) 452-1414	17 years airport planning and design experience; 13 years project management experience
Ron Gebhart, P.E.	PDC Inc. Engineers Principal-in-Charge	(907) 452-1414	34 years civil engineering experience; 20 years as principal
Steve Becker, CEP	PDC Inc. Engineers Environmental Coordinator	(907) 452-1414	10 years environmental planning experience; 6 years as environmental project manager
Ken Risse, P.E.	PDC Inc. Engineers Project Engineer	(907) 452-1414	12 years civil engineering and design experience
Shawna Laderach, EIT	PDC Inc. Engineers Environmental Analyst	(907) 452-1414	2.5 years experience as an environmental analyst
Kathryn Knorr, EIT	PDC Inc. Engineers Design Engineer	(907) 452-1414	2.5 years airport design experience and 1 year airport construction experience
Heather Dorsett	PDC Inc. Engineers Technical Editor	(907) 452-1414	4 years experience as a technical editor
Donna Robertson	MACTEC, Inc. Environmental Consultant	(907) 563-8102	13 years wildlife biology and natural resources management
Anne Brooks, P.E.	Brooks and Associates Public Involvement	(907) 272-1877	30 years experience with planning, engineering, and construction projects in Alaska
Sharon McClintock	McClintock Land Associates, Inc. Land Use Study	(907) 694-4499	30 years experience on rural Alaska, land title, site control, and transportation planning
James Dryden	Dryden Instrumentation Wind Data Collection	(907) 344-4995	35 years experience with computers, instrumentation, and data collection

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APPENDIX A

AGENCY AND PUBLIC COORDINATION

- Agency Coordination
- Public Involvement
- Questionnaires and Comments
- Telephone Log

Agency Coordination ◆

Manokotak Airport Relocation
Agency Coordination Log

Correspondence to Agencies	Subject	Date	Pages
U.S. Dept. of the Interior, Bureau of Land Management / Henri S. Bisson	Reply to scoping response	04/07/04	4-5
U.S. Dept. of the Interior, Bureau of Indian Affairs / Kristin K'eit	Reply to scoping response	04/07/04	6-7
U.S. Army Corps of Engineers / Mary Leykom	Wetlands	02/24/04	12
Agency Scoping Letter and Mail List	Environmental effects of Engineering Preferred Alternative	02/20/04	13-27
U.S. Dept. of Agriculture, Wildlife Services / Corey Rossi *(includes log of 10/16/03 phone conversation with Andy Aderman)*	Wildlife hazard observations	01/16/04	29-33
Notice and Contact List	Change in schedule	08/28/03	49-50
Agency Scoping Letter and Mail List	Environmental effects	08/21/03	52-66

Agency / Person Replying	Subject	Date	Pages
Village Safe Water / Marie Steele	Landfill alternative selection	10/21/04	1-3
Bristol Bay Native Association, Land Management Services / Alan Backford	Scoping response	03/29/04	8
Bristol Bay Native Association, Land Management Services / Sabrina R. Savo	Native allotment owners' addresses	03/25/04	8
Alaska Dept. of Natural Resources, Alaska Coastal Management Program / Cynthia Zuelow-Osborne	Scoping response	03/24/04	9
U.S. Dept. of the Interior, Bureau of Indian Affairs / Rose M. Brady	Scoping response	03/16/04	9
U.S. Dept. of the Interior, Bureau of Land Management / Henri S. Bisson	Land use	03/10/04	10
U.S. Fish and Wildlife Services / Paul Liedberg	Scoping response	03/01/04	10
U.S. Dept. of the Interior, Bureau of Indian Affairs / Kristin K'eit	Land Use	02/29/04	11
U.S. Dept. of Agriculture, Natural Resources Conservation Service / Joe Moore	Farmland	02/10/04	28
U.S. Fish and Wildlife Services / Frances Mann	Scoping response	10/27/03	33-34
U.S. Army Corps of Engineers / Mary Leykom	Scoping response	10/09/03	37
National Marine Fisheries Service / James Balsiger	Scoping response	09/24/03	38
State Historic Preservation Office / Stefanie Ludwig	Need for archeological survey	09/16/03	39-40
U.S. Dept. of the Interior, Bureau of Indian Affairs / Rose M. Brady	Scoping response	08/26/03	51

Meeting	Subject	Date	Pages
Agency Coordination	Wetlands	10/14/03	35-36
Agency Field Trip	Project impacts	09/11/03	41
Agency Scoping	Alternatives	09/03/03	42-48

MEMORANDUM

STATE OF ALASKA

DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Facility Construction and Operation
Village Safe Water
555 Cordova Street
Anchorage, AK 99501

RECEIVED
OCT 2 7 2004
Central Region Design Section

TO: Don Baxter, P.E., DOT Aviation Design
DATE: 21 October 2004
FROM: Marie Steele MCS
SUBJECT: Manokotak Landfill Alternative Selection

Please be advised the Village of Manokotak choose Landfill Alternative 4 as the location for a future landfill. Attached is Figure 9-9 from the 2004 study, showing the landfill alternatives. Site four is approximately one quarter mile southeast of the old gravel pit just east of Manokotak. This site is 2 miles from the existing airport and about two and a half miles from Manokotak Heights.

Also attached is Figure 1-2, showing the new lagoon location in Manokotak Heights. This lagoon will be situated nearer the school in order to provide gravity flows to the area, eliminating the need for lift stations.

The study overview of alternatives selected by the community is also attached.

Attachments: Executive Summary, 2004 Manokotak Water, Sewer, and Solid Waste Feasibility Study
Figure 1-2 Selected Wastewater Alternative S-2
Figure 9-9 Potential Landfill Sites

1.0 EXECUTIVE SUMMARY

1.1 Overview and Alternative Selected by the Community

The City of Manokotak (City) received a Sanitation Improvement Grant from the State of Alaska in 2003, through the Village Safe Water (VSW) program for completion of a Water, Sewer and Solid Waste Feasibility Study. In April 2003, the engineering firm KAE, Inc., was hired to prepare this Feasibility Study. The City is located on the east bank of the Igushik River, 25 miles west of the City of Dillingham. The City owns and operates the solid waste dump, the water and sewer systems, and roads within the platted right of ways (ROW).

A periodic water shortage exists with the community water system serving the Manokotak Heights area. The wastewater treatment system is not functioning as originally designed and is undersized for the existing wastewater flows. Both the existing water and sewer systems, that serve the Manokotak Heights area, were sized originally for the 24 home U.S. Department of Housing and Urban Development, (HUD) subdivision constructions. Since the late 1980's, a new school and five new housing units have been constructed with more housing being scheduled for construction.

The community's main objective, pertaining to water, is to solve the water source deficiency problem associated with the existing ground water aquifer. During the late winter and spring, the aquifer situated in the Manokotak Heights area east of Mikcham Kviga Creek has a yield problem. Recharge of this aquifer is greatly affected by surface runoff waters. The second issue is having a piped water system that is set up to provide water for the new school and housing development in the heights area. The current piped water system provides water to the HUD subdivision. The City prefers to have reserve water storage capacity and system flow, when the power goes offline.

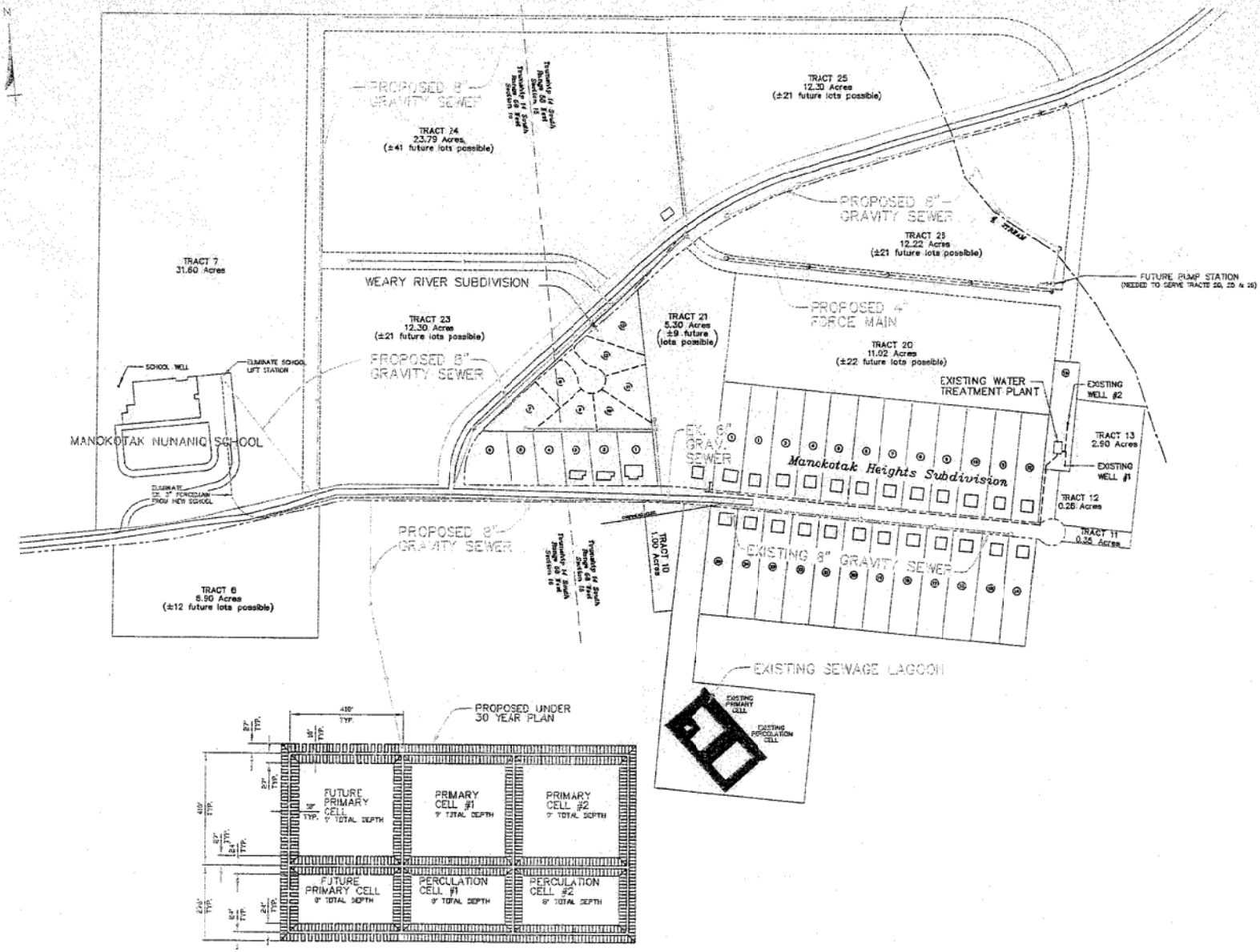
The City's primary goal concerning wastewater is to have a lagoon system designed and constructed to handle the existing and future flows and loads within the community. Additionally, the City desires to have the sewer system designed to maximize gravity flow to reduce or eliminate the need for costly sewage lift stations.

The City has an immediate need for a new a solid waste facility. The existing solid waste facility is grossly over capacity, and has a problem with blowing debris due to the lack of cover material, and uncontrolled fires are a frequent problem. Currently there is no additional land adjacent to the existing dump to allow expansion of the current site. The City and the people living within the community strongly desires to close the existing dump site and development of a new land fill site. This had been a community concern since the early 1990's.

Viable sanitation alternatives were reviewed and evaluated by the City in the spring of 2004. After completing their review and discussions, the City Council selected the following alternatives at the April 22, 2004 meeting and formalized it through City Resolutions:

Water Alternative W-2
Wastewater Alternative S-2
Solid Waste Alternative Option 4

2



REV.	DESCRIPTION	DATE	REV.	DESCRIPTION	DATE
	VSV Requested Changes to 90% Submittal	July 2004			
REV. #:					

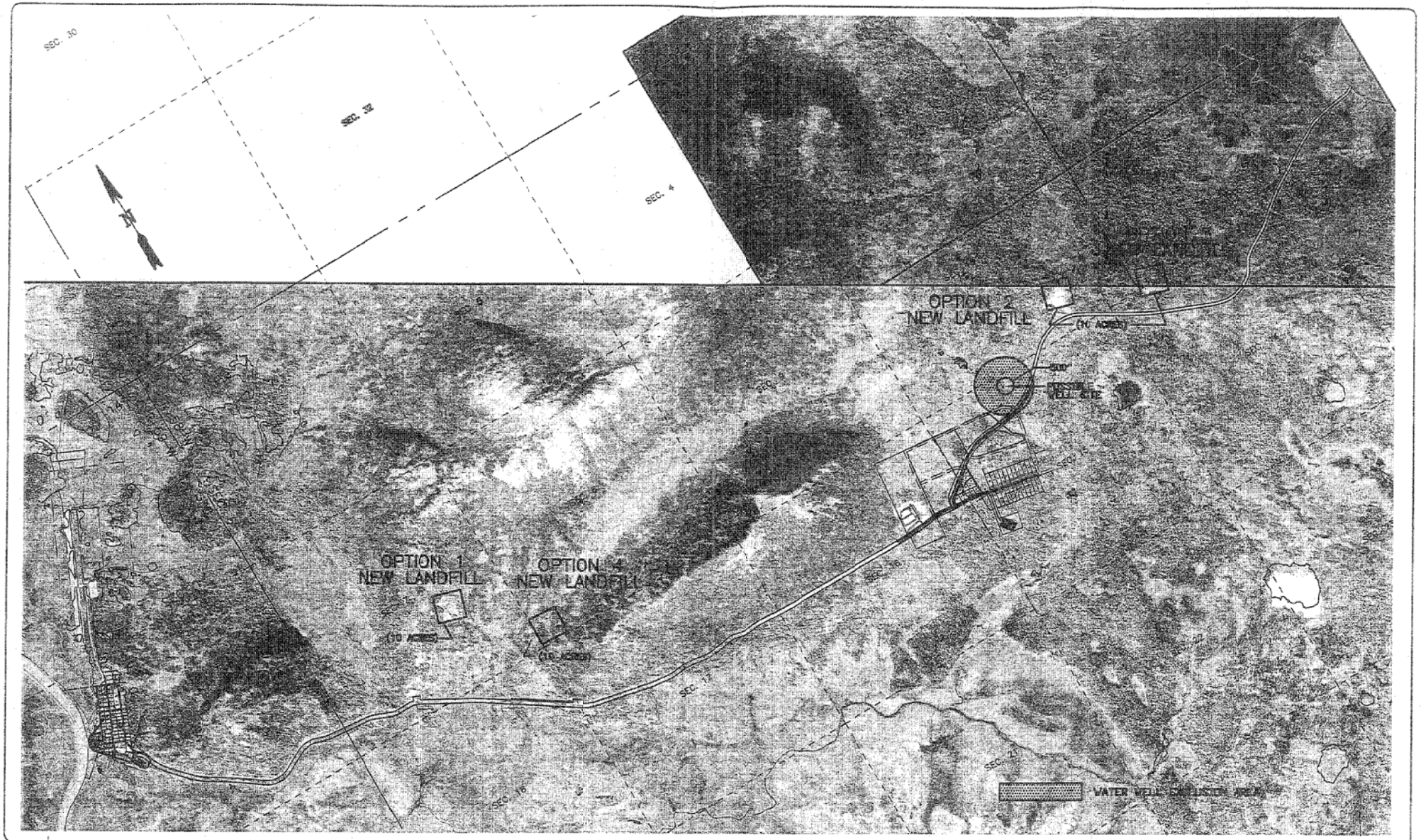
KAE, Inc.
P.O. BOX 91970 ANCHORAGE AK 99509-1970
Telephone # (907) 276-2176
Facsimile # (907) 276-2184

MANOKOTAK, ALASKA

SELECTED WASTEWATER ALTERNATIVE S-2
Manokotak Water, Sewer and Solid Waste Feasibility Study

DESIGNED BY:	JLK
DRAWN BY:	WAP/PAS
APPROVED BY:	JLK
DATE:	Jan. 2004
SCALE:	NTS

FIGURE 1-2



REV.	DESCRIPTION	DATE	REV.	DESCRIPTION	DATE
Rev #1	1st Requested Changes for 95% Submittal	August 2004			

KAE, Inc.

KAE, Inc.
P.O. BOX 91970 ANCHORAGE AK 99509-1970
Telephone # (907) 276-2176
Facsimile # (907) 276-2184

MANOKOTAK, ALASKA

POTENTIAL LANDFILL SITES

MANOKOTAK WATER, SEWER AND SOLID WASTE FEASIBILITY STUDY
MANOKOTAK, ALASKA

DESIGNED BY	WAP
DRAWN BY	WAP/TAS
APPROVED BY	CSR/JLK
DATE	Oct. 2003
SCALE	NTS

SHEET NO. 9-9
1 OF 1

4

CF PF RF

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

STATEWIDE DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN AND ENVIRONMENTAL

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
FAX (907) 243-6927 TDD 269-0473
(907) 269-0528 or (907) 269-0542

April 7, 2004

Henri S. Bisson
State Director
United States Department of the Interior
Bureau of Land Management – Alaska State Office
222 W. 7th Avenue, #13
Anchorage, AK 99513-7599

RECEIVED
APR 13 2004

Re: Manokotak Airport Runway Resurfacing and Extension
Project No. 55313

Dear Mr. Bisson,

Thank you for providing comment on the proposed improvements of the airstrip at Manokotak.

Your letter of March 10th stated that the BLM does not have jurisdiction over the land within the project area. According to your letter:

- the project area lies within the Togiak National Wildlife Refuge
- the Alaska Department of Transportation and Public Facilities (ADOT&PF) would have to coordinate any remodeling of the existing airstrip with Manokotak Natives Limited (MNL), and the U.S. Fish and Wildlife Service (USFWS)
- any impact to the 17(b) trail would require coordination with USFWS and Choggiung, Limited.

Our land status research indicates:

- no part of the project lies within land owned by the Federal government for the Togiak National Wildlife Refuge
- ADOT&PF would need to coordinate remodeling of the existing airstrip with MNL, the Bristol Bay Native Corporation (BBNC), and the City of Manokotak, as these are the current landowners. The ADOT&PF must also coordinate with the USFWS because they are involved in lands that were placed in the Alaska Land Bank Program through an agreement signed on August 10, 1987 with MNL.
- Manokotak is not a part of Choggiung, Limited; impacts to the 17(b) trail would need to coordinated with the BLM, USFWS and MNL

No part of either of the project's alternatives lies within land owned by the Federal government for the Togiak National Wildlife Refuge (see attached graphic). The use and construction of either build alternative would not impact the refuge lands. Alternative R3 adjoins lands owned by Manokotak Natives, Ltd. that are enrolled in the Alaska Land Bank Program. Under the agreement, the USFWS would need to approve developments and improvements on the enrolled lands even though they are not a landowner. MNL also has the option of withdrawing those lands from the Land Bank.

At Alternative E1, the airport lease issued in 1967 to the State of Alaska was for a portion of Tract C of the Manokotak Federal Townsite. Only Tract II, not the entire Tract C, was conveyed to Manokotak Natives Limited in 1979. On May 7, 1979, the jurisdiction of the lease, which was formally held by the USFWS, was waived and transferred to MNL when they received interim conveyance. Therefore, any remodeling of the current airstrip would require coordination between the landowners: Manokotak Natives Limited, Bristol Bay Native Corporation, the City of Manokotak and the State of Alaska.

The portion of the 17(b) trail that would be affected by the project is not located on lands owned by the Federal Government for the Togiak National Wildlife Refuge. The Department of Interior's manual provides that the refuge shall administer any easements reserved pursuant to Section 17(b) of ANCSA if the easement is within the overall refuge boundary however, we could not find evidence that the BLM has officially notified the USFWS that they have jurisdiction. **If you can provide a copy of that correspondence it would be greatly appreciated.** As we understand it now, ADOT&PF will need to work out an agreement with the BLM Anchorage Field Office and with USFWS involved as a party to the agreement. Coordination would not need to involve Choggiung, Ltd., because Manokotak is not a member of that organization.

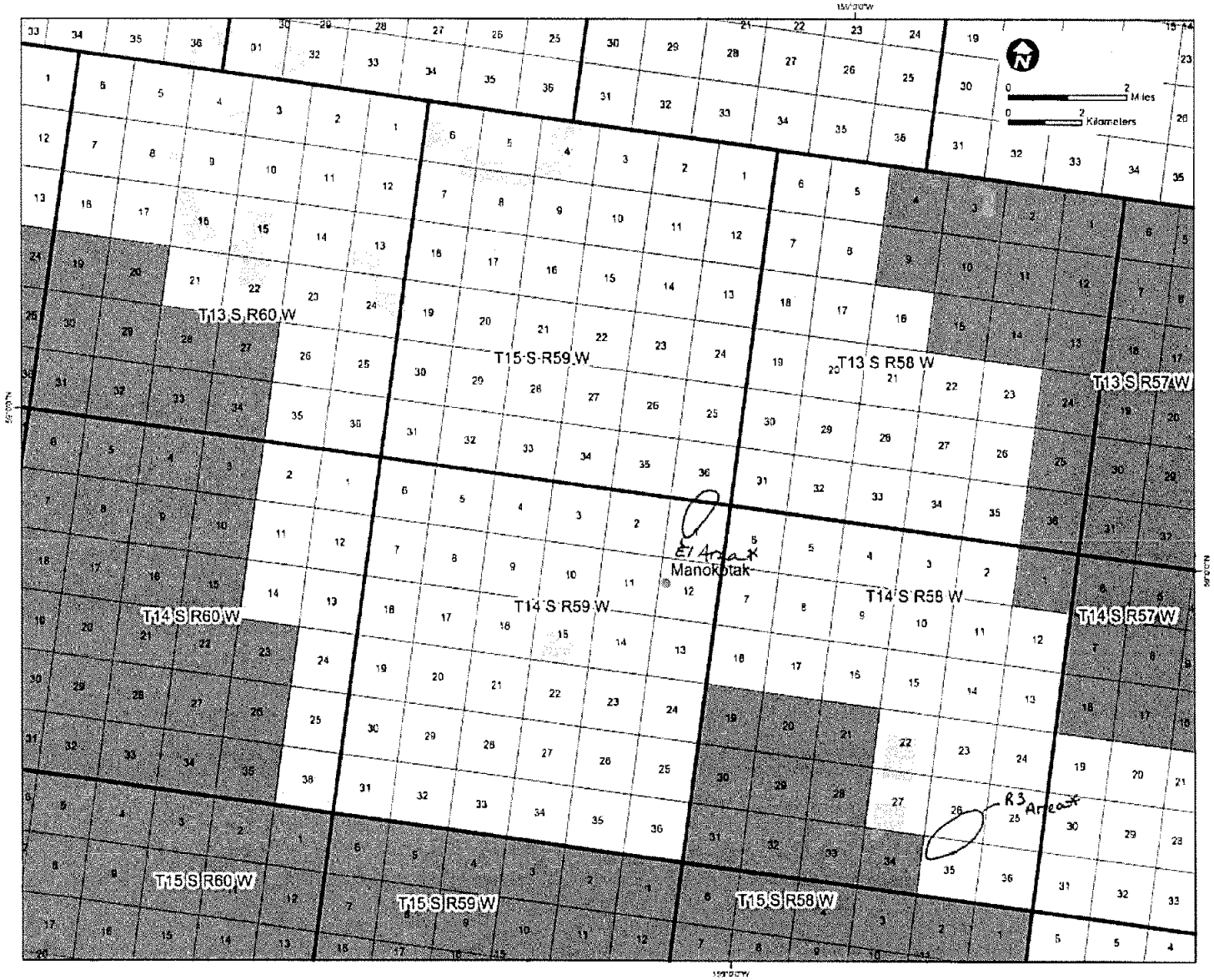
We appreciate the opportunity to clarify the land status for the Manokotak Airport project. Please contact Dan Golden, Environmental Team Leader, at (907) 269-0537 or via e-mail at dan_golden@dot.state.ak.us if you have further questions regarding this project.

Sincerely,

Jerry O. Ruehle
Environmental Coordinator

Enclosure: Land Ownership Figure

cc: Don Baxter, P.E., Project Manager, Aviation Design
Royce Conlon, P.E., Project Manager, PDC, Inc.



Legend

- State Land
- Native Corporation Land
- Native Allotment (pending or conveyed)
- U.S. Fish and Wildlife Service

Notes:
1) Horizontal Datum NAD 83, Coordinate System Alaska Albers Equal Conic, Feet
2) Basemap generated from coverages provided by CPAI and the BLM
3) Land status and oil and gas exploration information provided by the BLM

*See Figures 1 and 2 of the Feb. 20th Agency Scoping Update Letter

Figure XXX
Land Ownership

CF PF RF

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

STATEWIDE DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN AND ENVIRONMENTAL

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
FAX (907) 243-6927 TDD 269-0473
(907) 269-0528 or (907) 269-0542

April 7, 2004

Kristin K'eit
Regional Environmental Scientist
United States Department of the Interior
Bureau of Indian Affairs – Alaska Region
P.O. Box 25520
Juneau, AK 99802-5520

APR 13 2004

Re: Manokotak Airport Runway Resurfacing and Extension
Project No. 55313

Dear Ms. K'eit,

Thank you for your comment on the agency scoping update attachment for the Manokotak Airport Runway Resurfacing and Extension project.

In your February 29th letter, you requested confirmation that the two build alternatives would not require the acquisition of property from Native Allotments.

We would like to take this opportunity to assure the BIA that the properties proposed for the build alternatives (Alternatives R3 and E1) for the Manokotak Airport, do not include any part of a Native Allotment (see enclosed figure).

There are three Native Allotments in the vicinity of Alternative R3:

- U. S. Survey 11786, Lot 3 belongs to Nels C. Franklin and is located approximately 2,500 feet from the proposed site. He is awaiting certification to this allotment.
- Native Allotment, U. S. Survey 11786, Lots 1 and 2 belong to Moses Toyukak Sr. and are about 5,000 feet away from the proposed R3 site. He is also awaiting certification.
- U. S. Survey 12090 belongs to Christian Itumulria. It is also about 5,000 feet away from the proposed alternative and she awaiting certification as well.

Mr. Franklin and Mr. Toyukak have been receiving the project newsletters and have participated in the public meetings. Newsletters have been sent to four of the Itumulria households in Manokotak and the family was represented at the public meetings. We have recently added Mr. Itumulria to the public mailing list and will be mailing him directly in the future.

The closest Native Allotment to the Alternative E-1 site is USS 6324, Lots 1 and 2, which is 2 1/2 miles away from the existing airstrip. The relocation involved in the development of Alternative E1 is the National Guard Armory building and does not involve any Native Allotment land.

We appreciate the opportunity to clarify the land status for the Manokotak Airport project. Please contact Dan Golden, Environmental Team Leader at (907) 269-0537 or via e-mail at dan_golden@dot.state.ak.us if you have further questions regarding this project.

Sincerely,

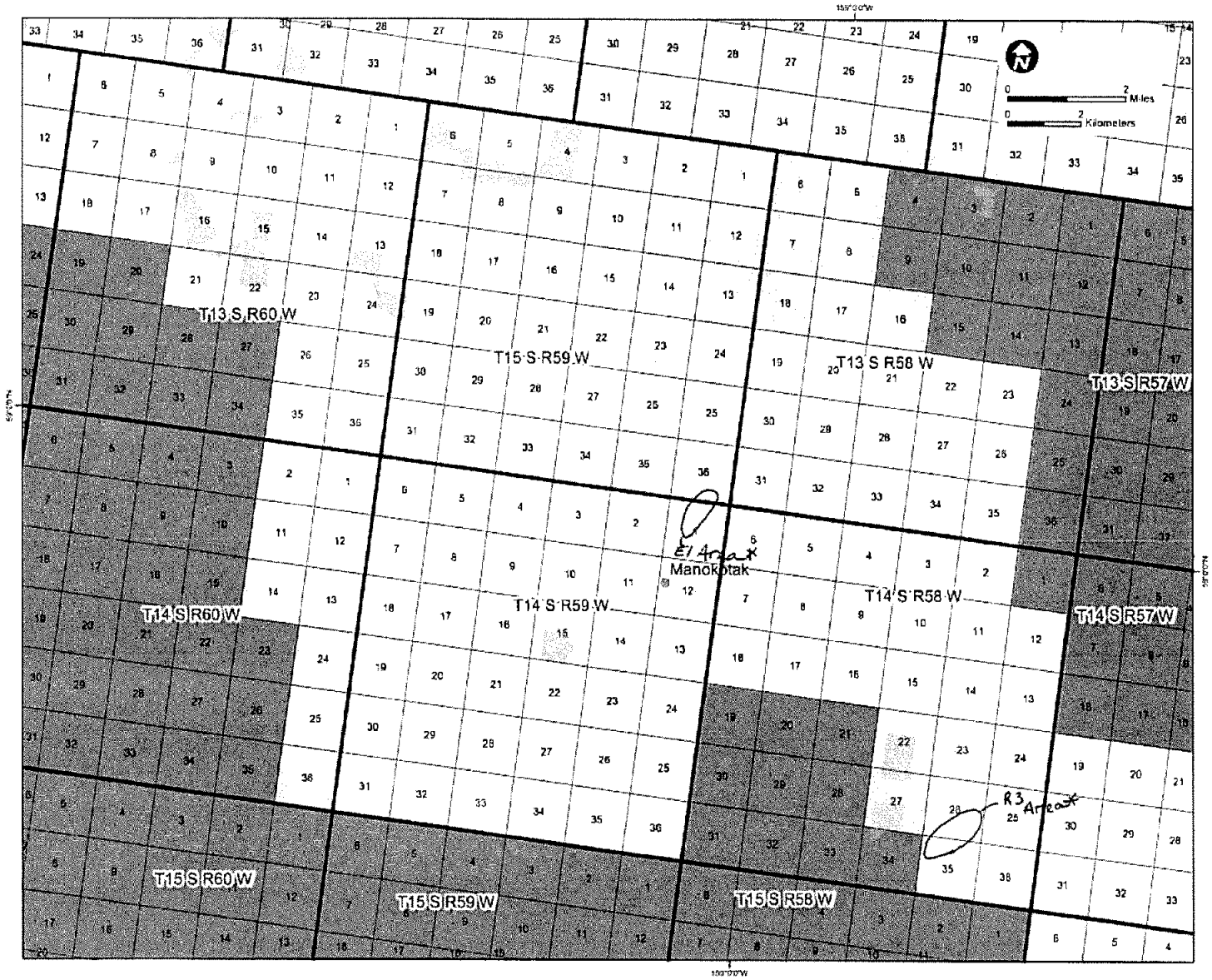
Jerry O. Ruehle

Jerry O. Ruehle
Environmental Coordinator

Enclosure: Land Ownership Figure

cc: Don Baxter, P.E., Project Manager, Aviation Design
Royce Conlon, P.E., Project Manager, PDC, Inc.

Response to letter dated 2/29/04 (see page 8)



Legend

- State Land
- Native Corporation Land
- Native Allotment (pending or conveyed)
- U.S. Fish and Wildlife Service

Notes:
1) Horizontal Datum NAD 83, Coordinate System Alaska Albers Equal Conic, Feet
2) Basemap generated from coverages provided by CPAI and the BLM
3) Land status and oil and gas exploration information provided by the BLM

*See Figures 1 and 2 of the Feb. 20th Agency Scoping Update Letter

Figure XXX
Land Ownership

8

Shawna Laderach

From: Alan Backford [abackford@bbna.com]
Sent: Monday, March 29, 2004 11:02 AM
To: dan_golden@dot.state.ak.us
Subject: Manokotak airport

This is in reply to your agency scoping letter. The proposed project does not appear to affect any Native restricted townsite lots or allotments. However, if Native restricted land becomes involved for such things as acquisition, easements, or material sources, please contact this office (Bristol Bay Native Association, 907-842-5257). Thank you.

Land Management Services
P.O. Box 310
Dillingham, Alaska 99576
Phone: (907) 842-5257 or 1-800-478-5257 ext. 332
Fax: (907) 842-5939

Bristol Bay Native Association

Fax

To:	Shawna Laderach-DOT	**From:**	Sabrina R. Savo, Specialist
Fax:	(907) 456-2707	**Date:**	March 25, 2004
Phone:	(907) 452-1414	**Pages:**	1 including cover page
Re:	Addresses for KMO Airport project	**CC:**	Reading File

☑ **Urgent** ☑ **For Review** ☐ **Please Comment** ☑ **Please Reply** ☐ **Please Recycle**

•Comments:

Shawna,

These are the following current addresses we have for the people you requested:

Nels Franklin, P.O. Box 8, Manokotak, Alaska 99628

Moses Toyakuk Sr., P.O. Box 30, Manokotak, Alaska 99628

Christian Itumulria, P.O. Box 1162, Dillingham, Alaska 99576

Any questions please give me a call at the above numbers.

Sabrina R Savo

Shawna Laderach

From: Cynthia Zuelow Osborne [cynthia_zuelow-osborne@dnr.state.ak.us]
Sent: Wednesday, March 24, 2004 12:37 PM
To: Dan Golden (E-mail)
Cc: Andrew deValpine
Subject: Late Comments re: Project Number 55313 Manokotak Airport

March 24, 2004

Mr. Dan Golden,
Environmental Analyst III
Alaska Department of Transportation
and Public Facilities
Preliminary Design and Environmental Office
Post Office 196900
Anchorage, Alaska 99519-6900

RE: Manokotak Airport Runway Resurfacing and Extension, ADOT&PF Project Number 55313.

Dan,

Thank you for circulating a copy of ADOT&PF's February, 2004 Agency Scoping Update concerning the Manokotak Airport Runway Resurfacing and Extension to this office. As noted in the "attachment" to the scoping update, the community of Manokotak is located within the Coastal Zone Boundary of the State of Alaska and the Bristol Bay Coastal Resource Service Area. I am confirming ADOT&PF's indication that a completed Coastal Project Questionnaire and Certification Statement, along with copies of relevant State and/or Federal permit applications, should be submitted to the Alaska Department of Natural Resources, Office of Project Management and Permitting, Alaska Coastal Management Program office when project site and design alternatives have been finalized. As an additional advisory, please note that the community of Manokotak is not located within the boundaries of the Bristol Bay Borough as stated in the Introduction to the Purpose and Need section of the Attachment. Manokotak is one of the communities generally identified as located within the State's "Unorganized Borough".

Thank you for the opportunity to comment on this project.

Cynthia Zuelow-Osborne
Project Review Assistant
ADNR/OPMP/ACMP

Central

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS
West-Central Alaska Field Office
3601 'C' Street, Suite 1100
Anchorage, Alaska 99503-5947
(907) 271-4106
TOLL FREE: 1-800-645-8465, Ext. 14
FAX: (907) 271-2998

IN REPLY REFER TO:

55313

Don Banks AD
DG

March 16, 2004

Patricia L. Wightman
Environmental Coordinator
Department of Transportation & Public Facilities
2301 Peger Road
Fairbanks, Alaska 99709

SUBJECT: Manokotak Airport Runway, Resurfacing and Extension, Project Number: 55313

Dear Ms. Wightman:

The Bureau of Indian Affairs, West Central Alaska Field Office, Realty office has no jurisdiction within the Manokotak Runway project. However, we are forwarding the letter to the Bristol Bay Native Association (BBNA) for their information and review.

If you have any questions or require further information, please contact me or Cyril J. Andrews, Lead Realty Specialist at the above address/telephone number.

Sincerely,

Cyril J. Andrews
Rose M. Brady
Acting Realty Officer

cc: BBNA w/attached Agency Scoping Letter

Post-it® Fax Note 7671	Date 3-22-04	# of pages ▶ 1
To ROYCE CONLON	From DAN GOLDEN	
Co./Dept.	Co.	
Phone #	Phone #	
	Fax #	

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Alaska State Office
222 W. 7th Avenue, #13
Anchorage, Alaska 99513-7599
http://www.ak.blm.gov

TAKE PRIDE IN AMERICA

AA001092 (2911)
(043)

Mr. Jerry Ruehle
State of Alaska
Department of Transportation
4111 Aviation Drive
P.O. Box 196900
Anchorage, Alaska 99519-6900

RECEIVED
MAR 15 2004
Central Region Design Section

Project No. 55313
ACTION
COPY
Preliminary Design & Environmental
Dan Bockes
Staff

Dear Mr. Ruehle:

Thank you for allowing the Bureau of Land Management the opportunity to comment on the proposed improvements of the airstrip at Manokotak. However, we do not have jurisdiction of the land. Most of the land in that area is within the Togiak National Wildlife Refuge.

In 1967 an airport lease was issued to the State of Alaska for the airstrip at its current location. That land was conveyed to Manokotak Natives Limited in 1979. In 1982 the lease was transferred to the Fish and Wildlife Service. Any remodeling of the current airstrip would require coordination with the Manokotak Natives Limited, the State of Alaska, and the Fish and Wildlife Service.

Alternative R3, located within Sec. 26, T. 14 S., R., 58 W., Seward Meridian, is also located within the Togiak National Wildlife Refuge, the Bureau of Land Management has no jurisdiction on these lands. You also mentioned in your letter that if the airstrip was moved to the R3 alternative it may effect a 17(b) easement. If this is the case, the Fish and Wildlife Service assumed the administrative responsibility for easements located within the Refuge. Therefore, you would need to work with the Manager of the Togiak Refuge. His name is Aaron Archibeque and he can be contacted in Dillingham at 907-842-1063. This will also require coordination with the Native Corporation, Choggiung, Limited.

Again, thank you for the opportunity to comment. If we can be of further assistance to you please call June Bailey, Manager of the Anchorage Field Office, at 907-267-1246.

Sincerely,

For Acting Henri S. Bisson
State Director

Shawna Laderach

From: Paul_Liedberg@fws.gov
Sent: Monday, March 01, 2004 4:00 PM
To: dan_golden@dot.state.ak.us
Cc: Phil_Brna@fws.gov; John_Brewer@fws.gov
Subject: Manakotak Airport Runway Project

Dan,

Your letter of February 20 asked for several things regarding the subject runway project as follows:

-Permits or clearances to be obtained: No refuge permits would be required as long as the runway is not constructed on refuge lands and no materials are taken from the refuge for the construction.

-Refuge objectives or activities that may conflict: None

-Fish and wildlife habitats or migration corridors potentially affected: Our Anchorage Fish and Wildlife Field Office will coordinate any responses to this request. Contact is Phil Brna at 271-2888. I suspect you have already been in contact with this office.

-Known active or inactive eagle nests: This info already provided to Sasha Ferland with MacTech Engineering. We can provide again if needed but there are no nests within five miles of the proposed site.

-Map of the refuge boundaries: The best option for this would to probably contact our Realty office to obtain the most accurate maps. A contact is John Brewer at 786-3462. Or, you can find land status information on the DNR web site.

If you need additional information or clarification on the above please feel free to contact me at 907-842-1063. Otherwise, I hope this less formal response will suffice.

Paul Liedberg
Togiak NWR

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS
ALASKA REGION
P.O. Box 25520
Juneau, Alaska 99802-5520

VIA FACSIMILE
907-243-6927

29 February 2004

Mr. Dan Golden
Alaska Department of Transportation and Public Facilities
4111 Aviation Drive, P.O. Box 196900
Anchorage, Alaska 99519-6900

RE: Manokotak Airport Improvements, ADOT&PF #55313

Dear Mr. Golden:

Thank you for the opportunity to comment on the subject proposed action. We have reviewed the Agency Scoping Update Attachment, and have two questions, one concerning the preferred alternative (R3), and one concerning the alternative (E1).

The Alternative Comparison Matrix notes that, under Environmental Impacts, 217 acres of property would have to be acquired from one landowner, for the proposed alternative. Although it does not appear to be, we would like to ascertain that the property is not a native allotment. Similarly, for the other alternative, would the residential relocation involve a native allottee, as well as the 63 acres of property that would need to be acquired?

We appreciate your attention to our concerns, and that of any potentially affected allotment owners, tribal members and other area residents.

Please feel free to contact myself, at 907-586-7423, or my assistant, Mrs. Valerie Thomas, at 907-586-7146, for further information, as may be required.

Sincerely,

Kristin K'eit
Regional Environmental Scientist

See page 3 for response (dated 4/7/04)

STATE OF ALASKA

CF PF RF

FRANK MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN & ENVIRONMENTAL

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
(907) 269-0542 or (907) 269-0526
(FAX 243-6927

February 24, 2004

Re: Manokotak Airport Runway Resurfacing
And Extension
Project No. 55313

DA Project No. 4-2003-0970

JURISDICTIONAL DETERMINATION REQUEST

Ms. Mary Leykom
Regulatory Specialist
U.S. Army Corps of Engineers
Regulatory Branch
P.O. Box 6898
Elmendorf AFB, AK 99506-6898

RECEIVED
MAR - 1 2004

Dear Ms. Leykom:

The Department of Transportation and Public Facilities (ADOT&PF) hereby submits the enclosed Wetlands Delineation for your approval in accordance with the January 10, 2003 Memorandum of Agreement (between our agencies and others) Regarding Impacts To Wetland And Other Aquatic Resources, Mitigation And Airport Improvement Projects In Alaska. The ADOT&PF is proposing to either upgrade the existing runway (Alternative E1) or relocate the airport (Alternative R3). The airport relocation alternative (R1E) that was closest to the school has been eliminated due to safety concerns associated with sewage lagoon and possible future landfill conflicts. Ten wetland areas that may be affected by either build alternative were delineated in the report done by MACTEC Engineering and Consulting. Based on the report, it is our opinion that the proposed project alternatives would affect wetlands under Department of the Army jurisdiction. Your concurrence is requested.

In addition to mapping and classifying the wetlands, MACTEC assessed the functions and values of the wetlands in the study area. The potential material site located on the ridge near Alternative R3 has been delineated as a wetland/upland mosaic with 1/3 of the area considered wetlands and 2/3 considered uplands. Once a preferred alternative has been selected, a 404 Permit application will be submitted.

Thank you for your time and consideration. If you have any questions or require additional information, please contact Dan Golden, Environmental Team Leader at 269-0537.

Sincerely,

Jerry O. Ruehle
Environmental Coordinator

Enclosure: Manokotak Airport Wetlands Delineation Report

cc: Don Baxter, P.E., Project Manager, Aviation Design
Royce Conlon, P.E., Project Manager, PDC

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION DESIGN & CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL

4111 Aviation Drive
P.O. Box 196900
Anchorage, Alaska 99519--6900
(907) 269-0542 Phone
(907) 243-6927 Fax

February 20, 2004

Re: Manokotak Airport Runway
Resurfacing and Extension
Project Number: 55313
Agency Scoping Update

Ann Rappoport
U.S. Fish and Wildlife Service
Western Alaska Ecological Service
605 W. 4th Ave., Room G-61
Anchorage, AK 99501

RECEIVED
MAR - 1 2004

Dear Ms. Rappoport:

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 the proposed project is to provide for safe and reliable air access to Manokotak by bringing Manokotak Airport up to FAA standards for Design Group B-II aircraft and planning for future needs. This letter is to update you on the project since the initial agency scoping letter was sent on August 21, 2003.

After considering agency and public input as well as engineering and environmental factors, two build alternatives are being carried forward into the formal NEPA evaluation process. Project alternatives E1 (extend existing runway) and R3 (relocate airport to the 8-mile site), along with the no-build alternative, will be evaluated in the Environmental Assessment (EA). Those alternatives that were considered but eliminated during the initial scoping process will be documented in the EA.

Since the initial scoping letter, the site locations, orientations, and layouts of the build alternatives have been refined based on additional on-site investigations. The enclosed **Agency Scoping Update Attachment** summarizes the process to date and presents refined locations of the build alternatives for your review.

Issues Specific to Your Agency

Thank you for your agency's participation in our project scoping process. We appreciate Fran Mann's previous coordination on wetland issues, and look forward to her continued participation. Fran's specific concerns regarding the wetland status at the potential material site near Alternative R3 were addressed, and our preliminary wetland delineation has been forwarded to the U.S.Army Corps of Engineers for a formal jurisdictional determination.

Please review the proposed alternatives and identify any specific concerns your agency may have regarding impacts to fish and wildlife habitat in the project area.

Project Update

Since the initial scoping letter, the following activities have been conducted:

- Geotechnical investigation (July-September 2003)
- Field wetland delineation (August 31-September 6, 2003)
- Phase I Hazardous Materials Site Assessment (September 1-5, 2003)
- Agency coordination meeting (September 3, 2003)
- Agency site visit (September 11, 2003)
- Public meeting (September 11, 2003)
- Field archaeological survey (November 1-3, 2003)
- Public meeting (January 29, 2004)

During the first phase of planning for this project, the team determined the needed airport improvements and developed and evaluated design alternatives to meet them. The environmental concerns associated with these improvements were identified. Based on agency, public, airport user, engineering and environmental considerations, ADOT&PF selected an engineering preferred alternative, Alternative R3. A preferred alternative will be selected after the EA process. Unless the No-Build Alternative becomes the preferred alternative, construction is currently scheduled to begin as early as Summer 2005.

If you have any questions regarding the proposed project, please contact Dan Golden, Environmental Team Leader, at (907) 269-0527 or via e-mail at dan_golden@dot.state.ak.us. Engineering questions may be directed to Royce Conlon, PDC Project Manager, at (907) 452-1414 or via email at royceconlon@pdceng.us.

We are requesting that you send your written comments to our offices by mail or e-mail no later than **March 19, 2004**.

Sincerely,

Jerry O. Ruehle
Environmental Coordinator

Enc: Figures 1-4
Agency Scoping Attachment

cc: Don Baxter, Project Manager, Aviation Design
Royce Conlon, Project Manager, PDC, Inc.

MANOKOTAK AIRPORT RUNWAY RESURFACING & EXTENSION
AGENCY SCOPING UPDATE ATTACHMENT

I. Purpose and Need

Introduction

Manokotak Airport is located in the Bristol Bay Borough, 25 miles southwest of Dillingham on the Igushik River, at location N58°59.34, W159°03.00 (Figure 1). The community of Manokotak has 404 residents and was incorporated in 1970.

Existing Facility Description

The existing airport facilities (Figure 3 base photo) do not meet the standards required for several types of aircraft currently operating in Manokotak, especially the medevac aircraft that provide the village's only link to advanced health care facilities in Dillingham and Anchorage. The runway, taxiway, and safety areas are too short and too narrow. The existing airport is 2,740' long and 75' wide with safety area dimensions of 3,200' x 120'. The apron is 300' x 400'. The separation distances for the apron setback and the runway protection zones meet only the lowest airport classification. The runway condition is reportedly the worst in the Bristol Bay region.

Other non-standard conditions at the airport involve airspace penetrations and obstacles. There is an access road and vehicle traffic in the transition surface. The National Guard Armory, a fuel tank, and an antenna are within the departure/approach path. The village lagoon and landfill are both closer than the standards established by the Federal Aviation Administration (FAA) for safety. A hill next to the runway rises approximately 800', penetrating the airspace. Besides posing an obstruction, the proximity of the hill creates wind gusts and crosswinds on the runway. The lack of adequate snow storage results in snow berms that rise above the primary surface, and drainage and snow drifting problems often cause partial or complete airport closures. Further, the existing site is often fogged in or inaccessible due to inclement weather. The short runway, deteriorated runway surface, airspace penetrations, and inadequate separation distances combine to hinder operations at the airport.

Alternative Design Requirements

The build alternatives (Figures 3 and 4) are designed to meet ADOT&PF and FAA standards. These call for a 3,300' minimum length, with dimensional standards established for an A/B-II airport reference code. The runway, apron, and taxiway are designed to allow for a Global Positioning System (GPS) Non-Precision Instrument (NPI) approach. Given the substantial investment required to improve or relocate the airport and the large population of Manokotak, it is prudent to identify a site that would allow for future expansion. Thus, the identified sites could support future expansion to a 4,000' runway length.

The build alternatives would provide Manokotak with an improved airport facility, and would 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 from the runway and associated airspace

- Free runway ends of obstructions to the non-precision approach standards as practicable
- Extend power lines for upgraded facility

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

- An extension of the existing runway would be expensive and could be unstable due to organic soils
- An extension would affect higher value wetlands
- Upgrading to provide for NPI approach capabilities makes the hill adjacent to the existing airport more of an obstruction
- Impacts to the armory and other properties near the airport are likely
- Expansion in the future would not be easily accommodated

The specifics of the build alternatives are discussed in Section 3.

2. Environmental Research Update

This section summarizes the environmental research that has been conducted since the initial scoping letter.

Contaminated Sites, Spills and Underground Storage Tanks

A Phase I Hazardous Materials Site Assessment was completed for this project in September 2003. While there have been spills at the school and adjacent tank farm, this site is not within the project area. The assessment identified *de minimus* levels of hydrocarbon contamination in the gravel floor of the snow removal equipment building. No other evidence of contaminated sites was found.

Anadromous Fish Streams & Essential Fish Habitat

The Alaska Department of Fish and Game attended the agency coordination meeting conducted September 3, 2003, and had no issues with the proposed project. The proposed build alternatives do not cross any streams, so no impacts to anadromous fish streams are expected. The Igushik and Weary Rivers and their tributaries support Essential Fish Habitat; however, the project would not directly affect these rivers. In a letter dated September 24, 2003, the National Marine Fisheries Service concurred with our determination.

State Refuges, Critical Habitat Areas and Sanctuaries

There are no state legislatively designated special areas (state game refuges, sanctuaries, or critical habitat areas) in the project vicinity. The city of Manokotak is adjacent to the Togiak National Wildlife Refuge. The proposed project is not located on refuge lands, and we have been coordinating with the refuge on the proposed project. The Igushik and Weary Rivers and some of their tributaries provide habitat for salmon migration and spawning, but due to the distance from these water bodies, the projects are unlikely to impact this habitat.

State Land Use Plans and State Parks

No state land or state parks would be affected by any of the project alternatives.

Historical, Archaeological, and Cultural Properties

A cultural resources survey was conducted that included research, interviews, a 100% pedestrian survey, and limited subsurface sampling. The survey report concluded that no historic properties would be affected. This report has been forwarded to the State Historic Preservation Officer for her concurrence.

Coastal Zone Management

The project is located within the Bristol Bay Coastal Resource Service Area (BBCRSA). A BBCRSA representative attended the September 11, 2003, public meeting associated with the project. He has verbally indicated that the project is far enough inland not to be a concern to the BBCSRA. A Coastal Project Questionnaire will be submitted for the preferred alternative once it is selected.

Flood Plain & Navigability :

Manokotak is not in a floodplain. No Federal Emergency Management Agency Flood Maps are available for the area. Consultation with the US Army Corps of Engineers (USACE) has determined that no navigable waters would be affected by this project. Discussions with the village and barge companies that service the area have indicated that the existing barge landing is suitable for the project without any further improvements.

Wetlands

In a letter dated October 9, 2003, the USACE indicated that a Department of the Army (DA) permit for fill placement in wetlands would be required for any of the alternatives being considered. A field wetlands delineation was conducted in the project area in September of 2003, and is being forwarded to the USACE for a jurisdictional determination. Wetlands identified in the field delineation are identified in Figure 2. Alternative E1 (Figure 3) would be located almost entirely in wetlands. Alternative R3 (Figure 4) involves only minor impacts to wetlands. The wetland delineation will be used to assess the impacts of alternatives in the Environmental Assessment.

Threatened & Endangered Species:

According to our preliminary research, no threatened or endangered species are located in the project area. In a letter dated September 24, 2003, the National Marine Fisheries Service (NMFS) indicated that no endangered marine mammals or critical habitat would be impacted by the proposed project.

3. Alternatives To Be Evaluated In The Environmental Assessment

After considering public and agency review comments and additional environmental and engineering analyses, some alternatives were refined or eliminated and an Engineering Preferred Alternative (R3) was identified. The selection of the Engineering Preferred Alternative was conducted by a panel of ADOT&PF and FAA professionals using evaluation criteria based on public safety, sound engineering, and environmental impacts. The Alternative Comparison Matrix is included at the end of this attachment.

The alternatives being carried forward are presented herein for further review. Additional refinements will include detailed layout of runway orientation, apron location, taxiway, and access road. Eliminated alternatives, refinements, and the reasons for them, will be documented in the Environmental Assessment.

Alternative E1 – Extending the Existing Runway (Figure 3)

This alternative would resurface and extend the runway at its present location. The apron would be relocated to the required separation distance for safety.

Alternative R3 – Airport Relocation [Engineering Preferred Alternative] (Figure 4)

This alternative would relocate the airport to high ground located to the southeast of Manokotak Heights Subdivision (referred to as the 8-Mile site). There was an initial concern that the location would limit how much the runway alignment could be reoriented to accommodate the prevailing winds. However, the final wind analysis indicates the site provides the required wind coverage.

No Build Alternative

This alternative would retain the existing airport facility (Figure 3 base photo) in its current location and status.

4. Potential Material Sites

Figure 2 shows three material sites and one borrow site that may be used for this project. Manokotak Natives, Ltd., owns the surface rights at all sites, and the Bristol Bay Native Corporation (BBNC) retains ownership of the subsurface rights. One site was previously developed for construction of the Weary River Road and could be expanded. Use of the ridge to the south as a material source will depend on selection of the preferred alternative. If Alternative R3 is selected, it is very likely that this source would be used. The borrow site is immediately adjacent to the existing runway, and would be used if Alternative E1 is selected. The easternmost site, located on Loop Road, is the likely source of surface course material regardless of the alternative selected.

5. Alternatives Eliminated

The following alternatives presented in August 21, 2003, scoping letter have been eliminated during the agency scoping and public involvement process. The rationale for eliminating each alternative is discussed below.

Alternative E2

Alternative E2 was a skewed alignment of the runway. It had no net benefit over Alternative E1. This alternative impacted more wetlands, reused less of the existing site, and required more construction over poor ground, resulting in higher costs and a less stable facility. The only gain was an additional 3% of wind coverage.

Alternative R1

This alternative was oriented at a 6° azimuth. This orientation was crosswind to the winter winds, resulting in safety concerns during winter operations and increased maintenance and operations requirements due to drifting snow.

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.

Alternative R1A

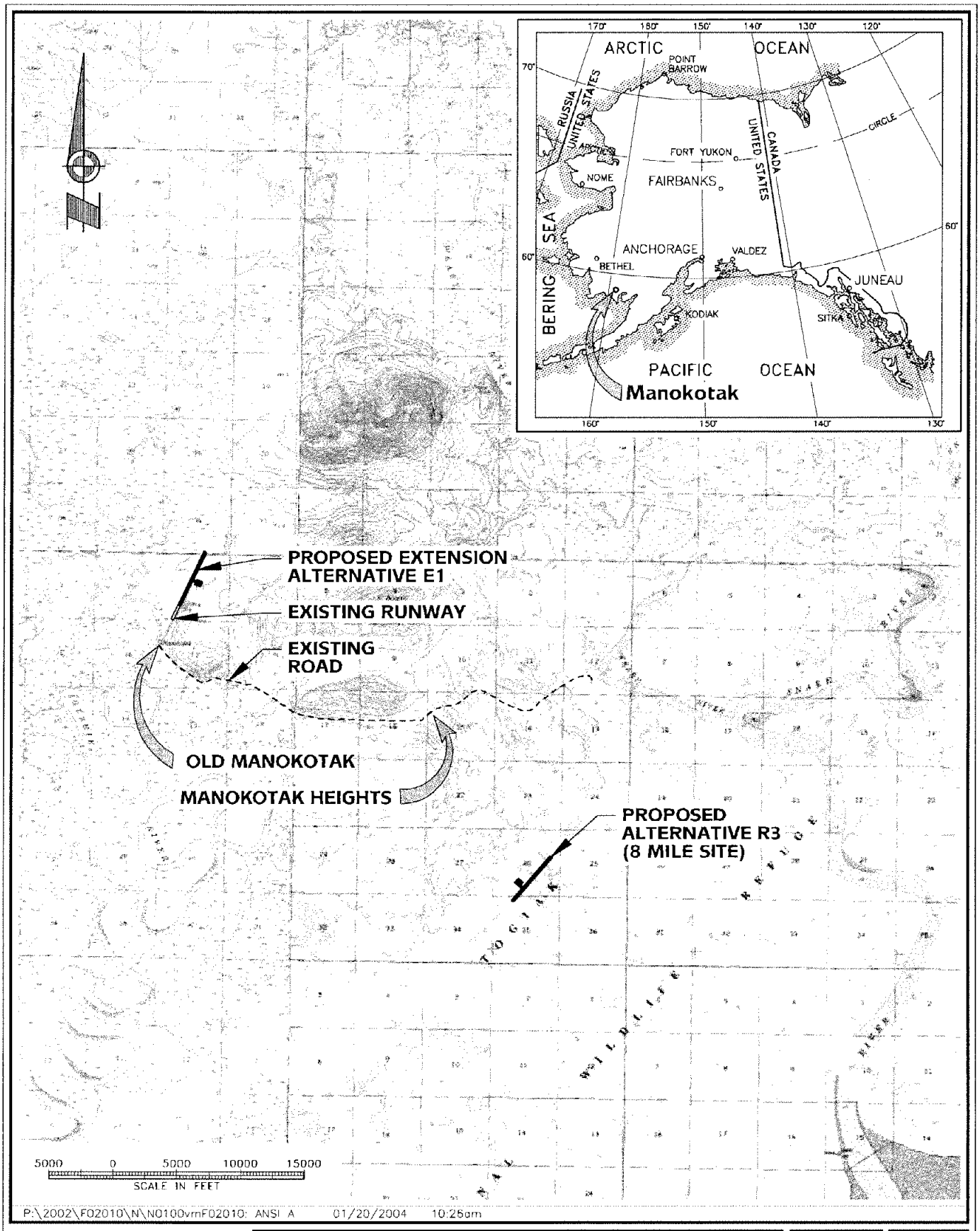
Alternative R1A was eliminated based on the following:

- Too close to the Manokotak Heights lagoon for FAA standards (3,220')
- Too close to proposed community landfill location (3,250')
- Located very close to current residential housing and impeded the planned growth of the Manokotak Heights Subdivision
- Construction required cut and fill that was expected to result in increased differential settlement
- Cut sections were expected to produce an excess of waste material

Alternative R2

This alternative was eliminated based on the following:

- Required acquisition of a portion of a Native allotment (US 12090), increasing acquisition costs and extending construction schedule
- Alignment would result in only 92% wind coverage (3% less than is required by FAA for safety). Reorientation for increased wind coverage would:
  - Require even more land from the Native allotment
  - Increase wetland impacts
  - Not be substantially different from Alternative R3
- Greater environmental impacts than other relocation alternatives
- Limited future apron expansion without even further wetland impacts



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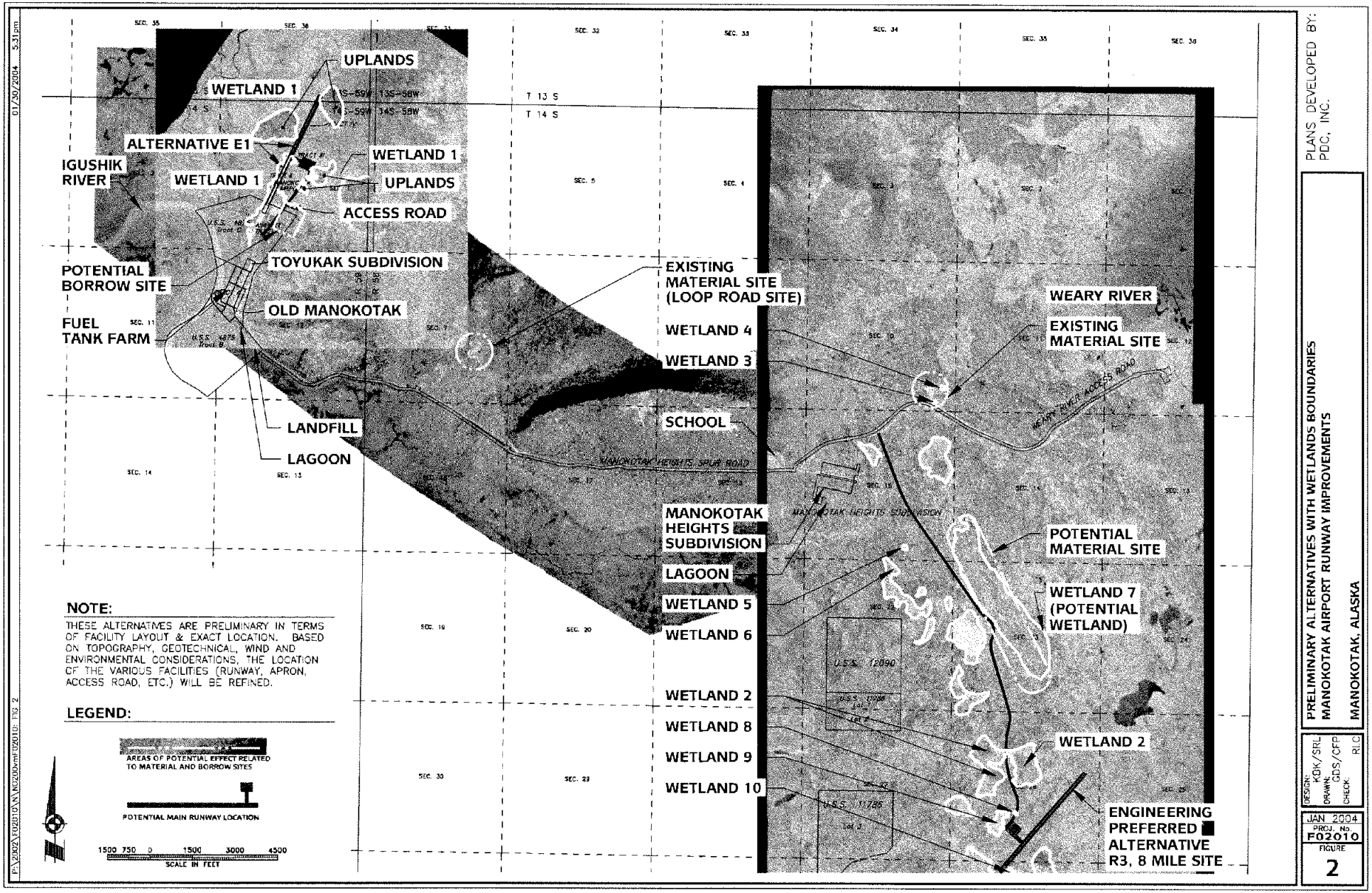
PLANS DEVELOPED BY:
PDC, INC.

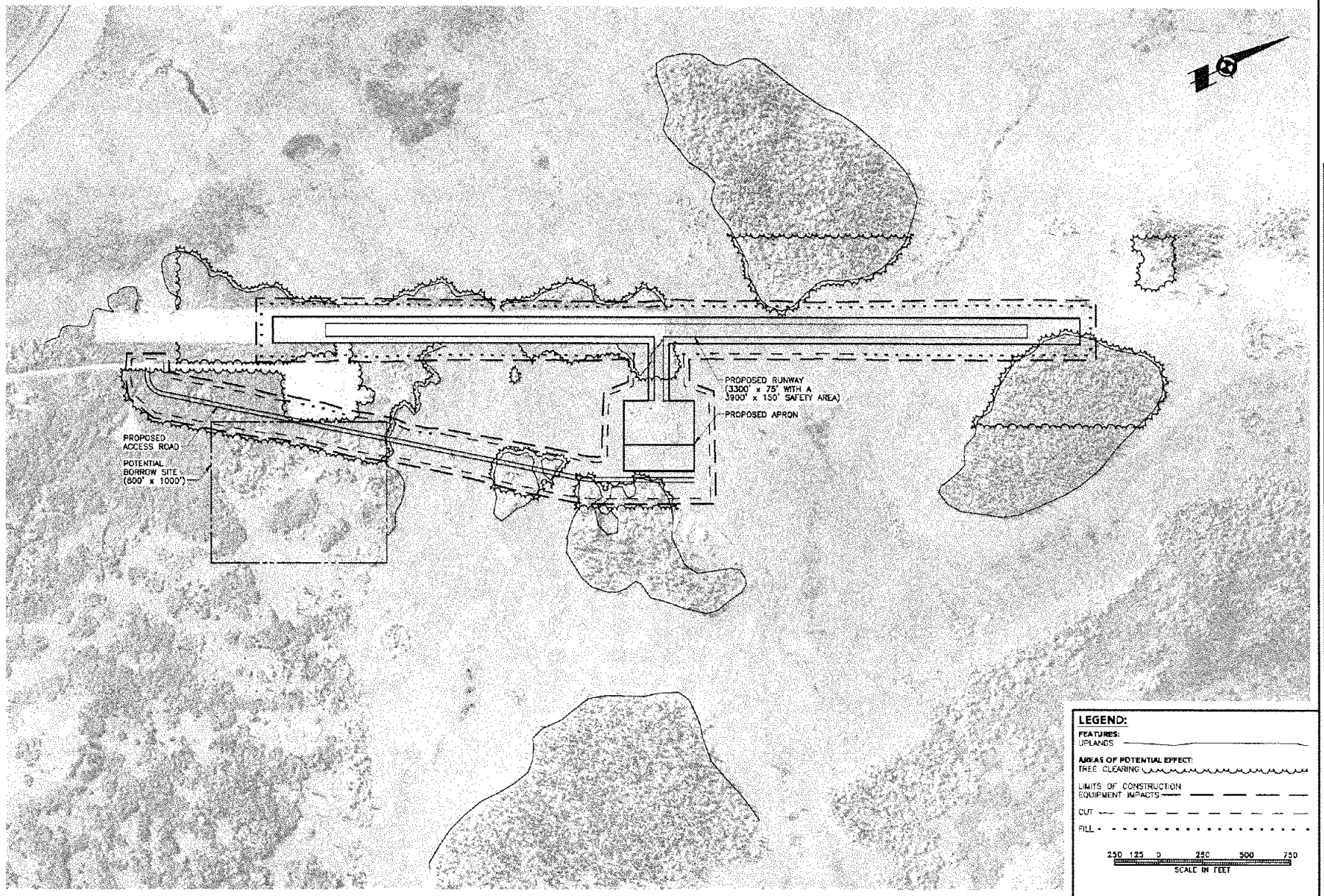
LOCATION & VICINITY MAPS
MANOKOTAK AIRPORT IMPROVEMENTS

MANOKOTAK, ALASKA

DESIGN:
DRAWN: CFP/GDS
CHECK: RLC
JAN 2004

PROJ. No. F02010
FIGURE 1


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
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.
LEGEND:
AREAS OF POTENTIAL EFFECT RELATED TO MATERIAL AND BORROW SITES
POTENTIAL MAIN RUNWAY LOCATION
1500 750 0 1500 3000 4500
SCALE IN FEET
PLANS DEVELOPED BY: PDC, INC.
PRELIMINARY ALTERNATIVES WITH WETLANDS BOUNDARIES
MANOKOTAK AIRPORT RUNWAY IMPROVEMENTS
MANOKOTAK, ALASKA
DESIGN: KDK/SRL
DRAWN: GDS/CFP
CHECK: RLC
JAN 2004
PROJ. No. F02010
FIGURE 2
01/30/2004 5:31pm
F:\2002\F02010\N\N02010mf02010 FIG 2



PLANS DEVELOPED BY:
PDC, INC.

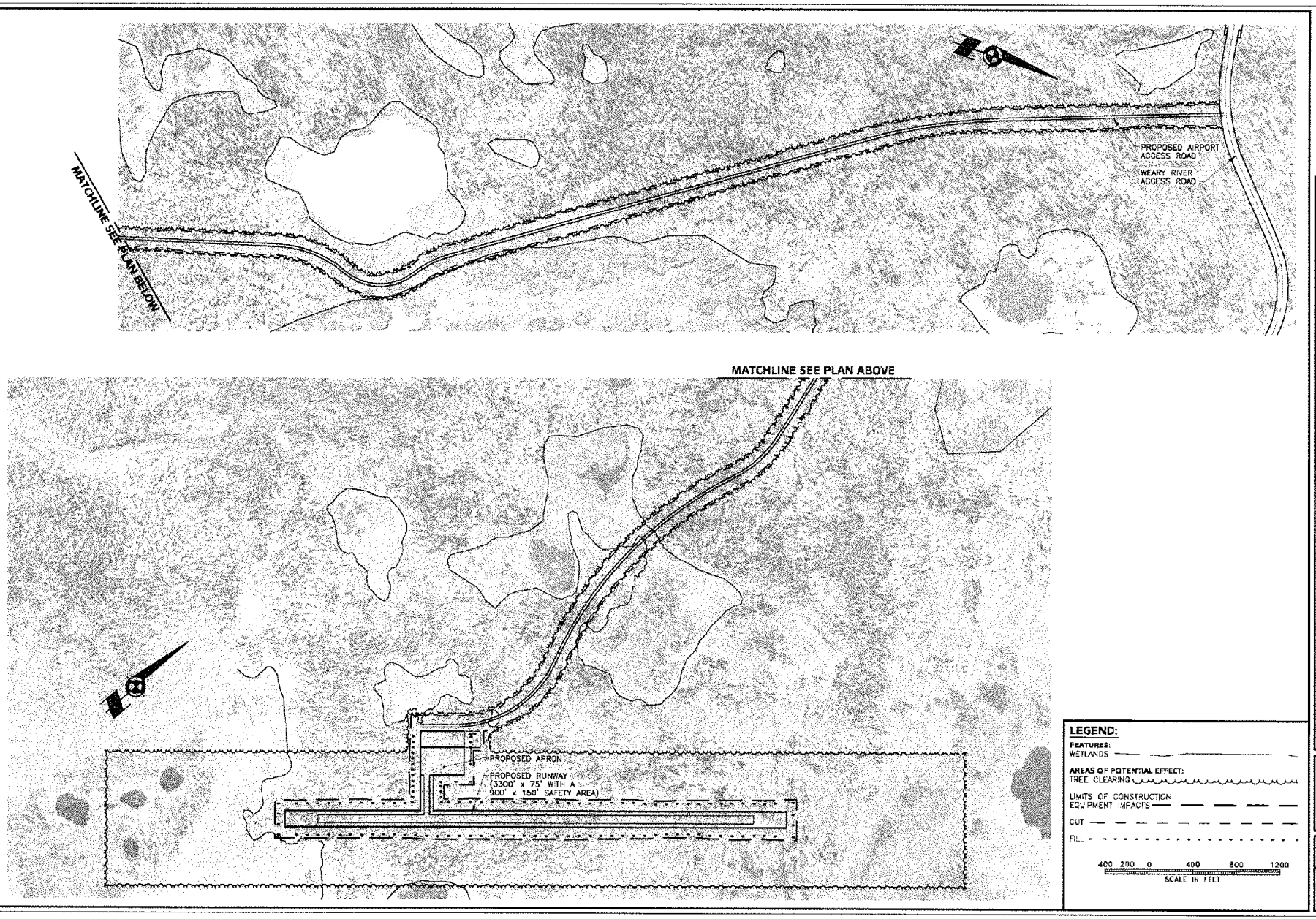
MANOKOTAK AIRPORT RUNWAY RESURFACING AND EXTENSION
ALTERNATIVE E1 - AREA OF POTENTIAL EFFECT

MANOKOTAK, ALASKA

DESIGN: KBK/SRL
DRAWN: GDS
CHECK: RLC

JAN. 2004
PROJ. No.
F02010
FIGURE
3

P:\2002\F02010\N\ND304\MF02010: FIG 3 01/28/2004 10:51am



PLANS DEVELOPED BY:
PDC, INC.

MANOKOTAK AIRPORT RUNWAY RESURFACING AND EXTENSION
ALTERNATIVE R3 - AREA OF POTENTIAL EFFECT
MANOKOTAK, ALASKA

DESIGN: KBK/SRL
DRAWN: GDS
CHECK: RLC

JAN 2004
PROJ. No. F02010
FIGURE 4

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Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
Aircraft Owners & Pilots Association	Tom	George	Regional Representative	Dear Mr. George	P.O. Box 83750	Fairbanks, AK 99708-3750	(907) 455-9000	(907) 455-9001	tgeorge@mosquitonet.com or tom.george@aopa.org	User	We are providing this information to keep your organization informed of the proposed improvements to the Manokotak Airport. We did not hear from your organization during the initial scoping process, and assume that it was because you had no concerns regarding the proposed project. The input of organizations such as yours is vital to ensuring that the needs of General Aviation users are addressed at rural airports. Please review the proposed alternatives. If your organization has any concerns regarding the impact of proposed alternatives on aviation operations or airport safety, please do not hesitate to contact us.
Alaska Air Carriers Association	Karen	Casanovas	Executive Director	Dear Ms. Casanovas	2301 Merrill Field Drive, Suite A-3	Anchorage, AK 99501	277-0071	277-0072	aaca@ptialaska.net	User	We are providing this information to keep your organization informed of the proposed improvements to the Manokotak Airport. We did not hear from your organization during the initial scoping process, and assume that it was because you did not have any concerns regarding the proposed project. The input of organizations such as yours is vital to ensuring that the needs of commercial aviation users are addressed at rural airports. Please review the proposed alternatives. If your organization has any concerns regarding the impact of proposed alternatives on aviation operations or airport safety, please do not hesitate to contact us.
Alaska Airmen's Association, Inc.	Felix	Maguire	President	Dear Mr. Maguire	P.O. Box 241185	Anchorage, AK 99524-1185	(907) 342-8401 (907) 245-1251	(907) 245-1259	felixmaguire@yahoo.com	User	We are providing this information to keep your organization informed of the proposed improvements to the Manokotak Airport. We did not hear from your organization during the initial scoping process, and assume that it was because you did not have any concerns with the proposed project. The input of organizations such as yours is vital to ensuring that the needs of General Aviation users are addressed at rural airports. Please review the proposed alternatives. If your organization has any concerns regarding the impact of proposed alternatives on aviation operations or airport safety, please do not hesitate to contact us.

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
Alaska Aviation Safety Foundation	Tom	Wardleigh	President	Dear Mr. Wardleigh	4340 Postmark Dr.	Anchorage, AK 99502	(907) 243-7237	(907) 243-7237		User	We are providing this information to keep your organization informed of the proposed improvements to the Manokotak Airport. We did not hear from your organization during the initial scoping process, and assume that it was because you did not have any concerns regarding the proposed project. The input of organizations such as yours is vital to ensuring that the safety needs of aviation users are addressed at rural airports. Please review the proposed alternatives. If your organization has any concerns regarding the impact of proposed alternatives on aviation operations or airport safety, please do not hesitate to contact us.
Alaska Department of Environmental Conservation Division of Statewide Public Service	Alan	Wien	Environmental Specialist	Dear Mr. Wien	P.O. Box 871064	Wasilla, AK 99687	376-5038	376-2382	Alan_Wien@dec.state.ak.us	Agency	We are providing this information to keep your organization informed of the proposed improvements to the Manokotak Airport. Similar letters are being sent to all divisions of ADEC. We did not hear from your division during the initial scoping process, and assume that it was because you had no concerns regarding the proposed project. Please review the proposed alternatives. If your agency has any specific concerns regarding the impact of proposed alternatives, please do not hesitate to contact us.

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
Alaska Department of Fish and Game Division of Sport Fish	Robin	Willis	Biologist	Dear Ms. Willis	333 Raspberry Rd.	Anchorage, AK 99518	267-2182	267-2433	Robin_Willis@fishgame.state,ak.us	Agency	We are providing this information to keep your agency informed of the proposed improvements to the Manokotak Airport. A similar letter is being sent to the Department of Natural Resources, Office of Habitat Management & Permitting. Please review the proposed alternatives. If your agency has any specific concerns regarding the impacts of the proposed alternatives on wildlife in the Manokotak area, please do not hesitate to contact us. In order to ensure a complete analysis of environmental impacts associated with the proposed project, we are specifically requesting the following information: • Wildlife other than fish that occur in the vicinity of • Whether the proposed project would affect wildlife habitat. • Any clearances to be obtained from your agency fo
Alaska Department of Natural Resources Office of History and Archaeology	Judith	Bittner	State Historic Preservation Officer	Dear Ms. Bittner	555 W. 7th Ave., Suite 1310	Anchorage, AK 99501			Judith_Bittner@dnr.state.ak.us	Agency	Thank you for your agency's participation in our project scoping process. We appreciate the helpful coordination that Stefanie Ludwig has provided to date in determining the need for a field reconnaissance survey. We are providing this information to keep your agency informed of the proposed improvements to the Manokotak Airport, and look forward to your continued participation. A pedestrian survey of the project area was conducted in November 2003. This included subsurface testing of areas considered to have a high or moderate potential for the presence of cultural resources. No historic or archaeological resources were identified. The report is being forwarded to your office under separate cover for your evaluation and concurrence. Should your agency have any additional concerns regarding the impact of project alternatives on historical, architectural, archaeological, or cultural resources, please do not hesitate to contact us.

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
Alaska Department of Natural Resources Office of Project Management and Permitting	Cynthia	Zeulow-Osborne	Project Review Assistant	Dear Ms. Zuelow-Osbornes	550 W. 7th Ave., Suite 1660	Anchorage, AK 99501	269-7470	269-3981	Cynthia_Zuelow-Osborne@dnr.state.ak.us	Agency	We are providing this information to keep your agency informed of the proposed improvements to the Manokotak Airport. Similar letters are being provided to other divisions of ADNR. We did not hear from your office during our initial scoping effort, and we assume it is because you had no concerns regarding the proposed project. The proposed project is located in the Bristol Bay Coastal Resource Service Area coastal zone (BBCRSA). Mr. Andrew deValpine of the BBCRSA has been very involved with the project. He has been in frequent contact and attended the public meeting held on September 11, 2003, in Manokotak. During our field visit conducted on that date, Mr. deValpine indicated that the project was far enough inland that it would have minimal effect on the coastal zone. If your agency has any specific concerns regarding the impact of the proposed project on the coastal zone or the consistency of the proposed project with the goals and objectives of the Bristol Bay CSRA, please do not hesitate to contact us.
Alaska Department of Natural Resources Wood-Tikchik State Park	Dan	Hourihan	Area Ranger	Dear Mr. Hourihan	550 W 7th Ave, Suite 1380	Anchorage, AK 99501	269-8698	269-8907	Dan_Hourihan@dnr.state.ak.us	Agency	We are providing this information to keep your agency informed of the proposed improvements to the Manokotak Airport. Similar letters are being sent to the various divisions of ADNR. Our preliminary review of the ADNR DPOR Catalog of the Alaska State Park System indicates that the Wood-Tikchik State Park is located in the vicinity of the projectgeneral area of Manokotak. Given the distance between the Manokotak and the park boundary, the proposed project is not expected to impact the park. If your agency has any specific concerns regarding impacts of the proposed project on park resources or operations, please do not hesitate to contact us.

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
Alaska Department of Natural Resources Division of Mining, Land and Water	Bob	Loeffler	Director	Dear Mr. Loeffler	550 West 7th Ave., Suite 1070	Anchorage, AK 99501-3579	269-8600	269-8904	Bob_Loeffler@dnr.state.ak.us	Agency	We are providing this information to keep your agency informed of the proposed improvements to the Manokotak Airport. Similar letters are being sent to the various divisions of ADNR. We did not hear from your agency during our initial scoping process, and we assume it was because you have no concerns regarding the proposed project. If your agency has any specific concerns regarding impacts of the proposed project on state resources under your jurisdiction, please do not hesitate to contact us. In order to ensure a complete analysis of environmental impacts associated with the proposed project, we are specifically requesting the following information: • Land Use Plans – Please identify existing or propos that might conflict with the proposed project. • Land Use Permits – Are there any state lands in the such as Land Use Permits, Leases, Rights-of-Way, issued which would conflict with the project? • Permits – Please identify any permits or clearances proposed project.
Alaska Department of Natural Resources Office of Habitat Management and Permitting	Ed	Weiss	Area Biologist	Dear Mr. Weiss	333 Raspberry Road550 W. 7th Ave.nue	Anchorage, AK 995178	267-2285	267-2464	Ed_Weiss@dnr.state.ak.us	Agency	Thank you for your agency's continued involvement in our project scoping process. Your participation at the agency coordination meeting provided valuable assistance in the development of the project. We are providing this information to keep your agency informed of the proposed improvements to the Manokotak Airport. If ynur agency has any specific concerns regarding impacts of the proposed project on anadromous fish under your jurisdiction, please do not hesitate to contact us. In order to ensure a complete analysis of environmental impacts associated with the proposed project, we are specifically requesting the following information: • Any other information regarding anadromous or res proposed project, including spawning/rearing habita • Any permits or clearances to be obtained from your

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
All AIR CARRIERS (see list)				To Whom It May Concern						Users	We are providing this information to keep your company informed of the proposed improvements to the Manokotak Airport. Please review the project alternatives. If your company has any specific concerns regarding the impact of the proposed project on air carrier operations, please do not hesitate to contact us.
Bristol Bay Economic Development Corporation	Bryce	Edgmon	Chief Operating Officer	Dear Mr. Edgmon	P.O. Box 1464	Dillingham, AK 99576	842-6402				We are providing this information to keep your organization informed of the proposed improvements to the Manokotak Airport. Please review the project alternatives and let us know of any concerns your corporation might have with the proposed project. In order to ensure a complete analysis of environmental impacts associated with the proposed project, we are specifically requesting the following information: • Identify any existing or proposed zoning requireme permits are required, please identify which ones. • Identify any other local improvement project(s) unc the project within the foreseeable future.
Bristol Bay Native Association Natural Resources Department	Ralph	Andersen	Program Manager	Dear Mr. Andersen	P.O. Box 310	Dillingham, AK 99576	ext. 361		randersen@bbna.com	Agency	We are providing this information to keep your organization informed of the proposed improvements to the Manokotak Airport. Please review the proposed alternatives and identify any concerns BBNA Natural Resources might have with the proposed project. Also, please let us know if your association supports the project.
Bristol Bay Native Association Land Management Services	Alan	Backford	Acting Realty Officer	Dear Mr. Backford	P.O. Box 310	Dillingham, AK 99576	ext. 335		abackford@bbna.com	Agency	We are providing this information to keep your organization informed of the proposed improvements to the Manokotak Airport. Please review the proposed alternatives and identify any concerns your association might have with the proposed project. In order to ensure a complete analysis of environmental impacts associated with the proposed project, we are specifically requesting the following information: • Any information regarding corporation or Native al project. • Does your association support the project?

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
Bristol Bay Native Corporation	Hjalmar	Olson	President/ CEO	Dear Mr. Olson	800 Cordova St., Suite 200	Anchorage, AK 99501-6299	278-3602,	276-3924		Agency	Thank you for your organization's continued participation in our project scoping process. Jack Moores' efforts have proved invaluable in the development and advancement of the proposed project. Please review the proposed alternatives and identify any concerns your corporation might have with the proposed project. Please identify any permit requirements for the surface or subsurface use of land in the project area. Also, please indicate whether your corporation continues to support the proposed project.
Bristol Bay Native Corporation Land and Resources Department	John C.	Moores	Director	Dear Mr. Moores	800 Cordova St., Suite 200	Anchorage, AK 99501-6299	1-800-426-3602		MooresJ@bbnc.net	Agency	Thank you for your organization's continued participation in our project scoping process. We appreciate your efforts to date, and look forward to your continued participation. Please review the proposed alternatives and identify any concerns that the BBNC Land and Resources Department might have with the proposed project. In order to ensure a complete analysis of environmental impacts associated with the proposed project, we are specifically requesting the following information: • Please provide any information regarding corporat affected by the project. • Identify any other permit requirements needed for t project area. • Does your corporation continue to support the proj
Bureau of Indian Affairs W. Central Alaska Field Office Realty Dept.	Rose	Brady	Realty Officer	Dear Ms. Brady	3301 C St., Suite 1100	Anchorage, AK 99503-3935	271-4697	271-1747		Agency	Thank you for your agency's participation in our project scoping process. We appreciate your efforts to date, and look forward to your continued participation. In order to ensure a complete analysis of environmental impacts associated with the proposed, please provide any information regarding corporation or Native allotment lands or Federally-restricted lots that might be affected by the project.

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
Bureau of Land Management	Henri	Bisson	Alaska State Director	Dear Mr. Bisson	222 W. 7th Ave., #13	Anchorage, AK 99504	271-5080	271-4596		Agency	We are providing this information to keep your agency informed on the proposed airport improvements at Manokotak. We did not hear from your agency during the initial scoping process, and assume it was because your agency has no concerns regarding the proposed project. We have researched the BLM website with respect to BLM Recreation Areas and conducted preliminary land status research using BLM Master Title Plats of the general project area. Our preliminary research indicates that the existing airport is in a BLM lease area. Alternative E1 would impact this lease area. In addition, there is a chance that Alternative R3 would affect the Manokotak-Dillingham 17(b) trail. Please review the proposed alternatives and identify any clearances to be obtained from your agency for the proposed project. If you have any other information on Recreation Areas, Native Allotments, or other private lands in the project area that might potentially be affected by the proposal, please provide that information as well.
City of Manokotak	Kenneth	Nukwak	Mayor	Dear Mr. Nukwak	P.O. Box 170	Manokotak, AK 99628	289-1027	289-1082		Government	We have met with the community on three occasions since March of 2003. During this stage of the process, it is necessary for us to assess specific impacts the proposed alternatives may have on your community. Please review the proposed alternatives and identify any concerns you might have with the proposed project. In order to ensure a complete analysis of environmental impacts associated with the proposed project, we are specifically requesting the following information: • Are the current alternatives consistent with subsiste • Identify any existing or proposed zoning requireme permits are required, please identify them. • Identify any other local improvement project(s) cit coustruction in the vicinity of the proposed project • Please provide any information regarding land own • Does the City continue to support the project?

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
Environmental Protection Agency Region 10	Judith	Leckrone-Lee	Environmental Specialist	Dear Ms. Leckrone-Lee	1200 Sixth Avenue (MS ECO-088)	Seattle, WA 98101-1128	(206)553-6911	553-6984	Lee.Judith@epa.gov	Agency	We are providing this information to keep your organization informed of the proposed improvements to the Manokotak Airport. We did not hear from your division during the initial scoping process, and assume it was because you had no concerns regarding the proposed project. We conducted a Phase I Hazardous Materials Site Assessment of the alternative locations in September 2003. This investigation revealed no areas of potential concern in the project vicinity. Please review the proposed alternatives. If your division has any specific concerns regarding the proposed project, please do not hesitate to contact us. In order to ensure a complete analysis of environmental impacts associated with the proposed project, we are specifically requesting the following information: • Any sole source or principal drinking water sources project. • Any other confirmed or suspected contaminated si abovegrund fuel storage tanks that might affect o • Any permits or clearances to be obtained from you
Manokotak Natives Limited	Nels	Franklin	President/ CEO	Dear Mr. Franklin	P.O. Box 149	Manokotak, AK 99628	289-1062			Agency	We have met with the community on three occasions since March 2003. During this stage of the process, it is necessary for us to assess specific impacts the proposed alternatives may have on your community. Please review the proposed alternatives and identify any concerns you might have with the proposed project. In order to ensure a complete analysis of environmental impacts associated with the proposed project, we are specifically requesting the following information: • Does your organization continue to support the pro • Please provide any information regarding corporat affected by the project. • Are the current alternatives consistent with subsiste • Identify any other permit requirements needed for project area.

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
Manokotak Power Company	Carl	Itumulria	Manager	Dear Mr. Itumulria	P.O. Box 149	Manokotak, AK 99628	289-1062				On November 18, 2003, we sent a letter to Manokotak Natives, Ltd., concerning the increased power demand associated with airport improvements at Manokotak. This letter requested verification that the Manokotak Power Company could meet the expected electrical demand. Please review that letter and send us the requested verification. Also, please review the proposed alternatives and identify any concerns your company might have with the proposed project.
Manokotak Village Council	Michael	Gloko, Sr.	President	Dear Mr. Gloko	P.O. Box 169	Manokotak, AK 99628	289-2067		makvc@bbna.com	Government	We have met with the community on three occasions since March of 2003. During this stage of the process, it is necessary for us to assess specific impacts the proposed alternatives may have on your community. Please review the proposed alternatives and identify any concerns you might have with the proposed project. In order to ensure a complete analysis of environmental impacts associated with the proposed project, we are specifically requesting the following information: • Please provide any information regarding corporat affected by the project. • Does the council continue to support the project? • Identify any existing or proposed zoning requireme that might require permits. If permits are required • Are the current alternatives consistent with subsiste • Identify any local improvements or projects that ar of the project.

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
National Marine Fisheries Service Habitat Conservation Division	James	Balsiger	Regional Administrator	Dear Mr. Balsiger	P.O. Box 21668	Juneau, AK 99802-1668			James.Balsiger@noaa.gov	Agency	Thank you for your letter dated September 24, 2003. We understand from that letter that the proposed project is not likely to affect endangered marine mammals or their critical habitat. We also understand that you concur with our determination that the project will not affect Essential Fish Habitat (EFH). We are providing this information to keep your agency informed on modifications to the proposed project. These modifications are not expected to alter your previous determinations. If your agency has any specific concerns regarding the impact of the proposed project on Essential Fish Habitat or threatened or endangered marine mammals under your jurisdiction, please do not hesitate to contact us.
National Park Service	Rob	Arnberger	Alaska Regional Director	Dear Mr. Amberger	250 W. 5th Ave., Room 114	Anchorage AK 99501			Rob.Amberger@nps.gov	Agency	We are providing this information to keep your agency informed on the proposed airport improvements at Manokotak. We did not hear from your agency during the initial scoping effort, and assume it was because you had no concerns regarding the proposed project. Please review the proposed alternatives. If you have any concerns regarding lands or issues under National Park Service jurisdiction, please do not hesitate to contact us.
U.S. Army Corps of Engineers CEPOA-EN-CW-HH	Harlan	LeGare	Chief of Floodplain Management	Dear Mr. LeGare	P.O. Box 6898	Elmendorf AFB, AK 99506-0898	753-2610	753-2625		Agency	We are providing this information to your agency to keep you informed on the proposed improvements to the Manokotak airport. We did not hear from your office during the initial scoping effort, and we assume it was because you had no concerns regarding the proposed project. We have found no Federal Emergency Management Agency Flood Maps for Manokotak, Alaska. In order to ensure a complete analysis of environmental impacts associated with the proposed project, please provide any information you may have about the base floodplains, regulatory floodways, and/or special flood hazard areas of drainages that might be affected by the proposed project.

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
U.S. Army Corps of Engineers Regulatory Branch	Mary	Leykom	Regulatory Specialist	Dear Ms. Leycom	P.O. Box 6898	Elmendorf AFB, AK 99506-6898	800-478-2712			Agency	Thank you for your participation in the agency coordination meeting and field site visits and for your letter dated October 9, 2003. Based on your letter, we understand that the proposed project would require a Department of the Army (DA) Section 404 permit for the placement of dredged and/or fill material into waters of the United States (wetlands), and that there are no Section 10 navigable waters in the project area under the Corps' jurisdiction. As you are aware, a field wetland delineation was conducted in September 2003. The final report is being sent to you under separate cover for your jurisdictional determination. The Environmental Assessment will assess the impacts of the proposed alternatives on specific wetlands, and a permit application will be submitted for the preferred alternative. Please review the proposed alternatives. If you have any additional comments or concerns regarding the proposed project, please do not hesitate to contact us.
U.S. Bureau of Indian Affairs	Kristin	K'eit	Regional Environmental Scientist	Dear Ms. K'eit	P.O. Box 25520	Juneau, AK 99802				Agency	Thank you for your agency's participation in our project scoping process. We appreciate your efforts to date, and look forward to your continued participation. Please review the proposed alternatives and identify any concerns your agency may have regarding the proposed project.
U.S. Bureau of Indian Affairs Branch of Roads	Art	High	Highway Engineer	Dear Mr. High	709 West 9th Ave.	Juneau, AK 99801				Agency	Thank you for your agency's participation in our project scoping process. We appreciate your efforts to date, and look forward to your continued participation. Please review the proposed alternatives and identify any concerns your agency may have regarding the proposed project.

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
U.S. Bureau of Indian Affairs Branch of Roads	Mark	Boatwright	Archaeologist	Dear Mr. Boatwright	709 West 9th Ave.	Juneau, AK 99801				Agency	Thank you for your agency's participation in our project scoping process. We appreciate your efforts to date, and look forward to your continued participation. Please review the proposed alternatives and identify any concerns your agency may have regarding the proposed project.
U.S. Department of Agriculture Natural Resources Conservation Service	Philip	Naegele	Assistant State Conservationist (Operations)	Dear Mr. Naegele	800 W. Evergreen St., Suite 100	Palmer, AK 99645	761-7758	761-7790		Agency	Although we believe that no Prime or Unique Farmland or Farmlands of State or Local Importance will be affected by the project, a confirmation from your agency would be appreciated.
U.S. Department of Agriculture Wildlife Services	Corey	Rossi		Dear Mr. Rossi	1800 Glenn Highway, Suite 12	Palmer, AK 99645-6736	745-7200			Agency	On January 16, 2003, a letter was sent to you summarizing wildlife hazard observations made during our September 2003 field wetlands investigation and information obtained from Togiak NWR regarding wildlife in the Manokotak area. The community is also considering relocating the landfill. Two potential relocation sites are currently under review. One is approximately 1½ miles east of the existing runway (Alternative E1) and 3 miles west of the Alternative R3 runway site. The other is more than 4 miles east of E1 and 2.8 miles north of R3. Please advise us whether a wildlife hazard survey is needed so that we can make arrangements for the survey to be conducted during the 2004 field season.

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
U.S. Fish and Wildlife Service Togiak National Wildlife Refuge	Paul	Liedberg	Refuge Manager	Dear Mr. Liedberg	P.O. Box 10201270	Dillingham, AK 99576	842-1063		togiak@fws.gov	Agency	We are providing this information to keep your agency informed of the proposed improvements to the Manokotak Airport. Please review the proposed alternatives and identify any specific concerns you may have regarding potential impacts of the proposed project on refuge resources or operations. In order to ensure a complete analysis of environmental impacts associated with the proposed project, we are specifically requesting the following information: • Any permits or clearances to be obtained from your • Any refuge objectives or activities that might confli • Important fish and wildlife habitats or migration co project. • Known active or inactive eagle nests in the project. • A map of the refuge boundaries adjacent to Manok
U.S. Fish and Wildlife Service Western Alaska Ecological Service	Ann	Rappoport		Dear Ms. Rappoport	605 W. 4th Ave., Room G-61	Anchorage, AK 99501				Agency	Thank you for your agency's participation in our project scoping process. We appreciate Fran Mann's previous coordination on wetland issues, and look forward to her continued participation. Fran's specific concerns regarding the wetland status at the potential material site near Alternative R3 were addressed, and our preliminary wetland delineation has been forwarded to the U.S.Army Corps of Engineers for a formal jurisdictional determination. Please review the proposed alternatives and identify any specific concerns your agency may have regarding impacts to fish and wildlife habitat in the project area.

Note: Copies of the letter to the City of Manokotak were also forwarded to:
Senator Lyman Hoffman, Alaska State Capitol, Room 514, Juneau, AK 99801-1182
Representative Carl Moses, Alaska State Legislature, 716 W. 4th Ave., Suite 470, Anchorage, AK 99501-2133

United States Department of Agriculture

NRCS
Natural Resources Conservation Service
800 West Evergreen Street, Suite 100
Palmer, Alaska 99645
(907) 761-7700
FAX (907) 761-7790

February 10, 2004

Steve Becker
Environmental Coordinator
PDC Inc.
1028 Aurora Drive
Fairbanks, AK
99709-5529

Dear Mr. Becker,

There are no *Prime Farmlands* designated in Alaska. Using the criteria established by Congress, Alaska soils are excluded do to cold climate conditions. Also, no *Unique Farmlands* or *Farmlands of Statewide Importance* have ever been established within Alaska by any unit of government.

The Palmer and the Wasilla Soil and Water Conservation Districts have formally established *Soils of Local Importance* within the boundaries of their respective districts. These include all soils designated in Land Capability Classes 2c, 2e, 2w, 2s, 3c, 3e, 3w, 3s, or 4c as determined by either a soil survey or on-site soils investigation.

Currently, these are the only designated *Soils of Local Importance* in Alaska.

Joe Moore
State Soil Scientist

cc: Phil Naegele, Asst. State Conservationist (Operations), NRCS, Palmer

RECEIVED
FEB 12 2004

MACTEC

January 16, 2004

55343

Corey Rossi
U.S. DEPARTMENT OF AGRICULTURE, WILDLIFE SERVICES
1800 Glenn Highway, Suite 12
Palmer, Alaska 99645-6736

Wildlife Hazard Observations
Manokotak Airport Improvements
ADOT&PF State Project No. 55313

Dear Corey:

PDC Consulting Engineers, Inc. (PDC), retained MACTEC to provide environmental support for the Natural/Biological Environment and Hazardous Materials portion of the Alaska Department of Transportation and Public Facilities (ADOT&PF) Manokotak Airport Improvement Project. The general scope of the proposed project is to build a new airport to meet current ADOT&PF and Federal Aviation Administration (FAA) standards. In general the proposed project would include the following: (1) lengthen, widen, and resurface the existing runway or relocate to a new site; (2) relocate the apron to meet separation standards; (3) clear vegetation from the runway and approach zones; and (4) eliminate runway end obstructions to the extent practicable in order to meet non-precision approach standards.

There are currently three airport relocation alternatives being considered (see Figures 1 and 2):

- Alternative E1 – Extend the Existing Runway. This alternative would resurface, extend, and widen the runway at its present location. The apron would be relocated to the required separation distance for safety.
- Alternative R1A – Relocate the Airport to near Manokotak Heights Subdivision. This alternative would relocate the airport southeast of the Manokotak Heights Subdivision. The airport would be between the existing subdivision and the prominent ridge to the southeast.
- Alternative R3 – Relocate the Airport South of R1A. Alternative R3 would relocate the airport approximately 2 miles south of Alternative R1A and south of the prominent ridge. This alternative would require an approximately 3-mile access road from the Weary River Access Road.

During a formal wetlands delineation conducted from August 31 to September 6, 2003, data were opportunistically collected to address the issue of potential wildlife hazards associated with the existing runway and proposed new runway alternatives. A summary of observations of large-bodied birds and information obtained from the Togiak National Wildlife Refuge about wildlife in the Manokotak area is presented in this report.

MACTEC Engineering and Consulting, Inc.
601 East 57th Place • Anchorage, AK 99518
907-563-8102 • Fax: 907-561-4574
Home Page: www.mactec.com

BACKGROUND

Site Location and Conditions

The survey area is near the City of Manokotak, Alaska. Manokotak is a Yup'ik Eskimo community in the Bristol Bay area, approximately 25 miles southwest of Dillingham and approximately 350 miles southwest of Anchorage (Figure 1). Manokotak is on the Igushik River and sits between the east bank of the river and a lone hill that rises to an elevation of approximately 850 feet. It lies at approximately 58.98139° north latitude and -159.05833° west longitude (Section 12, Township 14 South, Range 59 West, Seward Meridian).

The vegetation types surrounding Manokotak are a mixture of moist tundra and upland mixed woodland forest. The upland mixed forest areas occur on well-drained soils with dominant trees consisting of white spruce (*Picea glauca*), paper birch (*Betula papyrifera*), quaking aspen (*Populus tremuloides*), and cottonwood (*Populus balsamifera*). Willows, including Bebb's willow (*Salix bebbiana*) and diamond-leaf willow (*Salix planifolia*), are common shrubs. Common vegetation found in the moist tundra areas includes mosses, lichens, grasses, sedges (*Carex* spp.), willows (*Salix* spp.), dwarf birch (*Betula nana*), Labrador-tea (*Ledum palustre*), crowberry (*Empetrum nigrum*), bog blueberry (*Vaccinium uliginosum*), and numerous other shrubs and herbs.

METHODS

Observations of diurnal movements of large-bodied birds were noted opportunistically during the wetlands delineation conducted from August 31 to September 6, 2003. Data were collected to objectively address the issue of potential wildlife hazards associated with the existing runway and alternatives. Observations of all birds (by sight or sound) were noted and an effort was made to identify any discernable flight patterns of large-bodied birds in the project area that could pose a hazard to air traffic. Observations were taken at the landfill, sewage lagoons, current airport, and along proposed runway, apron, and access road alternatives while conducting the wetland delineation – generally during the time period from 0730 to 1800. Additional observation time was spent at the existing airport from 1700 to 1900 on September 1, 2003, for the specific purpose of recording bird movements.

RESULTS AND DISCUSSION

Wildlife Hazard Observations

Figure 2 includes the locations where bird observations were made: existing airport, proposed airport alternatives and access roads, existing and proposed material sources, landfill, and sewage lagoons. Particular attention was paid to the presence and movements of large-bodied birds such as gulls, ravens, and waterfowl, because these groups present the greatest potential hazard to airport traffic.

From our review of topographic maps and aerial photography, we have calculated distances from the existing and proposed runway sites to existing and proposed landfill sites and other wildlife attractant

sites such as rivers and sewage lagoons. The southwest end of the existing runway is 1,100 feet from the Igushik River. The existing landfill is situated to the south, approximately 4,000 feet from the runway. Both sewage lagoons are at least 3,000 feet southeast of the existing runway. The alternative runway locations being considered lie between 2 and 3 miles west and southwest of the Weary River, more than 4 miles east of the landfill and no closer than 3,000 feet east of the lagoons.

Other wildlife considerations in the area include several prominent hills that may provide nesting and roosting areas for common ravens, and numerous tributary streams, wetlands, and ponds that may provide habitat for migratory waterbirds.

Large-bodied birds heard and observed in the vicinity of the existing airport included common ravens (*Corvus corax*), black-billed magpies (*Pica pica*), sandhill cranes (*Grus canadensis*), northern harriers (*Circus cyaneus*), and a sharp-shinned hawk (*Accipiter striatus*). Large-bodied birds observed around the Manokotak sewage lagoon and landfill included common ravens, black-billed magpies, and a green-winged teal (*Anas crecca*). The existing runway is for the most part bordered by a large wetland complex that extends to the Igushik River. Numerous gulls were also observed along the Igushik River and in the large wetland south of the landfill, but no gulls were observed at the existing airport. Few birds were observed at the sewage lagoon south of the Manokotak Heights subdivision, and a black-billed magpie was the only large-bodied bird observed in the area. The wetland area to the south of Alternative R3 is a large wetland complex that extends to the coast. Large-bodied birds observed near the R1A and R3 airport alternatives included sandhill cranes, common ravens, and several unidentified ducks. Sightings of large-bodied birds were generally limited to a few individuals, and no obvious flight paths were observed. Small-bodied birds, including sparrows, chickadees, and gray jays (*Perisoreus canadensis*), were commonly observed throughout the project area.

In general, no great numbers of large-bodied birds were observed during the site visit and no discernable flight paths were identified near the existing airport or proposed airport alignment alternatives.

Togiak National Wildlife Refuge

Because Manokotak is adjacent to the Togiak National Wildlife Refuge, MACTEC personnel contacted the refuge to request information on wildlife species likely to be found in the project area, specifically known eagle nests, caribou migration corridors, and moose data. The following paragraphs summarize the information provided by the refuge. The telephone conversation summary is attached.

Wetland and upland habitats in the Manokotak area support moose, brown and occasionally black bear, coyote, wolf, red fox, snowshoe and arctic hare, beaver, otter, mink, muskrat, porcupine, and various small mammals such as red-backed voles and shrews. A small caribou herd (Nushagak Peninsula Caribou Herd) concentrates south of Manokotak and south of the Igushik River. The Nushagak herd is known as a non-migratory caribou herd. An occasional band of individuals of the Mulchatna Caribou Herd have been known to move through the Manokotak and Dillingham area within several miles of the project area. No caribou calving, migration, or general use by caribou would be affected by the proposed project. Some moose may

travel through the project area but do not tend to concentrate in the area. Winter moose concentration areas are found between Manokotak and Dillingham (east of the Snake River) and farther up the Weary and Igushik rivers (upstream of Manokotak).

Resident bird species in the project area include the black-capped chickadee (*Poecile atricapillus*), red-breasted nuthatch (*Sitta canadensis*), common raven, black-billed magpie, gray jay, spruce grouse (*Falcipennis canadensis*), and willow ptarmigan (*Lagopus lagopus*). More than 100 species of seasonal migratory birds likely pass through the area to more northern breeding grounds. Migratory bird species that are likely to nest in the project area include warblers, sparrows, thrushes, and common redpolls (*Carduelis flammea*). Refuge personnel regularly fly over Manokotak during the course of refuge surveys and opportunistically record eagle nest locations. Refuge personnel are not aware of any eagle nests in the project area. The nearest known eagle nest locations are more than 5 miles away from the proposed airport alternatives.

Thank you for the opportunity to provide service. Please call me at 907-563-8102 if you have questions.

Yours very truly,

MACTEC Engineering and Consulting

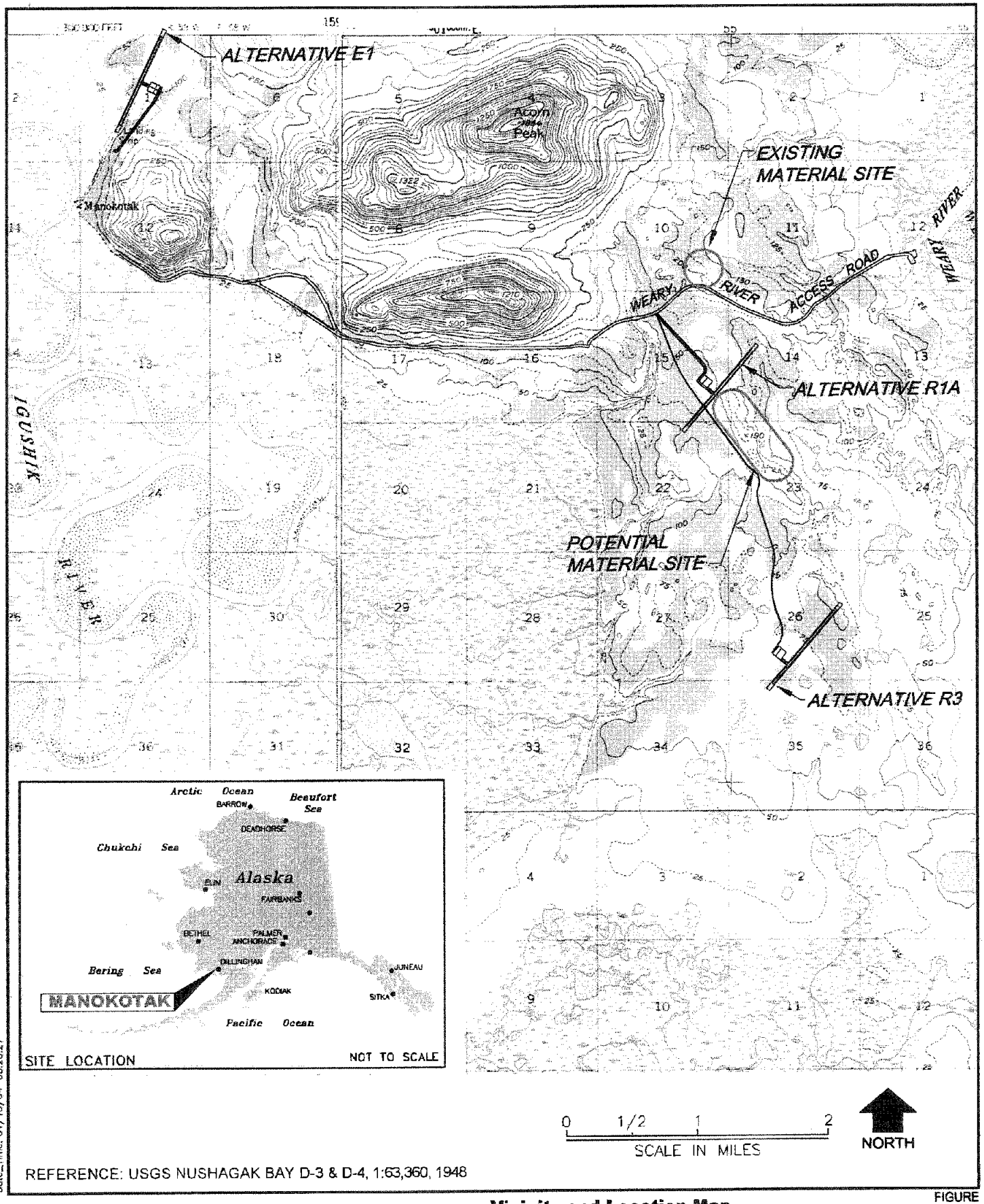
Brandon M. Miner
Project Environmental Scientist

Donna G. Robertson
Senior Environmental Scientist

QC/TE/jm/A0161G

Attachments: Figures
Telephone Conversation Record

cc: Bill Wilmoth
P.O. Box 21255
Juneau, AK 99802



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Date_Time: 01/13/04 08:28:27

FIGURE

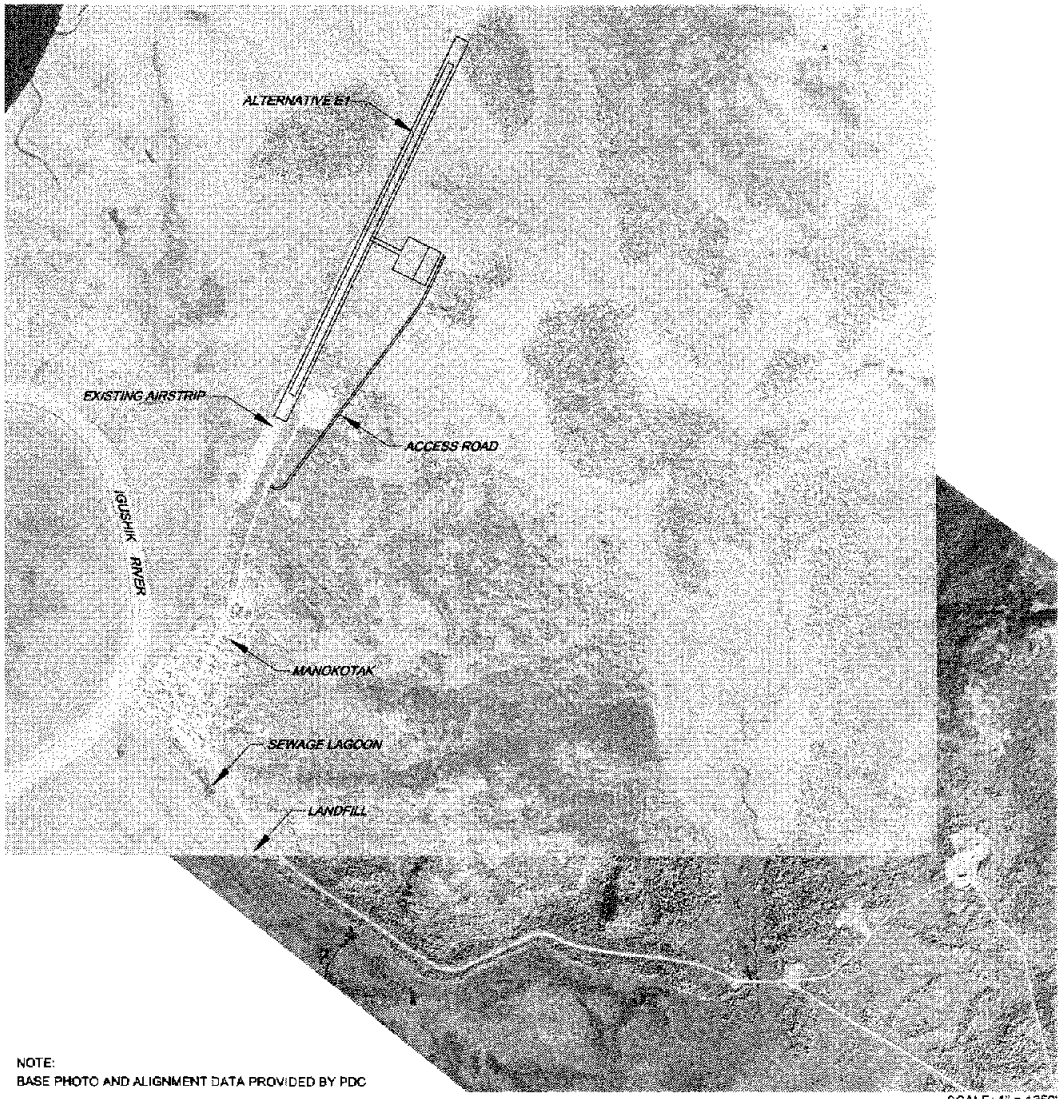
Vicinity and Location Map

1

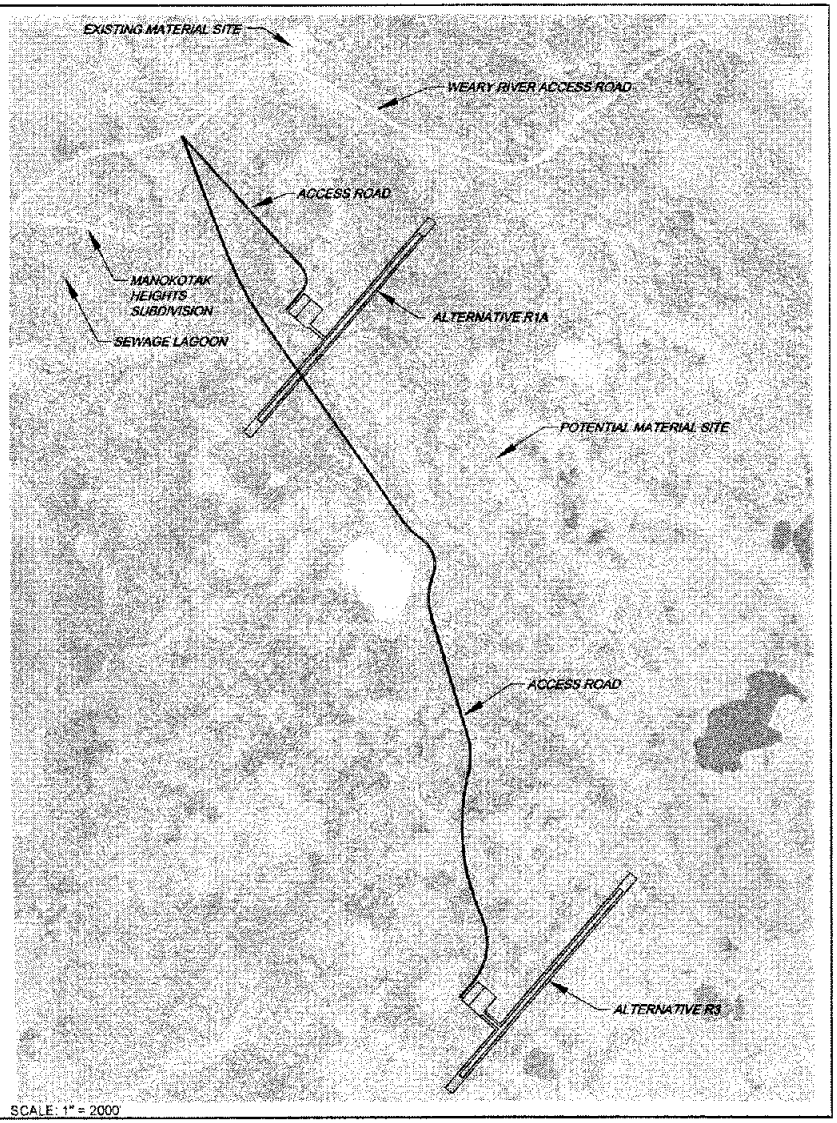
MACTEC
Engineering and Consulting, Inc.

Manokotak Airport Improvements
Wildlife Hazard Observations
Manokotak, Alaska

DRAWN	PROJECT NUMBER	APPROVED	DATE
JP	55343		1/2004



SCALE: 1" = 1350'



SCALE: 1" = 2000'

NOTE:
BASE PHOTO AND ALIGNMENT DATA PROVIDED BY PDC

NORTH

MACTEC
Engineering and Consulting, Inc.

Existing Airport, Alternatives E1, R1A, and R3

Manokotak Airport Improvements
Wildlife Hazard Observations
Manokotak, Alaska

FIGURE **2**

DRAWN	PROJECT NUMBER	APPROVED	DATE
JP	55343		1/2004

File: 553-Dmrg-2.dwg File: 553-Dmrg-2.dwg
Plotted by: PDC\Jeff Pierce (JP) Plotted: 01/13/03 Drawn\
Date_Time: 01/13/04 12:58PM Date_Time: 11/12/03 13:58b13

MACTEC ENGINEERING AND CONSULTING
TELEPHONE CONVERSATION RECORD

File: Three Airports -- Manokotak **Job No.:** 55343 **Date:** 10-16-03

Person (called, calling): Andy Aderman **Time:**.10:30 am

Representing: Togiak National Wildlife Refuge **City:** Dillingham

Subject: Wildlife Information for Manokotak area **Tel. No.:** 907-842-1063

Items Discussed:

Contacted Andy Aderman for moose and caribou data and information on other wildlife in the Manokotak area. Asked Andy specifically about eagle nests, caribou migration corridors, moose data, and general wildlife lists for the area. The following paragraphs summarize the information provided by Andy.

Andy is not aware of any eagle nests in the immediate project area. They regularly fly over the area during the course of refuge surveys and will opportunistically record eagle nest locations and recheck the nests during the season. The nearest eagle nests are over 5 miles away from either airport site.

Resident bird species in the area include chickadees, red-breasted nuthatches, common ravens, black-billed magpies, gray jays, spruce grouse, and willow ptarmigans. Over 100 species of seasonal migrants are likely to pass through the area on their way to more northern breeding grounds. Warblers and sparrows nest in the area.

There is a concern that the project would result in a loss of breeding habitat near Manokotak Heights but this would be minimal.

Andy forwarded me a refuge bird list and bird lists from a survey of Alaska Army National Guard training areas.

Moose travel through the project area but no major concentrations of moose are known to occur in the project area. Winter moose concentration areas occur between Manokotak and Dillingham (east of Snake River) and further up Weary River and up Igushik River (upstream of Manokotak). Winter concentrations are thought to be related to snow depth. Project would not affect moose in these concentration areas.

No caribou herds are know to occur in the direct vicinity of the project area. A small caribou herd (Nushagak Peninsula Herd) concentrates south of Manokotak and south of the Igushik and Tuklon rivers. The Nushagak herd is considered a non-migratory herd; however, some individuals of this herd move between Igushik and Snake rivers (south and southeast of Manokotak Heights). An occasional band of individuals from the Mulchatna Caribou Herd move through the area between Manokotak and Dillingham, within several miles of the project area. In Andy's opinion, no caribou calving, migration, or general habitat use would be affected by the project.

Other wildlife likely to occur in the Manokotak area include brown and occasionally black bear, red fox, coyote, wolves, beaver, otter, mink, muskrats, porcupine, snowshoe and arctic hare, and various small mammals such as shrews and red-backed voles.

Other items discussed:

The refuge manager, Aaron Archibeque is no longer with the Togiak refuge. The assistant refuge manager is Carl Lunderstadt. This will need to be updated on the project mailing list. Andy would also like to be added to the project mailing list.

Signature: Sasha Forland

Royce Conlon

From: Robertson, Donna [DGROBERTSON@mactec.com]
Sent: Monday, October 27, 2003 1:21 PM
To: Royce Conlon
Cc: Forland, Sasha; Miner, Brandon
Subject: FW: Manokotak airport

Royce,
I just received the following email from Frances Mann, USFWS. I believe we captured most of these comments in the scoping information we just sent you, but this information is a bit more specific and should be included in the scoping report.

Please let me know if you have any questions,
Donna

Donna Robertson
dgrobertson@mactec.com
907-563-8102

-----Original Message-----
From: Frances_Mann@fws.gov [mailto:Frances_Mann@fws.gov]
Sent: Monday, October 27, 2003 11:41 AM
To: Robertson, Donna
Subject: Manokotak airport

Donna - I keep trying to get this e-mail message to you and Mary - but it keeps coming back (this is the 3rd time). It hasn't made it to either of you....I've tried various versions of your e-mail address. SO...I have finally selected, copied and pasted the letter that keeps coming back to me, and am replying to directly to the message you sent me in the hopes that this e-mail makes it.

Hi Donna and Mary -

I have been out of the office for extended lengths of time while working on another project. I attempted to e-mail you both the comments below, but it got returned to me in my absence.

I am back in the office now, and hopefully returning to my "normal" types of work. So I am sending this again. I have a couple of comments relating to the field visit and the plants/soil hydrology that I saw.

fran

----- Forwarded by Frances Mann/R7/FWS/DOI on 10/27/2003 08:56 AM -----

Frances Mann

To:

1

34

Mary.F.Leykom@poa02.usace.army.mil; DGROBERTSON@mactec.com

10/15/2003 08:43 cc:

PM Subject: Manokotak airport

Donna and Mary - I have included the four standard stipulations we'd like
to see on this project - and actually, on all projects. Donna - as
discussed with you and Royce, we like to see these actually on the Corps
permit so that they are not buried on page 49 of the contract, where no one
sees them (or pretends not to see them which could be the case as per info
from Royce). However, because the Airport MOA indicates we will respond
with a "no objection" or "no action" this is problematic. Either ADOT can
ask that they be included as special conditions, or as Royce suggests, an
alternative solution would be to bring them forward in the contract
document somehow. Either way could work - we just want to get them
noticed and followed.

1. To prevent impacts to nesting birds, no vegetation clearing, fill placement, excavation, or other construction activities shall be conducted between April 15 and July 15, except at sites which have been sufficiently disturbed or altered (e.g., with fill, plastic, or other materials that will cover nesting habitat) by April 15 to eliminate suitable nesting habitat.
2. Prior to construction, construction limits shall be clearly delineated in the field with survey markers, and markers shall remain in place until construction is complete. Use of construction vehicles shall be limited to the area within the staked construction limits.
3. Sediment prevention and water quality control measures (silt fences) shall be placed and maintained along the toe of all fill areas adjacent to waters of the United States, including wetlands, to effectively isolate wetlands and waters from the construction area to prevent the introduction of sediments. These devices shall remain in place until fill and other exposed earthwork attributable to the project are stabilized and revegetated.
4. To protect adjacent habitat, all cuts, fills, slopes and other exposed earthwork attributable to the project shall be stabilized to prevent erosion which may occur both during and after construction. Following construction, exposed slopes shall be revegetated using vegetation native to the local area.

And also Donna - I reviewed my notes from the field visit (which I did not bring to the meeting due to my rush - and by the way, your e-mail was very clear and I still don't know how I missed the meeting date, but...anyway). My notes indicate that I stopped

and examined (dug through the living organic mat) 4 tundra veg sites, the alder site, and the fireweed site. A plant species that I recorded as a dominant plant at all 4 tundra sites was Rubus chamaemorus (FACW). From the data sheets I looked at, it doesn't look as though Brandon saw it at any of his sites(or he may not have considered it among the dominants). Also if you recall Donna, at 2 of the 4 tundra sites I observed saturated soils (remember some of those the samples I showed you? visibly saturated - although these of course were not real soil pits). At the other sites, I recorded them as damp, and at the fireweed site - not damp nor saturated. It is just a bit more info to support a conclusion that the site is very patchy with many microclimates.

I'm still comfortable with the 1/3 and 2/3 decision, which incorporates to the best of our ability what I saw and what Brandon saw.

I'll be out of pocket for several more days, so if you have any questions or comments, voice mail is the best way to ensure a return (the e-mails just pile up and can be missed...). Thanks,
Fran 271-3053

Memorandum

MACTEC

Date: October 15, 2003 **File:** MACTEC Project No. 55343

From: Donna Robertson

To: Royce Conlon, PDC Consulting Engineers

CC: See distribution list

Subject: Minutes of October 14, 2003 Manokotak Airport Wetlands Meeting
Manokotak Airport Environmental Services

A meeting was held on October 14, 2003 at MACTEC Engineering and Consulting's Anchorage office to discuss wetlands issues associated with the Manokotak Airport environmental process. The following individuals attended all or parts of the meeting:

Don Baxter	DOT&PF
Laurie Kozisek	DOT&PF
Dan Golden	DOT&PF
Royce Conlon	PDC (by phone from Fairbanks)
Shawna Laderach	PDC (by phone from Fairbanks)
Frances Mann	USFWS
Donna Robertson	MACTEC
Brandon Miner	MACTEC

(Mary Leykom, USACE Regulatory Branch, was unable to attend the meeting)

Minutes of the meeting are as follows:

1. Wetlands Delineation on the "ridge". The primary focus of the meeting was to discuss the wetlands status of the ridge adjacent to airport relocation alternatives R1 and R3. This ridge is a possible material source for access road and airstrip construction. The meeting was initiated to evaluate data collected during the wetlands survey for the project after a field reconnaissance to the project area on September 11, 2003 indicated that vegetation on the ridge was dominated by plants commonly found in wetlands and surface soils were high in organic content and quite moist.

   Data sheets from sites sampled along the ridge and at the toe of the ridge were evaluated during the meeting. The sample site at the toe of the ridge was dominated by plants associated with upland sites, did not have hydric soils, and had no indicators of hydrology. Two sample sites on the ridge were dominated by plants associated with wetlands and had soils commonly associated with wetlands. There were no indicators of hydrology at the sites during the wetlands survey, but it was agreed during the meeting that these sites likely had hydrology earlier in the

601 East 57th Place, Anchorage, AK 99518
(907) 563-8102 Fax (907) 561-4574

   season. The third sample site on the ridge was dominated by wetland plants but mineral soils associated with the site were not indicative of a hydric soil.

   Frances Mann noted that she has seen this type of environment quite frequently in the Fairbanks area. Her belief is that the soil particles are so fine that they trap moisture near the surface and drainage is very slow, leading to wetlands on the tops of ridges. The group discussed the variable nature of the vegetation (some sites clearly dominated by non-wetland plants such as fireweed) and soils (some sites with gravel and cobbles near the surface, other sites with a deep organic layer and fine loamy soils) and agreed that the ridge is most likely a mosaic of wetlands and uplands.

   Based on the review of the data sheets and discussion, the group agreed that area bounded by alder shrubs and higher on the ridge will be delineated as a wetland mosaic with 2/3 of the area wetland and 1/3 upland.

   DOT&PF expressed concern that designating the area as wetland may preclude the use of the ridge as a material source because of the Memorandum of Agreement (MOA) with DOT&PF, USACE, and USFWS regarding wetlands. Frances Mann stated that the intent of the MOA was not to preclude development in wetlands but to seek ways to avoid and minimize impacts to wetlands where possible and mitigate impacts ($500 per acre) when avoidance is not possible. She felt that if R1 or R3 was selected and the ridge was found to be the best source of material for the project, there would not be a problem permitting the site, but that the permit would likely specify reclamation of the site after gravel extraction was complete.

2. Wetlands and Uplands at Other Sites. The group also discussed wetlands and uplands at the existing gravel site on the road to the Weary River, the alternative to extend the runway at its existing location, and alternative R3.

   There are wetlands on the east side of the existing gravel site, where vegetation, soils, and hydrology were similar to the ridge. Don Baxter indicated they could likely extract gravel from the other side of the gravel site to avoid those wetlands.

   At the existing runway, the group discussed the possibility of moving the apron to an upland site, either the upland island at the north end of the runway or near the existing apron by cutting farther into the hill. Royce Conlon noted that she would further evaluate each of these for the EA.

   Alternative R3 is located completely within uplands. There are several small open meadows along the runway and at the apron site that appear on the aerial photograph that are dominated by fireweed and other vegetation associated with uplands.

3. Further Comments from USFWS. Frances Mann noted that from the standpoint of the USFWS the uplands and wetlands in the project area provide good wildlife habitat and she would encourage minimizing impacts to both uplands and wetlands where possible. She encouraged DOT&PF to make sure the limits of the project and all permit conditions are well understood by the construction contractor to ensure that areas outside the project are not impacted during construction and that all permit conditions are met during construction. She also reminded the group that the project area (uplands and wetlands) provides habitat for nesting migratory birds

and that the project area should be cleared before the nesting season begins to minimize impacts to these species.

Frances Mann was happy to see that possible material sites are going to be included in the environmental document for this project. She requested that this become standard for environmental documents because it allows resource agencies the opportunity to understand the whole project. Royce Conlon pointed out that most often it is left to the contractor to find and permit the best sources of materials for construction projects.

Distribution List:

Don Baxter, DOT&PF
Laurie Kozisek, DOT&PF
Dan Golden, DOT&PF
Shawna Laderach, PDC
Frances Mann, USFWS
Mary Leykom, USACE
Brandon Miner, MACTEC
Sasha Forland, MACTEC

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, ALASKA
P.O. BOX 6898
ELMENDORF AFB, ALASKA 99506-6898

REPLY TO ATTENTION OF:

OCTOBER 9 2003

Regulatory Branch
North Section
4-2003-0970

RECEIVED
OCT 2 2 2003
Central Region Design Section

Mr. Dan Golden
Environmental Analyst
Alaska Department of Transportation
and Public Facilities
P.O. Box 196900
Anchorage, AK 99519-6900

Dear Mr. Golden: Dan!

This letter is in response to your August 21, 2003, request for comments relating to the Manokotak Airport Runway Resurfacing and Extension Project.

An agency field trip and Pubic Meeting with Manokotak residents tonk place on September 11, 2003. At that time, three main alternatives were presented which would meet the project goals: upgrade the existing airport, or, construct a new runway and ancillary infrastructure at one of two sites several miles distant from the village.

Following are some general comments regarding the document and issues related to project permitting:

- A Department of the Army (DA) permit for fill placement in wetland would be required for any of the three alternatives now being considered.
- No navigable waters under Corps' jurisdiction are located in the project area.
- Many recently completed rural Alaska airport projects have required permit modifications to include the addition of runway end indicator lights, precision approach path indicators, automated weather observation systems, and snow removal equipment buildings. These upgrades, if foreseeable, should be included in the DA application.
- Separation distances from proposed solid waste landfill and sewage treatment lagoons should be evaluated when considering the two new airport location scenarios.
- Consider whether upgrades to existing villages facilities (roads, the barge landing site) may be necessary to accommodate airport construction and include these projects in the DA application if they become part of the action.

- Some types of mechanized clearing in wetlands requires DA authorization so the methods used to clear areas where no other fill placement is planned, should be identified. This might also include the new trail realignment around the proposed runway if clearing is necessary.

We appreciate your efforts to involve the Corps of Engineers' early in the project development process. If you have any questions, please contact me by mail at the above address, ATTN: CEPOA-CO-R-N, by e-mail at mary.f.leykom@poa02.usace.army.mil, at 753-2716, or by FAX at 753-5567.

Sincerely,

Mary Leykom

Mary Leykom
Regulatory Specialist

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Marine Fisheries Service
P.O. Box 21668
Juneau, Alaska 99802-1668

September 24, 2003

RECEIVED
OCT 7 2003
Central Region Design Section

Jerry Ruehle
Environmental Coordinator
Department of Transportation and Public Facilities
4111 Aviation Ave.
P.O. Box 196900
Anchorage, Alaska 99519-6900

RE: Manokotak Airport Runway
Project Number 55313

Dear Mr. Ruehle:

Thank you for your letter requesting comments on resources of our concern regarding the proposed upgrades and improvements to the Manokotak Airport. The National Marine Fisheries Service (NMFS) has reviewed the preliminary information you submitted in your request. The existing airport facilities do not meet the standards required for several types of aircraft currently operating in Manokotak. The proposed project would provide Manokotak with an improved airport facility. We offer the following comments specific to the Endangered Species Act (ESA) and the Essential Fish Habitat (EFH) provisions of the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act).

Endangered Species Act

Section 7(a)(2) of the ESA directs interagency cooperation "to insure that any action authorized, funded, or carried out by such agency is not likely to jeopardize the continued existence of any endangered species or threatened species" or result in the destruction or adverse modification of critical habitat. NMFS Alaska Region is responsible for the administration of the ESA as it applies to certain cetaceans, pinnipeds, and marine fish. These include several species of whales, Pacific salmon, and Steller sea lions.

The information you provided indicates that work would occur inland. Due to the inland location of your project, endangered marine mammals will not occur in the vicinity of the project site, and critical habitat for the above listed species would not be affected.

Essential Fish Habitat

The trigger for EFH consultation is a federal action agency's determination that an action may adversely affect EFH. If a Federal action agency determines that an action will not adversely affect EFH, no consultation is required, and the federal action agency is not required to contact NMFS about its determination. A "no effect on EFH" letter is not required or addressed by either the Magnuson-Steven Act or the EFH regulations.

In your preliminary information, the Alaska Department of Transportation and Public Facilities (ADOT&PF) has determined that the Manokotak Airport runway Resurfacing and Extension project will not adversely affect EFH. Based on the information in your letter, NMFS concurs with your determination. Therefore, additional EFH consultation is not necessary.

We hope this information is useful in fulfilling your requirements under section 7 of the ESA and EFH requirements under the Magnuson-Stevens Act. For this project, please direct any questions regarding ESA to Mr. Brad Smith at (907) 271-3023 and questions regarding EFH to Mr. John Olson at (907)271-1508.

Sincerely,

For James W. Balsiger
Administrator, Alaska Region

RECEIVED
SEP 29 '03

Shawna Laderach

From: Royce Conlon
Sent: Wednesday, September 17, 2003 10:21 AM
To: Stefanie Ludwig
Cc: 'Dan_Golden (E-mail); Don Baxter (E-mail); Shawna Laderach
Subject: RE: Manokotak Airport

Stefanie - thanks for taking a look at this; we'll keep you informed with what we find

-----Original Message-----
From: Stefanie Ludwig [mailto:stefanie_ludwig@dnr.state.ak.us]
Sent: Tuesday, September 16, 2003 9:26 AM
To: Royce Conlon
Subject: Re: Manokotak Airport

Royce,
I looked over your map and other info. and it does appear that there are some high potential areas within the project area (especially any high ground) that warrant an archaeological survey.
Stefanie

Royce Conlon wrote:

>Stefanie, We really appreciate your willingness to review this on such short notice, our goal is to be able to secure clearance, but don't want to do a bunch of work that may not be needed. As I mentioned based on prelim. research and discussions with BIA we felt that at a min. a recon. level survey would be required - and because of the schedule (EA this winter) NLU set up their proposal so that if - they discover some sites they would plan to explore them to the level necessary to determine eligibility -- I have put together a few pieces of information to assist in your review of this project --

>
>Please let us know ASAP if you feel a field survey is warranted.
>
>Attachments include:
>
>* Map with Aerial photo of the area
>* Summary of Community Coordination
>* Telephone logs from BIA and BBNA
>* Summary of research info
>
>
>Map that shows possible airport expansion options and material sites, we believe the Loop road material site was previously cleared, the yellow oblong shaped -is a high ridge Approx 150 above the adjacent low lands - in our field investigation yesterday we actually determined it to be about half again as long extending to the south, and if you agree is needed, will have the archeologist also look over the that area. -- the Alt R1A is in forested area with fairly tall spruce on fairly high ground, but 100' below the ridge.

>
>R3 is not as heavily forested, appears to be mostly scrub-shrub vegetation with intermittent spruce. that terrain is lower elevation than R1A, but on a slight ridge above the surrounding wetlands.

>
> <<C03b0PRF02010 E1 R1A R3 Alts (1).pdf>>
>
>Community Coordination
>
>I didn't mention on the phone earlier, but a letter was sent to the Village council and City of Manokotak specifically asking about historic and archeological concerns - no written comment has been received --- yesterday in our public meeting we again verbally asked if they know of any historic, pre-historic or cultural concerns with any of the airport projects, or the material sites -a number of the elders were present and we had a Yupik translator - no comments were received.

>
>BBNC is the subsurface estate owner; Jack Moores was in attendance at the field trip and public meeting yesterday, as well as the agency scoping meeting on Sept 3rd. BBNC has not voiced any historic or cultural concerns.

>
>-- Telephone logs from BIA and BBNA below:
>
>Friday, Sept 5, 2003 - 4:15 pm Entry by Royce Conlon
>
>After leaving 2nd message with Ralph Andersen, I contacted Alan Backford, Alan indicated that BBNA do not have archeologist on staff. They deal with restricted deeds and Native allotments. If the project would impact these types of lands they could get BIA to do the archeological review. I explained that we had avoided the native allotment with the relocation options, and had not yet identified any such lands to be impacted by the extension alternative. He had received his scooping letter and meeting announcement.

>
>I asked if he would be attending the public meeting - he indicated that he would not.
>
>Friday, Sept 5, 2003 - 1:30 pm Entry by Royce Conlon
>
>Mark Boatwright with BIA, called, he was responding to the fax that was sent. He is interested in getting a copy of the scoping letter and the minutes from the scoping meeting. Also although we have Rose on the list, he would like to be added as he is responsible for enviro issue that might affect BIA facilities such as roads, bridges etc. I briefed his on the project and told him since the scoping letter went out we had advanced the project and eliminated a couple of the options as well as reoriented a couple. I explained the reasons for the elimination, one of which for R2 as the native allotment. He thought we were on the right track.

>
>Tuesday, Sept 2, 2003 - 9:15 am Entry by Royce Conlon
>
>Contacted BBNA re: Archeological survey - left message with Ralph Andersen; 842-5257; ext 361.
>
>Friday, August 29, 2003 - 6:20p Entry by Royce Conlon
>
>Paula Sutton, Archeologist for BIA returned call from Shawna - the number she called for Mark Boatright is now her's - Mark is at 586-7438. She indicated that Mark should get a copy of the scoping letter and fax - his fax is 586-7357 or also send to 586-7142 to make sure he gets it.

>
>I told her that I was going to be contacting Ed Tyler, because he completed the Archeological survey for the Weary River road project and was wanting to get his input on the potential for site in the area of the airport relocation routes near the road. Ed is no longer with BIA, Paula is the now the BIA Archeologist. She indicated that they likely only surveyed a narrow route. I told her the report indicated only a 100' ROW, but thought if he looked at the map/aerial photo, based on his experience in the area he could offer an opinion on the potential, so we could determine whether or not a pedestrian survey was warranted. Paula said if a survey had not been previously completed on our specific sites, then she thought one probably should be.

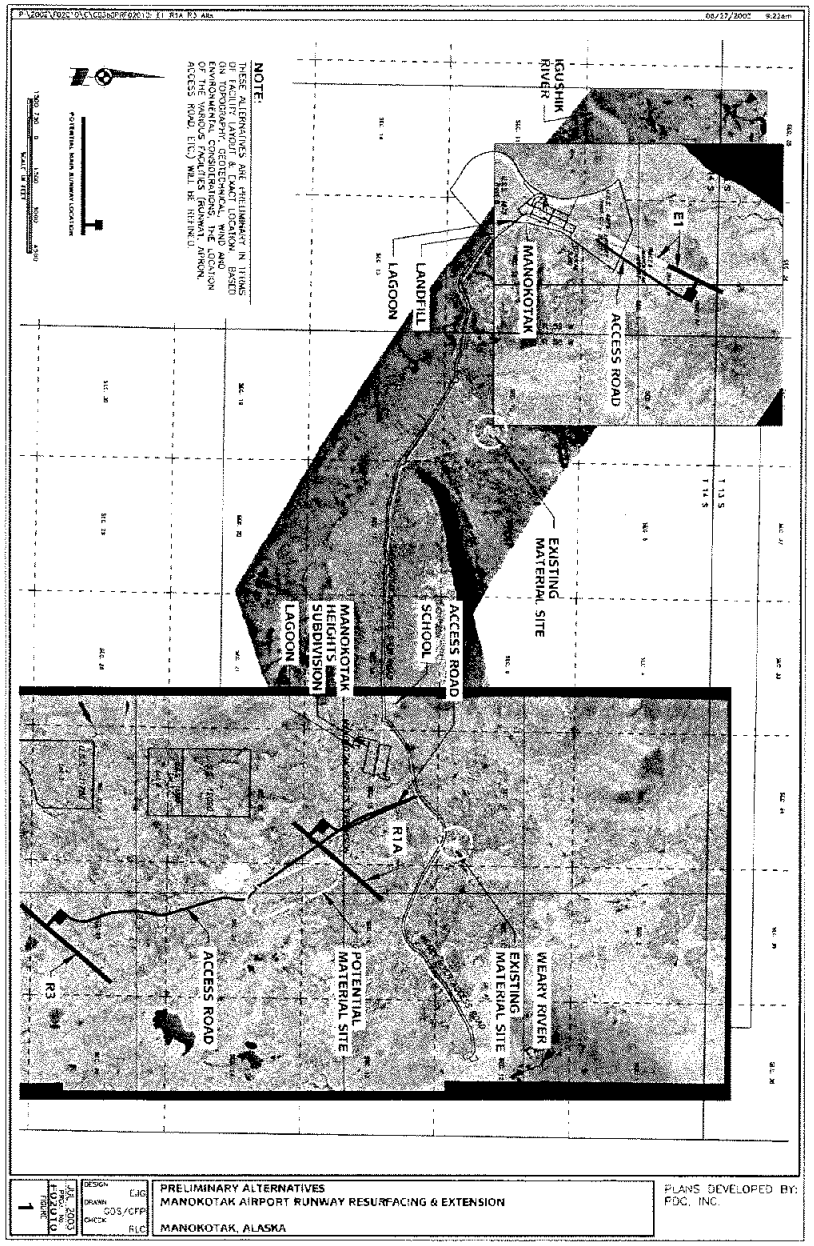
>
>
>Summary of Research info:
>
>Our preliminary research indicates that there have been surveys done in Manokotak and they all have come to the no historic properties affected conclusion. The surveys reviewed were:

> * Wiersum, Wayne, 1985, Archaeological Ground Survey And Test Excavations
> At Manokotak In Relation To USPHS Project An-80-227 Sanitation
> Construction Project.
> * Yarborough, Linda F., 1988, Archeological Survey Of A Proposed Road In
> Manokotak, Alaska, DOTPF Project No. G10157. NADB No. 1400893.
> * Tyler, Edward, 1995, 1996, 2 BIA Allotment Surveys.
> * Tyler, Edward J., 1998, BIA, The Manokotak Road Project Cultural
> Resource Report Of Investigations, Project # 43(1).
>
>
>
>
>

--
Stefanie Ludwig
Archaeologist, Review and Compliance

Department of Natural Resources
Office of History & Archaeology
550 West 7th Avenue, Suite 1310
Anchorage, AK 99501-3565

Phone: 907-269-8720
Fax: 907-269-8908



MACTEC ENGINEERING AND CONSULTING
MEETING RECORD

File: Manokotak Airport **Job No.:** 55343.3.2 **Date:** 9/11/03

Contact: Frances Mann (USFWS), Mary Leykom (USACE) Andrew DeValpine (BBCRSA) **Time:** all-day field visit

Representing: see above **City:** Anchorage

Subject: Manokotak Airport Agency Reconnaissance Trip **Tel. No.:** NA

Items Discussed:

An agency field reconnaissance trip to Manokotak, Alaska was conducted on September 11, 2003 regarding the possible relocation of the Manokotak Airport to allow project and agency personnel an opportunity to get an on-the-ground look at airport relocation alternatives and discuss issues that agencies perceive in relation to the project and alternatives. MACTEC's responsibility at during this field trip was to interact with natural resource agency personnel and get a sense for possible natural resource issues associated with the alternatives. Natural resource agency personnel who took part in the field trip included Frances Mann, U.S. Fish and Wildlife Service (USFWS) Ecological Services, Mary Leykom, U.S. Army Corps of Engineers (USACE) Regulatory, and Andrew DeValpine, Bristol Bay Coastal Resources Service Area (BBCRSA).

Issues discussed during the field reconnaissance trip included the status of wetlands on the low ridge adjacent to relocation alternatives R1 and R3 that is being evaluated for use as a material source; availability of information on wildlife use of the area around the existing runway extension, R1, and R3; and information agency personnel would like to see in airport environmental documents.

Ridge Wetlands

During a walk along the ridge adjacent to relocation alternatives R1 and R2 to view the ridge as a possible material source and get an overview of the project area, Frances Mann, USFWS, noted that the vegetation was dominated by wetland plants. Fran and Mary Leykom, USACE, discussed this potential with Donna Robertson, MACTEC, and attempted to look at surface soils by digging by hand in numerous places. Surface digging was to a depth of 2 to 6 inches. These surface soils were predominantly organic and very moist but not wet. Deeper soils were examined where possible at sites where the geology crew had dug borings and soil material was evident. However, the depth of the material was unknown. Fran felt that the soils were very moist and may be hydric. If so, the ridge would be a wetland. Fran's experience delineating wetlands in Interior Alaska sites near Fairbanks indicated the ridge likely was a wetland. The group looked at several sites on the ridge and could not conclude whether it was a wetland without digging soil pits to look at deeper soils and indicators of hydrology and agreed to discuss the issue further at a later date when wetland data sheets prepared by the MACTEC wetlands field crew during the first week in September could be evaluated. We also discussed trying to get information from the geology crew if they had information on surface soils. The group also decided that if the site was considered a wetland, it would be a mosaic of mixed wetlands and uplands based on variable plant species dominance (some sites were dominated by fireweed and other species associated with uplands) and soils (some sites had gravel and cobbles close to the surface).

Wildlife Use of the Project Area

Andrew DeValpine, BBCRSA, noted that caribou have been re-established in the region around Manokotak and provided contact information for the Togiak National Wildlife Refuge biologist tracking herd movements. Donna Robertson had Royce Conlon ask the community about use of the project area by moose, caribou, and other game species during the community meeting at Manokotak. There were no responses from the community regarding wildlife use of these areas. Barry Benko, Alaska Department of Transportation and Public Facilities geologist who was in Manokotak periodically throughout the spring, summer, and fall noted that he had not seen any nesting or flying waterbirds nor had he made any other substantial wildlife sightings while in and around Manokotak. Frances Mann and Donna Robertson discussed the value of upland deciduous forests near alternative R1 (and other similarly forested areas) for nesting and foraging passerine birds and the value of the ridge as an insect relief area and vantage point for wildlife in the area.

General Information in Airport Environmental Documents

Frances Mann discussed with Donna Robertson Fran's perception that as an agency reviewer of environmental documents she often does not see the progression of events from the initial range of alternatives to those that are eliminated from consideration before the environmental document is provided to agencies for review. She feels she does not have an adequate understanding of what was considered and why potential alternatives were eliminated from consideration. She would like to see environmental documents that provide a better explanation of how the alternatives were pared down and what reasons were given for alternative elimination. She found great value in participating in the agency field trip, hearing about the alternatives that were initially evaluated, and listening to input from the community on the complexity of the issues surrounding each alternative still under consideration.

Fran also discussed her experience that it appears that often contractors who construct projects do not appear to be familiar with stipulations of environmental permits and do not plan for required restoration work and often work outside project limits described in the environmental document and permits, resulting in greater impacts to wetlands and valuable upland habitats than necessary. She wondered out loud how this important up-front environmental work could more clearly be passed on to those constructing projects to make sure projects remain in compliance with permits through construction.

Signature: /s/ Donna Robertson

PDC INC.
Consulting Engineers
Planning • Design • Construction

Steven M. Tlano, PE
Ronald H. Gebhart, PE
Mark W. Fryer, PE
James R. Pressley, PE
Gary L. Rose, PE
James J. Lofins, PE
Robert B. Boswell, PE

Anchorage
Fairbanks

Coordination Meeting Report

Subject	Agency Scoping Meeting	**Date**	September 3, 2003
Re:	Project Alternatives	**PDC #**	F02010
		State #	55313
		Name	Manokotak Airport Runway Resurfacing & Extension
Location	ADOT&PF Building - Small Main Conference Room Anchorage, Alaska		

Subject	Discussion
Purpose	Introduced the agencies to the project for group discussion with the following meeting goals: ▪ Present alternative development to date and the rationale for eliminated alternatives, in order to get agency buy-in ▪ Identify issues and data needed for further evaluation of the remaining alternatives ▪ Identify additional refinements to alternatives to avoid or mitigate impacts
Introduction and project background	Around the table the group introduced themselves. Don Baxter introduced the project and provided background on the existing airport deficiencies as a basis of the purpose and need. Deficiencies noted include: ▪ Frequent runway closures ▪ Terrain limitations ▪ Closeness of the community to the airport ▪ Does not meet FAA standards Don also noted that because of the community's size, Manokotak Airport gets a fair amount of activity as compared to other village airports.
Facility requirements and current facility deficiencies	Royce proceeded to discuss the facility requirements as shown on the handout provided. She also re-emphasized the existing airport deficiencies and the goal to achieve an airport that met standards for current and future activity. Deficiencies were presented as: ▪ Short runway ▪ Deteriorated runway surface ▪ Airspace penetration ▪ Inadequate separation distances ▪ Frequent closures due to poor drainage, snow drifting and inaccessibility due to fog or inclement weather

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

Subject	Discussion
Alternative identification and evaluations multi–step process	Next, the alternative development and evaluation process was discussed: ▪ Pilot, user input, field visit, and review of USGS ▪ Mapping – topographic review only ▪ Preliminary layouts: Primary considerations in initial development of alternatives were: o Topography o Wind coverage o Airspace o Wetlands, based on photo interpretation. ▪ Agency scoping & field studies (WE ARE HERE) Environmental 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. The highlights were: Since the agency scoping letter was sent, the final wind analysis was completed and photo interpretation of wetland and geotechnical input was considered. This has led to the elimination of some alternatives and refinement of those remaining under consideration.
Eliminated alternatives (presented on graphic board, see attached)	Existing Site Alternative E2 (reorientation of existing runway): ▪ More wetlands involvement (less reuse of existing facility) ▪ More construction over poor ground (higher cost and less stable) ▪ Only 3% more wind coverage (from 93% to 96%) Relocation Alternative R2: ▪ Only 92% wind coverage ▪ Required acquisition of a portion of a Native allotment ▪ Reorientation to get greater wind coverage would: o Increase wetlands impacts o Possibly require more land from Native allotment o Not be substantially different from R3 Relocation Alternative R1: ▪ Oriented at 6° it was cross wind, with winter winds causing extra M&O due to snow drifting. R1A is in this same general location and could be reoriented to obtain optimal wind coverage.

Subject	Discussion
Alternatives being considered (presented on graphic board, see attached)	Royce summarized the advantages and disadvantages of the remaining alternatives under consideration: Existing Site Alternative E1 (extension of existing runway): ▪ Advantages: o Proximity to community o Reuse of existing facility ▪ Disadvantages: o Poor soil: more than 12 feet of peat, which would require substantial sub-excavation of surcharge to get any kind of stability. Don interjected that surcharge examples have not been overly successful. o All expansion likely to be in wetlands o Winds at this site stronger and more variable; only 92% coverage (does not meet FAA standards for single runway) o The nearby terrain will continue to limit use during inclement weather o Winter winds will continue to cause snow drifting and development of large berms on the sides, causing safety concerns Relocation Alternatives R1A & R3: ▪ Advantages: o Located away from hills; better approach minimums, i.e., safer operations during a wider range of weather conditions o Oriented optimally to winds – 97.83% coverage o Smaller wetland impacts (as compared to E1) o Better subsurface conditions, resulting in more stable facility and lower construction and M&O costs o R3 – No airspace penetrations ▪ Disadvantages: o Distance from community; involves more travel – likely more waiting – scheduled flights vs. seat fares o Additional cost for M&O of access road o Area is sometimes foggier – although some pilots indicate that because of the terrain, they can fly under the fog from Dillingham; lower instrument approach capabilities would also improve situation – it is likely that this would outweigh the existing site o R1A – Proximity to lagoon too close – although FAA is not so concerned since there are many other water bodies in the area to attract wildlife o R3 – Longer access road could possibly mean more wetlands impacts

Subject	Discussion
Comments from participants	Jack Moores would like to make sure the existing gravel pit does not get used for the new landfill because it still has usable material in it. He indicated that an area off to the side might be okay. Mary Leykom with USACE was interested in the refuge boundary as it related to the alternatives. Ed Weiss with ADNR noted that their Office of Habitat Management and Permitting has no real issues with any of the alternatives since no streams or rivers are involved. There was some additional discussion about the logistics for the upcoming field visit (9/11/03).
Project Schedule (presented on graphic board)	**Pre-design Data Gathering** — **1/28/02 – 11/06/03** **Environmental Process** — **7/20/03 – 6/02/04** Environmental Scoping — 7/20/03 – 9/24/03 Agency Field Trip/ Public Meeting — 9/11/03 EA Draft — 11/06/03 – 3/10/04 Permitting — 11/06/03 – 3/24/04 Obtain FONSI — 6/02/04 **Right-of-Way Process** — **6/24/04 – 10/06/05** **Design** — **8/19/04 – 2/25/05** **Bidding** — **10/06/05 – 11/09/05** **Construction** — **11/09/05 – 10/15/07**
Attendees (see attached sign-in sheet)	Don Baxter, ADOT&PF, Project Manager Laurie Kozisek, ADOT&PF, Aviation Design Royce Conlon, PDC, Inc., Project Manager Donna Robertson, MACTEC, Environmental Analyst Marie Steele, ADEC - VSW Ed Weiss, ADNR – Office of Habitat Management and Permitting Mary Leykom, USACE Jack Moores, BBNC – Land and Resources
Hand-outs (see attached)	Agenda Packet including design criteria, wind data, and airspace drawings.

MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
STATE PROJECT NO. 55313

Agency Scoping Meeting
September 3, 2003, 10:00 am

Project purpose: To provide a safe airport facility to meet current and future needs of the community.

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

Introduction & project background – Don Baxter

Facility requirements & current facility deficiencies – Royce Conlon

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
   - Wetlands, based on Photo interpretation.
4. Agency Scoping & Field studies (WE ARE HERE)
   Environmental 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
Discuss 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

Upcoming agency field trip/Meeting agenda

Project Schedule

Agency concerns and discussion

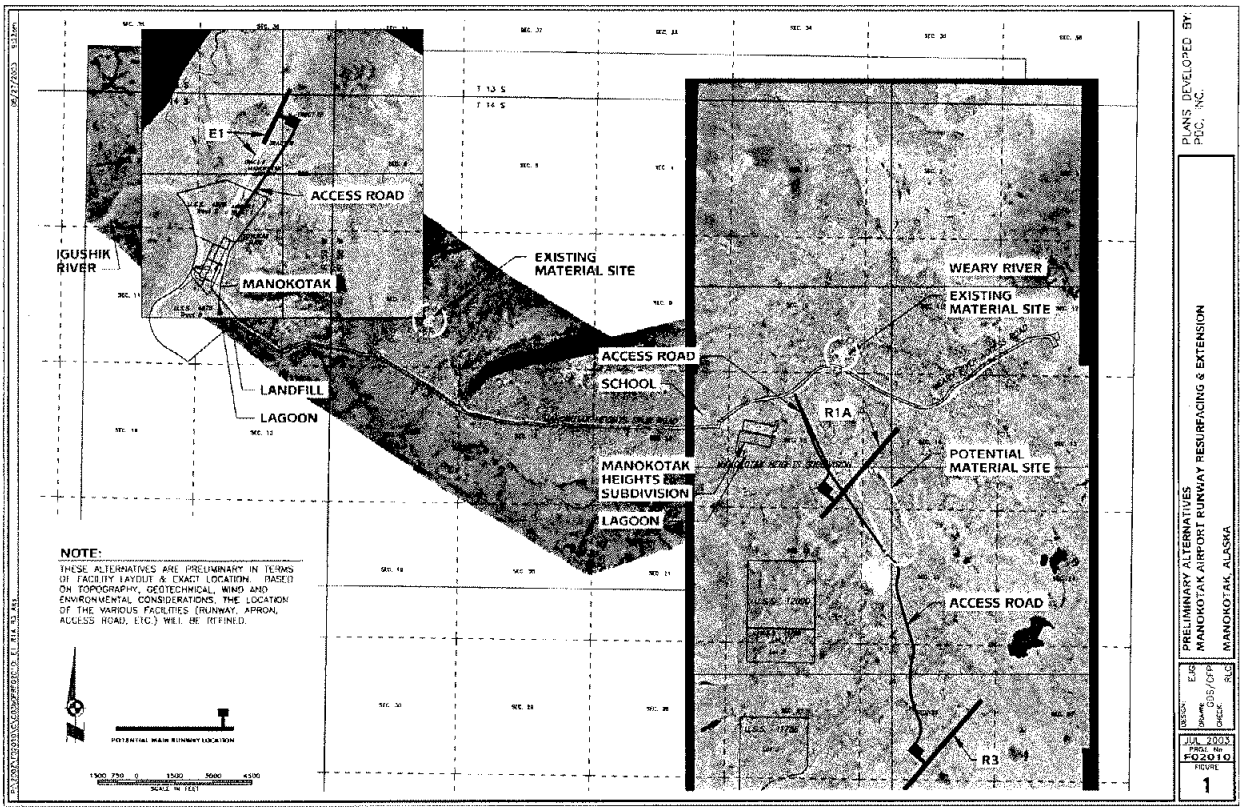
MANOKOTAK AIRPORT
RUNWAY RESURFACING AND EXTENSION

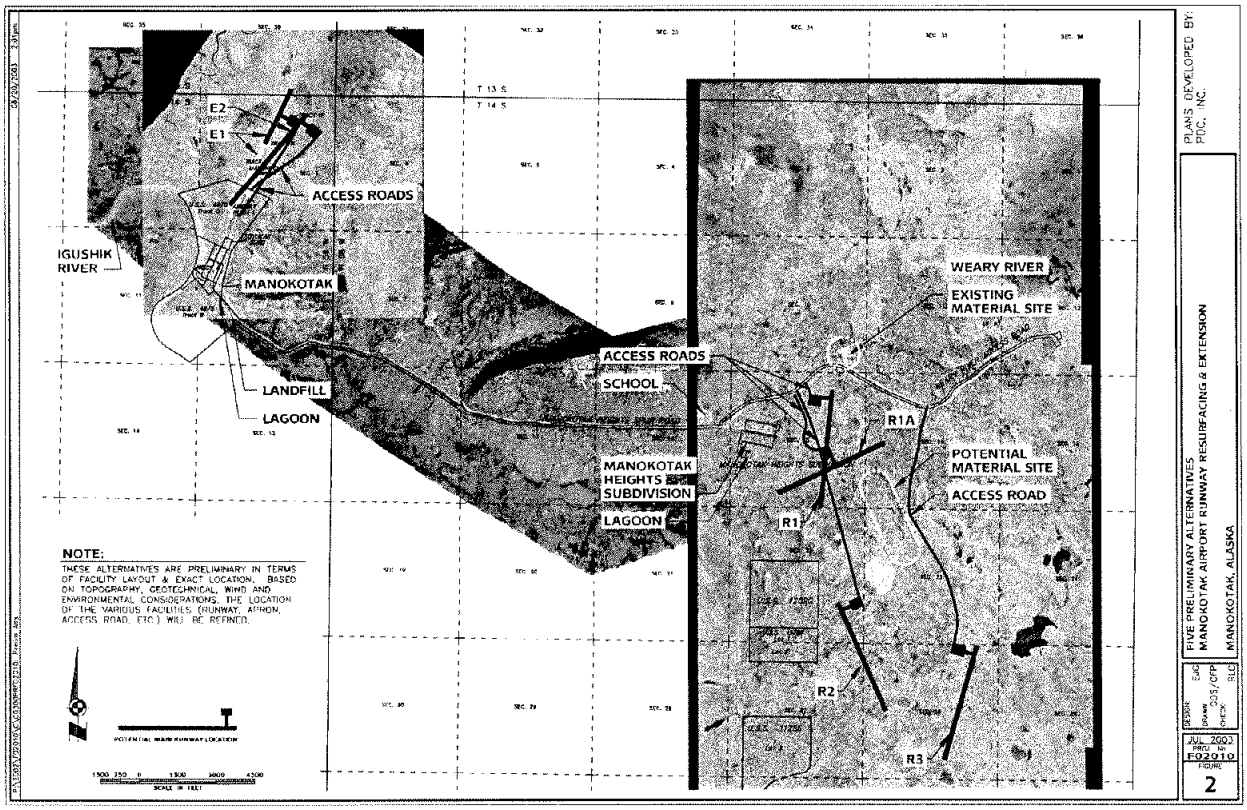
Airport Alternatives Design Criteria

Design Criteria

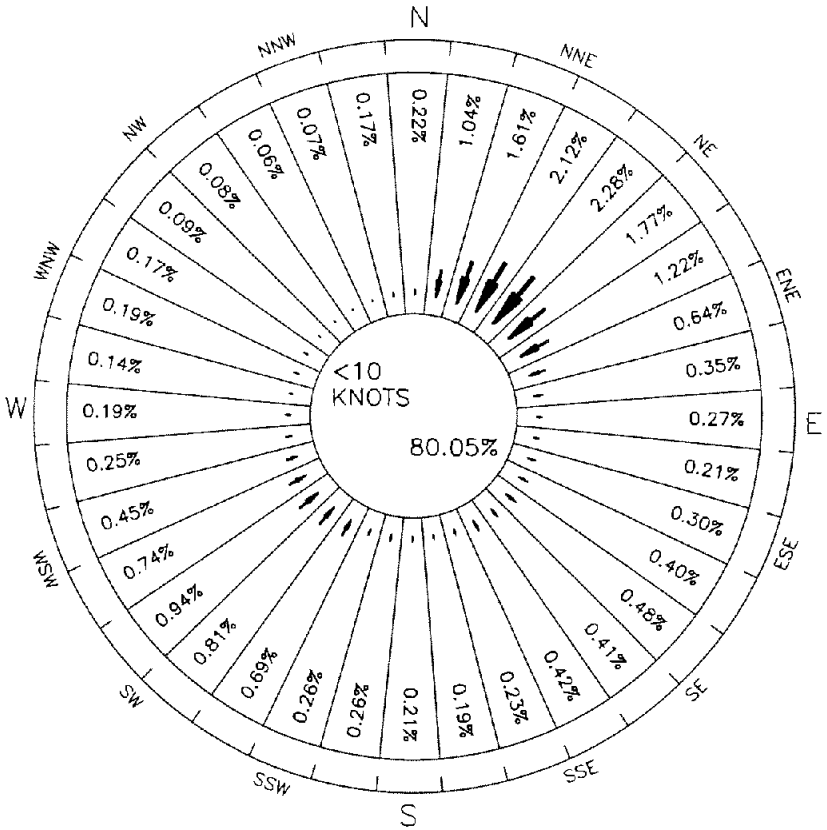
Airport Feature	Standard	Used for Alternatives Evaluation
Design Aircraft	Cessna 208 Caravan & Piper PA31 Navajo	Same
Airport Referenee Code	B-II	Same
Airport Facility Designation	Community	Same
Approach Visibility Minimums	Non-Precision and Not Lower than 1 Mile	Non-Precision and Not Lower than 3/4 Mile
Runway Length	3,300 feet [1]	4,000 feet
Runway Width	75 feet	Same
Runway Safety Area	3,900 feet x 150 feet	4,600 feet x 150 feet
Taxiway Width	50 feet [2]	Same
Taxiway Safety Area	118 feet [2]	Same
Runway Protection Zone	1,000-foot Length, 500-foot Inner Width, 700-foot Outer Width	1,700-foot Length, 500-foot Inner Width, 1,010-foot Outer Width [3]
Primary Surface	3,300 feet x 500 feet	4,000 feet x 500 feet
Horizontal Surface	10,000-foot Radius	Same
Approach Slope	34:1	Same
Parking Apron	200 feet x 400 feet	250 feet x 400'
Parking Apron Offset from Runway Centerline	400 feet	Same
Airport Lighting	Runway and Taxiway Lighting, Threshold Lighting	Same
Navigation Aids	Rotating Beacon, REILs, PAPIs, Wind Cone & Segmented Circle	Same

[1] Runway length requirement was chosen to meet the minimum length recommendation of Draft *Southwest Alaska Regional Transportation Plan*, the Alaska Aviation Coordination Council and 90% of the max takeoff weight for the Navajo Piper.
[2] Taxiway and Taxiway Safety Area widths were increased to the next higher Aircraft Design Group to provide necessary width for aircraft passing and additional area for snow storage.
[3] To accommodate lower minimums. FAA is currently looking at the reasonability of this given the surrounding terrain. At the existing airport lower then 11/2 mile not possible.

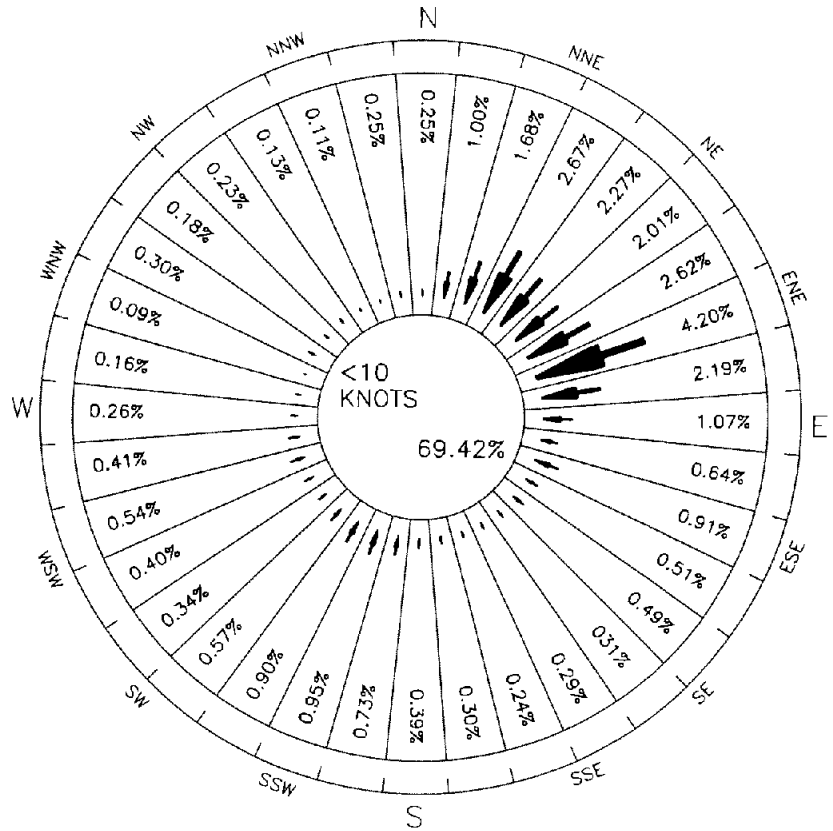

E1
ACCESS ROAD
IGUSHIK RIVER
MANOKOTAK
EXISTING MATERIAL SITE
WEARY RIVER
EXISTING MATERIAL SITE
ACCESS ROAD
SCHOOL
LANDFILL
LAGOON
R1A
POTENTIAL MATERIAL SITE
MANOKOTAK HEIGHTS SUBDIVISION
LAGOON
ACCESS ROAD
R3
NOTE:
THESE ALTERNATIVES ARE PRELIMINARY IN TERMS OF FACILITY LAYOUT & EXACT LOCATION. BASED 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
MANOKOTAK AIRPORT RUNWAY RESURFACING & EXTENSION
MANOKOTAK, ALASKA
JUL 2003
F02010
FIGURE 1


E2
E1
ACCESS ROADS
IGUSHIK RIVER
MANOKOTAK
WEARY RIVER
EXISTING MATERIAL SITE
ACCESS ROADS
SCHOOL
LANDFILL
LAGOON
R1A
POTENTIAL MATERIAL SITE
ACCESS ROAD
MANOKOTAK HEIGHTS SUBDIVISION
LAGOON
R1
R2
R3
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.
FIVE PRELIMINARY ALTERNATIVES
MANOKOTAK AIRPORT RUNWAY RESURFACING & EXTENSION
MANOKOTAK, ALASKA
JUL 2003
F02010
FIGURE 2

MANOKOTAK AIRPORT WINDROSE DIAGRAM
EAST DATA
BASED ON 10 KNOTS MINIMUM CROSS WINDS.



MANOKOTAK AIRPORT WINDROSE DIAGRAM
NORTH DATA
BASED ON 10 KNOTS MINIMUM CROSS WINDS.



437.00
400.00
350.00
300.00
250.00
237.00
TRANSITIONAL SURFACE
HORIZONTAL SURFACE
CONICAL SURFACE
RIVER
MANOKOTAK AIRPORT
Alternative E1
Airspace
KBK
KBK
08-18-03
F02010
2

CONICAL SURFACE
TRANSITIONAL SURFACE
HORIZONTAL SURFACE
293
300
350
400
450
493
TOGIAK
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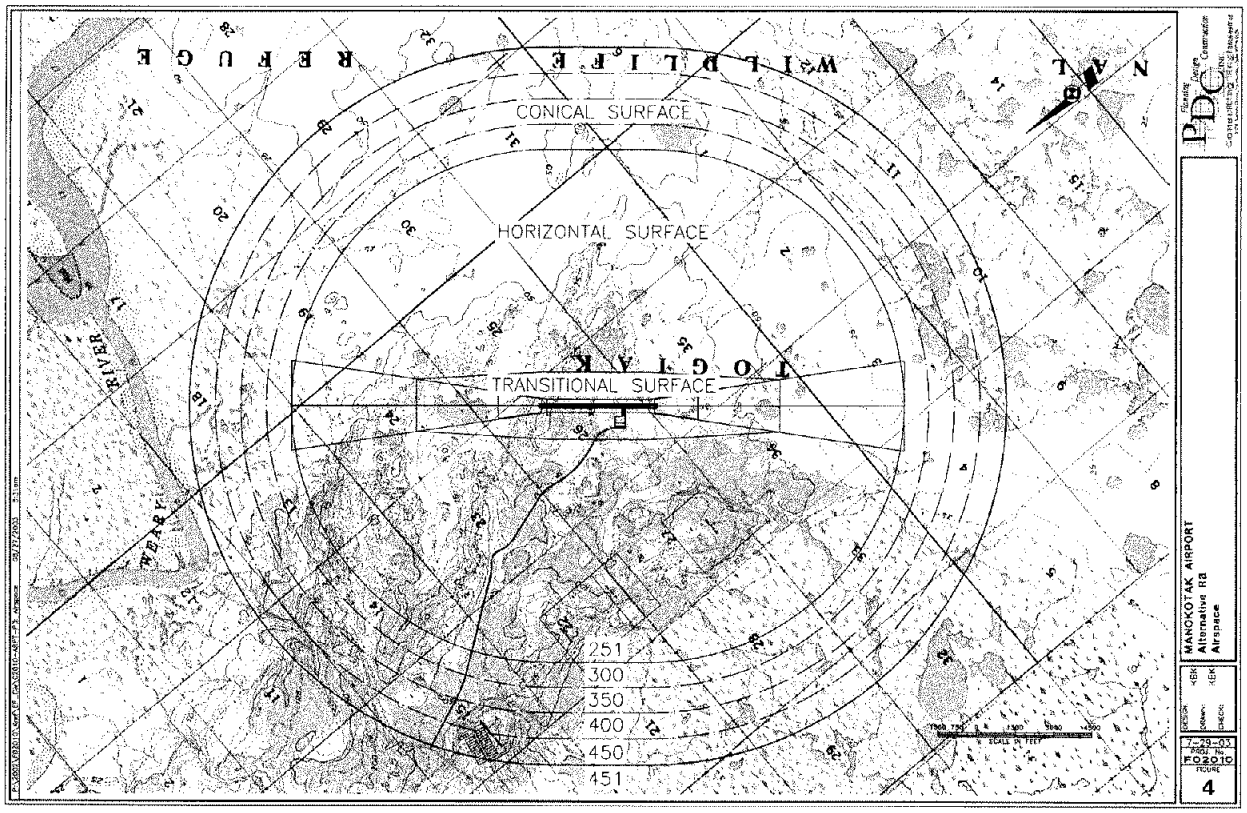

Manokotak Airport Runway Resurfacing and Extension
STATE PROJECT NO. 55313

AGENCY MEETING
September 3, 2003

Attendance Sheet

Please sign in. Your attendance and comments are important to the development of this project. Thank you!

Name	Affiliation/ Project Role	Mailing Address	Phone Number/ E-Mail Address
Laurie Kozisek	DOT aid design	Box 196900 Anch AK 99519	269-0608 Laurie_kozisek@dot.state.ak.us
Marie Steele	VSW Water, Sewer & Solid Waste	555 Cordova 4th Fl. Anch AK 99501	269 7604 Marie_Steele@dec.state.ak.
Ed Weiss	ADNR OHMP	333 Raspberry Rd Anch AK 99518	267-2305 ed_weiss@dnr.state.ak.us
Mary Leykom	Corps of Engineers	P.O. Box 6898 Elmendorf AFB 99506	753 2712
Donna Robertson	MACTEC	1001 E 57th Pl., Anch 99518	563-8102 dgrobertson@mactec.com
Jack Moores	BBNC Land	800 Cordova	Moores JQ BBNC.Net
Don Boxter	ADOT&PF Project Manager	4111 Aviation Ave. Anchorage Ak 99519	269-0610 don.boxter@dot.state.ak.us
Royce Conlon	PDC inc	1028 Aurora	452-1414 royce conlon @ pdceng. us

Manokotak Contact List for Field Trip Notice

Contact Method	Agency	First Name	Last Name	Title	Mailing Address	City, State, Zip	Phone	Fax	E-mail	Sent
E-Mail	Aircraft Owners & Pilots Association	Tom	George		P.O. Box 83750	Fairbanks, AK 99708-3750	(907) 455-9000	(907) 455-9001	tgeorge@mosquitonet.com or tom.george@aopa.org	E
	Alaska Air Carriers Association	Karen	Casanovas	Executive Director	2301 Merrill Field Drive, Suite A-3	Anchorage, AK 99501	277-0071	277-0072	aaca@pitaiaska.net	E
	Alaska Airmen's Association, Inc.	Felix	Maguire	President	P.O. Box 241185	Anchorage, AK 99524-1185	(907) 342-8401, (907) 245-	(907) 245-1259	felixmaguire@yahoo.com	E
	Alaska Aviation Safety Foundation	Tom	Wardleigh	President	4340 Postmark Dr.	Anchorage, AK 99502	(907) 243-	(907) 243-7237	aasf@juno.com	E
	Alaska Central Express Inc	Steve	Melchert	Director of Cargo Service	5901 Lockheed Avenue	Anchorage, AK 99502	907-334-5100	907-245-0243	steve@acecargo.com	E
	Alaska Department of Environmental Conservation, Division of Statewide Public Service	Alan	Wien	Environmental Specialist	P.O. Box 871064	Wasilla, AK 99687	376-5038	376-2382	alan_wien@dec.state.ak.us	E
	Alaska Department of Fish and Game, Sport Fisheries Division	Mark	Kuwada		333 Raspberry Road	Anchorage, AK 99518-1599	267-2277		mark_kuwada@fishgame.state.ak.us	E
	Alaska Department of Fish and Game, Wildlife Conservation Division	Denise	Wolvin		P.O. Box 240020	Douglas, AK 99824	465-4265		denise_wolvin@fishgame.state.ak.us	E
	Alaska Department of Natural Resources, Division of Mining, Land and Water	Bob	Loeffler	Director	550 West 7th Ave., Suite 1070	Anchorage, AK 99501-3579	269-8600	269-8904	bob_loeffler@dnr.state.ak.us	E
	Alaska Department of Natural Resources, Division of Parks & Outdoor Recreation	Judith	Bittner	State Historic Preservation Officer	555 W. 7th Ave., Suite 1310	Anchorage, AK 99501			judy_bittner@dnr.state.ak.us	E
	Alaska Department of Natural Resources, Division of Parks & Outdoor Recreation	Gary A.	Morrison	Director	550 W 7th Ave, Suite 1380	Anchorage, AK 99501-3561	269-8700	269-8907	gary_morrison@dnr.state.ak.us	E
	Alaska Department of Natural Resources, Office of Habitat Management and Permitting	Stewart	Seaberg		333 Raspberry Road	Anchorage, AK 99518	267-2285		stewart_seaberg@dnr.state.ak.us	E
	Alaska Island Air, Inc.				PO Box 195	Togiak, AK 99678	907-479-4120, Cell 493-5121	907-842-5120	alaskaislandair@aol.com	E
	Branch River Air Service				POB 545	King Salmon, AK 99613	907-246-3437	907-246-3437	bras@alaska.net	E
	Branch River Air Service				5450 Edinburgh Drive	Anchorage, AK 99515	907-248-3539	907-248-3539	bras@alaska.net	E
	Bristol Bay Economic Development Corporation	Bryce	Edgmon	COO Chief Operating Officer	P.O. Box 1464	Dillingham, AK 99576	842-4370 or 800-478-4370	888-325-4336	bryce@bbedc.com	E
	Bristol Bay Native Association, Natural Resources Dept.	Ralph	Andersen	Program Manager	P.O. Box 310	Dillingham, AK 99576	ext. 361		ralpha@bbna.com	E
	Bristol Bay Native Association, Realty Dept.	Alan,	Backford	Realty Specialist	P.O. Box 310	Dillingham, AK 99576	ext. 335		alanb@bbna.com	E
	Bristol Bay Native Corporation	Tom	Hawkins	President/CEO	800 Cordova Street, Suite 200	Anchorage, AK 99501-6299	278-3602, 1-800-426-3602	276-3924	THawkins1@bbnc.net	E
	Bureau of Land Management, Alaska State Office	Henri	Bisson	State Director	222 W. 7th Ave., Box 13	Anchorage, AK 99513-7504	271-5080	271-4596	henri_r_bisson@ak.blm.gov	E
	Environmental Protection Agency	Judith	Lee	NEPA Coordinator	1200 6th Ave.	Seattle, WA 98101	206-553-6911 or 800-424-4372		lee.judith@epamail.epa.gov	E

Sent 10/28/03

Changes to Manokotak Airport Project Meeting Schedule

We'd like to inform you or your representative planning to participate in the agency informational meeting and field trip for the **Manokotak Airport Runway Resurfacing and Extension** project that the **scheduled field trip to Manokotak has changed.** The new schedule is:

Agency Scoping Meeting

September 3, 2003 **ADOT&PF Small Main Conference Rm.**
10:00 AM **4111 Aviation Avenue, Anchorage**

Change to Agency Field Trip

September 11, 2003 **Village of Manokotak**

The agency field trip schedule will be detailed once we have a better knowledge of how many will be attending and the ground time required. To attend the agency field trip, please **RSVP by September 3** to Royce Conlon. An earlier response is better to assure seating availability.

Because of the change in the agency field trip date, we have extended the due date for agency scoping comments to:

September 25, 2003

Thank you for your patience, and we hope to see you at the scoping meeting!

Comments, questions, and to RSVP:

Royce Conlon, PDC, Inc.
Project Manager
(907) 452-1414
royceconlon@pdceng.us

Contact Method	Agency	First Name	Last Name	Title	Mailing Address	City, State, Zip	Phone	Fax	E-mail	Sent
E-Mail	ERA Aviation, Inc.				6161 Carl Brady Drive	Anchorage, AK 99502	907-248-4422	907-266-8350	info@eraaviation.com	E
	Everts Air	Robert	Everts	President	P.O. Box 61680	Fairbanks, AK 99709	(907) 450-	(907) 450-2363	reverts@evertsair.com	E
	F.S. Air Service				6121 South Airpark Place	Anchorage, AK 99502	907-248-9595	907-243-1247	dispatch@fsair.com	E
	Guardian Flight Services	Jeff	Gilbert	Chief Pilot	POB 61030	Fairbanks, AK 99706	907-457-1711	907-457-1709	gfinc@ptialaska.net	E
	Hageland Aviation Services	James	Tweto	President	POB 220610	Anchorage, AK 99522-0610	907-245-0119	907-245-5745	TwetoUNK@nook.net	E
	HIGH ADVENTURE				P.O. Box 486	Soldotna, AK 99669	907-262-5237		haac@alaska.net	E
	Jim Air, Inc.				4200 Floatplane Drive	Anchorage, AK 99502	907-243-5161	907-243-1711	flyjimair@anl.com	E
	Larry's Flying Service Inc	Larry	Cheniaile		3822 University Ave. S.	Fairbanks, AK 99709	474-9169	474-8815	info@larrysflying.com	E
	Lynden Air Cargo, LLC	Mike	Hart	President	6441 South Airpark Place	Anchorage, AK 99502	(907) 249-	(907) 243-0213	mikeh@lac.lynden.com	E
	National Marine Fisheries Service, Habitat Conservation Division	Jeanne	Hanson		222 West 7th Ave. #43	Anchorage, AK 99513-7577	271-6354		Jeanne.Hanson@noaa.gov	E
	National Park Service	Rob	Amberger	Alaska Regional Director	250 W. 5th Ave., Room 114	Anchorage AK 99501			AKRO_Regional_Director@nps.gov	E
	Northwestern Arctic Air	Dave	McKay	President	6321 S. Airpark Place	Anchorage, AK 99502	907-245-4566	245-4567	dmckay@pobox.alaska.net	E
	State Capitol	Lyman	Hoffman	Senator	Room 514	Juneau, AK 99801-1182	907-465-4453, 866-465-4453	907-465-4523	senator_lyman_hoffman@legis.state.ak.us	E
	State of Alaska	Carl	Moses	Representative	716 W. 4th Ave., Suite 470	Anchorage, AK 99501-2133	269-0275	269-0274	representative_carl_moses@legis.state.ak.us	E
	State of Alaska Statewide Services, Former Habitat and Restoration Division	Robin	Willis		333 Raspberry Road	Anchorage, AK 99518			robin_willis@fishgame.state.ak.us	E
	U. S. Environmental Protection Agency	Ted	Rockwell		222 W. 7th Ave., Rm. 19,	Anchorage, AK 99513-7588	271-5083 or 271-3689	271-3424	Rockwell.theodore@epa.gov	E
	U.S. Army Corps of Engineers – COE	Steve	Boardman	Chief of Project Management	P.O. Box 898	Anchorage, AK 99506	753-5799	753-5526	Stephen.C.Boardman@poa02.usace.army.mil	E
	U.S. Army Corps of Engineers, CEPOA-EN-CW-HH	Harlan	LeGare	Chief of Floodplain Management	P.O. Box 6898	Elmendorf AFB, AK 99506-0898	753-2610	753-2625	harlan.m.legare@poa02.usace.army.mil	E
	U.S. Army Corps of Engineers, Regulatory Branch	Don	Rice		P.O. Box 6898	Elmendorf AFB, AK 99506-6898	753-5557	753-5567	donn.rice@poa02.usace.army.mil	E
	U.S. Coast Guard, 17th Coast Guard District, Aides to Navigation	James	Helfinstine		P.O. Box 25517	Juneau, AK 99802-5517	463-2025	463-2023	jhelfinstine@cgalaska.uscg.mil	E
	U.S. Department of Agriculture, Wildlife Services	Corey	Rossi		1800 Glenn Highway, Suite 12	Palmer, AK 99645-6736	745-7200	745-8125	Corey.L.Rossi@usda.gov	E
	U.S. Fish and Wildlife Service, Western Alaska Ecological Service	Ann	Rappoport		605 W. 4th Ave., Room G-61	Anchorage, AK 99501	271-2787	271-2786	ann_rappoport@fws.gov	E

Contact Method	Agency	First Name	Last Name	Title	Mailing Address	City, State, Zip	Phone	Fax	E-mail	Sent
Fax	A Ball Air				PO Box 745	Dillingham, AK 99576	907-842-4180, Cell 842-7128	907-842-4171		F
	Aero Twin, Inc.				2404 Merrill Field Drive	Anchorage, AK 99501	(907-274-6166	907-274-4285		F
	Air Cargo Express				PO Box 251	Dillingham, AK 99576	842-3391	842-1540		F
	Alaska Department of Environmental Conservation, Div. of Facility Construction & Operation	Jim	Evenson	Municipal Grants & Loans	P.O. Box 111800	Juneau, AK 99811-1800	465-6594	465-5177		E/F
	Alaska Department of Natural Resources, Division of Governmental Coordination, Office of Project Management and Permitting	Cynthia	Zuelow-Osborne	Project Review Assistant	550 W. 7th Ave., Suite 1660	Anchorage, AK 99501	907-269-7478	269-3981		E/F
	Arctic Circle Air Service	Jeff	Pereira	Station Manager	4111 Float Plane Drive	Anchorage, AK 99502	243-1380	245-1384		F
	Bristol Bay Air Services Inc	John	Bouker		PO Box 1135	Dillingham, AK 99576	842-2227 or 842-7181	842-1952		F
	Bureau of Indian Affairs, Realty Dept., W. Central Alaska Field Office	Rose	Brady	Realty Officer	3301 C St., Suite 1100	Anchorage, AK 99503-3935	271-4697	271-1747		F
	Bureau of Indian Affairs, Roads	Mark	Boatwright	Archaeologist			586-7438	586-7357		F
	Bureau of Indian Affairs, Roads	Art	High	Highway Engineer			586-7195	586-7357		F
	City of Manokotak	Wasillie	Alakayak	Member				289-1082		F
	City of Manokotak	Henry	Alakayak, Sr.	Member				289-1082		F
	City of Manokotak	Carl	Evon	Member				289-1082		F
	City of Manokotak	Nels	Franklin	Mayor	P.O. Box 170	Manokotak, AK 99628	289-1027	289-1082		F
	City of Manokotak	Judy	Itumulria	Vice President				289-1082		F
	City of Manokotak	Laura	John	City Clerk				289-1082		F
	City of Manokotak	Edward	Nick	City Administrator				289-1082		F
	City of Manokotak	Moses	Toyukak	Secretary				289-1082		F
	Frontier Flying Service				3830 W. International Frontage Road	Anchorage, AK 99518	907-243-2761	243-3129		F
	Grant Aviation Inc				PO Box 930	Dillingham, AK 99576	842-2955	842-2998		F
	Hageland Aviation Services				POB 1553	Dillingham, AK 99576	907-842-2951	907-842-1419		F
	Manokotak Natives Limited	Nels	Franklin	President and CEO	P.O. Box 149	Manokotak, AK 99628	289-1062	289-1007		F
	Manokotak Power Company	Carl	Itumulria	Manager	P.O. Box 149	Manokotak, AK 99628	289-1062	289-1007		F
	Manokotak Village Council	Billy	Bartman	President	P.O. Box 169	Manokotak, AK 99628	289-2067	289-1082		F
	Mulchatna Air	Leon	Braswell		PO Box 990	Dillingham, AK 99576	842-4500 or 842-7166	842-3877		F
	Northern Air Cargo				PO Box 251	Anchorage, AK 99502	907-244-5105	907-249-5190		F
	PenAir	Danny	Seybert		6100 Boeing Avenue	Anchorage, AK 99502	243-2485	243-6848		F
	Shannon's Flying Service	Eric	Shade		PO Box 393	Dillingham, AK 99576	842-2735	842-2545		F
	Sky Trekking Alaska				P.O. Box 871370	Wasilla, AK 99687	357-3153	357-1946		F
	Togiak National Wildlife Refuge	Aaron	Archibeque	Refuge Manager	P.O. Box 10201	Dillingham, AK 99576	842-1063			E/F
	U.S. Department of Agriculture, Natural Resources Conservation Service	Calvin	Miller	Resource Conservationist	800 W. Evergreen St., Suite 100	Palmer, AK 99645	761-7758	761-7790		E/F
	Yute Air Alaska				PO Box 890	Dillingham, AK 99576	842-5333	842-1001		F
Mail	Alaska Cargo Services				PO Box 251	Dillingham, AK 99576	842-5491 or 842-2400			
	Starflite Inc				PO Box 824	Dillingham, AK 99576				
	Tucker Aviation				PO Box 1109	Dillingham, AK 99576	842-1023			

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UNITED STATES
DEPARTMENT OF THE INTERIOR

BUREAU OF INDIAN AFFAIRS
West-Central Alaska Field Office
3601 C Street, Suite 1100
Anchorage, Alaska 99503-5947
(907) 271-4697
FAX: (907) 271-2998

IN REPLY REFER TO:

#55313

26 August, 2003

Jerry O. Ruehle, Environmental Coordinator
State Department of Transportation &
Public Facilities
P.O. Box 196900
Anchorage, Alaska 99519-6900

RECEIVED
SEP 02 2003
Central Region Design Section

SUBJECT: Manokotak Airport Runway Project Number 55313

Dear Mr. Ruehle:

Thank you for your Agency Scoping Letter, dated August 21, 2003, reference the subject project.

We appreciate very much being informed of projects that may have a potential impact on restricted Native land. Manakotak is not within the West-Central Alaska Field Office jurisdiction. Therefore, by copy of this letter, we are forwarding your letter to:

Alan Backford, Acting Realty Officer
Bristol Bay Native Association
P.O. Box 310
Dillingham, Alaska 99576
(907) 842-5257

Bristol Bay Native Association has a contract with the Bureau of Indian Affairs to provide the real estate services for the Manakotak area.

If you have any questions, please contact Mr. Backford at the above address/telephone number. We would appreciate being kept on your list of interested parties for future projects. If we are not directly involved with proposed projects, we will refer you to correct Realty Service Provider.

Sincerely,

Rose M. Brady

Rose M. Brady
Realty Officer

cc: Alan Backford, Bristol Bay Native Association, w/enclosure

STATE OF ALASKA

FRANK MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN & ENVIRONMENTAL

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
(907) 269-0542 or (907) 269-0528
(FAX 243-6927

August 21, 2003

Re: Manokotak Airport Runway
Resurfacing and Extension
Project Number: 55313
Agency Scoping Letter

«FirstName» «LastName»
«Title»
«Organization»
«Address»
«CityStateZIP»

«Greeting»:

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 the proposed project is to bring Manokotak Airport up to FAA standards for Design Group B-II aircraft and plan for future needs. To ensure potential impacts of the project design alternatives are identified and factors to help minimize or avoid impacts are considered, **your agency's input at this time is important**. Early identification of environmental concerns will facilitate efficient project development.

We would also like to invite you or your representative to participate in an agency informational meeting and field trip. The informational meeting will be held:

September 3, 2003	**ADOT&PF Small Main Conference Room**
10:00 AM	**4111 Aviation Drive, Anchorage**

The **agency field trip and public meeting** will be held the following day, September 4. ADOT&PF will provide for the charter from Dillingham to Manokotak. The schedule will be detailed once we have a better knowledge of who will be attending and the ground time required. **RSVP** for participation in the agency field trip is required **by August 27**; however, the sooner the better to assure seating availability.

Project alternatives are in the early stages of development. Site orientation and alternatives development will be based on the topography, geotechnical, wind, and environmental considerations. The enclosed **Agency Scoping Attachment** summarizes the project needs and

Based on agency and public input, as well as additional engineering evaluations, the design team will:

- Refine the alternatives and develop layouts to minimize or avoid environmental impacts
- Eliminate alternatives that may not be reasonable
- Develop additional alternatives, if necessary

The resulting alternatives will then be carried forward into the formal NEPA evaluation process.

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

Project Background
The goal of this proposal 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.

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

- Public meeting and field visit (March 13, 2002)
- Public, user and pilot questionnaires and interviews
- Review of agencies' files
- 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
- Geotechnical investigation

During the first phase of planning for this project, the team will determine the needed airport improvements and will develop and evaluate design alternatives to meet them. The environmental concerns associated with these improvements will be identified. 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 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.

If you have any questions regarding the proposed project, please contact Rae De Ley at (907) 269-0527 or via e-mail at *rae_deley@dot.state.ak.us*. Engineering questions may be directed to Royce Conlon, PDC Project Manager, at (907) 452-1414 or royceconlon@pdceng.us.

Remember to RSVP by August 27, 2003, to attend the informational meeting on September 3 and the agency field trip on September 4. We are requesting that you send your written comments to our offices by mail or e-mail no later than August 29, 2003.

Sincerely,

Jerry O. Ruehle

Jerry O. Ruehle
Environmental Coordinator

Enc: Agency Scoping Attachment

cc: Don Baxter, ADOT&PF Project Manager, Anchorage
Royce Conlon, PDC, Inc. Consulting Engineers, Project Manager

MANOKOTAK AIRPORT RUNWAY RESURFACING & EXTENSION
AGENCY SCOPING ATTACHMENT

Purpose and Need

Introduction

Manokotak Airport is located in the Bristol Bay Borough, 25 miles southwest of Dillingham on the Igushik River, at location N58°59.34, W159°03.00 (Figure 1). The community of Manokotak has 404 residents and was incorporated in 1970.

Existing Facility Description

The existing airport, shown in Figure 2, 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 the worst in the Bristol Bay region. The short runway, deteriorated runway surface, airspace penetration, 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. Other non-standard conditions at the airport involve airspace penetrations and obstacles. 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. The separation distances for the apron setback and the runway protection zones meet only the lowest airport classification. Further, the existing site is often fogged in or inaccessible due to inclement weather.

Facility Requirements

ADOT&PF Statewide Standards (reiterated in the Southwest Alaska Transportation Plan) have been determined to be appropriate for the first phase of this facility. The standards call for 3,300' minimum length, with Federal Aviation Administration (FAA) dimensional standards established for an A/B-II airport reference code. The runway, apron, and taxiway will be designed to allow for a Global Positioning System (GPS) Non-Precision Instrument (NPI) approach. 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.

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.
- An extension would likely affect wetlands, which is not in keeping with the *Multi-Agency Memorandum of Agreement Regarding Impacts to Wetland and Other Resources, Mitigation, and Airport Improvement Projects in Alaska.*
- 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.
- Expansion in the future would not be easily accommodated.

Preliminary Research Results

Contaminated Sites, Spills and Underground Storage Tanks

We have researched the Alaska Department of Environmental Conservation contaminated sites, spills, and Leaking Underground Storage Tank program databases and have identified one contaminated site, the school on Salmon Street. While there have been spills at the school and adjacent tank farm, this site is not in the project area.

Anadromous Fish Streams

We have researched the *Alaska Department of Fish and Game Atlas to the Catalog of Waters Important to the Spawning, Rearing, or Migration of Anadromous Fishes* and have identified the Igushik and Weary Rivers as important salmon migration and spawning rivers. Arctic char and sockeye, chum, coho, pink, and king salmon all spawn in the Igushik and Weary Rivers. The backwater sloughs and tributaries around Manokotak are also important rearing habitat for salmon.

State Refuges, Critical Habitat Areas and Sanctuaries

We have researched the *Alaska Department of Fish and Game State of Alaska Refuges, Critical Habitat Areas and Sanctuaries* and the *Atlas to the Catalog of Waters Important to the Spawning, Rearing, or Migration of Anadromous Fishes*. There are no state legislatively designated special areas (state game refuges, sanctuaries, or critical habitat areas) in the project vicinity. The city of Manokotak is adjacent to the Togiak National Wildlife Refuge, but the proposed project will not be located on refuge lands. The Igushik and Weary Rivers and some of their tributaries provide habitat for salmon migration and spawning.

State Land Use Plans and State Parks

Preliminary research indicates that no state land or state parks will be affected by any of the project alternatives.

Historical, Archaeological, and Cultural Properties

The Alaska Heritage Resources Survey (AHRS) was reviewed; no sites were listed.

Coastal Zone Management

The project is in the Bristol Bay Coastal Resource Service Area.

Navigability, Flood Plain Management, and Wetlands:

Manokotak is not in the floodplain, and no Federal Emergency Management Agency Flood Maps were found for the area.

We expect no navigable waters to be affected by this project.

We will conduct a wetlands analysis in the project areas. The wetlands analysis will include a preliminary review of aerial photography and other supporting information and a field delineation. The preliminary review will assist in the initial evaluation of the runway alignments and selection of alternatives. The field delineation will comply with the 2003 multi-agency Memorandum of Agreement regarding impacts and mitigation for wetland and aquatic resources affected by Alaska airport projects.

Threatened & Endangered Species:

According to our preliminary research, no threatened or endangered species are located in the project area.

Essential Fish Habitat:

The Igushik and Weary Rivers and their tributaries support Essential Fish Habitat; however, the project will not directly affect these rivers.

Initial Site Alternatives (Figure 2)

Alternatives presented herein are for initial review. During the public and agency review and additional environmental and engineering analyses, some alternatives will be refined or eliminated. Refinements will include detailed layout of runway orientation, apron location, taxiway, and access road. Eliminated alternatives and refinements, and the reasons for them, will be documented in the Environmental Assessment.

Upgrading The Existing Airport:

Alternative E1 – Extending the Existing Runway

This alternative will resurface and extend the runway at its present location. The apron will be relocated to the required separation distance for safety.

Alternative E2 – Realigning the Existing Runway

This alternative will realign the runway at its present location to take advantage of the prevailing winds to the extent the surrounding terrain allows.

Relocation Alternatives:

Alternatives R1 and R1A

These alternatives relocate the airport to near Manokotak Heights. Depending on the final wind analysis, some adjustment to the orientations might be required.

Alternative R2

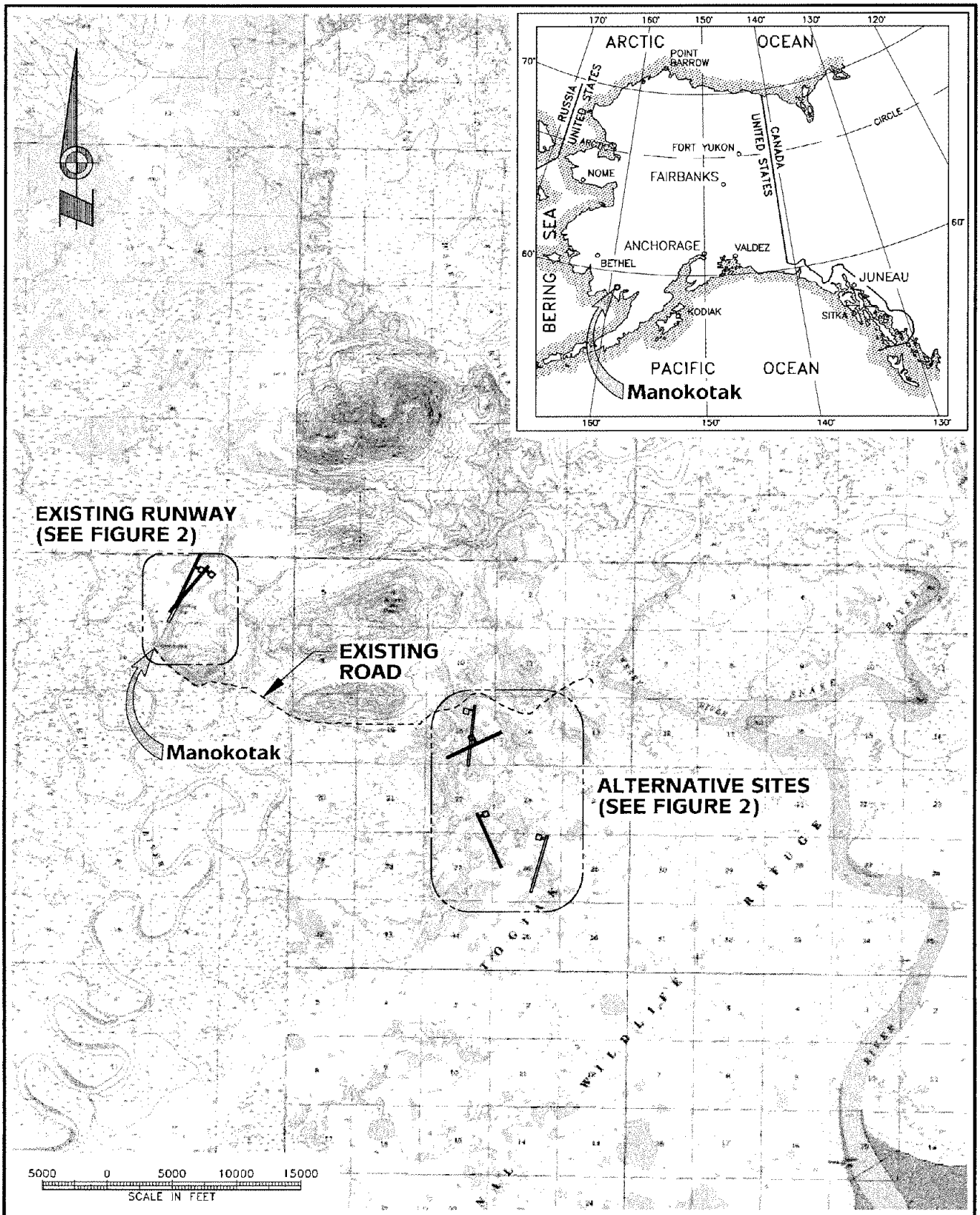
This alternative relocates the airport to near USS 12090. The alignment might need to be modified once additional wind data is available.

Alternative R3

This alternative would relocate the airport to the top of a ridge to the southeast of Alternative R2. Its location on the ridge limits how much the runway alignment could be reoriented to accommodate the winds.

Potential Material Sites

Figure 2 shows two material sites that may be used for this project. Manokotak Natives, Ltd., owns the surface rights at both sites, and the Bristol Bay Native Corporation (BBNC) retains ownership of the subsurface rights. The northernmost site was previously developed for construction of the Weary River Road and could be expanded. Use of the ridge to the south as a material source will depend on the results of the geotechnical investigation in progress.

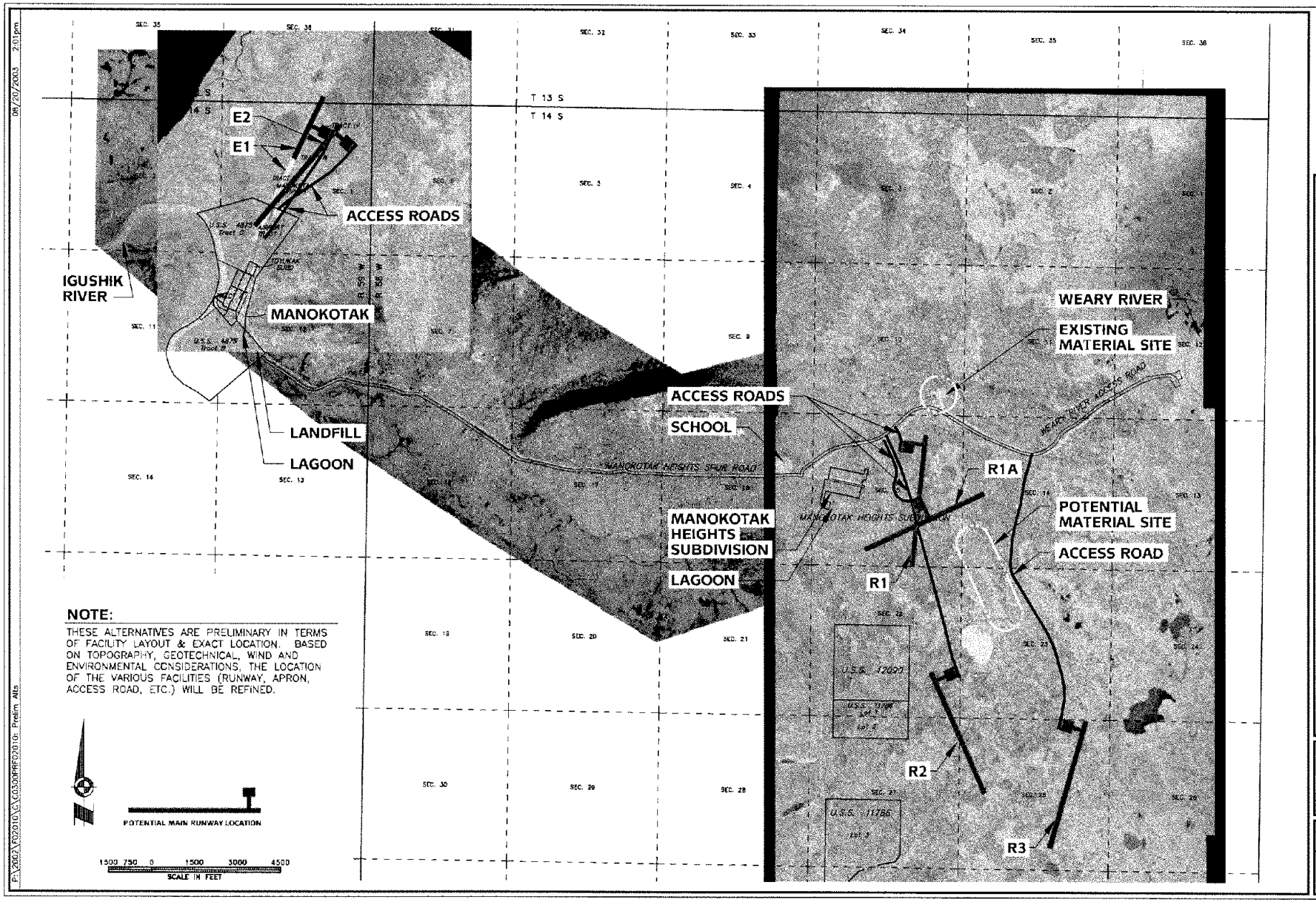


PLANS DEVELOPED BY:
PDC, INC.

LOCATION & VICINITY MAPS
MANOKOTAK AIRPORT RUNWAY RESURFACING & EXTENSION SCOPING LETTER
MANOKOTAK, ALASKA

DESIGN:	
DRAWN:	CFP
CHECK:	RLC
JUL 2003	

PROJ. No. **F02010**
FIGURE **1**


E2
E1
ACCESS ROADS
IGUSHIK RIVER
MANOKOTAK
LANDFILL
LAGOON
T 13 S
T 14 S
ACCESS ROADS
SCHOOL
MANOKOTAK HEIGHTS SUBDIVISION
LAGOON
WEARY RIVER
EXISTING MATERIAL SITE
R1A
POTENTIAL MATERIAL SITE
ACCESS ROAD
R1
R2
R3
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
1500 750 0 1500 3000 4500
SCALE IN FEET
PLANS DEVELOPED BY:
PDC, INC.
FIVE PRELIMINARY ALTERNATIVES
MANOKOTAK AIRPORT RUNWAY RESURFACING & EXTENSION
MANOKOTAK, ALASKA
DESIGN: EJG
DRAWN: GDS/CFP
CHECK: RLC
JUL 2003
PROJ. No. F02010
FIGURE 2

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
Aircraft Owners & Pilots Association	Tom	George		Dear Mr. George	P.O. Box 83750	Fairbanks, AK 99708-3750	(907) 455-9000	(907) 455-9001	tgeorge@mosquitonet.com or tom.george@aopa.org	User	In addition to identifying any concerns and/or issues your company might have, please provide any information and/or data with respect to airport use, access problems, land use concerns, bird strike problems or conflicts with other animals, accidents, and/or any other special conditions that might be affected by the proposed project.
Alaska Air Carriers Association	Karen	Casanovas	Executive Director	Dear Ms. Casanovas	2301 Merrill Field Drive, Suite A-3	Anchorage, AK 99501	277-0071	277-0072	aaca@ptialaska.net	User	In addition to identifying any concerns and/or issues your company might have, please provide any information and/or data with respect to airport use, access problems, land use concerns, bird strike problems or conflicts with other animals, accidents, and/or any other special conditions that might be affected by the proposed project.
Alaska Airmen's Association, Inc.	Felix	Maguire	President	Dear Mr. Maguire	P.O. Box 241185	Anchorage, AK 99524-1185	(907) 342-8401 (907) 245-1251	(907) 245-1259	felixmaguire@yahoo.com	User	In addition to identifying any concerns and/or issues your company might have, please provide any information and/or data with respect to airport use, access problems, land use concerns, bird strike problems or conflicts with other animals, accidents, and/or any other special conditions that might be affected by the proposed project.
Alaska Aviation Safety Foundation	Tom	Wardleigh	President	Dear Mr. Wardleigh	4340 Postmark Dr.	Anchorage, AK 99502	(907) 243-7237	(907) 243-7237		User	In addition to identifying any concerns and/or issues your company might have, please provide any information and/or data with respect to airport use, access problems, land use concerns, bird strike problems or conflicts with other animals, accidents, and/or any other special conditions that might be affected by the proposed project.
Alaska Department of Environmental Conservation Div. of Facility Construction & Operation	Jim	Evensen	Municipal Grants & Loans	Dear Mr. Evensen	P.O. Box 111800	Juneau, AK 99811-1800	465-6594	465-5177	Jim_Evensen@envircon.state.ak.us	Agency	In addition to identifying any concerns or issues your agency might have with the proposed project, the following information is requested: • If you know of any other confirmed or suspected contaminated sites, spills, and any registered underground or aboveground fuel storage tanks that might affect or be affected by the proposed project, please provide that information. • Identify any water quality concerns. • Provide information and/or data on existing (permitted or unpermitted) solid waste landfills, dumps, discharges, or sewage lagoons in the project area. • Provide information and/or data on existing drinking water supplies in the project area. • Identify any permits or clearances, if any, to be

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
											obtained from your agency for the proposed project.
Alaska Department of Environmental Conservation Division of Statewide Public Service	Alan	Wien	Environmental Specialist	Dear Mr. Wien	P.O. Box 871064	Wasilla, AK 99687	376-5038	376-2382		Agency	In addition to identifying any concerns or issues your agency might have with the proposed project, the following information is requested: • If you know of any other confirmed or suspected contaminated sites, spills, and any registered underground or aboveground fuel storage tanks that might affect or be affected by the proposed project, please provide that information. • Identify any water quality concerns. • Provide information and/or data on existing (permitted or unpermitted) solid waste landfills, dumps, discharges, or sewage lagoons in the project area. • Provide information and/or data on existing drinking water supplies in the project area. • Identify any permits or clearances, if any, to be obtained from your agency for the proposed project.
Alaska Department of Fish and Game Sport Fisheries Division	Mark	Kuwada		Dear Mr. Kuwada	333 Raspberry Road	Anchorage, AK 99518-1599	267-2277			Agency	We have researched the Alaska Department of Fish and Game *State of Alaska Refuges, Critical Habitat Areas and Sanctuaries* and the *Atlas to the Catalog of Waters Important to the Spawning, Rearing, or Migration of Anadromous Fishes*. There are no state legislatively designated special areas (state game refuges, sanctuaries, or critical habitat areas) in the project vicinity. The Igushik and Weary Rivers and some of their tributaries provide habitat for salmon migration and spawning. In addition to identifying any concerns or issues your agency might have with the proposed project, the following information is requested: • If you have any other information or data on anadromous or resident fish streams in the vicinity of the proposed project, including spawning/rearing habitat and migration corridors, please provide us that information. • If the project affects wildlife migration corridors or bisects wildlife habitat, please provide that information.

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
											• Identify any fish species within the project boundaries that might be used for subsistence. • Provide information on wildlife other than fish in the vicinity of the proposed project. • Identify any clearances to be obtained from your agency for the proposed project.
Alaska Department of Fish and Game Wildlife Conservation Division	Denise	Wolvin		Dear Ms. Wolvin	P.O. Box 240020	Douglas, AK 99824	465-4265			Agency	We have researched the Alaska Department of Fish and Game *State of Alaska Refuges, Critical Habitat Areas and Sanctuaries* and the *Atlas to the Catalog of Waters Important to the Spawning, Rearing, or Migration of Anadromous Fishes*. There are no state legislatively designated special areas (state game refuges, sanctuaries, or critical habitat areas) in the project vicinity. The Igushik and Weary Rivers and some of their tributaries provide habitat for salmon migration and spawning. In addition to identifying any concerns or issues your agency might have with the proposed project, the following information is requested: • If you have any other information or data on anadromous or resident fish streams in the vicinity of the proposed project, including spawning/rearing habitat and migration corridors, please provide us that information. • If the project affects wildlife migration corridors or bisects wildlife habitat, please provide that information. • Identify any fish species within the project boundaries that might be used for subsistence. • Provide information on wildlife other than fish in the vicinity of the proposed project. • Identify any clearances to be obtained from your agency for the proposed project.
Alaska Department of Natural Resources Division of Parks & Outdoor Recreation	Judith	Bittner	State Historic Preservation Officer	Dear Ms. Bittner	555 W. 7th Ave., Suite 1310	Anchorage, AK 99501				Agency	We have researched the Alaska Heritage Resources Survey (AHRS) for the project area. No sites were identified in the vicinity of Manokotak. In addition to identifying any concerns and/or issues you

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
											might have with the proposed project, please provide information on any confirmed or potential archaeological, historical, and/or cultural sites in the vicinity of the proposed project.
Alaska Department of Natural Resources Division of Governmental Coordination Office of Project Management and Permitting	Cynthia	Zuelow-Osborne	Project Review Assistant	Dear Ms. Zuelow-Osborne	550 W. 7th Ave., Suite 1660	Anchorage, AK 99501	907-269-7478		Cynthia Zuelow-Osborne@dnr.state.ak.us	Agency	We have looked at your website and believe that Manokotak is in the Bristol Bay CRSA coastal zone. In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested: • Please identify any potential conflicts the proposed project might have with the goals or objectives of the local coastal management program. • At the present time, does your district have any objections to the proposed project?
Alaska Department of Natural Resources Division of Parks & Outdoor Recreation	Gary A.	Morrison	Director	Dear Mr. Morrison	550 W 7th Ave, Suite 1380	Anchorage, AK 99501-3561	269-8700	269-8907		Agency	In addition to identifying any concerns or issues your agency might have with the proposed project, the following information is requested. Our preliminary review of the ADNR DPOR Catalog of the Alaska State Park System indicates that there are no State Parks in the project area. If you know of any existing or proposed State Parks in the vicinity of the project, and can identify any park objectives or activities that might conflict with the proposed project, please provide that information.
Alaska Department of Natural Resources Division of Mining, Land and Water	Bob	Loeffler	Director	Dear Mr. Loeffler	550 West 7th Ave., Suite 1070	Anchorage, AK 99501-3579	269-8600	269-8904		Agency	In addition to identifying any concerns or issues your agency might have with the proposed project, the following information is requested: • Land Use Plans – We have researched the ADNR Land Use Plan for the project area and any findings are identified in the agency scoping attachment. If you know of any other existing and/or proposed land use plans and can identify any land use objectives that might conflict with the proposed project, please provide that information. • Land Use – Are there any state lands in the project area? If so, have any authorizations such as Land Use Permits, Leases, Rights-of-Way, Material Site Contracts or ILMA's been issued which would conflict with the project?

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
											• Permits – Please identify any permits or clearances to be obtained from your agency for the proposed project.
Alaska Department of Natural Resources Office of Habitat Management and Permitting	Stewart	Seaberg		Dear Mr. Seaberg	333 Raspberry Road	Anchorage, AK 99518	267-2285			Agency	We have researched the Alaska Department of Fish and Game *Atlas to the Catalog of Waters Important to the Spawning, Rearing, or Migration of Anadromous Fishes* and have identified the Igushik and Weary Rivers as important salmon migration and spawning rivers. Arctic char and sockeye, chum, coho, pink, and king salmon all spawn in the Igushik and Weary Rivers. The backwater sloughs and tributaries around Manokotak are also important rearing habitat for salmon. In addition to identifying any concerns or issues your agency might have with the proposed project, the following information is requested: • If you have any other information or data on anadromous or resident fish streams in the vicinity of the proposed project, including spawning/rearing habitat and migration corridors, please provide us that information. • Identify any permits or clearances to be obtained from your agency for the proposed project.
All AIR CARRIERS (see list)				To Whom It May Concern						Users	In addition to identifying any concerns and/or issues your company might have, please provide any information and/or data with respect to airport use, access problems, land use concerns, bird strike problems or conflicts with other animals, subsistence use on or accessed through airport property, accidents, and/or any other special conditions that might be affected by the proposed project.
Bristol Bay Economic Development Corporation	Bryce	Edgmon	COO Chief Operating Officer	Dear Mr. Edgmon	P.O. Box 1464	Dillingham, AK 99576					In addition to identifying any concerns and/or issues you might have with the proposed project, the following information is requested: • Identify any existing and/or proposed zoning requirements and/or land use controls in the project area. If permits are required please identify which ones. Identify any other local improvement project(s) under construction or proposed in the vicinity of the project within the foreseeable future.

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
Bristol Bay Native Association Natural Resources Dept.	Ralph	Andersen	Program Manager	Dear Mr. Andersen	P.O. Box 310	Dillingham, AK 99576	ext. 361		ralpha@bbna.com	Agency	In addition to identifying any concerns and/or issues you might have with the proposed project, please let us know if your association supports the project?
Bristol Bay Native Association Realty Dept.	Alan	Backford	Realty Specialist	Dear Mr. Backford	P.O. Box 310	Dillingham, AK 99576	ext. 335		alanb@bbna.com	Agency	We have researched the Alaska Heritage Resources Survey (AHRS) for the project area and no sites were identified in the vicinity of Manokotak. Our understanding is that this community is relatively new; therefore the potential for historically qualifying properties is limited. In addition to identifying any concerns and/or issues you might have with the proposed project, the following information is requested: • If you know of any confirmed or potential archaeological, historical, and/or cultural sites in the vicinity of the proposed project, please provide that information. • Please provide any information regarding corporation or native allotment land that might be affected by the project. • Does your association support the project?
Bristol Bay Native Corporation	Tom	Hawkins	President/ CEO	Dear Mr. Hawkins	800 Cordova St., Suite 200	Anchorage, AK 99501-6299	278-3602, 1-800-426-3602	276-3924		Agency	We have obtained Rights-of-Entryfor access to perform surveying, geo-technical inspections and environmental assessment from Manokotak Natives, Ltd. and Bristol Bay Native Corporation. • Identify any other permit requirements needed for the surface or subsurface use of the land in the project area.
Bristol Bay Native Corporation	Chester	Murphy		Dear Mr. Murphy	P.O. Box 100220	Anchorage, AK 99510				Agency	We have researched the Alaska Heritage Resources Survey (AHRS) for the project area and no sites were identified in the vicinity of Manokotak. Our understanding is that this community is relatively new; therefore the potential for historically qualifying properties is limited. We have obtained Rights-of-Entryfor access to perform surveying, geo-technical inspections and environmental assessment from Manokotak Natives, Ltd. and Bristol Bay Native Corporation. In addition to identifying any concerns and/or issues you

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
											might have with the proposed project, the following information is requested: • If you know of any confirmed or potential archaeological, historical, and/or cultural sites in the vicinity of the proposed project, please provide that information. • Please provide any information regarding corporation or native allotment land that might be affected by the project. • Identify any other permit requirements needed for the surface or subsurface use of the land in the project area. • Does your corporation support the project?
Bureau of Indian Affairs Realty Dept. W. Central Alaska Field Office	Rose	Brady	Realty Officer	Dear Ms. Brady	3301 C St., Suite 1100	Anchorage, AK 99503-3935	271-4697	271-1747		Agency	We have researched the Alaska Heritage Resources Survey (AHRS) for the project area and no sites were identified in the vicinity of Manokotak. Our understanding is that this community is relatively new; therefore the potential for historically qualifying properties is limited. In addition to identifying any concerns and/or issues you might have with the proposed project, the following information is requested: • If you know of any confirmed or potential archaeological, historical, and/or cultural sites in the vicinity of the proposed project, please provide that information. • Please provide any information regarding corporation or native allotment land that might be affected by the project. • Does your agency support the project?
Bureau of Land Management	Henri	Bisson	Alaska State Director	Dear Mr. Bisson	222 W. 7th Ave., #13	Anchorage, AK 99504	271-5080	271-4596		Agency	We have researched the BLM website with respect to BLM Recreation Areas and conducted preliminary land status research using BLM Master Title Plats of the general project area. Our preliminary research indicates that the existing airport is in a BLM lease area. In addition, there is a chance that the project will affect the Manokotak-Dillingham trail. Please identify any clearances to be obtained from your agency for the proposed project. If you

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
											have any other information and/or data on Recreation Areas, Native Allotments, or other private lands in the project area that might potentially be affected by the proposal, please provide that information.
City of Manokotak	Nels	Franklin	Mayor	Dear Mr. Franklin	P.O. Box 170	Manokotak, AK 99628	289-1027			Government	We have researched the Alaska Heritage Resources Survey (AHRS) for the project area and no sites were identified in the vicinity of Manokotak. Our understanding is that this community is relatively new; therefore the potential for historically qualifying properties is limited. In addition to identifying any concerns and/or issues you might have with the proposed project, the following information is requested: • If you know of any confirmed or potential archaeological, historical, and/or cultural sites in the vicinity of the proposed project, please provide that information. • Are the potential alternatives consistent with subsistence land use? • Does the community support the project? • Identify any existing and/or proposed zoning requirements and/or land use controls in the project area. If permits are required, please identify them. • Identify any other local improvement project(s) either under construction or proposed for construction in the vicinity of the proposed project within the foreseeable future. • Please provide any information regarding land ownership that might be affected by the project.
Environmental Protection Agency	Judith	Lee	NEPA Coordinator	Dear Ms. Lee	1200 6th Ave.	Seattle, WA 98101	206-553-6911 or 800-424-4372		lee.judith@epamail.epa.gov	Agency	We have researched the Alaska Department of Environmental Conservation contaminated sites, spills, and Leaking Underground Storage Tank program databases and have identified a contaminated site at the school on Salmon Street. There have been historical spills at the school and adjacent tank farm. This site is not in the project area. In addition to identifying any concerns or issues your agency might have with the proposed project, the following information is requested:

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
											• Identify any sole source or principal drinking water sources that might be affected by the proposed project. • If you know of any other confirmed or suspected contaminated sites, spills, and/or any registered underground or aboveground fuel storage tanks that might affect or be affected by the proposed project, please provide that information. • Identify any permits and/or clearances to be obtained from your agency for the proposed project.
Manokotak Natives Limited	Nels	Franklin	President and CEO	Dear Mr. Franklin	P.O. Box 149	Manokotak, AK 99628	289-1062			Agency	We have researched the Alaska Heritage Resources Survey (AHRS) for the project area and no sites were identified in the vicinity of Manokotak. Our understanding is that this community is relatively new; therefore the potential for historically qualifying properties is limited. We have obtained Rights-of-Entry for access to perform surveying, geo-technical inspections and environmental assessment from Manokotak Natives, Ltd. and Bristol Bay Native Corporation. In addition to identifying any concerns and/or issues you might have with the proposed project, the following information is requested: • If you know of any confirmed or potential archaeological, historical, and/or cultural sites in the vicinity of the proposed project, please provide that information. • Does your organization support the project? • Please provide any information regarding corporation or native allotment land that might be affected by the project. • Identify any other permit requirements needed for the surface or subsurface use of the land in the project area.
Manokotak Power Company	Carl	Itumelria	Manager	Dear Mr. Itumelria	P.O. Box 149	Manokotak, AK 99628	289-1062				In addition to identifying any concerns and/or issues you might have with the proposed project, the following information is requested: • Identify any existing and/or proposed zoning

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
											requirements and/or land use controls in the project area. If permits are required please identify which ones. • Identify any other local improvement project(s) under construction or proposed in the vicinity of the project within the foreseeable future.
Manokotak Village Council	Michael	Gloko, Sr.	President	Dear Mr. Gloko	P.O. Box 169	Manokotak, AK 99628	289-2067		mnkvc@bbna.com	Government	The purpose of this letter is in keeping with the Governor's Millennium Agreement between the State of Alaska and Federally recognized tribes in Alaska. At this time, I would like to lay the foundation for consultation with your organization to determine if the proposed action would significantly or uniquely affect your tribe. Our earlier meeting in the community in no way detracts from our intention to consult with you per the Millennium Agreement as the recognized tribe in Manokotak. If needed, prior to the public meeting, we would like to meet with you to explain the scope of work, the preliminary alternatives, potential environmental issues, and generally to discuss any concerns the Manokotak Village Council might have with the proposed project. Will you be available while we are in Manokotak? If not, is there someone else we may speak with who can represent the interests of the Council? We look forward to meeting you and your involvement with the proposed project. We have researched the Alaska Heritage Resources Survey (AHRS) for the project area and no sites were identified in the vicinity of Manokotak. Our understanding is that this community is relatively new, so the potential for historically qualifying properties is limited. In addition to identifying any concerns and/or issues you might have with the proposed project, the following information is requested: • If you know of any confirmed or potential archaeological, historical, and/or cultural sites in the vicinity of the proposed project, please provide that information.

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
											• Please provide any information regarding corporation or native allotment land that might be affected by the project. • Does the council support the project? • Identify any existing and/or proposed zoning requirements and/or land use controls in the project area that might require permits. If permits are required, please identify which ones are needed. • Identify any local improvements or projects that are proposed or under construction in the vicinity of the project.
National Marine Fisheries Service Habitat Conservation Division	Jeanne	Hanson		Dear Ms. Hanson	222 West 7th Ave. #43	Anchorage, AK 99513-7577	271-6354		Jeanne.Hanson@noaa.gov	Agency	According to our research, no threatened or endangered species or essential fish habitat are located in the project area. In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested: • If you have any other information or data on threatened or endangered species in the project area that might be affected by the proposed project, please provide that information. • If you have any other information or data on essential fish habitat species or habitat, please provide that information.
National Park Service	Rob	Arnberger	Alaska Regional Director	Dear Mr. Amberger	250 W. 5th Ave., Room 114	Anchorage AK 99501				Agency	We have researched the NPS website with respect to National Parks, Monuments, Preserves and Wild and Scenic Rivers for the project area and any findings are identified in the agency scoping attachment. If you have any other information and/or data on any of these land use designations in the project that that might potentially be affected by the proposal, please provide that information.
State of Alaska Statewide Services Former Habitat and Restoration Division	Robin	Willis		Dear Ms. Willis	333 Raspberry Road	Anchorage, AK 99518			robin_willis@fishgame.state.ak.us	Agency	We have researched the Alaska Department of Fish and Game *State of Alaska Refuges, Critical Habitat Areas and Sanctuaries* and the *Atlas to the Catalog of Waters Important to the Spawning, Rearing, or Migration of Anadromous Fishes*. There are no state legislatively designated special areas (state game refuges, sanctuaries, or critical habitat areas) in the project vicinity. The Igushik and Weary Rivers and some of their tributaries provide habitat for salmon migration and spawning.

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
											In addition to identifying any concerns or issues your agency might have with the proposed project, the following information is requested: • If you have any other information or data on anadromous or resident fish streams in the vicinity of the proposed project, including spawning/rearing habitat and migration corridors, please provide us that information. • If the project affects wildlife migration corridors or bisects wildlife habitat, please provide that information. • Identify any clearances to be obtained from your agency for the proposed project.
Togiak National Wildlife Refuge	Aaron	Archibeque	Refuge Manager	Dear Mr. Archibeque	P.O. Box 10201	Dillingham, AK 99576	842-1063		r7tonwr@fws.gov	Agency	According to our research, no threatened or endangered species are located in the project area. The city of Manokotak is adjacent to the Togiak National Wildlife Refuge. The proposed project will not be located on refuge lands. We will conduct a field wetlands survey of the project area to comply with the Memorandum of Agreement among the Federal Aviation Administration, U.S. Army Corps of Engineers, DOT&PF, U.S. Fish and Wildlife Service, and Alaska Department of Fish and Game regarding impacts to wetland and other aquatic resources, mitigation, and airport improvement projects in Alaska. In addition to identifying any concerns or issues your agency might have with the proposed project, the following information is requested: • If you have any other information or data on threatened or endangered species in the project area that might potentially be affected by the proposed project please provide that information. • If you know of any other existing or proposed refuge lands in the vicinity of the project and can identify any refuge objectives or activities that might conflict with the proposed project, please provide that information. • If you know of any wetlands that might be affected by the proposed project, please provide that information.

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
											• Provide information or data on important fish and wildlife habitats or migration corridors potentially affected by the proposed project. • Provide information on known active or inactive eagle nests in the project area. • Identify any permits and or clearances to be obtained from your agency for the proposed project.
U. S. Environmental Protection Agency	Ted	Rockwell		Dear Mr. Rockwell	Federal Building Room 537 222 W. 7th Ave., Rm. 19	Anchorage, AK 99513-7588	271-5083 or 271-3689	271-3424	Rockwell.theodore@epa.gov	Agency	We have researched the Alaska Department of Environmental Conservation contaminated sites, spills, and Leaking Underground Storage Tank program databases and have identified a contaminated site at the school on Salmon Street. There have been historical spills at the school and adjacent tank farm. This site is not in the project area. In addition to identifying any concerns or issues your agency might have with the proposed project, the following information is requested: • Identify any sole source or principal drinking water sources that might be affected by the proposed project. • If you know of any other confirmed or suspected contaminated sites, spills, and any registered underground or aboveground fuel storage tanks that might affect or be affected by the proposed project, please provide that information. • Identify any permits and/or clearances to be obtained from your agency for the proposed project.
U.S. Army Corps of Engineers CEPOA-EN-CW-HH	Harlan	LeGare	Chief of Floodplain Management	Dear Mr. LeGare	P.O. Box 6898	Elmendorf AFB, AK 99506-0898	753-2610	753-2625		Agency	We have found no Federal Emergency Management Agency Flood Maps for Manokotak, Alaska. If you know of any information and/or data about the base floodplains, regulatory floodways, and/or special flood hazard areas of drainages that might be affected by the proposed project, please provide that information.
U.S. Army Corps of Engineers Regulatory Branch	Don	Rice		Dear Mr. Rice	P.O. Box 6898	Elmendorf AFB, AK 99506-6898	753-5557			Agency	We will conduct a wetlands analysis in the project areas. The wetlands analysis will include a preliminary review of aerial photography and other supporting information and a field delineation. The preliminary review will assist in the initial evaluation of the runway alignments and selection of alternatives. The field delineation will comply with the Memorandum of Agreement among the Federal Aviation

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
											Administration, U.S. Army Corps of Engineers, DOT&PF, U.S. Fish and Wildlife Service, and Alaska Department of Fish and Game regarding impacts to wetland and other aquatic resources, mitigation, and airport improvement projects in Alaska. In addition to identifying any concerns or issues your agency might have with the proposed project, the following information is requested: • Identify any permits or clearances to be obtained from your agency for the proposed project. • Are there any navigable waters of the U.S. in the project vicinity over which the USACE has Section 10 authority?
U.S. Army Corps of Engineers – COE	Steve	Boardman	Chief of Project Management	Dear Mr. Boardman	P.O. Box 898	Anchorage, AK 99506	753-5799	753-5526	Stephen.C.Boardman@poa02.usace.army.mil	Agency	We will conduct a wetlands analysis in the project areas. The wetlands analysis will include a preliminary review of aerial photography and other supporting information and a field delineation. The preliminary review will assist in the initial evaluation of the runway alignments and selection of alternatives. The field delineation will comply with the Memorandum of Agreement among the Federal Aviation Administration, U.S. Army Corps of Engineers, DOT&PF, U.S. Fish and Wildlife Service, and Alaska Department of Fish and Game regarding impacts to wetland and other aquatic resources, mitigation, and airport improvement projects in Alaska. In addition to identifying any concerns or issues your agency might have with the proposed project, the following information is requested: • Identify any permits or clearances to be obtained from your agency for the proposed project. Are there any navigable waters of the U.S. in the project vicinity over which the USACE has Section 10 authority?
U.S. Coast Guard 17th Coast Guard District Aides to Navigation	James	Helfinstine		Dear Mr. Helfinstine	P.O. Box 25517	Juneau, AK 99802-5517	463-2025	463-2023	jhelfinstine@cgalaska.uscg.mil	Agency	In addition to identifying any concerns and/or issues you might have with the proposed project, please provide information on any navigable waters of the U. S. in the project vicinity over which the USCG has authority.
U.S. Department of Agriculture	Calvin	Miller	Resource Conservati	Dear Mr. Miller	800 W. Evergreen	Palmer, AK 99645	761-7758	761-7790		Agency	Although we believe that no unique or important farmland will be affected by the project, a confirmation from you

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
Natural Resources Conservation Service			onist		St., Suite 100						would be appreciated.
U.S. Department of Agriculture Wildlife Services	Corey	Rossi		Dear Mr. Rossi	1800 Glenn Highway, Suite 12	Palmer, AK 99645-6736	745-7200			Agency	Based on our review of topographic maps and aerial photography, we have calculated the distances from the existing and potential runway sites to existing and proposed landfill sites and to the sewage lagoons. The southwest end of the existing runway is 1,100 feet from the Igushik River, and the existing landfill is located to the south approximately 4,000 feet from the runway. Both sewage lagoons are at least 3,000 feet southeast of the existing runway. The alternative runway locations we are considering lie between 2 and 3 miles west and southwest of the Weary River, more than 4 miles east of the landfill and no closer than 3,000 feet east of the lagoons. The community is also considering moving the landfill. Two potential relocations sites are currently under review. One is approximately 1½ miles east of the existing runway and 3 miles west of the nearest alternative runway site. The other is more than 4 miles east of the existing runway and 2,500 feet north of the nearest alternative runway site. Airspace for the runway alternative R1 would be located between one of the potential landfill relocation sites and the Weary River. Other wildlife considerations in the area include 1) several prominent hills that may provide nesting and roosting areas for common ravens and 2) numerous tributary streams, wetlands, and ponds that may provide habitat for migratory waterbirds. Please identify any concerns or issues that your agency might have with the proposed project. In addition, we request the following: • If you have other information or data that indicates a wildlife hazard associated with any of the airport alternatives, please provide us that information. • Please advise us whether a wildlife hazard survey is needed. If so, when would the results of this survey be

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP	Phone	Fax	E-Mail	Type	Comments
											available to us from USDA, and is there any specific information we could provide to help you complete the survey? We are planning a site visit in September 2003 to evaluate each alternative for jurisdictional wetlands. During this visit, we could observe bird and mammal movements in relation to runways and airspace and forward this information to USDA.
U.S. Fish and Wildlife Service Western Alaska Ecological Service	Ann	Rappoport		Dear Ms. Rappoport	605 W. 4th Ave., Room G-61	Anchorage, AK 99501				Agency	According to our research, no threatened or endangered species are located in the project area. The city of Manokotak is adjacent to the Togiak National Wildlife Refuge. The proposed project will not be located on refuge lands. We will conduct a field wetlands survey of the project area to comply with the Memorandum of Agreement among the Federal Aviation Administration, U.S. Army Corps of Engineers, DOT&PF, U.S. Fish and Wildlife Service, and Alaska Department of Fish and Game regarding impacts to wetland and other aquatic resources, mitigation, and airport improvement projects in Alaska. In addition to identifying any concerns or issues your agency might have with the proposed project, the following information is requested: • If you have any other information or data on threatened or endangered species in the project area that might potentially be affected by the proposed project please provide that information. • If you know of any other existing or proposed refuge lands in the vicinity of the project and can identify any refuge objectives or activities that might conflict with the proposed project, please provide that information. • If you know of any wetlands that might be affected by the proposed project, please provide that information. • Provide information or data on important fish and wildlife habitats or migration corridors potentially affected by the proposed project. • Provide information on known active or inactive eagle nests in the project area. • Identify any permits and or clearances to be obtained from your agency for the proposed project.

Note: Copies of the letter to the City of Manokotak were also forwarded to:

Senator Lyman Hoffman, Alaska State Capitol, Room 514, Juneau, AK 99801-1182
Representative Carl Moses, Alaska State Legislature, 716 W. 4th Ave., Suite 470, Anchorage, AK 99501-2133

Organization	FirstName	LastName	Title	Greeting	Address	CityStateZIP
A Ball Air				To Whom It May Concern	P.O Box 745	Dillingham, AK 99576
Aero Twin, Inc.				To Whom It May Concern	2404 Merrill Field Dr.	Anchorage, AK 99501
Air Cargo Express				To Whom It May Concern	P.O. Box 251	Dillingham, AK 99576
Alaska Cargo Services				To Whom It May Concern	P.O. Box 251	Dillingham, AK 99576
Alaska Central Express, Inc.				To Whom It May Concern	5901 Lockheed Ave.	Anchorage, AK 99502
Alaska Island Air, Inc.				To Whom It May Concern	P.O. Box 195	Togiak, AK 99678
Arctic Circle Air Service				To Whom It May Concern	4111 Float Plane Dr.	Anchorage, AK 99502
Bay Air				To Whom It May Concern	P.O. Box 714	Dillingham, AK 99576
Branch River Air Service				To Whom It May Concern	5450 Edinburgh Dr.	Anchorage, AK 99515
Bristol Bay Air Services, Inc.				To Whom It May Concern	P.O. Box 1135	Dillingham, AK 99576
ERA Aviation, Inc.				To Whom It May Concern	6161 Carl Brady Dr.	Anchorage, AK 99502
Everts Air				To Whom It May Concern	P.O. Box 61680	Fairbanks, AK 99706-1680
FS Air Service				To Whom It May Concern	6121 S. Airpark Pl.	Anchorage, AK 99502
Frontier Flying Service				To Whom It May Concern	3830 W. International Frontage Rd.	Anchorage, AK 99518
Grant Aviation, Inc.				To Whom It May Concern	P.O. Box 930	Dillingham, AK 99576
Guardian Flight Services	Jeff	Gilbert	Chief Pilot	Dear Mr. Gilbert	P.O. Box 61030	Fairbanks, AK 99706-1030
Hageland Aviation Services Corporate Office				To Whom It May Concern	P.O. Box 220610	Anchorage, AK 99522-0610
Hageland Aviation Services Dillingham Station				To Whom It May Concern	P.O. Box 1553	Dillingham, AK 99576
High Adventure				To Whom It May Concern	P.O. Box 486	Soldotna, AK 99669
Jim Air, Inc.				To Whom It May Concern	4200 Float Plane Dr.	Anchorage, AK 99502
Larry's Flying Service, Inc.				To Whom It May Concern	3822 University Ave. S.	Fairbanks, AK 99709
Lynden Air Cargo, LLC				To Whom It May Concern	6441 S. Airpark Pl.	Anchorage, AK 99502
Mulchatna Air				To Whom It May Concern	P.O. Box 990	Dillingham, AK 99576
Northern Air Cargo				To Whom It May Concern	3900 W. International Airport Rd.	Anchorage, AK 99502
Northwestern Arctic Air				To Whom It May Concern	6321 S. Airpark Pl.	Anchorage, AK 99502
PenAir	Danny	Seybert		Dear Mr. Seybert	6100 Boeing Ave.	Anchorage, AK 99502
Shannon's Flying Service				To Whom It May Concern	P.O. Box 393	Dillingham, AK 99576
Sky Trekking Alaska				To Whom It May Concern	P.O. Box 871370	Wasilla, AK 99687-1370
Starflite, Inc.				To Whom It May Concern	P.O. Box 824	Dillingham, AK 99576
Tikchik Airventures				To Whom It May Concern	P.O. Box 393	Dillingham, AK 99576
Tucker Aviation				To Whom It May Concern	P.O. Box 1109	Dillingham, AK 99576
Yute Air Alaska				To Whom It May Concern	P.O. Box 890	Dillingham, AK 99576

Public Involvement ◆

Manokotak Airport Relocation
Public Involvement Log

Correspondence	Subject	Date	Page
Email from ADOT&PF Maintenance	Snow drifting near proposed access road	12/10/04	2
Fax from Manokotak Village Council	Resolution supporting preferred alternative	11/24/04	2
Fax from Manokotak Natives, Ltd.	Resolution supporting preferred alternative	11/23/04	3
Fax from City of Manokotak	Resolution supporting preferred alternative	4/22/04	3
Letter to Manokotak Natives, Ltd.	Distribution of Final Scoping Report	03/15/04	4
Letter to Manokotak Village Council	Distribution of Final Scoping Report	03/15/04	4
Letter to City of Manokotak	Distribution of Final Scoping Report	03/15/04	5
Email from Manokotak resident	Decision process for preferred alternative	02/13/04	6
Emails among City and Manokotak resident, ADOT&PF, and PDC	Community vote	02/04/04-02/12/04	7 & 9-10
Fax to ADOT&PF	Petition with signatures	02/10/04	8
Fax from Manokotarmiiut Elders Traditional Council	Support for No-Build Alternative	02/05/04	11
Email from Manokotak resident	Community meeting & petition	02/04/04	12-14
Fax to City of Manokotak	BBNC village leadership workshop meeting	12/16/03	38-39
Letter to Manokotak High School students	Response to questions	12/12/03	39-40
Letter to Manokotak Natives, Ltd.	Draft scoping report transmittal	12/08/03	41
Letter to Manokotak Natives, Ltd.	Increase in electrical demand	11/18/03	42

Newsletters / Notices	Subject	Date	Page
Newsletter 3 with mailing list	Present engineering preferred alternative and announce meeting	Jan 2004	29-36
Newspaper Ad	Notice of meeting	Jan 2004	37
Newsletter 2 (erroneously numbered #3) (same mailing list as Newsletter #1)	Present alternatives for public comment	Sept 2003	53-54
Poster / Flyer	Notice of meeting	Sept 2003	55
Newspaper Ad	Notice of meeting	Sept 2003	55
Newsletter 1 with mailing list	Introduction to project purpose and need with contact information	Feb 2002	64-68
Public Service Announcement	Notice of meeting	Feb/Mar 2002	69
Newspaper Ad	Corrects date of meeting in newspaper ad	Feb/Mar 2002	69
Newspaper Ad	Notice of meeting	Feb/Mar 2002	69

Trip Reports / Meeting Minutes (includes handouts, agenda, & sign-in sheets)	Subject	Date	Page
Teleconference	Access road alignment	12/07/04	1
Public Scoping Meeting (#3)	Engineering preferred alternative, environmental document and community input	01/29/04	15-28
Pubic Scoping Meeting (#2)	Project alternatives and community feedback	09/11/03	43-52
BBNC Village Leadership Workshop	Purpose and Need	12/05/02	56-57
Public Meeting (#1)	Introduce project purpose and need, team members and community opinion	03/13/02	58-63

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

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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 Kadtumalria			
[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 Wastra		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 Alex[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		"	"
Maggie 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
Tony Dim	FSW	Box 50	1289
[illegible]		P.O. Box 109	907-289-1072
Jeweline Angaiak	Healthaide	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
Office Tax 1/29/04 ma

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

2. DATE SUBMITTED	Applicant Identifier	
3. DATE RECEIVED BY STATE	State Application Identifier	
4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier	

1. TYPE OF SUBMISSION:

Application: ☐ Construction ☐ Non-Construction

Preapplication: ☐ Construction ☐ Non-Construction

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

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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 (I) driver along with two (2) Laborers to gravel icy roads, also one (I) 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 _____

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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:

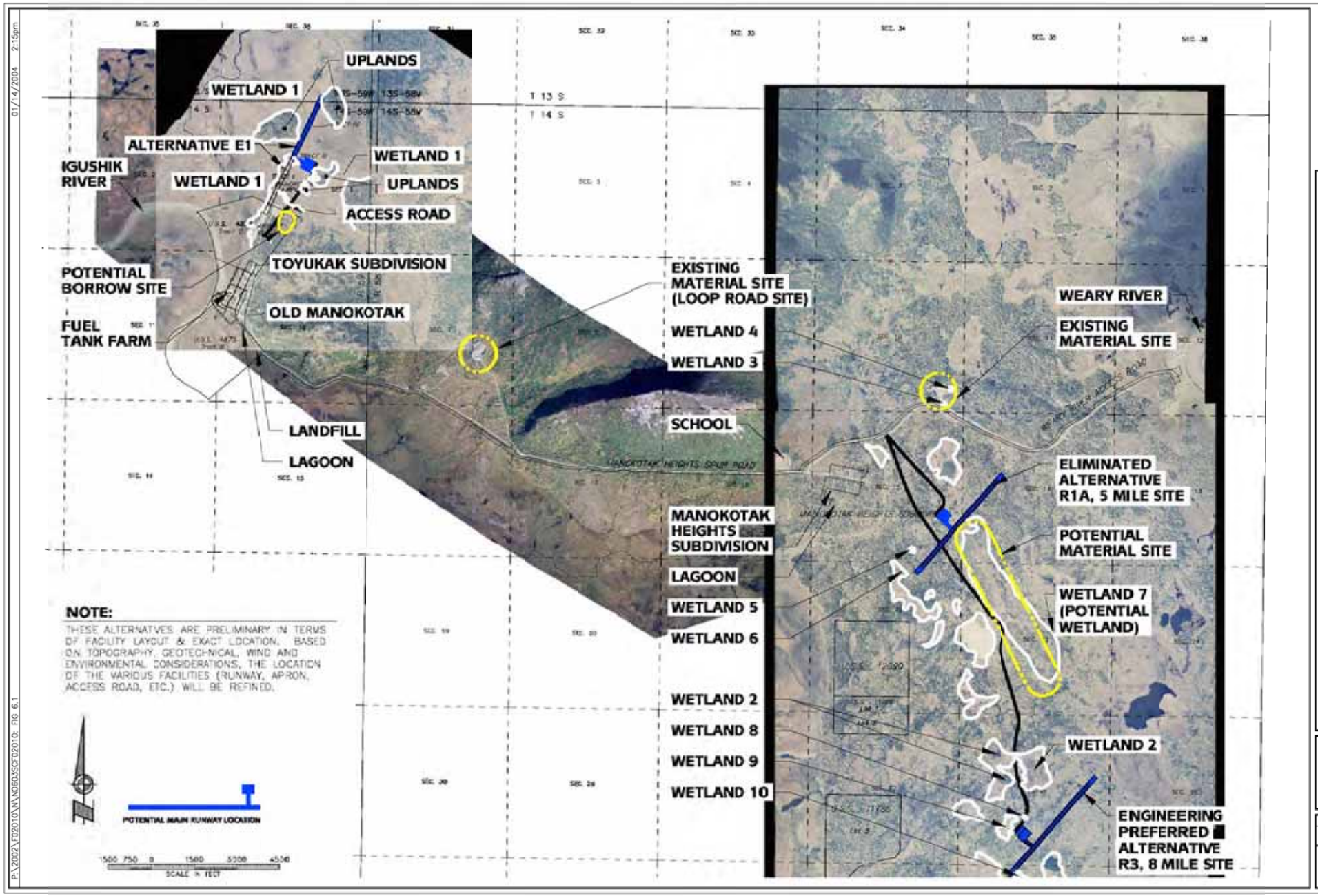
- "*I support the airport at site R3 (or 8-mile) because it is the furthest away from high terrain. It would provide much safer landings and take-offs in bad weather.*"
- Another commenter did not "*approve of the airport being placed further out of the main village because of the quantity of goods, 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

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.

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\0Cor\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.

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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.

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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.

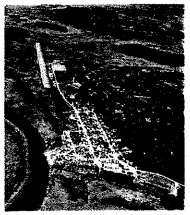
Here is a summary of comments for the old and new airport alternatives:

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 Apokayak		P.O. Box 21	289-1006
Grace Alakayak		P.O. Box 27	289-14-19
Jeweline Ayojiak	Health aide	Box 132	289-1415
Michael Gloko Sr	Village Council Pres.	P.O. Bx 113	289-2171
Olga M Dick	Village Resident	Box 28	289-1440
Billy Bartman	Village		
Elsie Bartman			
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 Dick Jr 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
Agnes E Moon		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 Agnick		Box 61	289-1025

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

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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:

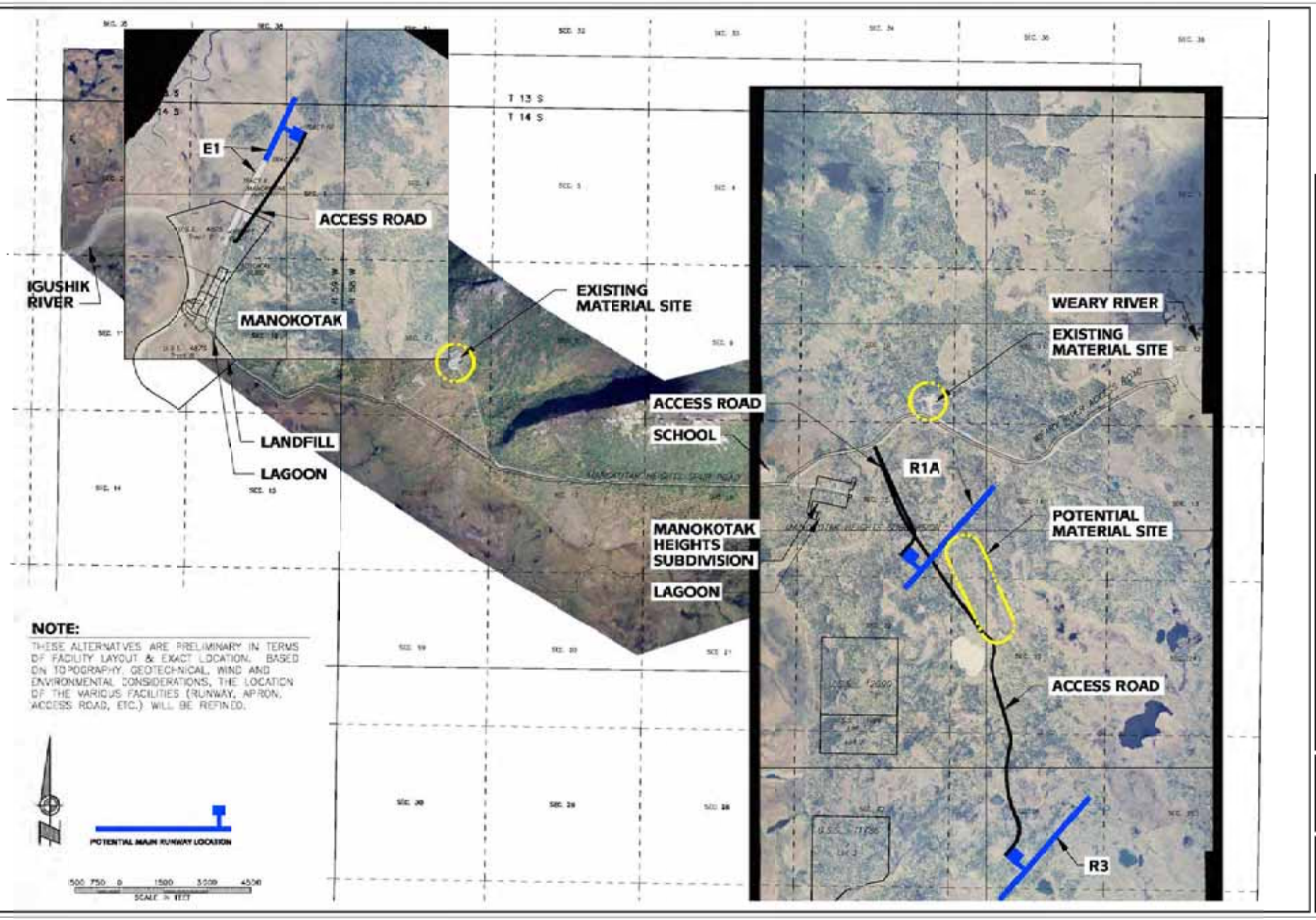
- Public meeting and field visit (March 2002)
- Public, user, and pilot questionnaires and interviews
- Review of government agencies' files
- Geotechnical field investigations
- Collection of historical aerial photos
- Wind data collection
- Preliminary property boundary retracement surveys
- Acquisition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

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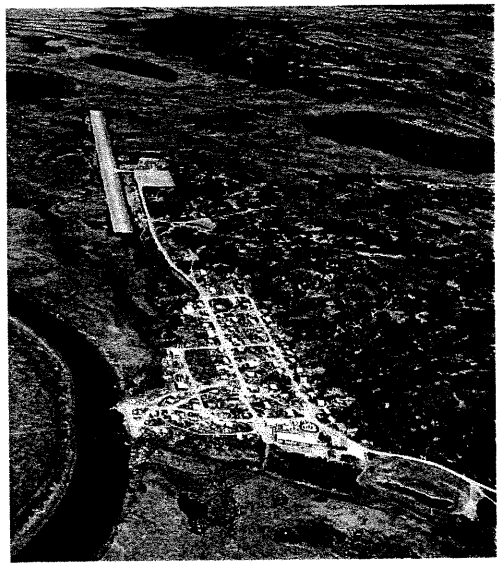


MANOKOTAK Airport Improvements

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	ANL	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	KRO.	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 Stankie	" "	Box 55 KMO 99628	289-1086
Norman Paul		Box 1160 Togiak	493-5245
Judy Stymulrie	" "	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 Moulin	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 Gloko			
Teresa [illegible]			
[illegible]			
[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			
Dorothy Nanalook			
Rhonda C. Nick			
Irene [illegible]			
Irene [illegible]			
[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).

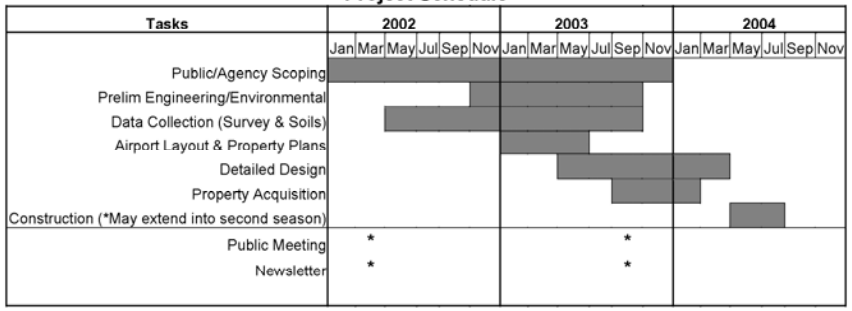
Contact information–

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

Questionnaires and Comments ◆

Manokotak Airport Relocation
Questionnaires and Comments Log

Correspondence	Subject	Pages
Questionnaire handed out at Public Meeting on January 29, 2004	Community's Preferred Alternative	1-5
Public Comment Sheets handed out at Public Meeting on September 11, 2003	Public Comments	6-15
VSW Sanitation Survey January 2003	Airport Location – Land Use Conflicts	16-19
Initial Questionnaire mailed out March 2002	Purpose and Need	20-54
Pilot Questionnaire mailed out March 15, 2002	Purpose and Need	55-71

Manokotak Airport Runway Resurfacing & Extension
January 29, 2004 Questionnaire Response Summary

1. Which airport alternative do you prefer:
   - Expand existing Manokotak Airport (E1).....1
   - Relocate airport to the 8-mile site (R3) – near Manokotak Heights.....5
   - No Build (do not relocate, do not expand existing runway).....0

   Why do you prefer this alternative?

   E1
   - Because majority of Manokotak people lives here

   R3
   - It is the only golden opportunity to build a road towards new ground also a new airport which Manokotak might not have 20-30 yrs. later
   - A good long range asset to the community
   - SAFETY, Economics, FIRM, STABLE - access to more land
   - SAFE - NO DANGER, Good land, good location

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

   Positive impacts:
   - Will improve mail service and emergencies that might happen
   - ?
   - I think there is always pro's and con's but it's always like balanced equaly in a long range
   - None (2 responses)

   Negative impacts:
   - Relocation might create hardships for hauling mail & fuel, right now there's no more gas in Monokota
   - to close to tank farm and the village
   - SINKING GRAVEL, HAZARDOUS in take off & Approach, mountain in the way, obstructions, houses, fuel storage, people clinic,
   - To close to the Main Village and Right in front of Bulk fuel can't use IFR Aproch
   - Unsafe, dangerous because of mountain houses, fuel storage

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

   Positive impacts:
   - Nothing
   - closer to the airport, a road to introduce land to build houses
   - none
   - SAFETY, economically better access to more land.
   - Get Freight strait out of Ancorage Safer to land on Windy days, will have capability to land with IFR
   - close to new land, trees, berries, wood, cheaper

   Negative impacts:
   - emergency situation, weather
   - none (3 responses)

4. Please provide any additional comments in the space below or on the other side
   - building a new airport should be put into vote and go from there
   - R-3 location is favorable to me although I am in the main village. It will be good in a long range term
   - Please consider PROFESSIONAL studies FIRST before any thing else –

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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?
   Because majority of manokotak people lives here

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

   Positive Impacts: will improve mail service and emergenglies that might happen

   Negative Impacts: Relocation might create hardships for hauling mail & fuel, right now there's no more gas in Monokota

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

   Positive Impacts: Nothing

   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!

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?
   it is the only golden opportunity to build a broad towards new ground also a new airport which ~~the~~ Manokotak might not have 20-30 yrs. later

2. Please discuss the impacts of expanding the existing runway:
   Positive Impacts: ?

   Negative Impacts: to close to tank farm and the village.

3. How would relocating the airport impact you and your household?
   Positive Impacts: closer to the airport, a road to introduce land to build houses

   Negative Impacts: emergency situation, weather

4. Please provide any additional comments in the space below or on the other side
   building a new airport should be put into vote and go from there

Please return the survey in the envelope provided!

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?
   a good long range asset to the community

2. Please discuss the impacts of expanding the existing runway:
   Positive Impacts:
   I think there is always pros and cons but it's always like balanced equally in a long range

   Negative Impacts:

3. How would relocating the airport impact you and your household?
   Positive Impacts:
   none

   Negative Impacts:
   none

4. Please provide any additional comments in the space below or on the other side
   R-3 location is favorable to me although down in the main village. it will be good in a long range term

Please return the survey in the envelope provided!

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?
   SAFETY, ECONOMICS, FIRM, STABLE - access to more land

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

   Positive Impacts:
   NONE

   Negative Impacts: SINKING GRAVEL, ~~HAZARDS~~ HAZARDOUS in take off, approach, mountain in the way, obstructions, houses, fuel storage, people close,

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

   Positive Impacts: SAFETY, economically better ACCESS to more land,

   Negative Impacts:
   NONE

4. Please provide any additional comments in the space below or on the other side
   Please consider PROFESSIONAL studies FIRST before any study are -

Please return the survey in the envelope provided!

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: To close to the Main Village and Right in front of Bulk fuel can't use IFR Approch

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

   Positive Impacts: Get Freight strait out of Anchorage Safer to land on Windy days, will have capability to land with IFR

   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!

4

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?
   SAFE - NO DANGER, GOOD land, good location

2. Please discuss the impacts of expanding the existing runway:
   Positive Impacts:
   None
   Negative Impacts: Unsafe, dangerous because of mountain, house, fuel storage

3. How would relocating the airport impact you and your household?
   Positive Impacts: close to new land, trees, berries, wood, cheaper
   Negative Impacts:
   None

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

Please return the survey in the envelope provided!

Billy Bartman

Gust and Fannie Bartman
P.O. Box 46
Manokotak, Alaska 99628
(907) 289-1490
Fax (Same)

FAX COVER SHEET

To: Mr. Royce Carlson

FAX#: 907-456-2707 CONTACT:

FROM: Gust Bartman

DATE: Jan 26, 2004

NUMBER OF PAGES INCLUDING THIS COVER SHEET: 3

COMMENTS:

You probably have a lot more info on this project and am sending you my opinions as a resident of Manokotak.

Gust S. Bartman Sr.
P.O. Box 46
Manokotak, Alaska 99628
PH. (907) 289-1490

Jan. 26, 2004

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

RE: Manokotak Airport Improvement Project

Dear Mr. Conlon:

This letter would like for you to consider my comments concerning the Manokotak Airport Improvement project and whether to extend the existing airport or to relocate the airport to the preferred alternative located at 8 mile alternative (R3). The following statements will attempt to strengthen my opinions to relocate to the 8 mile alternative (R3).

The existing location has potential hazards which I will point out in some detail which I hope will explain my position to relocate to the new airport site as follows:
1-the land to expand the existing airport has too much muck which would entail the removal of at least 6 to 10 feet of muck/crud before fill, to ensure a more solid soil to build on and would be time consuming and expensive.
2)- Settling of material would have to occur before the extension would be suitable for use by aircraft. Approximate time will be about 3-4 years to settle.
3)- There are residential buildings which are very close to the clearance zone for aircraft safety as well as to the residents who live in them. These are in the Toyukak Subdivision.
4)- The Fuel Tank farm is located within line of the aircraft approach to the existing airport. This is a safety concern.
5)- There is the hill that would have to probably be dynamited to lower its' height to create a safer approach due to different wind conditions that occur and sometimes landing and/or approaching have to be aborted due to strong southeast winds.
6)- The material , which I assume will be utilized, to construct the airport is located near the Manokotak Heights Subdivision. This is quite a haul to the existing airport and will require quite a lot of man hours to transport the material to the existing location.

To further strengthen my position to relocate to the preferred alternative is as follows:

1)- R3 is situated on more solid ground and will be suitable for new construction.
2)- The material is located in the Manokotak Heights Subdivision which is a lot closer to transport the material to the new airport site.
3)- The prevailing wind conditions have been studied and monitored for prevailing winds for about a year and are deemed suitable for the new site.
4)- There are no known potential hazards for aircraft in the preferred alternative site at R3.

These are some of my thoughts to construct the airport at the preferred alternative site R3.

You will hear a lot of negative feelings from my fellow residents in Manokotak, as I have, to the relocation of the airport. I am presenting my opinions with a true conviction that expansion is needed for my community of Manokotak. I also respect their concerns as well and all aspects must be presented from all possible angles to answer all questions clearly to ensure that safety is a number 1 concern in the construction of this project. Unkowns as well as knowns must be presented in clear language that all understand.

Again, for your information, I am writing this letter stating my opinions
Since I may not be able to attend the meeting due to a shortage of fuel on my part for transportation. There is a fuel crisis here and we have to conserve as much as possible.

Thank-you, in advance, for reading my opinions on this important project for Manokotak.

Sincerely:

Gust S Bartman Sr.

Gust S. Bartman Sr.

Manokotak Airport Improvements
Public Comments Summary

Name	Address	Phone	E-Mail	Preferred Alternative (E1, R1A, R3)	Reasons for Choice: Creates access to land	Meets long term needs	Closer to community	Inability to maintain road	Cheaper	Safer	Comments (verbatim)
Louie Alakayak, Sr.	P.O. Box 27 Manokotak, AK 99628	289-1419		R3 (8 mile airport)	X	X					R3 location or the 8 mile airport relocation would be the best selection for the long range solution as it would open many opportunities, such as easier access to the hunting grounds, probably berry picking and many other opportunity probably that some of the local people don't see at this time. Whereas if they chose the existing runway then 5 years later they decided they want a new airport they would probably have to wait many years. So personally I would choose the 8 mile airport.
Melvin Andrew, VPSO	P.O. Box 10 Manokotak, AK 99628	289-2008 289-2105 (fax)		R3 (8 mile airport)						X	I am for the relocation of the airport to R2 [telephone call to Melvin confirmed that he intended to write R3, the relocation farthest from Manokotak Heights] in your plan. The current location is and has been identified as a hazard (possible) in our Local Emergency Management Plan. The approach landing North places possible crash near, on, or around several resident homes and more importantly, directly over the Bulk Fuel Farm. If a plane loses power while on final landing North, it is possible that collision could trigger a Bulk Fuel Farm explosion or fire. At maximum capacity, the fuel farm holds 36,500 gallons of gasoline and 210,500 gallons of heating oil. The nearest resident is only 90 feet away from the farm. In our EMP, we need at least 500 feet radius evacuation, and that would place at least 60% of Manokotak to leave their homes. Relocating the airport would completley remove this possible disaster in regards to a possible airplane crash causing residential damage or triggering a Bulk Fuel Farm explosion or fire.
Jeweline Ayojiak	P.O. Box 132 Manokotak Alaska 99628		jayojiak@ bbahc.org	E1 (Extend Existing Runway)			X	X			I think relocating the Manokotak Airport will be an inconvenience for my job. I am on of the health aides here in Manokotak and whenever we do medivacs we need to go and pick up the medivac team from the airport. They need to come to the clinic and assess that patient before going to the airport and leave for the hospital. That is too much time for a sick patient especially if it is a really bad emergency. And as the people who were here for the meeting the road conditions are not the best. There is too many pot holes. Not good for the vehicles. Unless the state helps with keeping that road maintained to the airport from the clinic. I don't think the city has money to keep the road maintained. That is why the current road is not in good condition Also during the winter time when there is lots of snow and sometimes the road conditions are icey and dangerous. It will be such a hassle for our job to relocate the airport.

Name	Address	Phone	E-Mail	Preferred Alternative (E1, R1A, R3)	Reasons for Choice: Creates access to land	Meets long term needs	Closer to community	Inability to maintain road	Cheaper	Safer	Comments (verbatim)
Teresa Ayojiak	P.O. Box 122 Manokotak, AK 99628		tayojiak@bbahc.org	E1 (Extend Existing Runway)			X	X			As a community member of Manokotak, I don't approve of the new airport to be placed out farther from the main village. The airport has been where it's at since I was just a little girl. I never knew of it getting placed anywhere else. We haven't had any major problems in the past, that I know of. I don't think that the airport would make any way better if it were moved farther from the community. For the purpose of the main places; the church, the postal office, the store, village council, city council, police station, and most of all the community health clinic. Each year the church has gatherings and many other activities that are held. This will not be good for the church van or the church bus, they are both not in good shape, always getting in need of fixing. The postal office is also the main facility that always gets supplies through the plane. Everyday it gets boxes and other things that postal service does get. The load gets very big for our dispatcher and he is constantly busy getting other planes besides the mail plane. For the store, there are many boxes coming in and out of the planes for their supplies. Some of the goods goods, the winter freeze would not help the supplies.For the village, city and the police station, I'm sure they all get their mail in and out of the post office everyday. They even get visitors come in and out for their office. The time spent sometimes are limited for the visitors to meet with the community. The distance from the new airport placed will make everything very tight. A lot of stress would be made to every one who helps the community build. This is not good for our health. As for the clinic, I will write in a new paragraph. Having the airport located in a farther place will make it harder on our patients. Sometimes we get patients who come in with a problem that will need less movement and less transport. We not only have that problem. We often get other care providers come and work in our clinic. They also have limited time to offer their work for the community. Our other rescue team comes in from Dillingham and helps to take our patients in to the hospital. The weather is not always cooperating. The snow gets piled up high and the tractors aren't always working, to get the road maintained in a good maintenance. Sometimes it may rain a lot and the road has many puddles that are not good for our patients to ride long distance in. This concludes my side of the comments. I hope this will help to not relocate the airstrip in a farther location.
Billy Bartman	P.O. Box 02 Manokotak, AK 99628			R3 (8 mile airport)	X				X	X	My name is Billy Bartman and I am a resident of Manokotak. I listened in on the presentation at the Manokotak School of the pro & cons of the present location and possible relocation, & would prefer the R3 for my personal choice. It would be safer, more cost effective, more stable, less of a danger to the main village and residents, lower FAA approach minimums, no airspace penetration hazards or obstructions, cost less to travel by air, less turn-arounds, more access to lands created by the new road, and other uses such as subsistence, gathering, wood cutting, for our children and grand children.

Name	Address	Phone	E-Mail	Preferred Alternative (E1, R1A, R3)	Reasons for Choice: Creates access to land	Meets long term needs	Closer to community	Inability to maintain road	Cheaper	Safer	Comments (verbatim)
Gust S. Bartman Sr.	P.O. Box 46 Manokotak, AK 99628	289-1490		R3 (8 mile airport)	X	X			X	X	This letter would like for you to consider my comments concerning the Manokotak Airport Improvement project and whether to extend the existing airport or to relocate the airport to the preferred alternative located at 8 mile alternative (R3). The following statements will attempt to strengthen my opinions to relocate to the 8 mile alternative (R3). The existing location has potential hazards which I will point out in some detail which I hope will explain my position to relocate to the new airport site as follows: 1-the land to expand the existing airport has too much muck which would entail the removal of at least 6 to 10 feet of muck/crud before fill, to ensure a more solid soil to build on and would be time consuming and expensive. 2)- Settling of material would have to occur before the extension would be suitable for use by aircraft. Approximate time will be about 3-4 years to settle. 3)- There are residential buildings which are very close to the clearance zone for aircraft safety as well as to the residents who live in them. These are in the Toyukak Subdivision. 4)- The Fuel Tank farm is located within line of the aircraft approach to the existing airport. This is a safety concern. 5)- There is a hill that would have to probably be dynamited to lower its' height to create a safer approach due to different wind conditions that occur and sometimes landing and/or approaching have to be aborted due to strong southeast winds. 6)- The material , which I assume will be utilized, to construct that airport is located near the Manokotak Heights Subdivision. This is quite a haul to the existing airport and will require quite a lot of man hours to transport the material to the existing location. To further strengthen my position to relocate to the preferred alternative is as follows: 1)- R3 is situated on more solid ground and will be suitable for new construction. 2)- The material is located in the Manokotak Heights Subdivision which is a lot closer to transport the material to the new airport site. 3)- The prevailing wind conditions have been studied and monitered for prevailing winds for about a year and are deemed suitable for the new site. 4)- There are no known potential hazards for aircraft in the preferred alternative site at R3. You will hear a lot of negative feelings from my fellow residents in Manokotak, as I have, to the relocation of the airport. I am presenting my opinions with a true conviction that expansion is needed for my community of Manokotak. I also respect their concerns as well and all aspects must be presented from all possible angles to answer all questions clearly to ensure that safety is a number 1 concern in the construction of this project. Unkowns as well as knowns must be presented in clear language that all understand. Again, for your information, I am writing this letter stating my opinions Since I may not be able to attend the meeting due to a shortage of fuel on my part for transportation. There is a fuel crisis here and we have to conserve as much as possible. Thank-you, in advance, for reading my opinions on this important project for Manokotak.

Name	Address	Phone	E-Mail	Preferred Alternative (E1, R1A, R3)	Reasons for Choice: Creates access to land	Meets long term needs	Closer to community	Inability to maintain road	Cheaper	Safer	Comments (verbatim)
John Bouker	c/o Bristol Bay Air Service, Inc. Box 1135 Dillingham, AK 99576			R3 (8 mile airport)						X	I support the Airport to be located at site R3. This is because it is the furthest away from high terrain. I would provide a much safer option to landing and taking off in bad weather. It would also provide a runway with an IFR approach off the Dillingham vortac site. I fly approximately 10,000 passengers in and out of Manokotak every year on my Airline and this is my vote. Thank you.
Tommy Evon	P.O. Box 50 Manokotak, AK 99628	(907) 289-1289		R3 (8 mile airport)		X				X	I believe that R3 is the best location due to several reasons, but not limited to them: 1. SAFETY - This should be the MAIN concern over any other reason - KMO has been fortunate that no engine out on take-off or final has occurred, YET! That includes any approaches in minimum VFR conditions or precautionary landings due to at or below VFR - Protusions such as the old gym, mountain (est 1,000 msL) or other surrounding mountians (at or above 1500 msL) are and should be considered dangerous! Although funding, -land transportatioon, cost of expenses such as gas, oil, vehicles, or even distance from main village are CONS, the PRO'S easily override them - Land terrain, soft, marshy, swamp, poor location and no room for expansion are negatives - NO matter what consider SAFETY first! Lives cannot be replaced! Airports can, gas can, etc, etc, etc, etc.!!!
Michael Grok, Sr.	P.O. Box 113 Manokotak, AK 99628			E1 (Extend Existing Runway)			X				Existing Airport good because is close to village.
Moses Toyukak Sr.	P.O. Box 30 Manokotak, AK 99628			R3 (8 mile airport)	X	X					Hi, Thank-you for coming to our village to talk to us about the airport and alternatives. Like some of the residents, I feel that the 8 mile Airport would be an ideal place to put the runway there. This would also open more access road for potential growth for our village and the young people would have more space to grow in the future and expand, furthermore I know this will be farther from our clinic but if the road was paved it'll be, OK. Maintence and repair sno-removal will be a cost factor, but since Manokotak is growing and equipments are accessible we will manage. Some of my concerns were answered as I was listening so I didn't speak as much this time. December we'll meet again and I hope to have a better feel of what the committee member of KMO want at that time. Again thank-you on behalf of Manokotak Natives Ltd, City & Village & residents.

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: I am for the relocation of the airport to R2 in your plan. The current location is and has been identified as a hazard (possible) in our Local Emergency Management Plan. The approach landing North places possible crash near, on, or around several resident homes and more importantly, directly over the Bulk Fuel Farm. If a plane loses power while on final landing North, it is possible that collision could trigger a Bulk Fuel Farm explosion or fire. At Maximum capacity, the fuel farm holds 36,500 gallons of gasoline and 210,500 gallons of heating oil. The nearest resident is only 90 feet away from the farm. In our EMP, we need at least 500 feet radius evacuation, and that would place at least 60% of Manokotak to leave their homes.
Relocating the airport would completely remove this possible disaster in regards to a possible airplane crash causing residential damage or triggering a Bulk Fuel Farm explosion or fire.

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

Name: VPSO Melvin Andrew

Address: (City, State, Zip)

PO Box 10 Manokotak, AK 99628

289-9008 FAX 289-2105

Thanks for your input!

Friday, Oct 6, 2003 - 10:30 am — Entry by Kathryn Knorr

Called Melvin Andrew's to clarify which alternative he was in favor of. On his public comments sheet he indicated R2 and stated that he meant the relocation farthest from Manokotak Heights (R3).

Friday, Sept 5, 2003 - 4:15 pm — Entry by Royce Conlon

After leaving 2nd message with Ralph Andersen, I contacted Alan Backford, Alan indicated that BBNA do not have archeologists on staff. They deal with restricted deeds and Native allotments. If the project would impact these types of lands they could get BIA to do the archeological review. I explained that we had avoided the native allotment with the relocation options, and had not yet identified any such lands to be impacted by the extension alternative. He had received his scoping letter and meeting announcement.

I asked if he would be attending the public meeting - he indicated that he would not.

Friday, Sept 5, 2003 - 1:30 pm — Entry by Royce Conlon

Mark Boatwright with BIA, called, he was responding to the fax that was sent. He is interested in getting a copy of the scoping letter and the minutes from the scoping meeting. Also although we have Rose on the list, he would like to be added as he is responsible for environmental issues that might affect BIA facilities such as roads, bridges etc. I briefed his on the project and told him since the scoping letter went out we had advanced the project and eliminated a couple of the options as well as reoriented a couple. I explained the reasons for the elimination, one of which for R2 as the native allotment. He thought we were on the right track.

Tuesday, Sept 2, 2003 - 9:15 am — Entry by Royce Conlon

Contacted BBNA re: Archeological survey - left message with Ralph Andersen; 842-5257; ext 361.

Friday, August 29, 2003 - 6:20p — Entry by Royce Conlon

Paula Sutton, Archeologist for BIA returned call from Shawna - the number she called for Mark Boatright is now her's - Mark is at 586-7438. She indicated that Mark should get a copy of the scoping letter and fax - his fax is 586-7357 or also send to 586-7142 to make sure he gets it.

I told her that I was going to be contacting Ed Tyler, because he completed the Archeological survey for the Weary River road project and was wanting to get his input on the potential for site in the area of the airport relocation routes near the road. Ed is no longer with BIA, Paula is the now the BIA Archeologist. She indicated that they likely only surveyed a narrow route. I told her the report indicated only a 100' ROW, but thought if he looked at the map/aerial photo, based on his experience in the area he could offer an opinion on the potential, so we could determine

MANOKOTAK VILLAGE PUBLIC SAFETY OFFICER

D.A.R.E.

FACSIMILE TRANSMITTAL SHEET

TO: Royce Conlon	FROM: VPSO SGT Melvin Andrew
COMPANY:	DATE: 10/1/03 1230
FAX NUMBER: 456-2707	TOTAL NO. OF PAGES INCLUDING COVER: 2
PHONE NUMBER:	SENDER'S PHONE NUMBER: 907-289-2008
RE: Public Comment	SENDERS FAX NUMBER: 907-289-2105

☐ URGENT ☐ FOR REVIEW ☐ PLEASE COMMENT ☐ PLEASE REPLY ☐ PLEASE RECYCLE

NOTES/COMMENTS:

The information contained in this fax is CONFIDENTIAL AND/OR PRIVILEGED. This fax is intended for the individual named above. If you are not the intended recipient or a representative of the intended recipient, any review, dissemination, or copy of this fax in error, please immediately notify the sender by telephone and return this fax to the sender at the below address. Thank you.

If you need copy of EMP as mentioned, I could fax you portions relating to comment.

PO BOX 93 MANOKOTAK, ALASKA 99628
PHONE: 907-289-2008
FAX: 907-289-2105

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: R3 LOCATION OR the 8 mile AIRPORT relocation would be the best selection for the long RANGE solution AS it would open many opportunities, such AS easier ACCESS to the hunting grounds, probably berry picking and MANY other opportunity probably that some of the local people don't see at this time.

Whereas if they chose the existing runway then 5 years later they decided they want a new airport they would probably have to wait many years.

So, personally I would chose the 8 mile airport

RECEIVED SEP 17 2003 PDC, INC.

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

Name: Louie Alakayak, Sr.
Address: (City, State, Zip) P.O. Box 27, MANOKOTAK, AK 99628
907-289-1419

Thanks for your input!

Shawna Laderach

From: Royce Conlon
Sent: Monday, September 29, 2003 12:29 PM
To: Shawna Laderach
Subject: FW: Manokotak Airport Improvements

add to the Manokotak Public comments.

-----Original Message-----
From: Jeweline Ayojiak [mailto:jayojiak@bbahc.org]
Sent: Monday, September 29, 2003 11:15 AM
To: Royce Conlon
Subject: RE: Manokotak Airport Improvements

My comment can be included in the public files

-----Original Message-----
From: Royce Conlon [mailto:RoyceConlon@PDCENG.US]
Sent: Monday, September 29, 2003 8:21 AM
To: Jeweline Ayojiak
Cc: Don Baxter (E-mail)
Subject: RE: Manokotak Airport Improvements

Thanks you for your comments - I noted at the bottom is a "Confidentiality Notice" - can your comment be included in our public files and documents for the project or do you wish them to remain Confidential?

-----Original Message-----
From: Jeweline Ayojiak [mailto:jayojiak@bbahc.org]
Sent: Tuesday, September 16, 2003 10:30 AM
To: royceconlon@pcdeng.us
Cc: don_baxter@dot.state.ak.us
Subject: Manokotak Airport Improvements

I think relocating the Manokotak Airport will be an inconvenience for my job. I am on of the health aides here in Manokotak and whenever we do medivacs we need to go and pick up the medivac team from the airport. They need to come to the clinic and assess that patient before going to the airport and leave for the hospital. That is too much time for a sick patient especially if it is a really bad emergency. And as the people who were here for the meeting the road conditions are not the best. There is too many pot holes. Not good for the vehicles. Unless the state helps with keeping that road maintained to the airport from the clinic. I don't think the city has money to keep the road maintained. That is why the current road is not in good condition Also during the winter time when there is lots of snow and sometimes the road conditions are icey and dangerous. It will be such a hassle for our job to relocate the airport.

Jeweline Ayojiak
P. O. Box 132
MAnokotak Alaska 99628

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Royce Conlon

From: Teresa Ayojiak [tayojiak@bbahc.org]
Sent: Wednesday, September 17, 2003 9:58 AM
To: Royce Conlon
Subject: RE: Teresa Ayojiak September 16

If you want, that's fine with me, to publicly get this letter out. If this will help with our decision making. Thank-you for responding.

-----Original Message-----
From: Royce Conlon [mailto:RoyceConlon@PDCENG.US]
Sent: Wednesday, September 17, 2003 9:56 AM
To: Teresa Ayojiak; Don_Baxter@dot.state.ak.us
Subject: RE: Teresa Ayojiak September 16

Teresa, thank you for your input - the communities input will weigh heavily in the upcoming decision making process.

I noted at the bottom of your e-mail it has a Confidentiality Notice -

Do you not want your comments published in the reports that we will be providing to ADOT and FAA? These reports will also be distributed to the Village, City, BBNA and possibly others?

Please let us know if you want your comments made public or not.

-----Original Message-----
From: Teresa Ayojiak [mailto:tayojiak@bbahc.org]
Sent: Tuesday, September 16, 2003 10:15 AM
To: Royce Conlon; Don_Baxter@dot.state.ak.us
Subject: Teresa Ayojiak September 16

Teresa Ayojiak September 16, 2003
P.O. Box 122
Manokotak, Ak.
99628

Subject: Manokotak Airport Improvements (Public Comment)

As a community member of Manokotak, I don't approve of the new airport to be placed out farther from the main village. The airport has been where it's at since I was just a little girl. I never knew of it getting placed anywhere else. We haven't had any major problems in the past, that I know of.

I don't think that the airport would make any way better if it were moved farther from the community. For the purpose of the main places; the church, the postal office, the store, village council, city council, police station, and most of all the community health clinic. Each year the church has gatherings and many other activities that are held. This will not be good for the church van or the church bus, they are both not in good shape, always getting in need of fixing. The postal office is also the main facility that always gets

supplies through the plane. Everyday it gets boxes and other things that postal service does get. The load gets very big for our dispatcher and he is constantly busy getting other planes besides the mail plane. For the store, there are many boxes coming in and out of the planes for their supplies. Some of the goods are perishable goods, the winter freeze would not help the supplies. For the village, city and the police station, I'm sure they all get their mail in and out of the post office everyday. They even get visitors come in and out for their office. The time spent sometimes are limited for the visitors to meet with the community. The distance from the new airport placed will make everything very tight. A lot of stress will be made to every one who helps the community build. This is not good for our health. As for the clinic, I will write in a new paragraph.

Having the airport located in a farther place will make it harder on our patients. Sometimes we get patients who come in with a problem that will need less movement and less transport. We not only have that problem. We often get other care providers come and work in our clinic. They also have limited time to offer their work for the community. Our other rescue team comes in from Dillingham and helps to take our patients in to the hospital. The weather is not always cooperating. The snow gets piled up high and the tractors aren't always working, to get the road maintained in a good maintenance. Sometimes it may rain a lot and the road has many puddles that are not good for our patients to ride long distance in.

This concludes my side of the comments. I hope this will help to not relocate the airstrip in a farther location.

****

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MANOKOTAK AIRPORT IMPROVEMENTS
Public Comments

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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: My name is Billy Bartman and I am a resident of Manokotak. I listened in on the presentation at the Manokotak School of the pro & cons of the present location and possible relocations. I would prefer the R3 for my personal choice. It would be safer, more cost effective, more stable, less of a danger to the main village and residents, lower FAA approach minimums, no airspace penetration hazards or obstructions, cost less to travel by air, less turn-arounds, more access to lands created by the new road, and other uses such as subsistence, gathering, wood cutting, for our children and grand children.

Billy Bartman

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

Name: Billy Bartman
Address: (City, State, Zip) PO Box 02
Manokotak, AK 99628

RECEIVED SEP 17 2003 PDC, INC. FAIRBANKS ALASKA

Thanks for your input!

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Fax. Fax to Royce Conlon at 907-456-2707

Comments: I support the Airport to be located at site R3. This is because it is the furthest away from high terrain. I would provide a much safer option to landing and taking off in bad weather. It would also provide a runway with an IFR approach off the Dillingham Vortac site. I fly approximately 10,000 passengers in and out of Manokotak every year on my Airline and this is my vote.

thank you

Bristol Bay Air Service, Inc.

RECEIVED
SEP 23 2003
PDC INC.
FAIRBANKS ALASKA

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

Name: John Bonker, C/o Bristol Bay Air
Address: (City, State, Zip) Box 1135 Dillingham AK 99576

Thanks for your input!

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: I believe that R3 is the best location due to several reasons, but not limited to them:
1. SAFETY — this should be the MAIN concern over any other reason. KMO has been fortunate that no engine out on take-off or final has occurred, YET! That includes any approaches in ~~bad~~ minimum VFR conditions or precautionary landings due to at or below VFR. Protusions such as the old gym, mountain (est 1,000 msl) or other surrounding mountains (at or above 1500 msl) are and should be considered dangerous! Although funding, land transportation, cost of expenses such as gas, oil, vehicles, or even distance from main villages are CONS, the PRO's easily overrule them. Land terrain, soft, marshy, swamp, poor location and no room for expansion are negatives. NO matter what consider SAFETY first! Lives cannot be replaced! Airports can, gas can, etc, etc, etc, etc!!!

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

Name: Tommy Burn
Address: (City, State, Zip) Box 50
Manokotak AK 99628
907 289 1289

Thanks for your input!

TOTAL P.01

MANOKOTAK AIRPORT IMPROVEMENTS
Public Comments

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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: Existing Airport good because is close to village.

RECEIVED
DEC 2 2 2003

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

Name: Michael Grake Sr.
Address: (City, State, Zip) 123
Manokotak AK 99628

Thanks for your input!

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: Hi, Thank you for coming to our village to talk to us about the airport and alternatives like some of the residents, I feel that the 8 mile Airport would be an ideal place to put the runway there. This would also open more access road for potential growth for our village and the young people would have more space to grow in the future and expand, furthermore I know this will be farther from our Clinic but if the road was paved still be, OK. Maintence and repair snow-removal will be a cost factor, but since Manokotak is growing and equipments are accessable we will manage. Some of my concerns were answered as I was listening so I didn't speak as much this time December will meet again and I hope to have a better feel of what the committee member of KRO want at that time, Again Thank-You on behalf of Manokotak Natives Ltd, City & Village & residents,

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

Name: Moses Toyukak Sr
Address: (City, State, Zip) P.O. Box 30
Manokotak AK 99628

Thanks for your input!

-Manokotak Airport Runway Resurfacing & Extension
Community Questionnaire Response Summary

1. Do you feel the airport at Manokotak needs improvement?
   31- Yes, 0- No

   If yes, please explain what improvements are needed:
   - It needs to be longer and a cross strip needs to be added on.
   - It needs to be longer and wider.
   - For cross winds.
   - Longer runway and a cross strip.
   - Longer, cross strip, Better equipment to clean the strip
   - Cross strip, so planes can land anytime, especially in emergencies.
   - Need New Runway at the houseing side
   - Width and make it longer or to make it a crossway landing.
   - Needs to be extended—needs cross wind airstrip
   - Exent length & width.
   - When the wind blowes from the southeast present airport is not useable
   - Lengthen, widen extend apron, widen entrance.
   - Airport extention is needed, so bigger cargo planes could land, Also need cross wind airports
   - resurfing, widening, Lengthen, cross-stripe widen entrance, make apron Larger.
   - Extend and resurface
   - Yes for longer and cross
   - need to extend and maybe put a cross strip
   - Extension and crosswind airstrip
   - Longer
   - Possibly the location due to approach procedures, width and length to accomodate larger aircraft.
   - Widening, lengtening and put an arch lenthn wise and more cross
   - resurfacing & extension
   - Wider and Longer
   - Need new Runway at the housing side
   - Need to get Longer and need a cross strip.
   - New locations for the new airport: Larger and airplane lights; including with cross winds for all airlines including C-130 Hurk army airlines & other airplanes.
   - Need an extension to make it longer and wider.

2. Please specify the reason(s) you feel improvements are needed.
   - Cross strip
   - When there is a cross wind there cannot be planes landing and we can't get in or out of the village for hospital visits, grocery shopping, or any other trips that need to be done out of Manokotak. It is real important that we get a cross strip here in Manokotak.
   - The existing airport is too short and also not wide enough.
   - When high winds, with mountains around theres no planes.
   - Larger aircrafts would bring more freight to our community.
   - Bigger airplanes can land

   - Crosswind—landstrip—bigger & wider & longer—For cargo's included.
   - Make a crosswind air strip and make it longer. And make light's to be able to land at night.
   - Runway extention
   - Add length and build cross strip
   - We need IFR capable runway for emergencies.
   - Research
   - Extending the airport. Potholes sometimes are a problem Positively need a "crosswind" airport. In an emergency... sometimes medivac planes can't land due to cross wind.
   - On wind Day it isn't safe during wind.
   - Longer airport so bigger planes could land
   - too short for D C and Box cars too
   - At times the prevaling winds change to southeasterly and if there was a crossstrip it would improve safety
   - Because it is needed and must be keep in good condition
   - So, will large aircrafts to bring larger equipments
   - larger planes can land
   - needs cross strip for exiting airport Pilots are fimailiar with the airport and its conditions and if the runway is lengthened it would make the pilots more comtable
   - Safety—Number one concern. There are more traffic
   - Safety purpose
   - there are times when potholes and puddles appear @ the existing runway We need longer runway for cargo service
   - Runway for East and West Landing
   - So cargo planes can come in and even if its crosswind planes can land.
   - New location because of bad weather, it's always has cross winds and Army aircraft C-130's cannot land—We have national Guard Armys. Fuel airplanes or other Cargo aircrafts; which brings in supplies for our community, school, city, village council & water sewer systems
   - Whenever the wind blows pretty strong and wind facing coming from the mountain, the wind makes the airport to have cross winds. And for any airlines to have, a Safe landing. And need improvements with the airport lights.
   - Need cross-strip and a larger airstrip

3. If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?
   16- Yes, 13- No, 2- Yes and No

   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision?
   Yes
   - If it is possible. Because it belongs to the people and
   - Yes, with more opereters transportations.
   - In extreme windy days, all the hills back there causes turbulence (even on calm days)
   - Land is marshie—swampy and not flat.

- It's a good idea...where the New school is located now, it might be easier for the students thats are traveling in a bunch like Basketball teams, etc. Might be easier for the school staffs & coaches
- On the housing site would be better site, more safer.
- Yes, noto far from the housing subdivisins
- Further east—
- If adequate snow removal is included with the new location
- Safer landing & away from the mountain

No

- No acceptance to build a new airport in housing subdivision.

Yes and No

- Yes, For emergency reasons. No, because most people live at Manokotak. Yes & No; both Airports would help for medevac airlines. Clinic is located closer to airport in Manoko.

4. Please describe the service the airport provides to you and how improvement would affect your life and/or business.
   - Air freights
   - If airlines had an access to a cross strip our community would benefit so much from it.
   - It would greatly improve our transportation if the airport was in better condition and maintained.
   - Transportation to next towns & for emergency won't impove or unless theres a cross wind airport or new location.
   - freight is the common source to our community
   - traveling to and from Dlg to buy food, go hospital
   - Our clinic is located in Manokotak—helps to transport—medevac ASAP. The Cross Strip airport at the Housing site—5 mile out is also helpful for the clinic. if the weather is bad we could bring the medevac out to Housing site.
   - Would be good to have a Terminal at the airport. So the dispatcher won't have to look for the traffic when the plane is ready to leave.
   - Airport's is very important—In emergencies, patients are usually medivaced out of the village... but when there's a cross wind, its a problem too.
   - New location is surface is uneven.
   - Mail & Groceries
   - Residents from Manokotak always travel by air <u>everyday</u> weather permitting. It's very important (airport) Patients are usually flown in to Dillingham—(Kanakanak Hospital) for better treatment.
   - People get grocies DIG; emergenie, during nite, cargo plane bigger supplies.
   - Shopping by air taxi
   - its help us for emerrgey and freight for the store
   - Airfreight cost would be less Between ANC—AND—KMO
   - The need for An Airport is good and one that need to have.
   - incoming mails & travel and emergency.
   - Larger Airplane would have access to the airport
   - Provides a quicker means of transportation especially when conditions exist that warrants only air transportation as the only means.
   - Make the roads higher to the airport where snow can go over the side if graded
   - more supplies would be ordered

   - Smoother Landing
   - The airport is used for Mail and transportation to other places.
   - Any other supplies that's needed for the community—to keep Mail Run airplanes in schedule. Because sometimes do other airlines that bring mail into— Do not keep their schedule. Building Supplies & fuels
   - Emergencies during the night, cross winds.
   - The existing airport is very convenient to our community and there is no need for relocation because everything is here in the main village

5. Do you have any difficulties accessing the existing airport?
   9- yes, 17- no

   If yes, during what time of year? 2- Summer, 1- Fall, 12- Winter, 3- Break-up

   Please describe:

   Winter
   - Any time there is heavy snowing our airport gets so much snow that some times it is closed for some time.
   - When there is ice on the runway and also it is <u>too narrow</u>
   - Snow drifts & when wind blows to hard.
   - Cold days for patients—no transportation—we have no ambulance in the village. There is only 1 clinic between The 2 sites.
   - When weather's bad and the wind is crossway.
   - I live out at the HUD Housings located way back there
   - A lot of snow and when its icing on the airstrip.

   Break-up and Winter
   - Snow conditions—

   Summer, Fall, Winter, and Break-up
   - Cross winds; too short; airplane lights

   No
   - I live out at the Main Village... but I waited 3 months just to have my vehicle hauled from Dlg-KMO / Some bigger Cargo's couldn't land due to short run-way
   - It is located near the main village where I stay

6. How do you receive most of your supplies in the summer months?
   17- Barge, 21- Air, 1- Other

   Other; please describe:
   - air freight
   - Except for big bulk
   - Barge & Air & boat

7. How do you receive most of your supplies in the winter months?
   1- Barge, 24- Air, 5- Other

   Other; please describe:
   - snow travel
   - Sno-mobile
   - by snogo too with sleds in winter

- Air and Snow Go
- maybe snow machine
- Use of a sno-machine

8. Approximately how many pounds of supplies do you ship or receive per month?
   2- Under 100 lbs; 11- 100-300 lbs; 4- 300-500 lbs; 6- Over 500 lbs

9. If improved air transportation was proved for transport of goods, including fuel, would you ship more goods by air?
   24- Yes, 0- No

10. How many trips per year (by air) do make outside of Manokotak?
    3- 1-6; 3- 7-12, 4- 13-24, 15 - more than 24

11. How many regularly scheduled (or commercial) flights per week would you like to see available for the community?
    0- 1-2, 3- 3-4, 22- more than 4

12. What is your primary concern with traveling to and from Manokotak?
    - Wind / cross winds
    - The turbulence at the airport is the main concern that I can think of.
    - Wind at the airport with the crosswinds and turbulence.
    - Safety
    - live here
    - Bad weather –
    - Would be easier to travel from Manokotak even on bad weather days.
    - Weather.
    - Shopping
    - Business, freight for the school, store, clinic and local people from Manokotak to Dillingham also too Anchorage.
    - My main concern is that the need to improve the cost of goods coming into KMO-
    - My concern is going to the hosipital
    - Bad weather
    - safer airport
    - The people here in Manokotak fly in and out with Air Taxi's thru–out the year
    - Safety –
    - Air saftely/getting there & here saftely
    - Weather – wind & snow
    - having better airport
    - Hospital visits, shopping, attending other agencies for conferences or training, mail coming in and going out and all the other daily activities provided for the community/supplies.
    - The cost of airfare is too expensive

13. Are there any areas in and surrounding the community that are sued for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport?

    Please describe.
    - Don't know.
    - There are berry picking areas on both Mountain and the flats around the airport & village.
    - aircrafts are the main travel between villages.
    - Berry picking areas
    - Berries
    - No. (2 responses)
    - None. (4 responses)
    - Yes specially the area for where the squairls exist
    - -Not much-
    - Ice fishing
    - let's keep the airplane noise in one place
    - berry picking grounds
    - Cranberries or other berries that grow between two mountain, or on the side / Just berries I'm conacerned
    - Leave the area where berries grow

Please provide any additional input and comments you may have regarding this project in the space below:
- South east cross strip would benefit other location new New Housing usually fog in on comtn days
- Any improvement that can be thought of by whoever is doing this will be greatly appreciated by the community.
- We need good gravel for the airport and a good foundation.
- If its going to give more jobs for us & younger generation and better equipment like snow blowers.
- thank you for your help.
- We need better airport and longer and a cross landing
- No comments. (2 responses)
- I would support a wider, longer airport that would be able to accomodate safely twin engine air craft, especially as they are more feasible in adverse conditions beyond VFR
- We greatly need the resurfacing & extension for better service to the community. We need adequate snow removal equipment and grading.
- The proposed new sight is alway foged in even if the weather here isn't.
- if contracts goes through–Provided this earlier to Village so they can get applicants trained/Propose is have community employed/We need employment for alot of our people.
- No airport relocation

ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION

VILLAGE SAFE WATER

555 CORDOVA STREET
ANCHORAGE, ALASKA 99501

FAX COVER PAGE

1-907

To: Royce	at fax # 456 2707	For Information Call:
From: Marie	Date: 14 Jan 03	
Pages: 4	Time: 10am	
Original is being sent by mail: ☐ YES ☒ NO		

STATE OF ALASKA
DEPARTMENT OF
ENVIRONMENTAL CONSERVATION

MARIE STEELE
VILLAGE SAFE WATER ENGINEER

FACILITY CONSTRUCTION & OPERATION
VILLAGE SAFE WATER
555 CORDOVA STREET, 4TH FLOOR
ANCHORAGE, ALASKA 99501-2617

PHONE: (907) 269-7604
FAX: (907) 269-7509
TTY: (907) 269-7511

Internet: marie_steele@envircon.state.ak.us

Royce-

email message also sent.

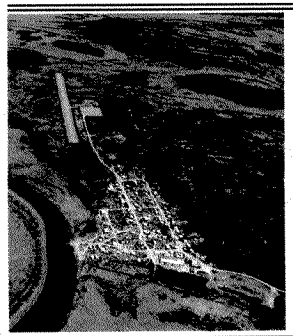
- Marie

COMMUNITY SANITATION SURVEY SUMMARY
MANOKOTAK
July of 2003

Total number of surveys completed by community	Manokotak Heights Area (25)	Old Manokotak Village (56)	81	
Out of a possible			**93**	
GENERAL				
G1. How often is your house occupied?				
Year-round	26	48	74	91%
Part-time	1	7	8	10%
If part time, how many months per year?				
2-3 months per year			0	
4-5 months per year		1	1	
6-7 months per year	1		1	
8-9 months per year		3	3	
10-11 months per year		3	3	
G2. How many people live in your home on a year-round basis?				
Elders (Total Number Identified)	15	13	28	9%
Adults (Total Number Identified)	46	113	159	49%
Children (Total Number Identified)	59	78	137	42%
Number of people per household				
1 - 2 people per household	4	17	21	27%
3 - 4 people per household	4	14	18	23%
5 - 6 people per household	12	16	28	36%
7 - 8 people per household	4	4	8	10%
9 - 10 people per household	1	2	3	4%
over 10 people per household	0	0	0	
G3. (Optional) What is your annual household income?				
Less than $10,000	8	19	27	45%
$10,000 to 19,999	5	9	14	23%
$20,000 to 29,999	2	4	6	10%
$30,000 to 39,999	0	4	4	7%
Greater than $40,000	1	8	9	15%
G4. Do you have electricity in your home?				
Yes	25	54	79	98%
No	0	0		
No response # 21				

SW9. To successfully maintain and operate a community landfill, Manokotak must produce enough income through user fees to cover expenses. How much are you willing to pay for solid waste disposal per month?				
A. None			30	38%
B. Less than $10			28	35%
C. $15			11	14%
D. $20			5	6%
E. $25			4	5%
F. $30			2	3%
G. More than $30			0	0%
Comment: Elders should not have to pay for services				
SW10. Where do you think the new landfill should be located?				
Heights Area			19	23%
Do not care			15	19%
Not along the short cut road			1	1%
Old Gravel Pit			4	5%
Same Place			1	1%
Away from the village			14	17%
HUD house site			2	2%
On Weary Road			4	5%
Middle Pit			4	5%
New proposed site			1	1%
Off main road			3	4%
Between school & village			1	1%
Between Heights and KMO			4	5%
Between Old Village and Heights			2	2%
Not close to streams, gravel or berries			2	2%
Behind Airport			1	1%
New gravel pit			1	1%
Comment: 5 miles from Weary Road and housing			1	1%
Comment: 2 miles off airport, 1.5 miles off community.			1	1%
* ***SW11. Where do you think the new airstrip should be located?***				
Same location			20	26%
Do not care			13	17%
Heights Area			35	45%
Weary River side			1	1%
Old Manokotak			2	3%
Across from the same location			3	4%
Near school			2	3%
Away from berries			1	1%
Comment: Southeast of main village 3 - 5 miles from HUD homes			1	1%

SW12. The FAA requires 2 mile separation between landfills and airstrips. If you had to choose between a new airstrip east of Manokotak Heights or a new landfill east of Manokotak Heights in the gravel pit, which would be your choice?				
A. New Airstrip East of Manokotak Heights			22	27%
B. New landfill East of Manokotak Heights			57	70%
C. Neither			2	2%
Water and Sewer in Manokotak Heights				
MH1. Do you have running water in your home?				
Yes	25	N/A	25	100%
No	0	N/A	0	0%
MH2. Do you have flush toilets in your home?				
Yes	25	N/A	25	100%
No		N/A	0	0%
MH3. How does your household dispose of sewage? (check all that apply)				
Community System	21	N/A	21	84%
Honey Bucket	0	N/A	0	0%
Septic tank/drain field	4	N/A	4	16%
Outhouse	0	N/A	0	0%
Other (please describe)	0	N/A	0	0%
MH4. If you have an individual well, are you satisfied with the quality of the water?				
Yes	5	N/A	5	63%
No	3	N/A	3	38%
If No, why not? (check all that apply)				
Do not like the taste of the water	1	N/A	1	13%
Do not like odor	1	N/A	1	13%
Stains fixtures	1	N/A	1	13%
Stains clothing	0	N/A	0	0%
Feel that water is unsafe	1	N/A	1	13%
Comments:				
Does your well always meet your household demand for water?				
Yes	5	N/A	5	100%
No	0	N/A	0	0%
If No, during what months?				
MH5. Do you have community piped water service in your home?				
Yes	21	N/A	21	84%
No	3	N/A	3	12%
If Yes, Have you had frequent interruptions with service?				
Yes	3	N/A	3	12%
No	17	N/A	17	68%
What months? (winter)	1	N/A	1	4%
Comments: When the lights go out.				



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name _____ Phone _____
Address _____
E-mail _____

1. **Do you feel the airport at Manokotak needs improvement?** ❑ Yes ❑ No
   If yes, please explain what improvements are needed: _____

2. **Please specify the reason(s) you feel improvements are needed.** *The more specific you can be, the better.* _____

3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ❑ Yes ❑ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision? _____

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.** _____

5. **Do you have any difficulties accessing the existing airport?** ❑ Yes ❑ No
   If yes, during what time of year? ❑ Summer ❑ Fall ❑ Winter ❑ Break-up
   Please describe: _____

6. **How do you receive most of your supplies in the summer months?**
   ❑ Barge ❑ Air ❑ Other; please describe: _____

7. **How do you receive most of your supplies in the winter months?**
   ❑ Barge ❑ Air ❑ Other; please describe: _____

8. **Approximately how many pounds of supplies do you ship or receive per month?**
   ❑ Under 100 lbs. ❑ 100 - 300 lbs. ❑ 300 - 500 lbs. ❑ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ❑ Yes ❑ No

10. **How many trips per year (by air) do you make outside of Manokotak?**
    ❑ 1 - 6 ❑ 7 - 12 ❑ 13 - 24 ❑ More than 24

11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ❑ 1 - 2 ❑ 3 - 4 ❑ More than 4

12. **What is your primary concern with traveling to and from Manokotak?** _____

13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:** _____

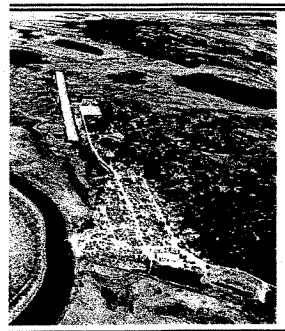
Please provide any additional input and comments you may have regarding this project in the space below: _____

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com

Public Involvement



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name Jenny Atkitlig-John Phone 842-4233
Address P.O. Box 126 Manokotak, AK. 99628
E-mail

1. **Do you feel the airport at Manokotak needs improvement?** ☒ Yes ☐ No
   If yes, please explain what improvements are needed:
   It needs to be longer and a cross strip needs to be added on.

2. **Please specify the reason(s) you feel improvements are needed.** *The more specific you can be, the better.*
   when there is a cross wind there cannot be planes landing and we cant get in or out of the village for hospital visits, grocery shopping, or any other trips that need to be done out of Manokotak. It's real important that we get a cross strip here in Manokotak.

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   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision?

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**
   If planes had an access to a cross strip our community would benefit so much from it.

5. **Do you have any difficulties accessing the existing airport?** ☐ Yes ☐ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☒ Winter ☐ Break-up
   Please describe: Anytime there is heavy snowing our airport gets so much snow that sometimes it is closed for some time.

6. **How do you receive most of your supplies in the summer months?**
   ☐ Barge ☒ Air ☐ Other; please describe:

7. **How do you receive most of your supplies in the winter months?**
   ☐ Barge ☒ Air ☐ Other; please describe:

8. **Approximately how many pounds of supplies do you ship or receive per month?**
   ☐ Under 100 lbs. ☐ 100 - 300 lbs. ☐ 300 - 500 lbs. ☒ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ☒ Yes ☐ No

10. **How many trips per year (by air) do you make outside of Manokotak?**
    ☐ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☒ More than 24

11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ☐ 1 - 2 ☐ 3 - 4 ☒ More than 4

12. **What is your primary concern with traveling to and from Manokotak?**
    The turbulence at the airport is the main concern that I can think of.

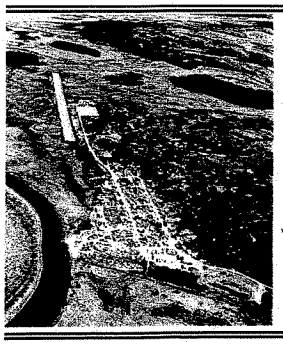
13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:**
    Dont Know.

Please provide any additional input and comments you may have regarding this project in the space below:
Any improvement that can be thought of by whoever is doing this will be greatly appreciated by the community.

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name Martin Selak Phone 289-1050
Address PO. 122 Manokotak AK.
E-mail

1. Do you feel the airport at Manokotak needs improvement? ☑ Yes ☐ No
   If yes, please explain what improvements are needed:
   It needs to be longer and wider.

2. Please specify the reason(s) you feel improvements are needed. *The more specific you can be, the better.*
   the existing airport is too short and also not wide enough.

3. If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable? ☑ Yes ☐ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision? If it is possible. Because it belongs to the people and

4. Please describe the service the airport provides to you and how improvements would affect your life and/or business.
   It would greatly improve our transportation if the airport was in better condition and maintained.

5. Do you have any difficulties accessing the existing airport? ☑ Yes ☐ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☒ Winter ☐ Break-up
   Please describe: when there is ice on the runway and also it is too narrow

6. How do you receive most of your supplies in the summer months?
   ☑ Barge ☐ Air ☐ Other; please describe:

7. How do you receive most of your supplies in the winter months?
   ☑ Barge ☒ Air ☐ Other; please describe:

8. Approximately how many pounds of supplies do you ship or receive per month?
   ☐ Under 100 lbs. ☑ 100 - 300 lbs. ☐ 300 - 500 lbs. ☑ Over 500 lbs.

9. If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air? ☑ Yes ☐ No

10. How many trips per year (by air) do you make outside of Manokotak?
    ☐ 1 - 6 ☐ 7 - 12 ☑ 13 - 24 ☒ More than 24

11. How many regularly scheduled (or commercial) flights per week would you like to see available for the community?
    ☐ 1 - 2 ☐ 3 - 4 ☑ More than 4

12. What is your primary concern with traveling to and from Manokotak?
    Wind at the airport with the crosswinds and turbulence.

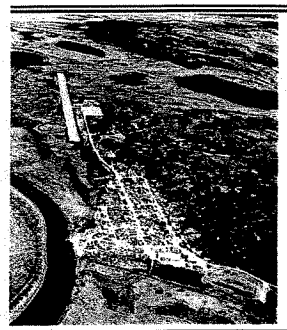
13. Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:
    There are berry picking areas on both Mountain and the flats around the airport & village.

Please provide any additional input and comments you may have regarding this project in the space below:
We need good gravel for the airport and a good foundation.

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name Manallook, Jimmy Phone (907)842-1493
Address Box 38, Manokotak AK, 99628
E-mail

1. Do you feel the airport at Manokotak needs improvement? ☒ Yes ☐ No
   If yes, please explain what improvements are needed:
   For cross winds

2. Please specify the reason(s) you feel improvements are needed. *The more specific you can be, the better.*
   When high winds, with mountains around there's no planes

3. If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable? ☒ Yes ☐ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision? Yes with more operators transportations,

4. Please describe the service the airport provides to you and how improvements would affect your life and/or business.
   Transportation to next towns + for emergency
   won't improve or unless there's a cross wind airport or new location.

5. Do you have any difficulties accessing the existing airport? ☒ Yes ☐ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☒ Winter ☐ Break-up
   Please describe: Snow drifts + when wind blows to hard.

6. How do you receive most of your supplies in the summer months?
   ☒ Barge ☒ Air ☐ Other; please describe:

7. How do you receive most of your supplies in the winter months?
   ☐ Barge ☒ Air ☐ Other; please describe:

8. Approximately how many pounds of supplies do you ship or receive per month?
   ☒ Under 100 lbs. ☒ 100 - 300 lbs. ☐ 300 - 500 lbs. ☐ Over 500 lbs.

9. If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air? ☒ Yes ☐ No

10. How many trips per year (by air) do you make outside of Manokotak?
    ☐ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☒ More than 24

11. How many regularly scheduled (or commercial) flights per week would you like to see available for the community?
    ☐ 1 - 2 ☒ 3 - 4 ☐ More than 4

12. What is your primary concern with traveling to and from Manokotak?

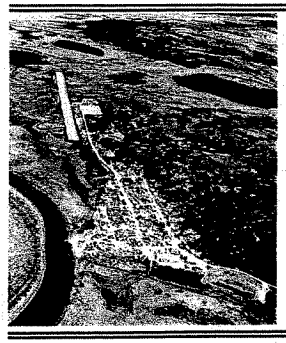
13. Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:

Please provide any additional input and comments you may have regarding this project in the space below:
If its going to give more jobs for us + younger generation and better equipment like snowblowers

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name Teresa Avogiak Phone (907) 289-1077 work
Address PO Box 122 Manokotak, AK 99628
E-mail tavogiak at BBahc.com

1. Do you feel the airport at Manokotak needs improvement? ☒ Yes ☐ No
   If yes, please explain what improvements are needed:
   Cross strip, so planes can land anytime, especially in emergencies.

2. Please specify the reason(s) you feel improvements are needed. *The more specific you can be, the better.*
   Cross wind – landstrip – bigger + wider + longer – For cargo's included.

3. If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable? ☒ Yes & ☒ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision? Yes, For emergency reasons. No, because most people live at Manokotak, Yes & No; both airports would help for medevac airlines. Clinic is located closer to airport in Manokotak

4. Please describe the service the airport provides to you and how improvements would affect your life and/or business.
   Our clinic is located in Manokotak – helps to transport medevac ASAP. The Cross strip airport at the Housing site – 5 mile out is also helpful for the clinic; if the weather is bad we could bring the medevac out to Housing site.

5. Do you have any difficulties accessing the existing airport? ☒ Yes ☐ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☒ Winter ☐ Break-up
   Please describe: Cold days for patients – no transportation – we have no ambulance in the village. There is only 1 clinic between the 2 sites.

6. How do you receive most of your supplies in the summer months?
   ☐ Barge ☒ Air ☐ Other; please describe:

7. How do you receive most of your supplies in the winter months?
   ☐ Barge ☒ Air ☐ Other; please describe:

8. Approximately how many pounds of supplies do you ship or receive per month?
   ☐ Under 100 lbs. ☐ 100 - 300 lbs. ☒ 300 - 500 lbs. ☐ Over 500 lbs.

9. If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air? ☒ Yes ☐ No

10. How many trips per year (by air) do you make outside of Manokotak?
    ☐ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☒ More than 24

11. How many regularly scheduled (or commercial) flights per week would you like to see available for the community?
    ☐ 1 - 2 ☐ 3 - 4 ☒ More than 4

12. What is your primary concern with traveling to and from Manokotak?
    Bad weather –

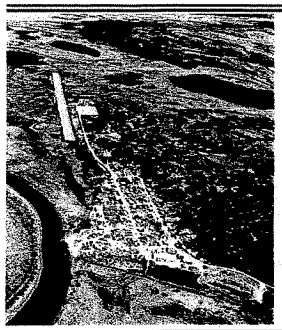
13. Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:
    Berries

Please provide any additional input and comments you may have regarding this project in the space below:
Thank you for your help.

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name Billy Bartman Phone 842 2462
Address PO Box 2
E-mail Manokotak AK 99628

1. **Do you feel the airport at Manokotak needs improvement?** ☒ Yes ☐ No
   If yes, please explain what improvements are needed:
   Need New Runway at the housing Side

2. **Please specify the reason(s) you feel improvements are needed.** ***The more specific you can be, the better.***

3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ☒ Yes ☐ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision?

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**

5. **Do you have any difficulties accessing the existing airport?** ☒ Yes ☐ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☐ Winter ☐ Break-up
   Please describe:

6. **How do you receive most of your supplies in the summer months?**
   ☐ Barge ☐ Air ☐ Other; please describe:

7. **How do you receive most of your supplies in the winter months?**
   ☐ Barge ☐ Air ☐ Other; please describe:

8. **Approximately how many pounds of supplies do you ship or receive per month?**
   ☐ Under 100 lbs. ☐ 100 - 300 lbs. ☐ 300 - 500 lbs. ☐ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ☐ Yes ☐ No

10. **How many trips per year (by air) do you make outside of Manokotak?**
    ☐ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☐ More than 24

11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ☐ 1 - 2 ☐ 3 - 4 ☐ More than 4

12. **What is your primary concern with traveling to and from Manokotak?**

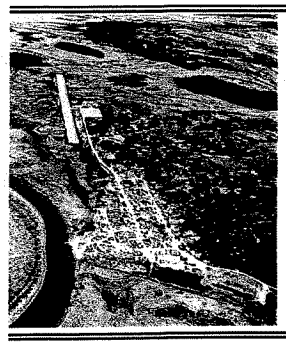
13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:**

Please provide any additional input and comments you may have regarding this project in the space below:

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name _____ Phone _____
Address _____
E-mail _____

1. **Do you feel the airport at Manokotak needs improvement?** ☒ Yes ☐ No
   If yes, please explain what improvements are needed:

2. **Please specify the reason(s) you feel improvements are needed.** *The more specific you can be, the better.*
   Cross strip

3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ☐ Yes ☒ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision? _____

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**
   Air freights

5. **Do you have any difficulties accessing the existing airport?** ☐ Yes ☒ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☐ Winter ☐ Break-up
   Please describe: _____

6. **How do you receive most of your supplies in the summer months?**
   ☒ Barge ☒ Air ☐ Other; please describe: _____

7. **How do you receive most of your supplies in the winter months?**
   ☐ Barge ☒ Air ☒ Other; please describe: Snow Travel

8. **Approximately how many pounds of supplies do you ship or receive per month?**
   ☐ Under 100 lbs. ☒ 100 - 300 lbs. ☐ 300 - 500 lbs. ☐ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ☒ Yes ☐ No

10. **How many trips per year (by air) do you make outside of Manokotak?**
    ☐ 1 - 6 ☒ 7 - 12 ☐ 13 - 24 ☐ More than 24

11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ☐ 1 - 2 ☒ 3 - 4 ☐ More than 4

12. **What is your primary concern with traveling to and from Manokotak?**
    Wind / Cross winds

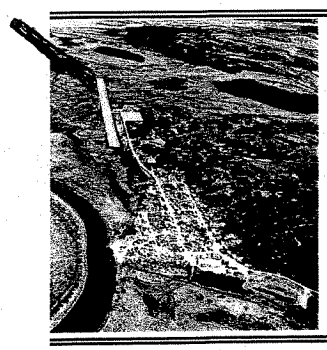
13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:**

Please provide any additional input and comments you may have regarding this project in the space below:
Southeast cross strip would benefit other location new New Housing usually fog in or Cloudy days

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name: Leona Black Phone: 289-2022
Address: PO Box 123 Manokotak
E-mail:

1. Do you feel the airport at Manokotak needs improvement? ☒ Yes ☐ No
   If yes, please explain what improvements are needed:
   Width and make it longer or ~~for~~ to make it a crossway landing.

2. Please specify the reason(s) you feel improvements are needed. *The more specific you can be, the better.*
   Make a crosswind air strip and make it longer. And make lights to be able to land at night.

3. If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable? ☐ Yes ☒ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision?

4. Please describe the service the airport provides to you and how improvements would affect your life and/or business.
   Would be good to have a ~~waiting place~~ Terminal at the airport. So the dispatcher won't have to look for the traffic when the plane is ready to leave.

5. Do you have any difficulties accessing the existing airport? ☒ Yes ☐ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☒ Winter ☐ Break-up
   Please describe: When weather is bad and the wind is crossway.

6. How do you receive most of your supplies in the summer months?
   ☒ Barge ☒ Air ☐ Other; please describe:

7. How do you receive most of your supplies in the winter months?
   ☒ Barge ☒ Air ☐ Other; please describe:

8. Approximately how many pounds of supplies do you ship or receive per month?
   ☐ Under 100 lbs. ☒ 100 - 300 lbs. ☐ 300 - 500 lbs. ☐ Over 500 lbs.

9. If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air? ☒ Yes ☐ No

10. How many trips per year (by air) do you make outside of Manokotak?
    ☒ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☐ More than 24

11. How many regularly scheduled (or commercial) flights per week would you like to see available for the community?
    ☐ 1 - 2 ☒ 3 - 4 ☐ More than 4

12. What is your primary concern with traveling to and from Manokotak?
    Would be easier to travel from Manokotak even on bad weather days.

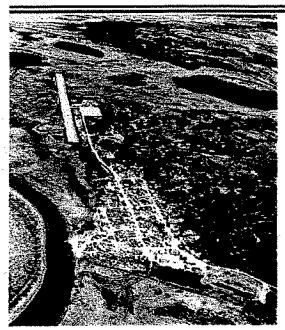
13. Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:
    No

Please provide any additional input and comments you may have regarding this project in the space below:

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name Andrew Gicko-Nanalook Phone (907) 289-2023
Address P.O. Box 95 Manokotak, AK 99628
E-mail

1. **Do you feel the airport at Manokotak needs improvement?** ☒ Yes ☐ No
   If yes, please explain what improvements are needed:
   Needs to be extended - needs cross wind ~~airport~~ air strip

2. **Please specify the reason(s) you feel improvements are needed.** ***The more specific you can be, the better.***
   Run way extention

3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ☒ Yes ☐ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision? In extreme windy days, all the hills back there causes turbulence (even on calm days)

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**
   Airport's is very important - In emergencies, patients are usually medivaced out of the village... but when there's a cross wind, it's a problem too.

5. **Do you have any difficulties accessing the existing airport?** ☐ Yes ☒ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☐ Winter ☐ Break-up
   Please describe: I live out at the Main village... but I waited 3 months just to have my vehicle hauled from Dig - KMO / Some bigger cargo's couldn't land due to short run-way

6. **How do you receive most of your supplies in the summer months?**
   ☒ Barge ☒ Air ☐ Other; please describe:

7. **How do you receive most of your supplies in the winter months?**
   ☐ Barge ☐ Air ☐ Other; please describe:

8. **Approximately how many pounds of supplies do you ship or receive per month?**
   ☐ Under 100 lbs. ☐ 100 - 300 lbs. ☐ 300 - 500 lbs. ☐ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ☐ Yes ☐ No

10. **How many trips per year (by air) do you make outside of Manokotak?**
    ☐ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☐ More than 24

11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ☐ 1 - 2 ☐ 3 - 4 ☐ More than 4

12. **What is your primary concern with traveling to and from Manokotak?**

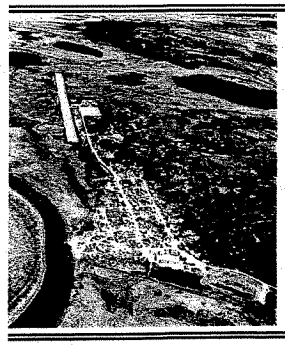
13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:**

Please provide any additional input and comments you may have regarding this project in the space below:

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name Michael Gloko Sr. Phone 289-2170
Address P.O Box 113
E-mail Mano Kotak, AK 99628

1. **Do you feel the airport at Manokotak needs improvement?** ☒ Yes ☐ No
   If yes, please explain what improvements are needed:
   Exent length + width.

2. **Please specify the reason(s) you feel improvements are needed.** *The more specific you can be, the better.*
   Add length and build cross. strip

3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ☐ Yes ☒ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision?

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**
   New location is surface is unevem.

5. **Do you have any difficulties accessing the existing airport?** ☐ Yes ☒ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☐ Winter ☐ Break-up
   Please describe:

6. **How do you receive most of your supplies in the summer months?** Yes
   ☒ Barge ☐ Air ☐ Other; please describe:

7. **How do you receive most of your supplies in the winter months?**
   ☐ Barge ☐ Air ☐ Other; please describe:

8. **Approximately how many pounds of supplies do you ship or receive per month?**
   ☐ Under 100 lbs. ☐ 100 - 300 lbs. ☐ 300 - 500 lbs. ☐ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ☐ Yes ☐ No

10. **How many trips per year (by air) do you make outside of Manokotak?**
    ☐ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☐ More than 24

11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ☐ 1 - 2 ☐ 3 - 4 ☐ More than 4

12. **What is your primary concern with traveling to and from Manokotak?**

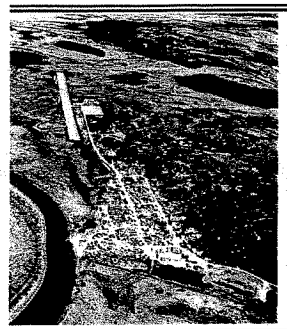
13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:**

Please provide any additional input and comments you may have regarding this project in the space below:

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name Mike Minista Phone 289-2062
Address Box 17 Manokotak AK, 99628
E-mail

1. Do you feel the airport at Manokotak needs improvement? ☒ Yes ☐ No
   If yes, please explain what improvements are needed:
   Yes for longer and cross

2. Please specify the reason(s) you feel improvements are needed. *The more specific you can be, the better.*
   too short for DC and Box Cars too

3. If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable? ☐ Yes ☒ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision?

4. Please describe the service the airport provides to you and how improvements would affect your life and/or business.
   its help us for emergency and freight for the store

5. Do you have any difficulties accessing the existing airport? ☐ Yes ☒ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☐ Winter ☐ Break-up
   Please describe:

6. How do you receive most of your supplies in the summer months?
   ☒ Barge ☒ Air ☐ Other; please describe:

7. How do you receive most of your supplies in the winter months?
   ☐ Barge ☒ Air ☒ Other; please describe: by snogotoo with skeds in winter

8. Approximately how many pounds of supplies do you ship or receive per month?
   ☐ Under 100 lbs. ☐ 100 - 300 lbs. ☐ 300 - 500 lbs. ☒ Over 500 lbs.

9. If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air? ☒ Yes ☐ No

10. How many trips per year (by air) do you make outside of Manokotak?
    ☐ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☒ More than 24

11. How many regularly scheduled (or commercial) flights per week would you like to see available for the community?
    ☐ 1 - 2 ☐ 3 - 4 ☒ More than 4

12. What is your primary concern with traveling to and from Manokotak?
    Business, freight for the school, store, clinic and lots of people from Manokotak to Dillingham also to Anchorage.

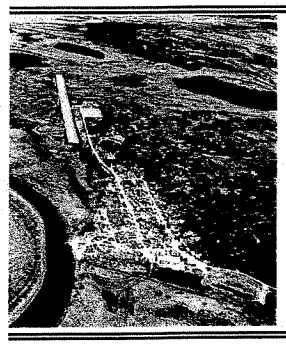
13. Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:
    none

Please provide any additional input and comments you may have regarding this project in the space below:
We need better airport and longer and a cross landing

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name Moses Toyukak Sr Phone 289-2188
Address P.O. Box 30 Manokotak, AK 99628
E-mail

1. **Do you feel the airport at Manokotak needs improvement?** ☒ Yes ☐ No
   If yes, please explain what improvements are needed:
   need to extend and maybe put a cross strip

2. **Please specify the reason(s) you feel improvements are needed.** ***The more specific you can be, the better.***
   At times the prevailing winds change to southeasterly and if there was a crosstip it would improve safety

3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ☐ Yes ☒ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision?

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**
   Airfreight cost would be less Between ANC-AND-KMO

5. **Do you have any difficulties accessing the existing airport?** ☐ Yes ☒ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☐ Winter ☐ Break-up
   Please describe:

6. **How do you receive most of your supplies in the summer months?**
   ☒ Barge ☐ Air ☐ Other; please describe:

7. **How do you receive most of your supplies in the winter months?**
   ☐ Barge ☒ Air ☐ Other; please describe:

8. **Approximately how many pounds of supplies do you ship or receive per month?**
   ☐ Under 100 lbs. ☒ 100 - 300 lbs. ☐ 300 - 500 lbs. ☐ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ☒ Yes ☐ No

10. **How many trips per year (by air) do you make outside of Manokotak?**
    ☐ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☒ More than 24

11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ☐ 1 - 2 ☐ 3 - 4 ☒ More than 4

12. **What is your primary concern with traveling to and from Manokotak?**
    My main concern is that the need to improve the cost of goods coming into KMO -

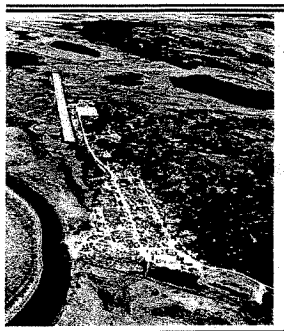
13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:** yes
    specially the area for where the squants exist

Please provide any additional input and comments you may have regarding this project in the space below:

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name Henry Makayak Sr. Phone 907-842-7123
Address P.O. Box 25 Manokotak, Ak 99628
E-mail

1. **Do you feel the airport at Manokotak needs improvement?** ☒ Yes ☐ No
   If yes, please explain what improvements are needed:

2. **Please specify the reason(s) you feel improvements are needed.** *The more specific you can be, the better.*
   Because it is needed and must be keep in good condition

3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ☒ Yes ☐ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision? yes not to far from the housing subdivision

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**
   The need for an airport is good and one that need to have.

5. **Do you have any difficulties accessing the existing airport?** ☐ Yes ☒ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☐ Winter ☐ Break-up
   Please describe:

6. **How do you receive most of your supplies in the summer months?**
   ☐ Barge ☒ Air ☐ Other; please describe:

7. **How do you receive most of your supplies in the winter months?**
   ☐ Barge ☒ Air ☐ Other; please describe:

8. **Approximately how many pounds of supplies do you ship or receive per month?**
   ☐ Under 100 lbs. ☒ 100 - 300 lbs. ☐ 300 - 500 lbs. ☐ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ☒ Yes ☐ No

10. **How many trips per year (by air) do you make outside of Manokotak?**
    ☐ 1 - 6 ☐ 7 - 12 ☒ 13 - 24 ☐ More than 24

11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ☐ 1 - 2 ☐ 3 - 4 ☒ More than 4

12. **What is your primary concern with traveling to and from Manokotak?**
    My concern is going to the hospital

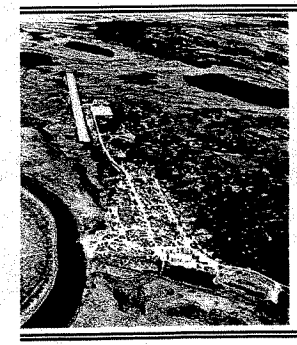
13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:**
    Not much -

Please provide any additional input and comments you may have regarding this project in the space below:

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name Nicolai Alakayak Phone (907) 286 1068
Address Box 10 Manokotak AK 99628
E-mail

1. **Do you feel the airport at Manokotak needs improvement?** ☒ Yes ☐ No
   If yes, please explain what improvements are needed:
   Extension and cross wird airstrip

2. **Please specify the reason(s) you feel improvements are needed.** ***The more specific you can be, the better.***
   So, will large aircrafts to bring large equipments

3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ☐ Yes ☒ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision? No acceptance to build a new airport in housing subdivision.

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**

5. **Do you have any difficulties accessing the existing airport?** ☒ Yes ☐ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☒ Winter ☐ Break-up
   Please describe:

6. **How do you receive most of your supplies in the summer months?**
   ☒ Barge ☒ Air ☐ Other; please describe:

7. **How do you receive most of your supplies in the winter months?**
   ☐ Barge ☒ Air ☐ Other; please describe:

8. **Approximately how many pounds of supplies do you ship or receive per month?**
   ☐ Under 100 lbs. ☐ 100 - 300 lbs. ☒ 300 - 500 lbs. ☐ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ☒ Yes ☐ No

10. **How many trips per year (by air) do you make outside of Manokotak?**
    ☐ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☒ More than 24

11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ☐ 1 - 2 ☐ 3 - 4 ☒ More than 4

12. **What is your primary concern with traveling to and from Manokotak?**
    Bad weather

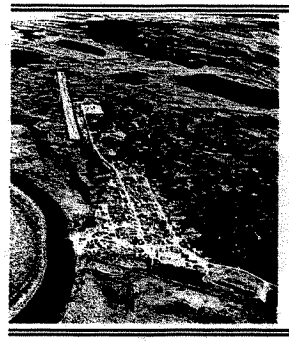
13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:**
    Ice fishing

Please provide any additional input and comments you may have regarding this project in the space below:
No comments.

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name	Laura John	Phone	907 289-2136
Address	Bx 69 Manokotak Ak 99628		
E-mail	-0-		

1. **Do you feel the airport at Manokotak needs improvement?** ☒ Yes ☐ No
   If yes, please explain what improvements are needed:
   Longer

2. **Please specify the reason(s) you feel improvements are needed.** ***The more specific you can be, the better.***
   larger planes can land speedier

3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ☐ Yes ☒ No
   If yes, would you favor relocation to a new site approximately 5 miles aast of Manokotak, near the new school snd housing subdivision?

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**
   incoming mails + travel and emergency.

5. **Do you have any difficulties accessing the existing airport?** ☐ Yes ☒ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☐ Winter ☐ Break-up
   Please describe:

6. **How do you receive most of your supplies in the summer months?**
   ☐ Barge ☒ Air ☐ Other; please describe:

7. **How do you receive most of your supplies in the winter months?**
   ☐ Barge ☒ Air ☐ Other; please describe:

8. **Approximately how many pounds of supplies do you ship or receive per month?**
   ☐ Under 100 lbs. ☒ 100 - 300 lbs. ☐ 300 - 500 lbs. ☐ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ☒ Yes ☐ No

10. **How many trips per year (by air) do you make outside of Manokotak?**
    ☐ 1 - 6 ☐ 7 - 12 ☒ 13 - 24 ☐ More than 24

11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ☐ 1 - 2 ☐ 3 - 4 ☒ More than 4

12. **What is your primary concern with traveling to and from Manokotak?**
    safer airport

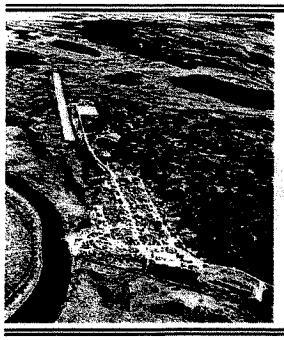
13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:**

Please provide any additional input and comments you may have regarding this project in the space below:

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name _____ Phone _____
Address _____
E-mail _____

1. **Do you feel the airport at Manokotak needs improvement?** ☑ Yes ☐ No
   If yes, please explain what improvements are needed:

2. **Please specify the reason(s) you feel improvements are needed.** *The more specific you can be, the better.*
   needs cross strip for entire airport
   Pilots are familiar with the airport and its conditions and if the runway is lengthened it would make the pilots more comfortable

3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ☐ Yes ☑ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision? _____

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**
   Larger Airplane would have access to the airport

5. **Do you have any difficulties accessing the existing airport?** ☐ Yes ☑ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☐ Winter ☐ Break-up
   Please describe: _____

6. **How do you receive most of your supplies in the summer months?**
   ☑ Barge ☑ Air ☐ Other; please describe: _____

7. **How do you receive most of your supplies in the winter months?**
   ☐ Barge ☑ Air ☐ Other; please describe: _____

8. **Approximately how many pounds of supplies do you ship or receive per month?**
   ☐ Under 100 lbs. ☐ 100 - 300 lbs. ☐ 300 - 500 lbs. ☐ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ☑ Yes ☐ No

10. **How many trips per year (by air) do you make outside of Manokotak?**
    ☑ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☐ More than 24

11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ☐ 1 - 2 ☐ 3 - 4 ☑ More than 4

12. **What is your primary concern with traveling to and from Manokotak?**
    The people here in Manokotak fly in and out with Air Taxi's thru-out the year

13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:**
    let's keep the airplane noise in one place

Please provide any additional input and comments you may have regarding this project in the space below:

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
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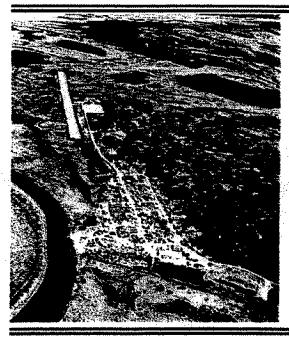

MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name	Bonnie Ayojiak	Phone	289-1025
Address	Box 61 Manokotak, AK 99628		
E-mail	BAyojiak @ aol.com		

1. **Do you feel the airport at Manokotak needs improvement?** ☒ Yes ☐ No
   If yes, please explain what improvements are needed:
   resurfacing & extension

2. **Please specify the reason(s) you feel improvements are needed.** ***The more specific you can be, the better.***
   there are times when potholes and puddles appear @ the existing runway
   We need longer runway for cargo service

3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ☒ Yes ☐ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision? If adequate snow removal is included with the new location

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**
   more supplies would be ordered

5. **Do you have any difficulties accessing the existing airport?** ☐ Yes ☒ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☐ Winter ☐ Break-up
   Please describe: It is located near the main village where I stay

6. **How do you receive most of your supplies in the summer months?**
   ☐ Barge ☒ Air ☐ Other; please describe:

7. **How do you receive most of your supplies in the winter months?**
   ☐ Barge ☒ Air ☐ Other; please describe:

8. **Approximately how many pounds of supplies do you ship or receive per month?**
   ☐ Under 100 lbs. ☒ 100 - 300 lbs. ☐ 300 - 500 lbs. ☐ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ☒ Yes ☐ No

10. **How many trips per year (by air) do you make outside of Manokotak?**
    ☐ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☒ More than 24

11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ☐ 1 - 2 ☐ 3 - 4 ☒ More than 4

12. **What is your primary concern with traveling to and from Manokotak?**
    Weather – wind & snow

13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:**
    berry picking grounds

Please provide any additional input and comments you may have regarding this project in the space below:

We greatly need the resurfacing & extension for better service to the community. We need adequate snow removal equipments and grading.

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

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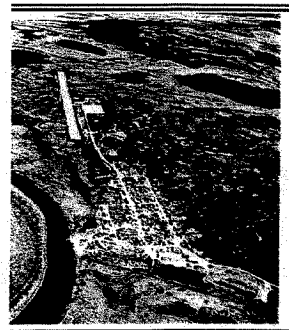
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name Herbert Aldayak Phone 842-7125
Address P.O. Box 21
E-mail Manokotak AK, 99628

1. **Do you feel the airport at Manokotak needs improvement?** ☒ Yes ☐ No
   If yes, please explain what improvements are needed:
   ~~Wider & Longer~~ Wider & Longer

2. **Please specify the reason(s) you feel improvements are needed.** ***The more specific you can be, the better.***
   Runway for East & West Landing

3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ☒ Yes ☐ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision?

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**
   Smoother Landing

5. **Do you have any difficulties accessing the existing airport?** ☐ Yes ☒ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☐ Winter ☐ Break-up
   Please describe:

6. **How do you receive most of your supplies in the summer months?**
   ☐ Barge ☐ Air ☒ Other; please describe: Barge & Air & Boat

7. **How do you receive most of your supplies in the winter months?**
   ☐ Barge ☐ Air ☒ Other; please describe: Air & Snow Go

8. **Approximately how many pounds of supplies do you ship or receive per month?**
   ☐ Under 100 lbs. ☐ 100 - 300 lbs. ☐ 300 - 500 lbs. ☒ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ☒ Yes ☐ No

10. **How many trips per year (by air) do you make outside of Manokotak?**
    ☐ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☒ More than 24

11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ☐ 1 - 2 ☐ 3 - 4 ☒ More than 4

12. **What is your primary concern with traveling to and from Manokotak?**

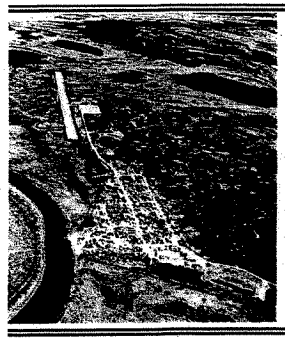
13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:**

Please provide any additional input and comments you may have regarding this project in the space below:

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name: Lila Jacobsen Phone: 907-289-2021
Address: PO Box 98 Manokotak
E-mail:

1. **Do you feel the airport at Manokotak needs improvement?** ☒ Yes ☐ No
   If yes, please explain what improvements are needed:
   Need to get longer and need a cross strip.

2. **Please specify the reason(s) you feel improvements are needed.** ***The more specific you can be, the better.***
   So cargo planes can come in and even if its crosswind planes can land.

3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ☐ Yes ☒ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision?

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**
   The airport is used for Mail and transportation to other places.

5. **Do you have any difficulties accessing the existing airport?** ☐ Yes ☒ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☐ Winter ☐ Break-up
   Please describe:

6. **How do you receive most of your supplies in the summer months?**
   ☐ Barge ☒ Air ☐ Other; please describe:

7. **How do you receive most of your supplies in the winter months?**
   ☐ Barge ☒ Air ☐ Other; please describe:

8. **Approximately how many pounds of supplies do you ship or receive per month?**
   ☐ Under 100 lbs. ☒ 100 - 300 lbs. ☐ 300 - 500 lbs. ☐ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ☒ Yes ☐ No

10. **How many trips per year (by air) do you make outside of Manokotak?**
    ☐ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☒ More than 24

11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ☐ 1 - 2 ☐ 3 - 4 ☒ More than 4

12. **What is your primary concern with traveling to and from Manokotak?**
    having better airport

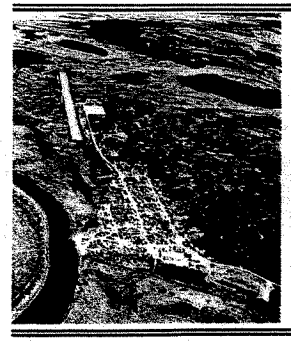
13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:**
    no

Please provide any additional input and comments you may have regarding this project in the space below:
The proposed new sight is always fogged in even if the weather here isn't.

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name: Earlene, Pat Phone: (907) 289-1056
Address: Box 87 Manokotak, AK 99628
E-mail: "none"

1. **Do you feel the airport at Manokotak needs improvement?** ☒ Yes ☐ No
   If yes, please explain what improvements are needed:
   New locations for the new airport: Larger and airplane lights; including with cross winds for all airlines including C-130 thurk army airlines & other airplanes.
2. **Please specify the reason(s) you feel improvements are needed.** ***The more specific you can be, the better.***
   New Location because of bad weather, itt always has cross winds and Army aircraft C-130's cannot land - We have national Guard Armys. Fuel anplanes or other Cargo aircrafts; which brings in supplies for our community, school, city, village council & water sewer systems
3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ☒ Yes ☐ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision?
4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**
   Any other supplies that needed for the community - to Keep Mail Run airplanes in schedule - Because sometimes do other airlines that bring mail into - Do not Keep their schedule. Building Supplies & fuels
5. **Do you have any difficulties accessing the existing airport?** ☒ Yes ☐ No
   If yes, during what time of year? ☒ Summer ☒ Fall ☒ Winter ☒ Break-up
   Please describe: Cross winds; too short; airplane lights
6. **How do you receive most of your supplies in the summer months?**
   ☒ Barge ☒ Air ☐ Other; please describe:

7. **How do you receive most of your supplies in the winter months?**
   ☐ Barge ☒ Air ☐ Other; please describe:
8. **Approximately how many pounds of supplies do you ship or receive per month?**
   ☐ Under 100 lbs. ☐ 100 - 300 lbs. ☐ 300 - 500 lbs. ☒ Over 500 lbs.
9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ☒ Yes ☐ No
10. **How many trips per year (by air) do you make outside of Manokotak?**
    ☐ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☒ More than 24
11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ☐ 1 - 2 ☐ 3 - 4 ☒ More than 4
12. **What is your primary concern with traveling to and from Manokotak?**
    Hospital visits, Shopping, attending other agencies for conferences or training, mail coming in and going out and all the other daily activities provided for the community / Supplies.
13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:**
    Cranberries or other berries that grow between two mountains or on the side / Just berries I'm concerned

Please provide any additional input and comments you may have regarding this project in the space below:
if contracts goes through - Provided this earlier to Village so they can get applicants trained / Propose to have community employed / We need employment for alot of our people.

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

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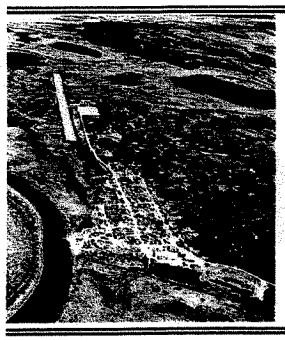
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

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Name: Irene J. Gamechuk Phone: (907) 284-2009
Address: PO Box 76 King, AK 99628
E-mail:

1. **Do you feel the airport at Manokotak needs improvement?** ☒ Yes ☐ No
   If yes, please explain what improvements are needed:

2. **Please specify the reason(s) you feel improvements are needed.** ***The more specific you can be, the better.***
   Need cross-strip and a longer airstrip

3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ☐ Yes ☒ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision?

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**
   The existing airport is very convenient to our community and there is no need for relocation because everything is here in the main village

5. **Do you have any difficulties accessing the existing airport?** ☐ Yes ☒ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☐ Winter ☐ Break-up
   Please describe:

6. **How do you receive most of your supplies in the summer months?**
   ☒ Barge ☒ Air ☐ Other; please describe:

7. **How do you receive most of your supplies in the winter months?**
   ☐ Barge ☒ Air ☒ Other; please describe: Use of a snow-machine

8. **Approximately how many pounds of supplies do you ship or receive per month?**
   ☐ Under 100 lbs. ☐ 100 - 300 lbs. ☒ 300 - 500 lbs. ☐ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ☒ Yes ☐ No

10. **How many trips per year (by air) do you make outside of Manokotak?**
    ☐ 1 - 6 ☐ 7 - 12 ☒ 13 - 24 ☐ More than 24

11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ☐ 1 - 2 ☐ 3 - 4 ☒ More than 4

12. **What is your primary concern with traveling to and from Manokotak?**
    The cost of airfare is too expensive

13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:**
    Leave the area where berries grow

Please provide any additional input and comments you may have regarding this project in the space below:

No airport ~~[illegible]~~ relocation

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
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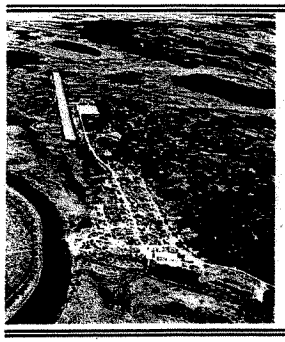
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

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Name Pete Apalayak Phone 842-7125
Address Kmo
E-mail

1. **Do you feel the airport at Manokotak needs improvement?** ☑ Yes ☐ No
   If yes, please explain what improvements are needed:
   need new Runway at the bouncy Side

2. **Please specify the reason(s) you feel improvements are needed.** ***The more specific you can be, the better.***

3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ☑ Yes ☐ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision?

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**

5. **Do you have any difficulties accessing the existing airport?** ☐ Yes ☐ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☑ Winter ☐ Break-up
   Please describe:

6. **How do you receive most of your supplies in the summer months?**
   ☐ Barge ☐ Air ☐ Other; please describe:

7. **How do you receive most of your supplies in the winter months?**
   ☐ Barge ☐ Air ☐ Other; please describe:

8. **Approximately how many pounds of supplies do you ship or receive per month?**
   ☐ Under 100 lbs. ☐ 100 - 300 lbs. ☐ 300 - 500 lbs. ☐ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ☐ Yes ☐ No

10. **How many trips per year (by air) do you make outside of Manokotak?**
    ☐ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☐ More than 24

11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ☐ 1 - 2 ☐ 3 - 4 ☐ More than 4

12. **What is your primary concern with traveling to and from Manokotak?**

13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:**

Please provide any additional input and comments you may have regarding this project in the space below:

THANK YOU FOR YOUR INPUT!

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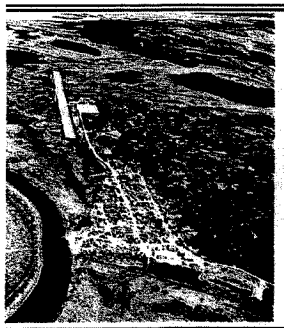
Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

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Name	Carl L. Evon	Phone	
Address	P.O. Box 4	Manokotak, AK 99628	
E-mail			

1. **Do you feel the airport at Manokotak needs improvement?** ☒ Yes ☐ No

   If yes, please explain what improvements are needed:
   Airport extension is needed, so bigger cargo planes could land. Also need cross wind airports

2. **Please specify the reason(s) you feel improvements are needed.** ***The more specific you can be, the better.***
   Extending the airport. Potholes sometimes are a problem. Positively need a "cross wind" airport. In an emergency, sometimes planes can't land due to cross wind. Medivac

3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ☒ Yes ☐ No

   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision? It's a good idea... where the New school is located now, it might be easier for the students that are traveling in a bunch like Basketball teams, etc. Might be easier for the school stops + coaches

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**
   Residents from Manokotak always travel by air everyday weather permitting. It's very important (airport) Patients are usually flown in to Bellingham (Kanakanak Hospital) for better treatment.

5. **Do you have any difficulties accessing the existing airport?** ☒ Yes ☐ No

   If yes, during what time of year? ☐ Summer ☐ Fall ☒ Winter ☐ Break-up

   Please describe: I live out at the HUD Housings located way back there

6. **How do you receive most of your supplies in the summer months?**

   ☒ Barge ☒ Air ☐ Other; please describe:

7. **How do you receive most of your supplies in the winter months?**

   ☐ Barge ☒ Air ☒ Other; please describe: Sno-mobile

8. **Approximately how many pounds of supplies do you ship or receive per month?**

   ☐ Under 100 lbs. ☐ 100 - 300 lbs. ☐ 300 - 500 lbs. ☐ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ☒ Yes ☐ No

10. **How many trips per year (by air) do you make outside of Manokotak?**

    ☐ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☒ More than 24

11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**

    ☐ 1 - 2 ☐ 3 - 4 ☒ More than 4

12. **What is your primary concern with traveling to and from Manokotak?**

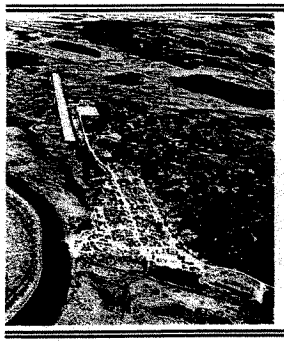
13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:**

Please provide any additional input and comments you may have regarding this project in the space below:

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name Arline J Franklin Phone (907) 289-2150
Address PO Box 169 Manokotak Ak 99628
E-mail

1. Do you feel the airport at Manokotak needs improvement? ☒ Yes ☐ No
   If yes, please explain what improvements are needed:
   longer, cross strip, Better equipment to clean the strip

2. Please specify the reason(s) you feel improvements are needed. *The more specific you can be, the better.*
   Bigger airplanes can land

3. If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable? ☒ Yes ☐ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision?

4. Please describe the service the airport provides to you and how improvements would affect your life and/or business.
   travel to & from Dlg to buy food, go hospital

5. Do you have any difficulties accessing the existing airport? ☐ Yes ☒ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☐ Winter ☒ Break-up
   Please describe:

6. How do you receive most of your supplies in the summer months?
   ☒ Barge ☐ Air ☐ Other; please describe:

7. How do you receive most of your supplies in the winter months?
   ☐ Barge ☒ Air ☐ Other; please describe:

8. Approximately how many pounds of supplies do you ship or receive per month?
   ☐ Under 100 lbs. ☒ 100 - 300 lbs. ☐ 300 - 500 lbs. ☐ Over 500 lbs.

9. If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air? ☒ Yes ☐ No

10. How many trips per year (by air) do you make outside of Manokotak?
    ☐ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☒ More than 24

11. How many regularly scheduled (or commercial) flights per week would you like to see available for the community?
    ☐ 1 - 2 ☐ 3 - 4 ☒ More than 4

12. What is your primary concern with traveling to and from Manokotak?
    live here

13. Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:
    Berry picking areas

Please provide any additional input and comments you may have regarding this project in the space below:

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
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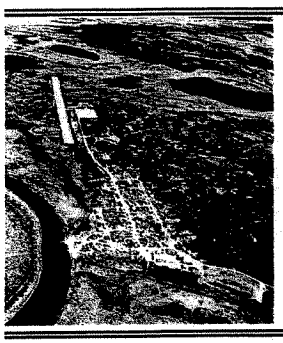
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name _____ **Phone** _____
Address _____
E-mail _____

1. **Do you feel the airport at Manokotak needs improvement?** ■ Yes ☐ No
   If yes, please explain what improvements are needed:
   Extend + resurface

2. **Please specify the reason(s) you feel improvements are needed.** ***The more specific you can be, the better.***
   Longer airport so bigger planes could land

3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ■ Yes ■ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision? _____

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**
   Shopping by air taxi

5. **Do you have any difficulties accessing the existing airport?** ☐ Yes ■ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☐ Winter ☐ Break-up
   Please describe: _____

6. **How do you receive most of your supplies in the summer months?**
   ■ Barge ■ Air ☐ Other; please describe: _____

7. **How do you receive most of your supplies in the winter months?**
   ☐ Barge ■ Air ☐ Other; please describe: _____

8. **Approximately how many pounds of supplies do you ship or receive per month?**
   ■ Under 100 lbs. ☐ 100 - 300 lbs. ☐ 300 - 500 lbs. ☐ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ■ Yes ☐ No

10. **How many trips per year (by air) do you make outside of Manokotak?**
    ☐ 1 - 6 ■ 7 - 12 ☐ 13 - 24 ☐ More than 24

11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ☐ 1 - 2 ☐ 3 - 4 ■ More than 4

12. **What is your primary concern with traveling to and from Manokotak?**
    Shopping

13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:**

Please provide any additional input and comments you may have regarding this project in the space below:

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
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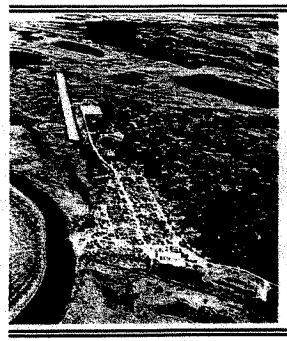

MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name CHRIS GIAKO Phone 907-289-1014
Address PO. Box 7 Manokotak Ak. 99628
E-mail

1. **Do you feel the airport at Manokotak needs improvement?** ☑ Yes ☐ No
   If yes, please explain what improvements are needed:
   resurfacing, widening, lengthen, cross-stripe, widen entrance, make apron larger.

2. **Please specify the reason(s) you feel improvements are needed.** *The more specific you can be, the better.*
   on wind day it isn't safe during wind.

3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ☑ Yes ☐ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision? On the housing site would be better site, more safer.

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**
   people get greeirs DIC, emergenie, during nite, large plane. Bigger supplies.

5. **Do you have any difficulties accessing the existing airport?** ☐ Yes ☐ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☑ Winter ☑ Break-up
   Please describe:

6. **How do you receive most of your supplies in the summer months?**
   ☑ Barge ☐ Air ☐ Other; please describe:

7. **How do you receive most of your supplies in the winter months?**
   ☐ Barge ☐ Air ☐ Other; please describe:

8. **Approximately how many pounds of supplies do you ship or receive per month?**
   ☐ Under 100 lbs. ☐ 100 - 300 lbs. ☐ 300 - 500 lbs. ☐ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ☐ Yes ☐ No

10. **How many trips per year (by air) do you make outside of Manokotak?**
    ☐ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☐ More than 24

11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ☐ 1 - 2 ☐ 3 - 4 ☐ More than 4

12. **What is your primary concern with traveling to and from Manokotak?**

13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:**

Please provide any additional input and comments you may have regarding this project in the space below:

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

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PDC, Inc. Consulting Engineers
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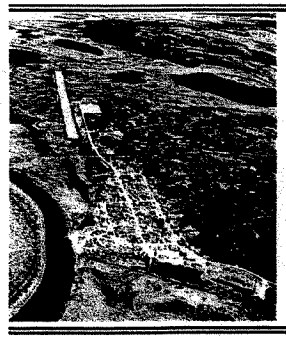

MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
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Name [illegible] Phone [illegible]
Address Manokotak Alaska 99628
E-mail

1. Do you feel the airport at Manokotak needs improvement? ☒ Yes ☐ No
   If yes, please explain what improvements are needed:
   lengthen, widen extend apron. widen entrance

2. Please specify the reason(s) you feel improvements are needed. *The more specific you can be, the better.*
   Research

3. If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable? ☒ Yes ☐ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision?

4. Please describe the service the airport provides to you and how improvements would affect your life and/or business.

5. Do you have any difficulties accessing the existing airport? ☐ Yes ☐ No
   If yes, during what time of year? ☒ Summer ☐ Fall ☐ Winter ☐ Break-up
   Please describe:

6. How do you receive most of your supplies in the summer months?
   ☐ Barge ☐ Air ☐ Other; please describe:

7. How do you receive most of your supplies in the winter months?
   ☐ Barge ☐ Air ☐ Other; please describe:

8. Approximately how many pounds of supplies do you ship or receive per month?
   ☐ Under 100 lbs. ☐ 100 - 300 lbs. ☐ 300 - 500 lbs. ☐ Over 500 lbs.

9. If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air? ☐ Yes ☐ No

10. How many trips per year (by air) do you make outside of Manokotak?
    ☐ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☐ More than 24

11. How many regularly scheduled (or commercial) flights per week would you like to see available for the community?
    ☐ 1 - 2 ☐ 3 - 4 ☐ More than 4

12. What is your primary concern with traveling to and from Manokotak?

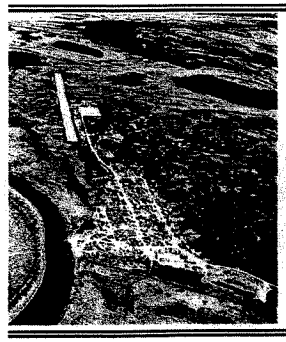
13. Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:

Please provide any additional input and comments you may have regarding this project in the space below:

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name	Brant Modrin	Phone	842-4979
Address	Box 19 Manokotak		AK 99628
E-mail	N/A		

1. **Do you feel the airport at Manokotak needs improvement?** ☒ Yes ☐ No
   If yes, please explain what improvements are needed:
   Need an extension to make it longer and wider.

2. **Please specify the reason(s) you feel improvements are needed.** ***The more specific you can be, the better.***
   whenever the wind blows pretty strong and wind facing coming from the mountain, the wind makes the airport to have cross winds. And for any airlines to have a safe landing. And need improvements with the airport lights.

3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ☒ Yes ☐ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision? ~~[illegible]~~ Safer landing + away from the mountain

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**
   Emergencies during the night, cross winds.

5. **Do you have any difficulties accessing the existing airport?** ☐ Yes ☐ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☒ Winter ☐ Break-up
   Please describe: A lot of snow and when its icing on the ~~airport~~ airstrip.

6. **How do you receive most of your supplies in the summer months?**
   ☒ Barge ☐ Air ☐ Other; please describe:

7. **How do you receive most of your supplies in the winter months?**
   ☐ Barge ☒ Air ☐ Other; please describe: maybe snow machine

8. **Approximately how many pounds of supplies do you ship or receive per month?** ?
   ☐ Under 100 lbs. ☐ 100 - 300 lbs. ☐ 300 - 500 lbs. ☐ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ☐ Yes ☐ No

10. **How many trips per year (by air) do you make outside of Manokotak?**
    ☐ 1 - 6 ☐ 7 - 12 ☒ 13 - 24 ☐ More than 24

11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ☐ 1 - 2 ☐ 3 - 4 ☒ More than 4

12. **What is your primary concern with traveling to and from Manokotak?**

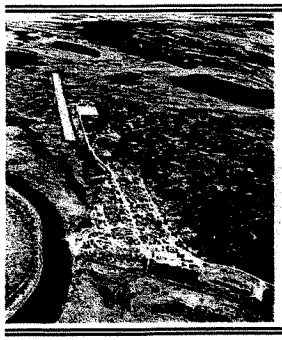
13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:**

Please provide any additional input and comments you may have regarding this project in the space below:
No comments

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel fres to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name Tommy Evan Phone 842-7189
Address Box 50 Manokotak AK 99628
E-mail tevan@bbahc.org

1. **Do you feel the airport at Manokotak needs improvement?** ☒ Yes ☐ No
   If yes, please explain what improvements are needed:
   Possibly the location due to approach procedures, width and length to accomodate larger aircraft.

2. **Please specify the reason(s) you feel improvements are needed.** ***The more specific you can be, the better.***
   Safety - Number one concern -
   There are more traffic

3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ☒ Yes ☐ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision? Further east -

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**
   Provides a quicker means of transportation especially when conditions exist that warrants only air transportation as the only means.

5. **Do you have any difficulties accessing the existing airport?** ☒ Yes ☐ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☒ Winter ☒ Break-up
   Please describe: Snow conditions -

6. **How do you receive most of your supplies in the summer months?**
   ☐ Barge ☒ Air ☐ Other; please describe: Except for big bulk

7. **How do you receive most of your supplies in the winter months?**
   ☐ Barge ☒ Air ☐ Other; please describe:

8. **Approximately how many pounds of supplies do you ship or receive per month?**
   ☐ Under 100 lbs. ☒ 100 - 300 lbs. ☐ 300 - 500 lbs. ☐ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ☒ Yes ☐ No

10. **How many trips per year (by air) do you make outside of Manokotak?**
    ☐ 1 - 6 ☒ 7 - 12 ☐ 13 - 24 ☐ More than 24

11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ☐ 1 - 2 ☐ 3 - 4 ☒ More than 4

12. **What is your primary concern with traveling to and from Manokotak?**
    Safety -

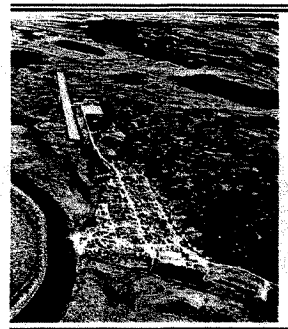
13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:**
    "None"

Please provide any additional input and comments you may have regarding this project in the space below:
I would support a ~~[illegible]~~ wider, longer airport that would be able to accomodate safely turn engine aircraft, especially as they are more flexible in adverse conditions beyond VFR

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name LOUIE ALAKAYAK Phone 907-289-1037
Address P.O. BX 27 MANOKOTAK AK 99628
E-mail

1. **Do you feel the airport at Manokotak needs improvement?** ☒ Yes ☐ No
   If yes, please explain what improvements are needed:
   widening, lengthening and put an arch system
   wide and more crown

2. **Please specify the reason(s) you feel improvements are needed.** ***The more specific you can be, the better.***
   Safety purpose

3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ☐ Yes ☒ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision?

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**
   Make the roads higher to the airport
   where snow can go over the side of
   gradel

5. **Do you have any difficulties accessing the existing airport?** ☐ Yes ☒ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☐ Winter ☐ Break-up
   Please describe:

6. **How do you receive most of your supplies in the summer months?**
   ☐ Barge ☒ Air ☐ Other; please describe:

7. **How do you receive most of your supplies in the winter months?**
   ☐ Barge ☒ Air ☐ Other; please describe:

8. **Approximately how many pounds of supplies do you ship or receive per month?**
   ☐ Under 100 lbs. ☒ 100 - 300 lbs. ☐ 300 - 500 lbs. ☐ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ☒ Yes ☐ No

10. **How many trips per year (by air) do you make outside of Manokotak?**
    ☒ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☐ More than 24

11. **How many regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ☐ 1 - 2 ☐ 3 - 4 ☒ More than 4

12. **What is your primary concern with traveling to and from Manokotak?**
    air safety / getting there & here safely

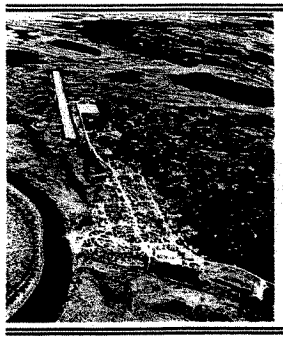
13. **Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:**
    none

Please provide any additional input and comments you may have regarding this project in the space below:

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name Michael Metrak Phone 2892003
Address PO Box 56 Manokotak 99628
E-mail

1. **Do you feel the airport at Manokotak needs improvement?** ☑ Yes ☐ No
   If yes, please explain what improvements are needed:
   longer runway and a cross strip.

2. **Please specify the reason(s) you feel improvements are needed.** ***The more specific you can be, the better.***
   larger aircrafts would ~~make~~ bring more freight to our community.

3. **If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?** ☐ Yes ☑ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision?

4. **Please describe the service the airport provides to you and how improvements would affect your life and/or business.**
   freight is the common ~~[illegible]~~ source to our community

5. **Do you have any difficulties accessing the existing airport?** ☐ Yes ☑ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☐ Winter ☐ Break-up
   Please describe:

6. **How do you receive most of your supplies in the summer months?**
   ☐ Barge ☑ Air ☐ Other; please describe: air freight

7. **How do you receive most of your supplies in the winter months?**
   ☐ Barge ☑ Air ☐ Other; please describe:

8. **Approximately how many pounds of supplies do you ship or receive per month?**
   ☐ Under 100 lbs. ☐ 100 - 300 lbs. ☑ 300 - 500 lbs. ☐ Over 500 lbs.

9. **If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air?** ☑ Yes ☐ No

10. **How many trips per year (by air) do you make outside of Manokotak?**
    ☐ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☑ More than 24

11. **How meny regularly scheduled (or commercial) flights per week would you like to see available for the community?**
    ☐ 1 - 2 ☐ 3 - 4 ☑ More than 4

12. **What is your primary concern with traveling to and from Manokotak?**
    safety

13. **Are there any areas in and aurrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:**
    aircrafts are the main travel between villages.

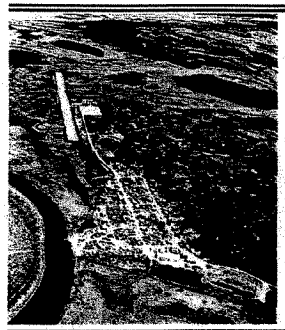
Please provide any additional input and comments you may have regarding this project in the space below:

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com

Emergency



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Manokotak. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name NELS FRANKLIN Phone 907 289 1043
Address BOX 90 MANOKOTAK, AK.
E-mail

1. Do you feel the airport at Manokotak needs improvement? ☒ Yes ☐ No
   If yes, please explain what improvements are needed:
   When THE WIND BLOWES FROM THE SOUTHEAST
   Present AIRPORT IS NOT USEABLE

2. Please specify the reason(s) you feel improvements are needed. *The more specific you can be, the better.*
   We need IKR CAPABLE RUNWAY FOR
   EMERGENCIES

3. If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable? ☒ Yes ☐ No
   If yes, would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision? LAND IS MARSHIE - SWAMPY
   AND NOT FLAT

4. Please describe the service the airport provides to you and how improvements would affect your life and/or business.
   MAIL + GROCERIES

5. Do you have any difficulties accessing the existing airport? ☐ Yes ☒ No
   If yes, during what time of year? ☐ Summer ☐ Fall ☐ Winter ☐ Break-up
   Please describe:

6. How do you receive most of your supplies in the summer months?
   ☐ Barge ☒ Air ☐ Other; please describe:

7. How do you receive most of your supplies in the winter months?
   ☐ Barge ☒ Air ☐ Other; please describe:

8. Approximately how many pounds of supplies do you ship or receive per month?
   ☐ Under 100 lbs. ☐ 100 - 300 lbs. ☐ 300 - 500 lbs. ☒ Over 500 lbs.

9. If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air? ☒ Yes ☐ No

10. How many trips per year (by air) do you make outside of Manokotak?
    ☐ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☒ More than 24

11. How many regularly scheduled (or commercial) flights per week would you like to see available for the community?
    ☐ 1 - 2 ☐ 3 - 4 ☒ More than 4

12. What is your primary concern with traveling to and from Manokotak?
    WEATHER.

13. Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:
    None

Please provide any additional input and comments you may have regarding this project in the space below:

THANK YOU FOR YOUR INPUT!

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager
PDC, Inc. Consulting Engineers
1028 Aurora Drive
Fairbanks, Alaska 99709
Phone: 907-452-1414
E-mail: RoyceConlon@fbx.pdceng.com

First Name	Last Name	Business Name	Street	City	State	Zip Code
Brian	Alexander		P.O. Box 124	Aleknagik	AK	99555-0124
Gene	Jaros		P.O. Box 165	Aleknagik	AK	99555-0165
Luki	Akelkok, Jr.		P.O. Box 1245	Dillingham	AK	99576-1245
Brett	Anderson		P.O. Box 1456	Dillingham	AK	99576-1456
Laurie	Anderson		P.O. Box 384	Dillingham	AK	99576-0384
James	Bingman		P.O. Box 82	Dillingham	AK	99576-0082
Lester	Bingman		P.O. Box 62	Dillingham	AK	99576-0062
Phillip	Bingman		P.O. Box 62	Dillingham	AK	99576-0062
Deanna	Bishop		P.O. Box 1423	Dillingham	AK	99576-1423
John	Bouker		P.O. Box 1135	Dillingham	AK	99576-1135
Jerrold	Braswell		P.O. Box 990	Dillingham	AK	99576-0990
Leon	Braswell		1947 Kanakanak Rd.	Dillingham	AK	99576
Angelo	Brito		1006 Birch Lane	Dillingham	AK	99576-1006
Manuel	Brito		1006 Birch Lane	Dillingham	AK	99576-1006
Kenneth	Brockman, Jr.		P.O. Box 147	Dillingham	AK	99576-0147
James	Browning		P.O. Box 271	Dillingham	AK	99576-0271
Robley	Carpenter		P.O. Box 701	Dillingham	AK	99576-0701
Joseph	Chythlook		P.O. Box 692	Dillingham	AK	99576-0692
William	Crow		411 Larsen Rd.	Dillingham	AK	99576-0244
Donald	Darden		P.O. Box 251	Dillingham	AK	99576-0251
Matthew	Dinon		P.O. Box 1333	Dillingham	AK	99576-1333
Casey	Dray		P.O. Box 415	Dillingham	AK	99576-0415
Terri	Elliott		6000 Kanakanak Rd. Apt 4B	Dillingham	AK	99576
Johnny	Evans		P.O. Box 781	Dillingham	AK	99576-0781
Mickey	Foster		P.O. Box 976	Dillingham	AK	99576-0976
Paul	Friis Mikkelsen		P.O. Box 276	Dillingham	AK	99576-0276
Calvin	Garner		P.O. Box 1553	Dillingham	AK	99576-1553
Charles	Gillespie		P.O. Box 1232	Dillingham	AK	99576-1232
David	Gladden		P.O. Box 833	Dillingham	AK	99576-0833
Denise	Grant		P.O. Box 71	Dillingham	AK	99576-0071
Roderick	Grant		841 Emperor Way	Dillingham	AK	99576-0071

PDC INC.
Consulting Engineers
Planning • Design • Construction

FPE Roen
Civil Structural Environmental Architectural Survey
ENGINEERS
Mark W. Fryer, PE
Ronald H. Gebhart, PE
Steven M. Thiess, PE
James R. Preasley, PE
Gary L. Rice, PE

Loftus Engineering Associates, Inc.
project management • structural engineering
James J. Loftus, PE

LAKE & HOSWELL
Consulting Electrical Engineers, Inc.
Robert B. Burnell, PE

March 15, 2002

«FIRST_NAME» «LAST_NAME»
«STREET_1»
«CITY», «STATE» «ZIP_CODE»

SUBJECT: Airport Improvement Projects – Ekwok, Manokotak, and Aleknagik

Dear «FIRST_NAME» «LAST_NAME»:

PDC, Inc. has been contracted for planning and design work for the airports serving the communities of Ekwok, Manokotak, and Aleknagik. Improvements to these airports are needed to meet aviation needs and to bring the airports up to current FAA standards.

Your input is essential to establish the facility needs and will be used to support the improvements at these airports. Please fill out this pilot survey questionnaire and either fax or mail it back to our office by April 7. If you do not fly into these airports, please write "Remove from Pilot Listing" on the first page of the questionnaire and mail it back to us. If you have any questions or would like to discuss the airport improvement projects further, feel free to call me or send an e-mail to KenRisse@fbx.pdceng.com.

Thanks for your help.

Sincerely,

PDC, Inc.

Ken Risse, P.E.
Project Engineer

File: P:\2002\F0200900\Corr\Public\PilotQuestionnaireCover.doc

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

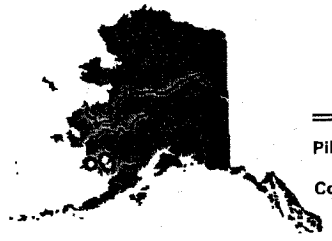
First Name	Last Name	Business Name	Street	City	State	Zipcode
Michael	Harder		1446 Derka Street	Dillingham	AK	99576
Norman	Heyano		P.O. Box 243	Dillingham	AK	99576-0243
Robert	Heyano		P.O. Box 1409	Dillingham	AK	99576-1409
Michael	Hinkes		P.O. Box 1015	Dillingham	AK	99576-1015
Brooks	Hurley		3 Highbush Dr	Dillingham	AK	99576-0034
Linda	Hurley		P.O. Box 34	Dillingham	AK	99576-0034
Gordon	Isaacs		1800 Birch Circle	Dillingham	AK	99576
Dennis	Johnson		P.O. Box 757	Dillingham	AK	99576-0757
William	Johnson		P.O. Box 984	Dillingham	AK	99576-0984
James	Kelley		P.O. Box 810	Dillingham	AK	99576-0810
John	Knutsen		P.O. Box 187	Dillingham	AK	99576-0187
George	Lester, Jr.		P.O. Box 712	Dillingham	AK	99576-0712
Warren	Libby		General Delivery	Dillingham	AK	99576-9999
Joann	Livermont		P.O. Box 866	Dillingham	AK	99576-0866
John	Ludwig		P.O. Box 375	Dillingham	AK	99576-0375
Robert	Macdonald		P.O. Box 1417	Dillingham	AK	99576-1417
Patrick	Mahoney		P.O. Box 645	Dillingham	AK	99576-0645
John	Marx		P.O. Box 1361	Dillingham	AK	99576-1361
Clint	McArthur		P.O. Box 274	Dillingham	AK	99576-0274
Michael	McCormick		P.O. Box 890	Dillingham	AK	99576-0890
Mike	Megli		P.O. Box 316	Dillingham	AK	99576-0316
Richard	Murphy		P.O. Box 732	Dillingham	AK	99576-0732
James	Nagel		P.O. Box 1102	Dillingham	AK	99576-1102
Hans	Nicholson		P.O. Box 163	Dillingham	AK	99576-0163
Benjamin	Nygren		P.O. Box 256	Dillingham	AK	99576-0256
Lloyd	O'Connor		P.O. Box 546	Dillingham	AK	99576-0546
Craig	Offre		P.O. Box 10179	Dillingham	AK	99576-9999
Danny	Pearson		531 Wood River Rd.	Dillingham	AK	99576
John	Pearson		P.O. Box 1169	Dillingham	AK	99576-1169
David	Powers		P.O. Box 324	Dillingham	AK	99576-0324
John	Riggs		P.O. Box 2866	Dillingham	AK	99576-9999

First Name	Last Name	Business Name	Street	City	State	Zipcode
Freeman	Roberts		P.O. Box 252	Dillingham	AK	99576-0252
Justin	Rodgers		P.O. Box 788	Dillingham	AK	99576-0788
Kenneth	Ruby		P.O. Box 121	Dillingham	AK	99576-0121
Thomas	Schlagel		P.O. Box 714	Dillingham	AK	99576-0714
Eric	Shade		P.O. Box 393	Dillingham	AK	99576-0393
Karen	Shelden		P.O. Box 1269	Dillingham	AK	99576-1269
Stephan	Shelden		P.O. Box 1269	Dillingham	AK	99576-1269
Stanley	Small		P.O. Box 1670	Dillingham	AK	99576-1670
Henry	Strub		P.O. Box 493	Dillingham	AK	99576-0493
Richard	Thiele		P.O. Box 12	Dillingham	AK	99576-0012
Raymond	Thorson		P.O. Box 1130	Dillingham	AK	99576-1130
Thomas	Tucker		P.O. Box 1109	Dillingham	AK	99576-1109
Matthew	Van Deventer		P.O. Box 1271	Dillingham	AK	99576-1271
Stephen	Vance, Jr.		P.O. Box 955	Dillingham	AK	99576-0955
Nick	Wahl		P.O. Box 17	Dillingham	AK	99576-0017
Annemarie	Weiland		P.O. Box 935	Dillingham	AK	99576-0935
David	Williams		P.O. Box 1397	Dillingham	AK	99576-1397
Larry	Wissbaum		P.O. Box 298	Dillingham	AK	99576-0298
James	Woolington		P.O. Box 1043	Dillingham	AK	99576-1043
Lloyd	Alakayak		P.O. Box 10	Manokotak	AK	99628-0010
John	Gamechuk, Jr.		P.O. Box 66	Manokotak	AK	99628-0066
	Manager	Air Cargo Express	P.O. Box 251	Dillingham	AK	99576
	Manager	Alaska Cargo Services	P.O. Box 251	Dillingham	AK	99576
	Manager	Alaska Fishing Adventures	1334 Bannister Dr.	Anchorage	AK	99508
	Manager	Alaska Hunting Company	P.O. Box 3408	Palmer	AK	99645
	Manager	Alaska Rainbow Adventures	P.O. Box 456	Anchor Point	AK	99556
	Manager	Alaska Rec. River Guides	525 Southway St.	Wasilla	AK	99654
	Manager	Alaska River Adventures	1831 Kuskokwim St.	Anchorage	AK	99508
	Manager	Alaska River Journeys	P.O. Box 220204	Anchorage	AK	99522
	Manager	Alaska Treks	P.O. Box 1722	Juneau	AK	99802
	Manager	Alaskan Safari & Trading	P.O. Box 3591	Seward	AK	99664

First Name	Last Name	Business Name	Street	City	State	Zip Code
	Manager	Alaskan Sojourns	P.O. Box 1410	Wasilla	AK	99654
	Manager	Arctic Circle Air Service	4111 Float Plane Dr.	Anchorage	AK	99502
	Manager	Arctic Circle Air Services, Inc.	P.O. Box 632	Dillingham	AK	99576
	Manager	Bay Air	P.O. Box 714	Dillingham	AK	99576
	Manager	Bearclaw Ventures, Inc.	1830 E. Parks Hwy., Ste. A-113, PMB #222	Wasilla	AK	99654
	Manager	Branch River Air	4540 Edinburgh Dr.	Anchorage	AK	99508
	Manager	Bristol Bay Air Service, Inc.	P.O. Box 1135	Dillingham	AK	99576
	Manager	Bryant's Hunting Adventures	P.O. Box 91335	Anchorage	AK	99509
	Manager	Crystal Creek Lodge	P.O. Box 872729	Wasilla	AK	99654
	Manager	Dream Creek Guides & Outfitters, Inc.	1317 W. Northern Lights Blvd., Suite 90	Anchorage	AK	99503
	Manager	Fox Bay Lodge	P.O. Box 13	King Salmon	AK	99613
	Manager	Fresh Water Adventures	P.O. Box 190875	Anchorage	AK	99519
	Manager	Golden Horn Lodge	P.O. Box 190748	Anchorage	AK	99519
	Manager	Grant Aviation, Inc.	P.O. Box 930	Dillingham	AK	99555
	Manager	Guide's Life Enterprises	P.O. Box 884	Kasilof	AK	99610
	Manager	High Country Experience	P.O. Box 874535	Wasilla	AK	99654
	Manager	Hurley's Lodge	P.O. Box 26	Ekwok	AK	99580-0026
	Manager	Iliamna Air Taxi	One Airport Rd.	Iliamna	AK	99606
	Manager	Katmai Adventures	5520 Lake Otis Pkwy., Suite 101	Anchorage	AK	99507
Larry	Cobb	King's Run Charters	P.O. Box 39082	Ninilchik	AK	99639
	Manager	Kuskokwim Wilderness Adventures	P.O. Box 1225	Bethel	AK	99559
	Manager	Manokotak Airways	P.O. Box 35	Dillingham	AK	99576
	Manager	Mission Lodge at Aleknagik	200 W. 34th Ave., Suite 1170	Anchorage	AK	99503
Dale	DePriest	Mission Lodge of Aleknagik	P.O. Box 165	Aleknagik	AK	99555
	Manager	Mulchatna Air	P.O. Box 990	Dillingham	AK	99576
	Manager	Northern Air Cargo	P.O. Box 251	Dillingham	AK	99576
	Manager	Pen Air	P.O. Box 1062	Dillingham	AK	99576
	Manager	Pen Air	6100 Boeing Ave.	Anchorage	AK	99502

First Name	Last Name	Business Name	Street	City	State	Zip Code
	Manager	Reel Wilderness Adventures, Inc.	P.O. Box 922	Dillingham	AK	99576
	Manager	Rough & Ready Guide Service	P.O. Box 670742	Chugiak	AK	99567
	Manager	Royal Coachman Lodge	P.O. Box 1887	Anchorage	AK	99510
Tom	Johnson	Shannon's Air Service	P.O. Box 214	Dillingham	AK	99576
	Manager	Shannon's Flying Service	P.O. Box 393	Dillingham	AK	99576
	Manager	Six Mile Air Service	P.O. Box 38	Nondalton	AK	99640
	Manager	Starflite, Inc.	P.O. Box 824	Dillingham	AK	99576
Curly	Warren	Stoney River Lodge	P.O. Box 670577	Chugiak	AK	99567
	Manager	Tikchik Airventures	P.O. Box 71	Dillingham	AK	99576
	Manager	Tikchik Narrows Lodge / Tikchik State Park Tours	P.O. Box 220248	Anchorage	AK	99522
	Manager	Tracker Guide Service	P.O. Box 110762	Anchorage	AK	99511
	Manager	Tucker Air	P.O. Box 1109	Dillingham	AK	99576
	Manager	United Parcel Service	P.O. Box 890	Dillingham	AK	99576
	Manager	Wilderness Birding Adventures	P.O. Box 103747	Anchorage	AK	99510
David	Williams	Williams Guides and Kennels	P.O. Box 53	Ekwok	AK	99580-0053
Travis	Roenfasz	Wood River Lodge	P.O. Box 1276	Dillingham	AK	99576
	Manager	Yute Air Alaska	P.O. Box 890	Dillingham	AK	99576

138



EKWOK, MANOKOTAK, & ALEKNAGIK AIRPORT IMPROVEMENT PROJECTS

Pilot Questionnaire

Pilot's Name _____ Phone # _____

Company _____ Fax # _____

E-mail _____ Date _____

☐ *Please check here if you wish your name and company affiliation to remain confidential.*

AIRCRAFT

1. How many weekly operations, by aircraft type, do you or your company have into these communities? Please list by aircraft make and model.

SUMMER

Aircraft	Ekwok	Manokotak	Aleknagik

WINTER

Aircraft	Ekwok	Manokotak	Aleknagik

2. What are your runway length requirements by aircraft type?

Aircraft	Runway Length Required

3. What are your most recent-year, reported operations per category at each of these airports?

	Ekwok	Manokotak	Aleknagik
Air Taxi			
Local GA			
Itinerant GA			
Military			

4. What are your reasons for flying to these communities? (Please check appropriate boxes and complete the following questions, based on an annual average.)

	Ekwok	Manokotak	Aleknagik
USPS Mail:	☐	☐	☐
Pounds per Month?			
Cargo Shipment:	☐	☐	☐
Pounds per Month?			
Fuel Shipment:	☐	☐	☐
Type / Pounds per Month?	/	/	/
Scheduled Passenger Service:	☐	☐	☐
# of Passengers per Month? May - September:			
October - April:			
Business:	☐	☐	☐
Type of Business?			
# of Monthly Trips?			
Travel/Recreation:	☐	☐	☐
# of Monthly Trips?			
Medivac:	☐	☐	☐
# of Operations per Year?			

5. What Non-Precision Instrument (NPI) capabilities (e.g. GPS, Capstone, etc.) do you have, if any?

_____

_____

6. What aircraft would you or your company fly to these airports if you were not limited by airport facilities?

_____

_____

_____

7. What changes would you expect to occur if these airports were expanded (freight, fuel, passengers, number of flights, etc.)?

_____

_____

_____

_____

The next sections refer to individual airports. Please complete the questionnaire for each airport and return the entire questionnaire to: Ken Risse, PDC, Inc., 1028 Aurora Dr., Fairbanks, AK 99709; or fax to (907) 457-2707.

MANOKOTAK AIRPORT

RUNWAY

(The Alaska Supplement describes the Manokotak runway as 2,740' x 75'.)

1. Do you feel the existing Manokotak Airport site is adequate for future improvements? ☐ Yes ☐ No
   Would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision? ☐ Yes ☐ No
   Please explain. _____

2. What do you estimate to be the usable runway length at Manokotak Airport? _____
   Is this length adequate? ☐ Yes ☐ No

3. What runway length should the Manokotak Airport be upgraded to? _____
   Please explain (e.g., present or future aircraft type, safety concerns, weather).

There is no wind data available for the Manokotak Airport. Your input is important for airport planning.

4. What have you observed to be the prevailing wind directions in Manokotak?
   Summer _____ Winter _____

5. Do you encounter crosswinds at Manokotak Airport? ☐ Yes ☐ No
   If yes, what is the prevailing crosswind direction?
   Summer _____ Winter _____

6. Which end of the Manokotak runway is your normal approach? _____

7. What factors is your approach most dependent upon (wind, obstructions, apron location, etc.)? Please list in order from most to least important.

8. What difficulties have you had landing at Manokotak (obstructions, crosswinds, visibility, weather, etc.)?

9. Are there any seasonal problems with the Manokotak Airport runway such as soft surface, snow drifting, ponding, etc.?

FACILITIES

10. Do you park a plane at Manokotak Airport? ☐ Yes ☐ No
    If yes, please provide the number of days per year:
    Summer _____ (days/year) Winter _____ (days/year)

11. Are there adequate parking and tie downs? ☐ Yes ☐ No
    If not, what apron improvements would you recommend?

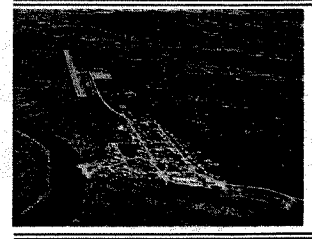
12. What is the maximum number of aircraft you have seen parked at Manokotak Airport? _____

13. Would you or your company consider leasing a lot at Manokotak to support your operations? ☐ Yes ☐ No

GENERAL CONCERNS / IMPROVEMENTS

14. What improvements would you like to see at Manokotak Airport? Please indicate order of preference with (1) as the most preferred.
    _____ Runway Length _____ Runway Width
    _____ Apron & Tie Downs _____ Aviation Support Facilities
    _____ Other (please specify) _____

Please provide any additional comments, concerns, or information in the space below.



MANOKOTAK AIRPORT
RUNWAY RESURFACING & EXTENSION
Pilot Questionnaire Response Summary

1. **How many weekly operations, by aircraft type, do you or your company have into these communities? Please list by aircraft make and model.**

Summer

Aircraft	*How Often*
Piper PA 28	3-6 times/year
C-172	1
Cessna 206, 207	
PA32 Saratoga	5+
PA31 Navajo	On Demand
CE 208 Caravan	5+
Cessna 207	

Winter

Aircraft	*How Often*
None	
C172	1
Cessna 206, 207	
PA32 Saratoga	5+
PA31 Navajo	<1
CE 208 Caravan	5+
Do not fly there on scheduled basis	

2. **What are your runway length requirements by aircraft type?**

Aircraft	*Runway Length Required*
Piper PA 28	1500'
Cessna 207, 206	>1500
C172	1200'-1500'
	3300' is great
PA32	2000' (Assuming good Rwy condition & suitable wind conditions)
PA31	2000' (Assuming good Rwy condition & suitable wind conditions)
CE 208	2000' (Assuming good Rwy condition & suitable wind conditions)

3. **What are your most recent-year, reported operations per category at each of these airports?**

Air Taxi	None
	12/month
	(checked without operations reported)
Local GA	None
	4
Itinerant GA	None
Military	None
Other: Charter	Daily – 5/6 3/Day Avg.

4. **What are your reasons for flying to these communities? (Please check appropriate boxes and complete the following questions, based on an annual average.)**

USPS Mail:
Pounds per Month? NO (2)
12,000

Cargo Shipment:
Pounds per Month? 14,000/Month + 500/day
8,000

Fuel Shipment:
Type / Pounds per Month? N/A (2)

Scheduled Passenger Service:
# of Passengers per Month? No
May - September: 400
October - April: 300

Business:
Type of Business? Construction
# of Monthly Trips? 1-2

Travel/Recreation:
# of Monthly Trips? 1-2
4

Medevac:
# of Operations per Year? 3/YR
<15

5. **What Non-Precision Instrument (NPI) capabilities (e.g. GPS, Capstone, etc.) do you have, if any?**
None
GPS (2)
NDB only.
Capstone
Localizer/VDR/ADF/GPS & Limited Capstone

6. **What aircraft would you or your company fly to these airports if you were not limited by airport facilities?**
Same
Stay with these; Longer would be fine for twins; Medivacs – Straight to Anch.
Same planes; May be Navajo
PA32 Saratoga
PA31 Navajo
CE 208 Caravan

7. **What changes would you expect to occur if these airports were expanded (freight, fuel, passengers, number of flights, etc.)?**
OK
NO CHANGE ~ UNLESS SOME UNSEEN Economic change transpires which puts substantially greater Income in the hands of the Village Residents, I would Expect their travel/Mail/Freight NEEDS to REMAIN the SAME AS present through past 15 years. Adjusted up or Down For population adjustments.

RUNWAY

(The Alaska Supplement describes the Manokotak runway as 2,740' x 75'.)

1. **Do you feel the existing Manokotak Airport site is adequate for future improvements?**
   Yes (4)

   Would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision?
   Yes (2) Undecided (1)

   Please explain.
   - If move the airport will cross runway? Biggest problem w/east wind
   - Current Rwy is ADVersely influenced by NE & SE Wind Due to Nearby Higher terrain. 5 East Location is more out in open away from terrain

2. **What do you estimate to be the usable runway length at Manokotak Airport?**
   - 2500
   - 2700

   Is this length adequate?
   Yes (3) Yes, Most of the time (1)

3. **What runway length should the Manokotak Airport be upgraded to?**
   - 3200'
   - 3500'

   Please explain (e.g., present or future aircraft type, safety concerns, weather).
   - SAFETY CONCERNS Take off & Landing.

There is no wind data available for the Manokotak Airport. Your input is important for airport planning.

4. **What have you observed to be the prevailing wind directions in Manokotak?**

   Summer
   - Same
   - Southeast to North East
   - ENE & SE

   Winter
   - Hard winds East, NE
   - Same
   - ENE & SE

5. **Do you encounter crosswinds at Manokotak Airport?**
   Yes (3)

   If yes, what is the prevailing crosswind direction?

   Summer
   - East
   - Easterly

   Winter
   - North to West
   - Easterly

6. **Which end of the Manokotak runway is your normal approach?**
   - 1 (from south) if calm 50/50
   - either
   - South eND Preferrably

7. **What factors is your approach most dependent upon (wind, obstructions, apron location, etc.)? Please list in order from most to least important.**
   - wind
   - Wind, Apron.
   - RWY slope & Apron Location

8. **What difficulties have you had landing at Manokotak (obstructions, crosswinds, visibility, weather, etc.)?**
   - Squirly wind E ward
   - Mostly weather
   - MUD ICE Crosswinds

9. **Are there any seasonal problems with the Manokotak Airport runway such as soft surface, snow drifting, ponding, etc.?**
   - A little soft on S end spring 200' from threshold needs crown
   - Yes, all of above – Worst is the soft surface, rough.
   - Spring Break MUD / drifting SNOW SNOW Berms / STANDing WATER South half.

FACILITIES

10. **Do you park a plane at Manokotak Airport?**
    Yes (1) No (3)

    If yes, please provide the number of days per year:

Summer	*Winter*
1-3 days	1-3 days

11. Are there adequate parking and tie downs?

Yes (2)

If not, what apron improvements would you recommend?

- - Used to have 3 – 4 –
- Just maintain what they have already.
- Current Apron is FiNE

12. What is the maximum number of aircraft you have seen parked at Manokotak Airport?

- 3 – When school built
- 5
- 6

13. Would you or your company consider leasing a lot at Manokotak to support your operations?

No (4)

GENERAL CONCERNS / IMPROVEMENTS

14. What improvements would you like to see at Manokotak Airport? Please indicate order of preference with (1) as the most preferred.

Runway Length	**Runway Width**
1 (2)	2 (1)
OK	3 (1)
	Touch Wider
Apron & Tie Downs	**Aviation Support Facilities**
3 (1)	4 (1)

Other (please specify)

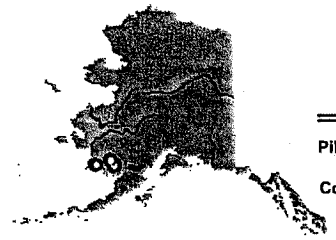
1 (2) - Wider ramp to apron

2 (1) - INSTALL telephone at Airport

X (only improvement checked) - Better surface maintenance

Please provide any additional comments, concerns, or information in the space below.

(No additional comments noted.)



EKWOK, MANOKOTAK, & ALEKNAGIK AIRPORT IMPROVEMENT PROJECTS

Pilot Questionnaire

Pilot's Name LUKE KHELROK Phone # 907-842-3928

Company SHAMMONS AIR TAXI Fax #

E-mail Date 7-12-02

☐ *Please check here if you wish your name and company affiliation to remain confidential.*

AIRCRAFT -3928

1. How many weekly operations, by aircraft type, do you or your company have into these communities? Please list by aircraft make and model.

SUMMER

Aircraft	Ekwok	Manokotak	Aleknagik
CESSNA 6			
~~[illegible]~~			
207			
DC3 CARGO	PENN ANCHORAGE PRIMARY CARGO		

WINTER

Aircraft	Ekwok	Manokotak	Aleknagik

2. What are your runway length requirements by aircraft type?

Aircraft	Runway Length Required
3300' IS GREAT	

3. What are your most recent-year, reported operations per category at each of these airports?

	Ekwok	Manokotak	Aleknagik
Air Taxi	5-7 /day	12 /MONTH BRISTOL BAY AIR -207	
Local GA			
Itinerant GA			
Military			

4. What are your reasons for flying to these communities? (Please check appropriate boxes and complete the following questions, based on an annual average.)

	Ekwok	Manokotak	Aleknagik
USPS Mail: NO	☐	☐	☐
Pounds per Month?			
Cargo Shipment:	☐	☐	☐
Pounds per Month?			
Fuel Shipment:	☐	☐	☐
Type / Pounds per Month?	/	/	/
Scheduled Passenger Service:	☐	☐	☐
# of Passengers per Month? May - September:	12/DAY		
October - April:	12/DAY		
Business:	☐	☐	☐
Type of Business?			
# of Monthly Trips?			
Travel/Recreation:	☐	☐	☐
# of Monthly Trips?			
Medivac: PENN AIR	☐	☐	☐
# of Operations per Year?			

5. What Non-Precision Instrument (NPI) capabilities (e.g. GPS, Capstone, etc.) do you have, if any?

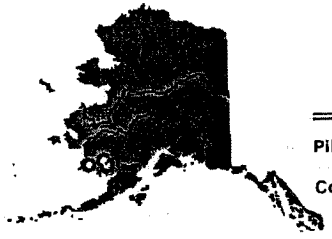
GPS, CAPSTONE 207

6. What aircraft would you or your company fly to these airports if you were not limited by airport facilities?

SAME PLANES MAY BE NAVAJO

7. What changes would you expect to occur if these airports were expanded (freight, fuel, passengers, number of flights, etc.)?

The next sections refer to individual airports. Please complete the questionnaire for each airport and return the entire questionnaire to: Ken Risse, PDC, Inc., 1028 Aurora Dr., Fairbanks, AK 99709; or fax to (907) 457-2707.



EKWOK, MANOKOTAK, & ALEKNAGIK AIRPORT IMPROVEMENT PROJECTS
Pilot Questionnaire

Pilot's Name _____ Phone # _____

Company PEN AIR Fax # _____

E-mail _____ Date _____

☐ *Please check here if you wish your name and company affiliation to remain confidential.*

AIRCRAFT

1. How many weekly operations, by aircraft type, do you or your company have into these communities? Please list by aircraft make and model.

SUMMER

Aircraft	Ekwok	Manokotak	Aleknagik
PA 32 SARATOGA	5+	5+	2
PA 31 NAVAJO	ON DEMAND	ON DEMAND	0
CE 208 CARAVAN	5+	5+	2

WINTER

Aircraft	Ekwok	Manokotak	Aleknagik
PA32 SARATOGA	5+	5+	2
PA31 NAVAJO	<1	<1	0
CE208 CARAVAN	5+	5+	2

2. What are your runway length requirements by aircraft type? MAX GROSS WEIGHT OPERATIONS

Aircraft	Runway Length Required
PA32	2000'
PA31	2000'
CE208	2000'
	(Assuming good dry condition & suitable wind conditions)

3. What are your most recent-year, reported operations per category at each of these airports?

	Ekwok	Manokotak	Aleknagik
Air Taxi	X	X	X
Local GA			
Itinerant GA			
Military			

RECEIVED APR - 3

4. What are your reasons for flying to these communities? (Please check appropriate boxes and complete the following questions, based on an annual average.)

	Ekwok	Manokotak	Aleknagik
USPS Mail:	☐	☐	☐
Pounds per Month?	8000	12000	2000
Cargo Shipment:	☐	☐	☐
Pounds per Month?	5000	8000	1800
Fuel Shipment:	☐	☐	☐
Type / Pounds per Month?	N/A	N/A	N/A
Scheduled Passenger Service:	☐	☐	☐
# of Passengers per Month? May - September:	200	400	50
October - April:	100	300	20
Business:	☐	☐	☐
Type of Business?			
# of Monthly Trips?			
Travel/Recreation:	☐	☐	☐
# of Monthly Trips?			
Medivac:	☐	☐	☐
# of Operations per Year?	<10	<15	<5

5. What Non-Precision Instrument (NPI) capabilities (e.g. GPS, Capstone, etc.) do you have, if any?
LOCALIZER / VOR / ADF / GPS & Limited CAPSTONE

6. What aircraft would you or your company fly to these airports if you were not limited by airport facilities?
SAME AIRCRAFT AS LISTED in QUESTION #1.

7. What changes would you expect to occur if these airports were expanded (freight, fuel, passengers, number of flights, etc.)?
NO CHANGE ~ UNLESS SOME UNSEEN ECONOMIC CHANGE TRANSPIRES WHICH puts substantially GREATER INCOME IN the hands of the Village Residents, I would EXPECT their travel/mail/FREIGHT NEEDS to REMAIN the SAME AS PRESENT THROUGH PAST 15 YEARS. Adjusted up or Down for population adjustments.

The next sections refer to individual airports. Please complete the questionnaire for each airport and return the entire questionnaire to: Ken Risse, PDC, Inc., 1028 Aurora Dr., Fairbanks, AK 99709; or fax to (907) 457-2707.

MANOKOTAK AIRPORT

RUNWAY

(The Alaska Supplement describes the Manokotak runway as 2,740' x 75'.)

1. Do you feel the existing Manokotak Airport site is adequate for future improvements? ☒ Yes ☐ No
   Would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision? ☒ Yes ☐ No
   Please explain. Current Rwy is adversely influenced by NE & SE wind due to nearby higher terrain. 5 East location is more out in open away from terrain

2. What do you estimate to be the usable runway length at Manokotak Airport? 2700
   Is this length adequate? ☒ Yes ☐ No — most of the time

3. What runway length should the Manokotak Airport be upgraded to? 3500'
   Please explain (e.g., present or future aircraft type, safety concerns, weather).
   Safety concerns Take off & Landing.

There is no wind data available for the Manokotak Airport. Your input is important for airport planning.

4. What have you observed to be the prevailing wind directions in Manokotak?
   Summer ENE & SE Winter ENE & SE

5. Do you encounter crosswinds at Manokotak Airport? ☒ Yes ☐ No
   If yes, what is the prevailing crosswind direction?
   Summer Easterly Winter Easterly

6. Which end of the Manokotak runway is your normal approach? South end Preferably

7. What factors is your approach most dependent upon (wind, obstructions, apron location, etc.)? Please list in order from most to least important.
   Rwy slope & Apron Location

8. What difficulties have you had landing at Manokotak (obstructions, crosswinds, visibility, weather, etc.)?
   Mud Ice Crosswinds

9. Are there any seasonal problems with the Manokotak Airport runway such as soft surface, snow drifting, ponding, etc.?
   Spring Break Mud / drifting Snow Snow Berms / Standing Water South half.

FACILITIES

10. Do you park a plane at Manokotak Airport? ☐ Yes ☒ No
    If yes, please provide the number of days per year:
    Summer _____ (days/year) Winter _____ (days/year)

11. Are there adequate parking and tie downs? ☒ Yes ☐ No
    If not, what apron improvements would you recommend?
    Current Apron is Fine

12. What is the maximum number of aircraft you have seen parked at Manokotak Airport? 4

13. Would you or your company consider leasing a lot at Manokotak to support your operations? ☐ Yes ☒ No

GENERAL CONCERNS / IMPROVEMENTS

14. What improvements would you like to see at Manokotak Airport? Please indicate order of preference with (1) as the most preferred.
    1 Runway Length
    3 Runway Width
    ___ Apron & Tie Downs
    ___ Aviation Support Facilities
    2 Other (please specify) Install Telephone at Airport

Please provide any additional comments, concerns, or information in the space below.

EKWOK, MANOKOTAK, & ALEKNAGIK AIRPORT IMPROVEMENT PROJECTS

Pilot Questionnaire

Pilot's Name Gorden Isaacs Phone # 907-842-5366

Company _____ Fax # 907-842-5938

E-mail Isaacsne@nushtel.com Date 4-10-01

☐ *Please check here if you wish your name and company affiliation to remain confidential.*

AIRCRAFT

1. How many weekly operations, by aircraft type, do you or your company have into these communities? Please list by aircraft make and model.

SUMMER

Aircraft	Ekwok	Manokotak	Aleknagik
Piper PA 28	3-6 times/year	3-6 times/year	6-12 times/year

WINTER

Aircraft	Ekwok	Manokotak	Aleknagik
None			

2. What are your runway length requirements by aircraft type?

Aircraft	Runway Length Required
Piper PA 28	1500'

3. What are your most recent-year, reported operations per category at each of these airports?

	Ekwok	Manokotak	Aleknagik
Air Taxi			
Local GA	NONE		
Itinerant GA			
Military			

4. What are your reasons for flying to these communities? (Please check appropriate boxes and complete the following questions, based on an annual average.)

	Ekwok	Manokotak	Aleknagik
USPS Mail:	☐	☐	☐
Pounds per Month?			
Cargo Shipment:	☐	☐	☐
Pounds per Month?			
Fuel Shipment:	☐	☐	☐
Type / Pounds per Month?	/	/	/
Scheduled Passenger Service:	☐	☐	☐
# of Passengers per Month? May - September:			
October - April:			
Business:	☒	☒	☒
Type of Business?	Construction		
# of Monthly Trips?	1-2	1-2	1-2
Travel/Recreation:	☒	☒	☒
# of Monthly Trips?	1-2	1-2	1-2
Medivac:	☐	☐	☐
# of Operations per Year?			

5. What Non-Precision Instrument (NPI) capabilities (e.g. GPS, Capstone, etc.) do you have, if any?

None

6. What aircraft would you or your company fly to these airports if you were not limited by airport facilities?

Same

7. What changes would you expect to occur if these airports were expanded (freight, fuel, passengers, number of flights, etc.)?

OK

The next sections refer to individual airports. Please complete the questionnaire for each airport and return the entire questionnaire to: Ken Risse, PDC, Inc., 1028 Aurora Dr., Fairbanks, AK 99709; or fax to (907) 457-2707.

MANOKOTAK AIRPORT

RUNWAY

(The Alaska Supplement describes the Manokotak runway as 2,740' x 75'.)

1. Do you feel the existing Manokotak Airport site is adequate for future improvements? ☒ Yes ☐ No
   Would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision? ☒ Yes ☐ No
   Please explain. _____

2. What do you estimate to be the usable runway length at Manokotak Airport? _____
   Is this length adequate? ☐ Yes ☐ No

3. What runway length should the Manokotak Airport be upgraded to? _____
   Please explain (e.g., present or future aircraft type, safety concerns, weather). _____

There is no wind data available for the Manokotak Airport. Your input is important for airport planning.

4. What have you observed to be the prevailing wind directions in Manokotak?
   Summer _____ Winter _____

5. Do you encounter crosswinds at Manokotak Airport? ☐ Yes ☐ No
   If yes, what is the prevailing crosswind direction?
   Summer _____ Winter _____

6. Which end of the Manokotak runway is your normal approach? _____

7. What factors is your approach most dependent upon (wind, obstructions, apron location, etc.)? Please list in order from most to least important. _____

8. What difficulties have you had landing at Manokotak (obstructions, crosswinds, visibility, weather, etc.)? _____

9. Are there any seasonal problems with the Manokotak Airport runway such as soft surface, snow drifting, ponding, etc.? _____

FACILITIES

10. Do you park a plane at Manokotak Airport? ☐ Yes ☒ No
    If yes, please provide the number of days per year:
    Summer _____ (days/year) Winter _____ (days/year)

11. Are there adequate parking and tie downs? ☐ Yes ☐ No
    If not, what apron improvements would you recommend? _____

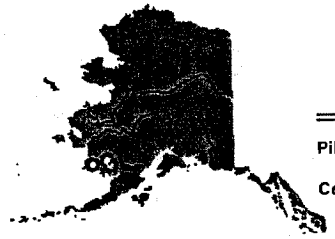
12. What is the maximum number of aircraft you have seen parked at Manokotak Airport? _____

13. Would you or your company consider leasing a lot at Manokotak to support your operations? ☐ Yes ☒ No

GENERAL CONCERNS / IMPROVEMENTS

14. What improvements would you like to see at Manokotak Airport? Please indicate order of preference with (1) as the most preferred.
    - 1 Runway Length
    - 2 Runway Width
    - 3 Apron & Tie Downs
    - 4 Aviation Support Facilities
    - ____ Other (please specify) _____

Please provide any additional comments, concerns, or information in the space below.



EKWOK, MANOKOTAK, & ALEKNAGIK AIRPORT IMPROVEMENT PROJECTS

Pilot Questionnaire

Pilot's Name Kenneth Brockman Phone # 907 842 4408

Company N/A Fax # —

E-mail brockman@nu[illegible]l.com Date 3-23-02

☐ *Please check here if you wish your name and company affiliation to remain confidential.*

AIRCRAFT

1. How many weekly operations, by aircraft type, do you or your company have into these communities? Please list by aircraft make and model.

SUMMER

Aircraft	Ekwok	Manokotak	Aleknagik
C-172	1	1	3

WINTER

Aircraft	Ekwok	Manokotak	Aleknagik
C 172	1	1	1

2. What are your runway length requirements by aircraft type?

Aircraft	Runway Length Required
C 172	1200'-1500'

3. What are your most recent-year, reported operations per category at each of these airports?

	Ekwok	Manokotak	Aleknagik
Air Taxi			
Local GA	6	4	15
Itinerant GA			
Military			

4. What are your reasons for flying to these communities? (Please check appropriate boxes and complete the following questions, based on an annual average.)

	Ekwok	Manokotak	Aleknagik
USPS Mail:	☐	☐	☐
Pounds per Month?			
Cargo Shipment:	☐	☐	☐
Pounds per Month?			
Fuel Shipment:	☐	☐	☐
Type / Pounds per Month?	/	/	/
Scheduled Passenger Service:	☐	☐	☐
# of Passengers per Month? May - September:			
October - April:			
Business:	☐	☐	☐
Type of Business?			
# of Monthly Trips?			
Travel/Recreation:	☒	☒	☒
# of Monthly Trips?	4	4	6
Medivac:	☐	☐	☐
# of Operations per Year?			

5. What Non-Precision Instrument (NPI) capabilities (e.g. GPS, Capstone, etc.) do you have, if any?

NDB only.

6. What aircraft would you or your company fly to these airports if you were not limited by airport facilities?

—

7. What changes would you expect to occur if these airports were expanded (freight, fuel, passengers, number of flights, etc.)?

—

The next sections refer to individual airports. Please complete the questionnaire for each airport and return the entire questionnaire to: Ken Risse, PDC, Inc., 1028 Aurora Dr., Fairbanks, AK 99709; or fax to (907) 457-2707.

MANOKOTAK AIRPORT

RUNWAY

(The Alaska Supplement describes the Manokotak runway as 2,740' x 75'.)

1. Do you feel the existing Manokotak Airport site is adequate for future improvements? ☒ Yes ☐ No
   Would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision? ☐ Yes ☐ No undecided
   Please explain. _____

2. What do you estimate to be the usable runway length at Manokotak Airport? 2500
   Is this length adequate? ☒ Yes ☐ No

3. What runway length should the Manokotak Airport be upgraded to? _____
   Please explain (e.g., present or future aircraft type, safety concerns, weather).

There is no wind data available for the Manokotak Airport. Your input is important for airport planning.

4. What have you observed to be the prevailing wind directions in Manokotak?
   Summer southeast to North East Winter same

5. Do you encounter crosswinds at Manokotak Airport? ☒ Yes ☐ No
   If yes, what is the prevailing crosswind direction?
   Summer East Winter North to west

6. Which end of the Manokotak runway is your normal approach? either

7. What factors is your approach most dependent upon (wind, obstructions, apron location, etc.)? Please list in order from most to least important.
   Wind, Apron.

8. What difficulties have you had landing at Manokotak (obstructions, crosswinds, visibility, weather, etc.)?
   Mostly weather

9. Are there any seasonal problems with the Manokotak Airport runway such as soft surface, snow drifting, ponding, etc.?
   Yes, all of above - Worst is the soft surface, rough.

FACILITIES

10. Do you park a plane at Manokotak Airport? ☒ Yes ☐ No
    If yes, please provide the number of days per year:
    Summer 1-3 (days/year) Winter 1-3 (days/year)

11. Are there adequate parking and tie downs? ☒ Yes ☐ No
    If not, what apron improvements would you recommend?
    Just maintain what they have already.

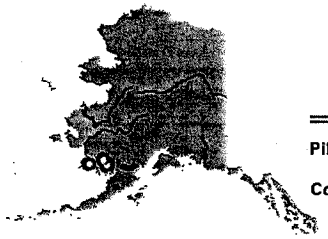
12. What is the maximum number of aircraft you have seen parked at Manokotak Airport? 5

13. Would you or your company consider leasing a lot at Manokotak to support your operations? ☐ Yes ☒ No

GENERAL CONCERNS / IMPROVEMENTS

14. What improvements would you like to see at Manokotak Airport? Please indicate order of preference with (1) as the most preferred.
    _____ Runway Length _____ Runway Width
    _____ Apron & Tie Downs _____ Aviation Support Facilities
    X Other (please specify) Better surface maintenance.

Please provide any additional comments, concerns, or information in the space below.



EKWOK, MANOKOTAK, & ALEKNAGIK AIRPORT IMPROVEMENT PROJECTS

Pilot Questionnaire

Pilot's Name LEON BRAUNER Phone # 842-4500 HOME 842-5677

Company Mulchatna Air Fax #

E-mail Date

☐ *Please check here if you wish your name and company affiliation to remain confidential.*

AIRCRAFT

1. How many weekly operations, by aircraft type, do you or your company have into these communities? Please list by aircraft make and model.

SUMMER

Aircraft	Ekwok	Manokotak	Aleknagik
	207, 206	"	"

WINTER

Aircraft	Ekwok	Manokotak	Aleknagik
	207, 206		

2. What are your runway length requirements by aircraft type?

Aircraft	Runway Length Required
207	1500
206	

3. What are your most recent-year, reported operations per category at each of these airports?

	Ekwok	Manokotak	Aleknagik
Air Taxi			
Local GA			
Itinerant GA			
Military			
CHARTER	DAILY - 5/6 3/DAY AVG.	SAME	NOT OFTEN 1/MONTH

4. What are your reasons for flying to these communities? (Please check appropriate boxes and complete the following questions, based on an annual average.)

	Ekwok	Manokotak	Aleknagik
USPS Mail:	☐	☐	☐
Pounds per Month?	NO	NO	NO
Cargo Shipment:	☐	☐	☐
Pounds per Month?	14,000/MONTH	SAME	HARDLY EVER
Fuel Shipment:	+ 500/DAY ☐	☐	☐
Type / Pounds per Month?	NO 1	1	1
Scheduled Passenger Service:	NO ☐	NO ☐	NO ☐
# of Passengers per Month? May - September:			
October - April:			
Business:	☐	☐	☐
Type of Business?			
# of Monthly Trips?			
Travel/Recreation:	☐	☐	☐
# of Monthly Trips?			
Medivac: 10/YR	☐	☐	☐
# of Operations per Year?	3	3/YR	—

5. What Non-Precision Instrument (NPI) capabilities (e.g. GPS, Capstone, etc.) do you have, if any?

YES GPS

6. What aircraft would you or your company fly to these airports if you were not limited by airport facilities?

STAY WITH THESE
LONGER WOULD BE FINE
FOR TWINS
MEDIVACS — STRAIGHT TO ANCH

7. What changes would you expect to occur if these airports were expanded (freight, fuel, passengers, number of flights, etc.)?

— EKWOK MANAGEMENT TO GET
FUEL DC3
WILL RUN OUT OF AVIATOR
FOR BARGE

The next sections refer to individual airports. Please complete the questionnaire for each airport and return the entire questionnaire to: Ken Risse, PDC, Inc., 1028 Aurora Dr., Fairbanks, AK 99709; or fax to (907) 457-2707.

MANOKOTAK AIRPORT

RUNWAY

(The Alaska Supplement describes the Manokotak runway as 2,740' x 75'.)

1. Do you feel the existing Manokotak Airport site is adequate for future improvements? ☒ Yes ☐ No
   Would you favor relocation to a new site approximately 5 miles east of Manokotak, near the new school and housing subdivision? ☐ Yes ☐ No
   Please explain. IF MOVE THE AIRPORT. WILL CROSS RUNWAY! BIGGEST PROBLEM W/EAST WIND

2. What do you estimate to be the usable runway length at Manokotak Airport? _____
   Is this length adequate? ☒ Yes ☐ No

3. What runway length should the Manokotak Airport be upgraded to? 3100'
   Please explain (e.g., present or future aircraft type, safety concerns, weather).

There is no wind data available for the Manokotak Airport. Your input is important for airport planning.

4. What have you observed to be the prevailing wind directions in Manokotak? HARD WINDS
   Summer SAME Winter EAST, NE

5. Do you encounter crosswinds at Manokotak Airport? ☒ Yes ☐ No
   If yes, what is the prevailing crosswind direction?
   Summer _____ Winter _____

6. Which end of the Manokotak runway is your normal approach? (D) OF CALM 50/50

7. What factors is your approach most dependent upon (wind, obstructions, apron location, etc.)? Please list in order from most to least important.
   WIND

8. What difficulties have you had landing at Manokotak (obstructions, crosswinds, visibility, weather, etc.)?
   SQUIRLY WIND E & WINDS

9. Are there any seasonal problems with the Manokotak Airport runway such as soft surface, snow drifting, ponding, etc.?
   A LITTE SOFT ON S END SINK 200' FROM THRESH NEEDS CROWN

FACILITIES

10. Do you park a plane at Manokotak Airport? ☐ Yes ☒ No
    If yes, please provide the number of days per year:
    Summer _____ (days/year) Winter _____ (days/year)

11. Are there adequate parking and tie downs? ☐ Yes ☐ No — USED TO HAVE 3-4
    If not, what apron improvements would you recommend?

12. What is the maximum number of aircraft you have seen parked at Manokotak Airport? 3 - WHEN SCHOOL BUILT

13. Would you or your company consider leasing a lot at Manokotak to support your operations? ☐ Yes ☒ No

GENERAL CONCERNS / IMPROVEMENTS

14. What improvements would you like to see at Manokotak Airport? Please indicate order of preference with (1) as the most preferred.
    - ____ Runway Length OK
    - ____ Runway Width TOUCH WIDER
    - ____ Apron & Tie Downs
    - ____ Aviation Support Facilities
    - (1) Other (please specify) WINTER RAMP TO APRON

Please provide any additional comments, concerns, or information in the space below.

Telephone Log ◆

Monday, December 6, 2004 09:45 am **Entry by Steve Becker**

Called Marcia Heer with COE Regulatory. Marcia reviewed the figures that I emailed, and we discussed the changes to the project to avoid wetland impacts. Marcia stated that they would need a letter stating our avoidance measures, with copies of the new graphics (in color), in order to issue a revised JD / no permit required letter for the project. This letter could be received in conjunction with the EA transmittal, or could come under separate cover.

Friday, December 3, 2004 02:20 pm **Entry by Steve Becker**

Called Mary Leykom, COE Regulatory, to discuss the design changes to avoid wetland impacts. I sent an email with the new figures. Mary complimented the work to avoid wetlands; however she has transferred sections and is no longer working on the project. The new COE Project Manager is Marcia Heer. Marcia is out of the office today. Mary will forward the email with my figures to her, and I will call again on Monday.

Friday, December 3, 2004 01:57 pm **Entry by Shawna Laderach**

Barry Benko, ADOT&PF Material Section, called from Manokotak. Barry said there is no problem with avoiding Wetland #3 during material extraction from the Weary River Road material site. He said the remaining area is sufficient for the project and they wanted to expand the pit in the other direction (away from the Wetland) anyway. He also said that our survey crew did a good job out there.

Monday, August 30, 2004 04:25 pm **Entry by Kathryn Knorr**

Ken and I called Carl Siebe, ADOT&PF, about the apron location. We sent him an email with an attached graphic showing the R3 Alternative from the March 2004 Scoping Report as well as an apron located at the far north end at R/W station 139+00 (same side of runway). Carl still preferred to locate the apron all the way at one end to provide full use of the runway to pilots. He also said that the SREB location should be located from maintenance input.

Monday, August 30, 2004 04:15 pm **Entry by Kathryn Knorr**

Ken and I called Barry Benko, DOT&PF Materials, and discussed two apron locations: 1) the apron shown in the Scoping Report (March 2004) and 2) an apron shown at the north end at R/W station 139+00 (same side of runway). Barry said that he thought the ground was fairly uniform along the runway and thought that both locations would have similar ground. He also said that he liked the north apron location because it shortened the road and pulled it east of the wetlands the R3 alternative road goes through shown in the Scoping Report. Ken asked Barry about the all fill recommendation for the runway and Barry thought that was to ensure a uniform settlement since there is no permafrost in the area but wanted to verify this with the geotech, David Hemstreet.

Monday, June 14, 2004 09:53 am **Entry by Shawna Laderach**

Contacted Ken Monroe of ADEC, Solid Waste, 451-2134. The Manokotak landfill is not permitted.

Monday, June 14, 2004 09:45 am Entry by Shawna Laderach

Voicemail from Marie Steele of VSW, 269-7604. Returned her call. She does not know if the current landfill is permitted. Suggested I call DEC Solid Waste. It is beyond capacity. They are willing to work with us to provide a new landfill to receive the waste.

Thursday, June 10, 2004 02:00 pm Entry by Shawna Laderach

Attempted to contact Marie Steele of VSW, 269-7604, to find out if the landfill is permitted and has the capacity to receive the waste from the airport project. Left voicemail message.

Thursday, April 29, 2004 09:45 am Entry by Steve Becker

Attempted to reply to 4/21/04 call to DOT from Bob Lloyd of BLM, 267-1214, to verify his statement that there is no letter on file transferring the management of the 17(b) easement to the U.S. Fish and Wildlife Service. Called and left messages on voice mail on 4/21, 4/26, and 4/29. No return call was received.

Wednesday, April 7, 2004 11:40 am Entry by Shawna Laderach

Kathy Johnson left a voicemail message at 11:26 for Win Menefee. Telephone call to Kathy, at ADNR, 269-8400. According to Kathy no permits are needed because:

- The state does not own any land in the township-range of project
- The material sources are privately owned
- Construction specifications include the necessary language for the contractor to submit a mining reclamation plan (specification section 60-02)
- The barge landing requires no dredge or fill activity and nothing would be stored on the shore

The contractor would need to apply for a temporary water use permit if he plans to withdraw fresh water from a stream or lake.

Wednesday, April 7, 2004 11:15 am Entry by Shawna Laderach

Telephone call to Lena at City of Manokotak, 289-1027. I spoke with the clerk, Laura; she said that the vote was conducted by the City.

Wednesday, April 7, 2004 11:00 am Entry by Shawna Laderach

Telephone call to Win Menefee, at ADNR, 269-8501. Left message re: Coastal Project Questionnaire.

Wednesday, April 5, 2004 1:30 pm Entry by Shawna Laderach

Telephone call to Lena, at City of Manokotak, 289-1027. She said that she still did not know who conducted the vote. She will have the mayor call me back.

Wednesday, March 25, 2004 3:14 pm Entry by Shawna Laderach

Telephone call to Tommy Evon, 289-2068. Tommy believes the vote was conducted by the City. He did circulate a petition and will fax it to me.

Wednesday, March 25, 2004 3:09 pm Entry by Shawna Laderach

Telephone call to Lena, at City of Manokotak, 289-1027. She just took over for Edward Nick two days ago and does not know who conducted the vote for the airport location. She said everyone is out of town and they are having a special meeting on the 4th. She will have someone call me when they are back from traveling.

Wednesday, March 25, 2004 2:53 pm Entry by Shawna Laderach

Telephone call to Sebrina Savo, at BBNA, 842-5257 X 332. She will fax the native allotment owners' addresses to me.

Wednesday, March 25, 2004 11:40 am Entry by Shawna Laderach

Return telephone call from Dave Mierzejewski, at USACE, 753-2670. He said the information on the website is up to date and all the corps can say at this time is there is no known flooding in Manokotak.

Wednesday, March 25, 2004 9:12 am Entry by Shawna Laderach

Telephone call to Harlan Legare, at USACE, 753-2610 and left a message on the voicemail of his secretary, Virginia.

Wednesday, March 24, 2004 4:34 pm Entry by Shawna Laderach

Telephone call to Harlan Legare, at USACE, 753-2610 to find out if there is any more floodplain information than what is on the web. Left a message on his voicemail to call me.

Wednesday, March 24, 2004 4:34 pm Entry by Shawna Laderach

Telephone call to Allen Backford and spoke with Jason, at BBNA, 842-5257, X 315 to find out the addresses of the Native Allotment owners near Alternative R3. He said he would have someone call me.

Thursday, February 12, 2004 2:50 pm Entry by Shawna Laderach

Telephone call from Don Baxter, ADOT&PF, 269-0610; Steve and I were on conference call with him. Don got a call from Nick and thought the Village Council was in the background. They were very upset with Don; they felt misled by him. They understood him to say the preferred alternative decision was theirs. Don apologized to the village. He did not recall saying that; although he does remember saying that their opinion was an "important consideration." The village did not indicated what they were going to do they did not want another meeting if ADOT&PF was going to do whatever they wanted to anyway.

Thursday, February 12, 2004 **Entry by Shawna Laderach**

Telephone call from Don Baxter, ADOT&PF, 269-0610; Steve and I were on conference call with him. He said the results of the "vote" in Manokotak were: 84 votes for E1 and 80 votes for R3. Because there are only 154 registered voters in Manokotak it is thought that some visitors from out of town voted. The village wanted to know what ADOT&PF wanted from them. Don wanted to get our opinion on his decision to ask for a letter stating the village does want improvements and is undecided (split). He will send an email to Nick at the City.

Thursday, February 12, 2004 **Entry by Shawna Laderach**

I received a call from Tommy Evon from Manokotak, 289-2068. He had two very important questions and needed a reply as soon as possible. There is a public meeting scheduled tomorrow in Manokotak to discuss the build alternatives and he would like to present the information there. He asked:

- Where is the funding coming from for the airport construction? There is a rumor in Manokotak that the community members' dividends would be used. People are concerned they would not get their dividends.
- 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?

He needs documentation to take to the meeting. His email address is: tevon@bbahc.org and he can be faxed at: 289-1095. Also, he said :

- A petition is being circulated in support of Alternative R3
- They have done some research on the Internet and are finding more cons (concerns with safety) on improving the existing site

Will have ADOT&PF respond to the questions.

Monday, January 26, 2004 **Entry by Shawna Laderach**

Teleconference between Don Baxter, 269-0610, ADOT&PF, Royce Conlon and me. Don said ADOT&PF would assume responsibility of snow clearing up to the subdivision leaving no net increase for the village to maintain (if R3 is chosen). In the case of an emergency, ADOT&PF would authorize the airport grader to meet the City grader half way to access the airport. Don believes that M&O at R3 would be cheaper because:

- It would be more reliable
- The road would be no problem because it would not be a big area to plow

Tuesday, January 13, 2004 10:00 am **Entry by Shawna Laderach**

Received a return call from Allen Taug, 586-7160, BIA regarding the application process. When questioned about the eligibility criteria, he said it is the same grant where the road must have been built by the BIA. He said he would look into what roads are eligible in Manokotak and get back to me. When he called back he said there were no roads built by the BIA in Manokotak and they are not eligible for the grant. There is paperwork and a preliminary design to make improvements to the existing roads in Manokotak. The engineer on that project is John Barrows.

Friday, January 9, 2004 9:30 am **Entry by Shawna Laderach**

Received a message from Anne Brooks, Brooks and Associates, 272-1877. She said she double checked and the council has agreed on Jan 29th for the public meeting.

Friday, January 9, 2004 9:30 am **Entry by Shawna Laderach**

Contacted Matt Sweetsir, Yutana Barge Lines, LLC, 479-3206. He said the landing at Manokotak is adequate. They bring a lot of stuff in and out of there and no changes would be needed to the landing for the project.

Thursday, January 8, 2004 11:18 am **Entry by Shawna Laderach**

Telephone call from Allen Taug, 586-7160, BIA. There is no money appropriated for road maintenance for Manokotak. He said he would check around and get back with me. He called back with Norma Jean on the line. She said she was not the person to help; Allen is the person that deals with road maintenance. Allen said he had not understood we were looking to apply for assistance and he would fax an application.

Thursday, January 8, 2004 10:03 am **Entry by Shawna Laderach**

Left message for Matt Sweetsir, president of Yutana Barge Lines, LLC, 479-3206. The Dillingham number in the phone book, 842-5409 was not working.

Thursday, January 8, 2004 9:50 am **Entry by Shawna Laderach**

Contacted Edward Nick, of the City of Manokotak, 289-1027 to find out who the main barge line is that serves Manokotak. He said it was Yutana, out of Dillingham.

Thursday, January 8, 2004 9:45 am **Entry by Shawna Laderach**

Left message for Muhammed Ashraf, BIA, 586-7106. He called back and said he spoke with Allen Taug and Allen will get back with me soon; he is the one that deals with road maintenance.

Wednesday, December 19, 2003 10:10 am **Entry by Shawna Laderach**

Voice mail message from Edward Nick, of the City of Manokotak, 289-1027. He said he made a mistake and the resolution was not regarding road maintenance at all but was for construction of the City streets.

Wednesday, December 17, 2003 11:00 am **Entry by Shawna Laderach**

Contacted Edward Nick, of the City of Manokotak, 289-1027, to follow up on yesterday's fax to him. He said Moses used the scoping report to make it "clear to the entities about the pros and cons" of the proposed alternatives. Edward is resigning on Friday and a temporary administrator will be taking over then. He will fax the resolution to me before he leaves.

Tuesday, December 16, 2003 4:00 pm **Entry by Shawna Laderach**

Contacted Edward Nick, of the City of Manokotak, 289-1027, to let him know I received ADOT&PF's notes on the BBNC meeting and need his fax number or email and to remind him to fax me the resolution. Edward was unavailable and I left a message with Melvin Andrew. Edward's fax number is 289-1082. He is expected back in the office tomorrow morning.

Monday, December 8, 2003 1:30 pm **Entry by Shawna Laderach**

Edward Nick, of the City of Manokotak, 289-1027, called to let me know he found a resolution between USFWS, BLM, and the Bristol Bay Regional Corporation. It says there are no funds for local service roads and trails and the maintenance is the responsibility of the City. It also mentions the boat launch to the Weary River. It was signed in 1983. He will fax it to me. He also requested meeting minutes for the Dec 3 meeting in Anchorage and the BBNC meeting going on today. I told him I would pass on anything that came my way.

Monday, December 8, 2003 9:30 am **Entry by Shawna Laderach**

Contacted Allen Taug, 586-7160, BIA after receiving a fax from him stating there is not funding for Manokotak. He said he doesn't know where the 18.6 miles is and does not want to dig through the files to find out. The bottom line is whoever owns the ROW is responsible for the maintenance. He said I should call Muhammed Ashraf at 586-7106 next month if I want more information.

Thursday, December 4, 2003 3:30 pm **Entry by Shawna Laderach**

Contacted Allen Taug, 586-7160, BIA this morning and he wants me to request the information in writing. They do not have email, so I will fax him at 586-7357. Allen returned my call and said Manokotak is on the inventory list and therefore is eligible for assistance through the JATP (Juneau Area Transportation Plan). The BIA built 18.6 miles of road in Manokotak. The BIA does not have the funding yet, so there is no way to know how much help it would be. There are 16 villages on the inventory list. The money will be divided per mile to the villages from the inventory list that apply. He will fax the application to me and there is no due date on it yet because they do not have the funding yet.

Monday, December 2, 2003 **Entry by Shawna Laderach**

Return call from Edward Nick at City of Manokotak, 289-1027. He spoke with the mayor further on the road to the school. The road was built by ADOT&PF and transferred to the City. The portion of the road referred to as the shortcut (avoids having to go to the gravel pit closest to town) was built by BIA. He will find out when they were built and get back to me.

Monday, December 2, 2003 - 9:30 am **Entry by Shawna Laderach**

Left message for Edward Nick at City of Manokotak, 289-1027 to call me.

Monday, December 1, 2003 - 4:00 pm **Entry by Shawna Laderach**

Called Edward Nick at City of Manokotak, 289-1027, there was no answer

Monday, December 1, 2003 - 2:25 pm **Entry by Shawna Laderach**

Contacted Edward Nick at City of Manokotak, 289-1027. He is expecting to see the Mayor in about 45 minutes and he will ask when the road was built and get back to me.

Monday, December 1, 2003 - 10:40 am **Entry by Shawna Laderach**

After several calls to Bob Martin of BIA and others in his office, reached a secretary that said most of the office is at a meeting in Anchorage this week. She put me through to Gene Rainfield, 586-7397. He said roads built after 1993 by the BIA are not eligible for a share of the maintenance monies. He does not think Manokotak is on the list (it is a small list). If we need more information on this from the BIA, we can call Al Taug, 586-7160 next week (back on Monday).

Monday, December 1, 2003 - 10:35 am **Entry by Shawna Laderach**

Contacted Edward Nick at City of Manokotak, 289-1027. He confirmed with the Mayor on the other line that the road was built by BIA and is owned by the City.

Wednesday, November 26, 2003 - 11:00 am **Entry by Shawna Laderach**

Called Edward Nick at City of Manokotak to find out who owns the road, and he was gone for lunch.

Wednesday, November 26, 2003 - 10:56 am **Entry by Shawna Laderach**

Kim Andrews called me back from the State Department of Education and Development. She said they have no ongoing maintenance funding. They are only funding capital improvement projects for buildings.

Wednesday, November 26, 2003 - 10:21 am **Entry by Shawna Laderach**

Contacted the State Department of Education and Early Development Commissioner's office, 465-2802. According to the receptionist, the person to contact is Kim Andrews. She put me through to her voicemail and I left a message.

Wednesday, November 26, 2003 - 10:12 am **Entry by Shawna Laderach**

Spoke with Niles Cesar, Regional Director at BIA, 271-1735 and he said the contact for the roads is Bob Martin, Regional Roads Engineer, 586-7182. He thinks the road has to have been built by the BIA or the tribe has to own the property it is on. I left a message on Bob's voicemail.

Wednesday, November 26, 2003 - 10:00 am **Entry by Shawna Laderach**

Contacted DCED, 269-4521 and spoke with Laura Walters. She said there is BIA funding if the road is a village road. She gave me a number to call, 271-1735. The State revenue sharing used to pay for road maintenance and has been vetoed this year; it is no longer available. There is still some funding for capital improvements but no others for maintenance that she knows of.

Wednesday, November 26, 2003 - 9:20 am **Entry by Shawna Laderach**

Contacted Manokotak City office, 289-1027 and spoke with Edward Nick regarding current cost and funding for maintenance of road from Manokotak to the school. He said they fund the road maintenance by renting out their loader for gravel haul and their TD7 dozer with backhoe for things like boat hauling. In 2002 they spent $10,835 for salaries, $3,057 for fuel and $287 on equipment for the road maintenance. Since Jan of this year, they have spent $1,788 for salaries, $922 for fuel and $600 on equipment for the road maintenance. When asked about the discrepancies, Edward said 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).

Thursday, November 20, 2003 - 4:00 pm **Entry by Kathryn Knorr**

Called Norm with DOT Maintenance at 842-7133 (mobile number; office number is 842-5511), to see if there were any drainage issues at the existing airport facility. He said in the spring the portion of the runway south of the taxiway doesn't drain well and gets too soft. He also said the number of closures per year was not too often but mainly in the spring. With the south end of the runway being too soft to land on, one-half to two-thirds of the south portion of the runway (taxiway south) would be closed but not the whole runway. Other reasons such as inclement weather make the runway inaccessible throughout the year but the runway is open.

Wednesday, November 19, 2003 - 2:00 pm **Entry by Kathryn Knorr**

Called Lillian Gamechuck back at Manokotak Village Council Housing Program. The three HUD housing units are all in Manokotak Heights and any future HUD housing development will be in Manokotak Heights.

Wednesday, November 19, 2003 - 11:48 am **Entry by Kathryn Knorr**

Also called the Manokotak City Office, 289-1027, and spoke with Laura. She couldn't recall when Manokotak Heights development started but said the late 80's sounds correct. She also said the new school was constructed in 2000.

Wednesday, November 19, 2003 - 11:42 am **Entry by Kathryn Knorr**

Called Manokotak Village Council Housing Program , 289-2150, and talked with Lillian Gamechuck. She recalls the first housing in Manokotak Heights being in the late 80's. She also expressed her preference for extending the existing airport rather than relocating due to the clinic being located in Old Manokotak and the road to the school being closed occasionally during the winter.

Wednesday, November 19, 2003 - 11:30 am **Entry by Kathryn Knorr**

Called the Manokotak School, 289-1013, inquiring about the time of construction for the new school facility. The secretary passed me on to the principal, Dave. Dave said this is the third year they have been in the new school and to go back from there.

Tuesday, November 18, 2003 - 1:42 pm **Entry by Kathryn Knorr**

John, Bristol Bay Air, returned my call about the 5000' seaplane base in Manokotak. He said there was a possibility that historically seaplanes landed in Manokotak, however in the last 20 years he hasn't see or heard of a seaplane landing at Manokotak.

Tuesday, November 18, 2003 - 1:35 pm **Entry by Kathryn Knorr**

Talked with Brad at Pen Air, 842-5559, about the discrepancy between the Alaska Supplement and DCED report over the 5000' seaplane base. Brad stated that Pen Air only flies seaplanes to Dutch Harbor but to his knowledge has never heard of a seaplane base at Manokotak.

Monday, November 17, 2003 - 11:15 am **Entry by Royce Conlon**

Contacted Wanda Faber to get M&O cost for Manokotak and discuss future costs related to the longer road. For last year: Operator costs = $15,500; Supplies including fuel, new blades, chains, etc was $3000 (she thought I should use $6000 because last year was really a light snow year and fuel costs and blade wear was way down); she didn't have a good number for electric because Manokotak Power had changed systems and was having trouble billing. I told her they had given us a cost of $8840, she thought that would be good to use. The equipment is charged out by the month, in July the airport got a new grader. The old grader cost was $285 per month, she thought we should triple that cost for the new.

I asked her about other comparable area roads/airports costs. I told her I have a 1997 report given to me by ADOT Planning. It indicated that for the Dillingham Station the cost was $6,759 per lane mile. She looked but didn't have anything better than that. She thought increasing it by 2% per year would be reasonable.

Monday, November 17, 2003 - 10:40 am **Entry by Royce Conlon**

Norman Heyano returned my call to discuss M&O issues. For anything related to costs he referred me to Wanda Faber 269-0747, in Anchorage.

Related to the existing airport, the snow berms are a big problem especially since all the snow has to go to one side because of the winds. The safety area is not wide enough to hold the snow so it keeps piling higher. It gets like landing in a tunnel. He for relocation, the further away from the hill the better.

I asked if the runway was on all fill without surrounding hills to terrain if it would blow clear and reduce the maintenance versus a cut and fill. We discussed for instance on the haul road where it

is wide open it blow clear and in cuts its more likely to blow shut. He thought it should be that way on the alternative R3 versus R1A.

Norman indicated that he thought the best thing we could do to help with M&O and to keep the snow berms pushed outside the air operation area was to provide wider shoulders. It wouldn't have to be structural fill because once it froze any soft shoulder would freeze. The extra area just needed to be somewhat smooth to push the snow on. He would like to see a min. of 50 outside the lights.

Tuesday, November 11, 2003 - 3:20 pm **Entry by Kathryn Knorr**

After reading the Community of Manokotak Emergency Disaster Plan (Draft) I called Melvin at 289-2008 again. At the public meeting on 9/11 Don Baxter had discussed the plan with Louie John. A third of the community would be destroyed if the tank farm exploded was recalled. I asked Melvin about this and he agreed that was true if the tanks were at full capacity and further emphasized that at least a third of the community would be affect. This affected area is indicated on a graphic that is currently not part of the report since it still in drafting stages.

Monday, November 10, 2003 - 11:45 am **Entry by Kathryn Knorr**

Received the Manokotak Disaster Plan from Melvin Andrew via fax. The cover letter said "information contained in this fax is CONFIDENTIAL AND/OR PRIVILEGED." I called Melvin and asked if we found any pertinent information in this report if we would be able to use it in our reports. He said that was fine and to note that it was still in draft.

Monday, November 10, 2003 - 10:25 am **Entry by Kathryn Knorr**

Called Melvin Andrew, VPSO, again. He has the report, 17 pages long and said he'd be faxing it to me this morning.

Friday, November 7, 2003 - 1:50 pm **Entry by Kathryn Knorr**

Tawny called me back. She talked with Terry and they have no reports/plans for Manokotak. Tawny asked if I knew who was doing the plan that I'd heard about. I told her I didn't know but that Manokotak's VPSO was who I was told had a copy of the draft. I gave her the VPSO phone number, 289-2008, for contact.

Friday, November 7, 2003 - 11:38 am **Entry by Kathryn Knorr**

Called the Alaska Division of Emergency Services 428-7000 and talked with Tom Smadya. They have a Mitigation Plan and he transferred me to Tawny, who works more closely with their plans. Since the Mitigation Plan is still in draft phase they have not received a copy from the community. Tawny will ask Terry Smith about an Emergency Operations Plan. Tawny is at 428-7026. She said she would see what they have and get back to me.

Thursday, November 6, 2003 - 3:00 pm **Entry by Kathryn Knorr**

John with Bristol Bay Air returned my call. He doesn't see the need for a IFR aircraft. It would make the flight twice as long and more expensive. He flies 15 medivacs per year. These medivacs are usually at night and in bad weather (IFR conditions) at least half the time. Manokotak in general has 35 days he cannot get into the airport due to weather. He also said that weather in Manokotak was bad approximately 1 out of every 12 days. He thinks that he would be able to land if the runway were on the other side of the mountain. During bad weather, windy, low ceiling John usually lands from the south. He doesn't have a schedules route structure. He does fly to other communities such as Togiak from Manokotak on the way to Dillingham or vis versa.

John currently doesn't carry mail. He is very comfortable with his operation as it is. He's making a profit and goes to sleep without the headache of employees and more aircraft. For future bypass mail service he sees that he could get into it if he needed or wanted to.

Thursday, November 6, 2003 - 1:28 pm **Entry by Kathryn Knorr**

Called Glenn with Pen Air in Dillingham again. His best guess on number of medivacs per year is 10-15 with none being in IFR conditions since Manokotak doesn't have IFR capabilities. Manokotak has similar weather to Dillingham and Glenn felt that Dillingham got 60+ days of IFR weather. Glenn said the direction that Pen Air lands at Manokotak depends on the wind and that their pilots land into the wind.

Tuesday, November 4, 2003 - 1:55 pm **Entry by Shawna Laderach**

Called Moses back because he did not return my call about the school closings. Left a message with Moses Jr. and he gave me another number that I might reach Moses Sr. at, 289-1065. When I called the number, I got a recording that the number is no longer in service. Looked on web and got the number 289-1062 for Manokotak Natives Limited. No answer at that number.

Tuesday, November 4, 2003 - 1:10 pm **Entry by Kathryn Knorr**

Called Dick Harding back and got his secretary Anita. She said that Dick found out that Pen Air has 800 flights into Manokotak and that he had no idea about the 10,000 jump in the historical enplanement data.

Tuesday, November 4, 2003 - 10:35 am **Entry by Kathryn Knorr**

Talked with Dick Harding, the General Manager and VP of Flight Operations for Pen Air at 243-2485 in the Anchorage office. He asked me to call him back in an hour for the operation and enplanement data. We received the pilot questionnaire from Pen Air. For question *2. What are your runway length requirements by aircraft type?* Dick said that the PA 31, PA 32, and CE 208 I should change Pen Air's answer of 2,000' to 3,300' and that for metro liners 3900' is required but would limit the load of the aircraft. The 3,300' is a standard requirement.

Tuesday, November 4, 2003 - 9:40 am **Entry by Kathryn Knorr**

Called Pen Air in Dillingham at 842-5559. I talked with the Air Taxi agent, Glenn Martin. He confirmed that Pen Air usually uses the Navajo P31 for their medivac aircraft in Manokotak. When the Navajo is in for maintenance they will use the P32 Saratoga or the Cessna 208. Glenn indicated that Pen Air would not use a larger aircraft for medivac purposes even if the airport were improved to handle larger aircraft. For scheduled flights the route structure varies based on mail, freight, and passengers going out. One route is Dillingham, Manokotak, Togiak, Twin Hills, Dillingham. Glenn thinks there may be a possibility for larger aircraft such as the Beach 1900 but did not elaborate on the what it would take for Pen Air to start using a larger aircraft. As far as a larger aircraft that strictly provided more seats per flight, Glenn said that they'd never run more than 9 passengers on a scheduled flight. They'd just run more flights. Glenn then gave me the Anchorage office number, 243-2485 and Richard Harding as a contact for the operations, enplanements, and any other lingering questions I may have.

Monday, November 3, 2003 - 2:50 pm **Entry by Kathryn Knorr**

Called John Bouker, Bristol Bay Air, at 842-2227. He asked me to call him back at 842-5805 and that he was getting ready to fly so I needed to ask my questions quick. He says he flies a Cessna 207 into Manokotak and sees no reason for a Beach 1900 since Manokotak is only 17 miles from Dillingham. However, someday in the future he sees the necessity for a larger aircraft. For the number of operations per year John guessed between 2,000 and 3,000. He said 2,500 per year was a good guess. I asked him about the historical data for the area showing a 10,000 jump in enplanements between 1998 and 1999. His reply was that prior to this time he focused on flying to Togiak, but now focuses on flying in and out of Manokotak. As an example of how busy he is he told me that just last Friday, 10-31-03, he made 20 trips from Manokotak with 160 passengers. I told him that I was looking for the pounds per month of cargo, mail, fuel, and number per month of passengers. He told me that he doesn't do mail and that he doesn't keep records of the cargo he hauls but gave a rough guessed 10,000 to 20,000 pounds per month. He said that he hauled both fuel and propane. He then said that he needed to go. I thanked him and told him I would probably have more questions for him later.

Thursday, Oct 30, 2003 - 3:00 pm **Entry by Shawna Laderach**

Called Dave Legg, principal of the school in Manokotak, 289-1013. He said the school has only been in that location for about 3 years and he arrived there last year. It was a no snow year and they did have one delay because of ice. His records show no school closings before he arrived but he said if you ask parents there were about a dozen days the school was closed because there was so much snow the school was covered. He said the road is on the SW side of a mountain and their predominant winds come from the NE. When the wind blows, the snow spin-drifts. He said Manokotak Natives Limited runs the buses and might know when they did not run; although, sometimes they have no classes for other reasons. The person to talk with is at the hospital in Anchorage, Moses Koyokuk might be able to help, 289-2188. Called Moses and left a message on his answering machine.

Thursday, Oct 16, 2003 - 3:35 pm **Entry by Kathryn Knorr**

Called Melvin Andrew at VPSO, 289-2008. He will be sending me a fax of the community disaster plan which includes the fuel storage tanks. There is also a spill disaster plan available through Natives Limited at 289-1062 according to Melvin.

Thursday, Oct 16, 2003 - 10:10 am **Entry by Kathryn Knorr**

Called Louie John back. He remember talking to Don Baxter about the Fuel Storage Tank Disaster Plan. He said the plan was for the old tanks and that there was not a revision or new plan for the new tanks. He referred me to VPSO at 289-2008 to get a copy of the plan.

Wednesday, Oct 15, 2003 - 10:10 am **Entry by Kathryn Knorr**

Carl Itumulria went and got Moses Toyukak Sr. and Moses returned my call about the power availability existing in Manokotak. He said they have a 480 kW powered generator that they mostly run at 240 kW but could run it at 120 kW for each line at the existing airport. The have a 120V single phase with a 60 Hz frequency. The connected load is 36 kW with a demand max of 8.0 kW and average demand of 3.0 kW. They charge $0.34 per hour and estimated the annual usage to be 26,000 KWH. This gives an annual cost of $8,844 per year. Hook up cost $200 giving a total of $9,040 per year. Moses said that Carl should be faxing me this power information.

We also discussed the Local Emergency Management Plan. He also said that it's in the works but would have Carl also send me a fax of what they have. Moses said they are waiting on some figures from Naknek Electric (telephone). The lady there told Moses that she'd give them an MOU but didn't want to be in charge of Manokotak, just assists. The preliminary plan says that Manokotak will be working with Naknek Electric.

I asked Moses about the Fuel Storage Tank Disaster Plan. He said the Tribal VPSO should have a copy of this report but gave me the city number as the contact number to follow through with. As indicated in one of my previous calls today the city referred me to Carl.

Wednesday, Oct 15, 2003 - 9:45 am **Entry by Kathryn Knorr**

Called Louie John at 289-1433. A woman answer and said he was trying to go to Dillingham today but should be back this evening. I said I would call again tomorrow morning.

Wednesday, Oct 15, 2003 - 9:55 am **Entry by Kathryn Knorr**

Called Carl Itumulria at 289-1062. He said they have a 480 kW powered generator but didn't know much about the availability of power. He took my name and number and said he'd have maintenance call me. I also asked Carl about the Fuel Storage Tank Disaster Plan. He said he has some books with information and took down my fax number. He said he'd fax me information if he found anything.

Wednesday, Oct 15, 2003 - 9:45 am **Entry by Kathryn Knorr**

Called Manokotak City at 289-1027. They have been getting the $/mile figures for maintenance together for Royce and will fax them over when they're ready. The source of power for electricity is in Old Manokotak. To get further information on the availability of power I was referred to Carl at 289-1062. I was told that Carl Itumulria would be able to get me a copy of the Fuel Storage Tank Disaster Plan as well. The Local Emergency Management Plan is still in the work and has been for two years.

Wednesday, Oct 7, 2003 - 3:00 pm **Entry by Shawna Laderach**

Called Rose at ADOT, 451-5415 regarding the status of the residence on the airport property and to find out the procedure for relocating. She referred me to Kim Rice in Anchorage, 269-0686. I spoke with Kim and she said she could not tell me what the status of the residence is; if it is there without permission it would be a legal issue and if there is a lease, the relocation would depend on the language in the lease.

Friday, Oct 6, 2003 - 10:30 am **Entry by Kathryn Knorr**

Called Melvin Andrews to clarify which alternative he was in favor of. On his public comments sheet he indicated R2 and stated that he meant the relocation farthest from Manokotak Heights (R3).

Friday, Sept 5, 2003 - 4:15 pm **Entry by Royce Conlon**

After leaving 2nd message with Ralph Andersen, I contacted Alan Backford, Alan indicated that BBNA do not have archeologists on staff. They deal with restricted deeds and Native allotments. If the project would impact these types of lands they could get BIA to do the archeological review. I explained that we had avoided the native allotment with the relocation options, and had not yet identified any such lands to be impacted by the extension alternative. He had received his scoping letter and meeting announcement.

I asked if he would be attending the public meeting - he indicated that he would not.

Friday, Sept 5, 2003 - 1:30 pm **Entry by Royce Conlon**

Mark Boatwright with BIA, called, he was responding to the fax that was sent. He is interested in getting a copy of the scoping letter and the minutes from the scoping meeting. Also although we have Rose on the list, he would like to be added as he is responsible for environmental issues that might affect BIA facilities such as roads, bridges etc. I briefed him on the project and told him since the scoping letter went out we had advanced the project and eliminated a couple of the options as well as reoriented a couple. I explained the reasons for the elimination, one of which for R2 as the native allotment. He thought we were on the right track.

Tuesday, Sept 2, 2003 - 9:15 am **Entry by Royce Conlon**

Contacted BBNA re: Archeological survey - left message with Ralph Andersen; 842-5257; ext 361.

Friday, August 29, 2003 - 6:20p **Entry by Royce Conlon**

Paula Sutton, Archeologist for BIA returned call from Shawna - the number she called for Mark Boatright is now her's - Mark is at 586-7438. She indicated that Mark should get a copy of the scoping letter and fax - his fax is 586-7357 or also send to 586-7142 to make sure he gets it.

I told her that I was going to be contacting Ed Tyler, because he completed the Archeological survey for the Weary River road project and was wanting to get his input on the potential for site in the area of the airport relocation routes near the road. Ed is no longer with BIA, Paula is the now the BIA Archeologist. She indicated that they likely only surveyed a narrow route. I told her the report indicated only a 100' ROW, but thought if he looked at the map/aerial photo, based on his experience in the area he could offer an opinion on the potential, so we could determine whether or not a pedestrian survey was warranted. Paula said if a survey had not been previously completed on our specific sites, then she thought one probably should be.

Friday, August 29, 2003 - 2:40p **Entry by Shawna Laderach**

Left messages for Art High and Mark Boatright at BIA, Roads, 586-7195 and 586-7438. Explained the fax and that the scoping letter was sent to Rose Brady. Left contact information if they are interested in participating and/or cannot get a copy of the scoping letter and would like one.

Friday, August 29, 2003 - 10:15A **Entry by Shawna Laderach**

Called Ted Rockwell's office (EPA), 271-5083, and spoke with the receptionist. She took a message for Marla to get back with me re: a representative for Ted in his absence for the Manokotak meetings.

Friday, August 22, 2003 - 4:00p **Entry by Shawna Laderach**

Return call from John Burrows, BIA, 586-7197 from call at 2:30 to request from him a copy of the EA for the Weary River Road project and other documentation of permits/clearances for the material sites. He found the environmental document and will send a copy in the mail along with any other permits/clearances he can find.

Thursday, August 21, 2003 - 4:42p **Entry by Shawna Laderach**

Telephone call to BBNC, 1-800-426-3602, to find out if they have an EA for the Weary River Road project (1997) or documentation of permits/clearances for the material sites. Earlier today I spoke with Verna Nanalook-Adams and she faxed the wetlands permit notice for the project. I just spoke with Jack Moores as suggested on her fax for more information. Mr. Moores does not have any permits/ clearances for the material sites in his files. He said Jim Stevens at ASCG was the person that worked on the project. He said Jim changed firms to USKH and then broke off on his own and the project went with him both times. He doesn't know what Jim's firm is called, or where the environmental documentation would be for the project. I left a message at ASCG's environmental department and will follow the trail.
Jack said he provided someone, maybe Don Baxter, with a test hole log, GPS locations, and copies of many pictures some even have the piles of soil from testing. Jack said the pit at loop road is bedrock and the material site near the subdivision is real good. BBNC charges $3/yd.

Friday, July 18, 2003 - 9:42a **Entry by Shawna Laderach**

Telephone call to City of Manokotak, 289-1027, spoke with Barry of ADOT. He said there is a lagoon next to the old school house, right next to the road. He will fax a map on Monday because I could not locate it on my photo. I will call him to remind him, 269-6211 in Anchorage. There are no other landfills although there is a dump for autos/ not a bird attractant.

Thursday, July 17, 2003 **Entry by Shawna Laderach**

Telephone call to City of Manokotak, 289-1027 re: location of lagoon at Manokotak city. Need information for bird hazards information. Located lagoon at Manokotak Heights and landfill from aerial photo. (Any other landfills?) No answer x5.

Tuesday, July 8, 2003 - 9:05a **Entry by Shawna Laderach**

Telephone call to Anne Brooks , 272-1877 re: progress for scoping letter. She will send list of air carrier in approx. 20 mins. She spoke with the Manokotak clerk, Laura, yesterday re: timing for meeting. Laura is going to run it past the board members and get back with Anne. Anne will call her at 10:00am today if she has not heard anything.

Monday, July 7, 2003 - 10:00a **Entry by Shawna Laderach**

Telephone call to Sharon McClintock, 694-4499 re: email I sent her last week about land use questions for scoping letter. She said she did receive it and will be responding today. I let her know we are trying to get the letter out to DOT for review tomorrow.

Wednesday, July 3, 2002 - 3:12p **Entry by Ken Risse**

I called James Dryden back (344-4995). He realizes that he has only until the 12 of July to install the wind collection equipment, but has had a lot of trouble getting a phone line out at the Manokotak Heights. There are no phone line available, the microwave link, Bettis? Phone, is saturated. Other people are waiting for phones as well. There will be someone out there in August to install more phone equipment. James has also had trouble getting help and equipment. It is fishing season and there are no residents and no four-wheelers available to work or rent.
I asked James to provide a formal note explaining all of this and I would forward it on to the DOT. I noted that Don Baxter was out on vacation, I would be sending this to Brian.

Monday, June 3, 2002 - 9:10a **Entry by Ken Risse**

Kelly Leaseman, ANTHC, called me back regarding the Aleknagik and Manokotak Landfills. Manokotak is in the study phase, no sites have been selected yet.
Aleknagik is funded and scheduled for construction next year. Two million has been spent on the landfill road and landfill site. The new site is at the end of the landfill road and will be about a 20 acre site for the landfill and sludge disposal. The road project shows an area of 90m x 90m at the end of the road. Kelly will fax me a site map showing where it will be built.
I asked about Ekwok, to see if that was Dave Beverage's project. Kelly said that the Ekwok project is a VSW (Village Safe Water) project, we could call Kurt Englehoffer (sp?) to see who is assigned to that project.

Monday, June 3, 2002 - 8:44a **Entry by Ken Risse**

I called Kelly Leaseman (ANTHC, Dept. of Env. Health 729-3551) to discuss the Manokotak and Aleknagik landfill locations. I left a message on his voicemail asking him to call me.

Friday, May 24, 2002 - 1:19p **Entry by Ken Risse**

I called ANTHC and spoke with Matt Rasmussen (907) 729-3706 about the Manokotak landfill relocation sites. He said a master plan for solid waste and sanitation facilities should be coming out in August. Manokotak has been reassigned to Kelly Leaseman (ANTHC, Dept. of Env. Health 729-3551) Kelly is out on personal leave. Matt says there is presently no money for constructing a new landfill site, and no site has been selected.

Friday, May 24, 2002 - 0:00p **Entry by Ken Risse**

I called BIA roads division in Juneau (907) 586-7386 and spoke with Marie Messing. I told her I was looking for any geotechnical, environmental or archeological information from the Weary River Road. She said that project was complete and the files are now in the archive in Kansas. She said they have had a problem in getting anything back from the archives. It was supposed to be a two day retrieval process, but the archives have had a court order not to release any records. The court order was up May 1, but they are still not releasing the records because they think there will be a new court order. The BIA archeologist may have some information, but is out today. I believe she said that Brian Peterson was the BIA engineer in charge of the project.

Friday, May 24, 2002 - 10:13a **Entry by Ken Risse**

I called Jack Moores of BBNC (907) 278-3602. He said he thought the road was designed by Jim Stevens of ASCG. Jim no longer works at ASCG. The road was a "638" project, funded by the BIA. I understand these projects are administered by the local governments. Jack is sending me a fax of some information he has. Perhaps BIA has some reports that would be useful. I'll see what I can dig up.

Friday, May 24, 2002 - 9:14a **Entry by Ken Risse**

I called ANTHC (907) 729-1900 to see what I could find regarding the landfill plans for Ekwok and Aleknagik. I was given the numbers of two contacts:
Dave Beverage (ANTHC, Dept. of Env. Health 729-3542) is working on Ekwok and
Kelly Leaseman (ANTHC, Dept. of Env. Health 729-3551), is working on Aleknagik.
Kelly is out until Tuesday, I left a message on Dave’s voicemail.

APPENDIX B

SUPPORTING DOCUMENTATION

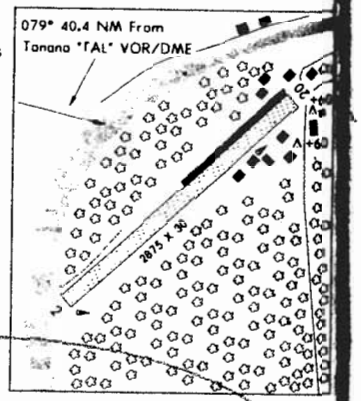
- Alaska Supplement
- Emergency Disaster Plan
- Airspace Drawings
- Wind Data Figures
- Land Status and Ownership Maps

Alaska Supplement ◆

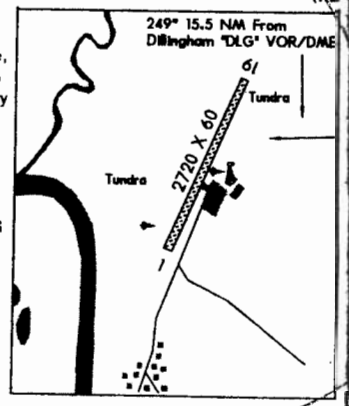
MACKEYS LAKES SEAPLANE (See SOLDOTNA)

MANKOMEN LAKE 0 NE N62°59.39′ W144°28.80′ UTC−9(−8DT)
PVT 3050 23(GVL—DIRT) 04–22 (4AK)
AIRPORT REMARKS —Unattended. Rwy extremely slippery when wet. No phone avbl.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–800–WX–BRIEF.

§ **MANLEY HOT SPRINGS** 0 SW N64°59.85′ W150°38.65′ UTC−9(−8DT)
P 270 29(GVL) 02–20 (MLY) (PAML)
FUEL —(NC–100LL)
AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to landing. Reflective markers Rwy 02–20. 30–50′ trees within 75′ approach end Rwy 20; 100′ trees and building within 500′ approach end Rwy 20.
COMMUNICATIONS—(CTAF/UNICOM 122.8) (TIE–IN FSS FAIRBANKS FAI–NOTAM MLY)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Fairbanks FSS dial 1–866–248–6516. When avbl Wx reports hourly only.



§ **MANOKOTAK** 1 N N58°59.41′ W159°03.00′ UTC−9(−8DT)
P 52 BL4 27(GVL) 01–19 (7Z7)
AIRPORT REMARKS —Unattended. CAUTION: Rwy condition not monitored, recommend visual inspection prior to use. Pilots are requested to self announce on CTAF before taxiing on the rwy for departure, leaving the rwy and within 5 NM of the arpt when approaching to land. Rwy surface soft and muddy during spring breakup or heavy rains. Shallow ponding along Rwy 01–19 centerline after rain. Brush to 12′ high length of rwy both sides. Sharply rising terrain SSE of arpt. Rwy 19 rgt tfc. Rwy 01–19 marked with thld panels—some missing. ACTIVATE rot bcn and windsock lgt—CTAF. ACTIVATE MIRL Rwy 01–19—CTAF.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS DILLINGHAM DLG 1845–0645Z‡–NOTAM DLG OT CTC KENAI ENA)
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–800–WX–BRIEF.



MARSHALL

MARSHALL DON HUNTER SR 2 SE N61°51.86′ W162°01.57′ UTC−9(−8DT) L–3B
P 103 BL4 32(GVL) 07–25 (3A5)
AIRPORT REMARKS —Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Snow removal ops during winter, monitor CTAF. ACTIVIATE MIRL Rwy 07–25—CTAF.
COMMUNICATIONS—(CTAF 122.9) (TIE–IN FSS KENAI–NOTAM KSM)
ANCHORAGE APP/DEP CON —124.0
RADIO/NAV/WEATHER REMARKS —For a toll free call to Kenai FSS dial 1–800–WX–BRIEF.

SUPPLEMENT

ALASKA AK

EFFECTIVE 0901Z 19 FEB 2004
TO 0901Z 15 APR 2004

Consult NOTAMS for latest information

TABLE OF CONTENTS

General Information ..... Inside Front Cover
Section A: Airport/Facility Directory Legend 2
Section B: Airport/Facility Directory 18
Section C: Notices
- Aeronautical Chart Bulletin 251
- Special 253
- General 257
- Area 286
- Regulatory 331

Section D: Associated Data
- Table of Contents 336

Section E: Procedures
- Table of Contents 371

Section F: Emergency Procedures
- Interception Signals ICAO 398
- Search Procedures Emergency Locator Transmitter (ELT) 401
- Search & Rescue 403
- Coast Guard Rescue Coordination Centers 406
- Air Force Rescue Coordination Centers 406
- Fuel Jettisoning 406
- Two-Way Radio Failure IFR-VFR 406
- International Ground/Air Emergency Code 412

Position Reports ..... Back Cover

SECTION A
SECTION B
SECTION C
SECTION D
SECTION E
SECTION F

Published by the
U.S. Department of Transportation
Federal Aviation Administration
National Aeronautical Charting Office
www.naco.faa.gov

PUBLISHED IN ACCORDANCE WITH INTER-AGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS APPROVED BY:
DEPARTMENT OF DEFENSE ★ FEDERAL AVIATION ADMINISTRATION

FAA Product ID: ACS
NSN 7641014109607
NGA REF. NO. ENRXXAKSUP
EFF DATE 04050

Emergency Disaster Plan ◆

COMMUNITY OF MANOKOTAK

EMERGENCY DISASTER PLAN

(Revised Draft August 8, 2002)

(Original Draft Presented to City Council on August 30, 1990)

ATTACHEMENT 4

MAJOR FIRE / EXPLOSION PROCEDURES FOR THE COMMUNITY OF MANOKOTAK

1. BACKROUND INFORMATION

The community of Manokotak has a Bulk Fuel Farm on First Street about 100 feet from the community generators, owned and operated by Manokotak Power Company, and approximately 90 feet away from the nearest residential houses. The fuel farm is adjacent to the Manokotak Public Safety Building, which is the alternate EOC, and would make useless as an alternate EOC in the event of a major fire to the fuel farm. The Bulk Fuel Farm is approximately 66 feet by 178 feet contained in two feet high gravel with a spill barrier.
The farm is comprised of three containment areas as follows:

Northern area:	Tank 1 – 1,500 gallons gas and 1,500 gallons fuel oil
	Tank 2 – 5,000 gallons gas
	Tank 3 – 15,000 gallons gas
	Tank 4 – 15,000 gallons gas
	Tank 5 – 10,000 gallons fuel oil
	Tank 6 – 10,000 gallons fuel oil
	Tank 7 – 10,000 gallons fuel oil
	Tank 8 – 9,500 gallons fuel oil
	Tank 9 – 9,500 gallons fuel oil
Middle area:	Tank 10 – 20,000 gallons fuel oil
	Tank 11 – 20,000 gallons fuel oil
	Tank 12 – 30,000 gallons fuel oil
	Tank 13 – 30,000 gallons fuel oil
	Tank 14 – 30,000 gallons fuel oil
South area:	Tank 15 – 15,000 gallons fuel oil
	Tank 16 – 15,000 gallons fuel oil

See sub-attachment 4-1 for the map showing the layout of the Bulk Fuel Farm and the placement of the tanks.

When the tanks are at full capacity, there could be 36,500 gallons of gasoline and 210,500 gallons of heating fuel oil.

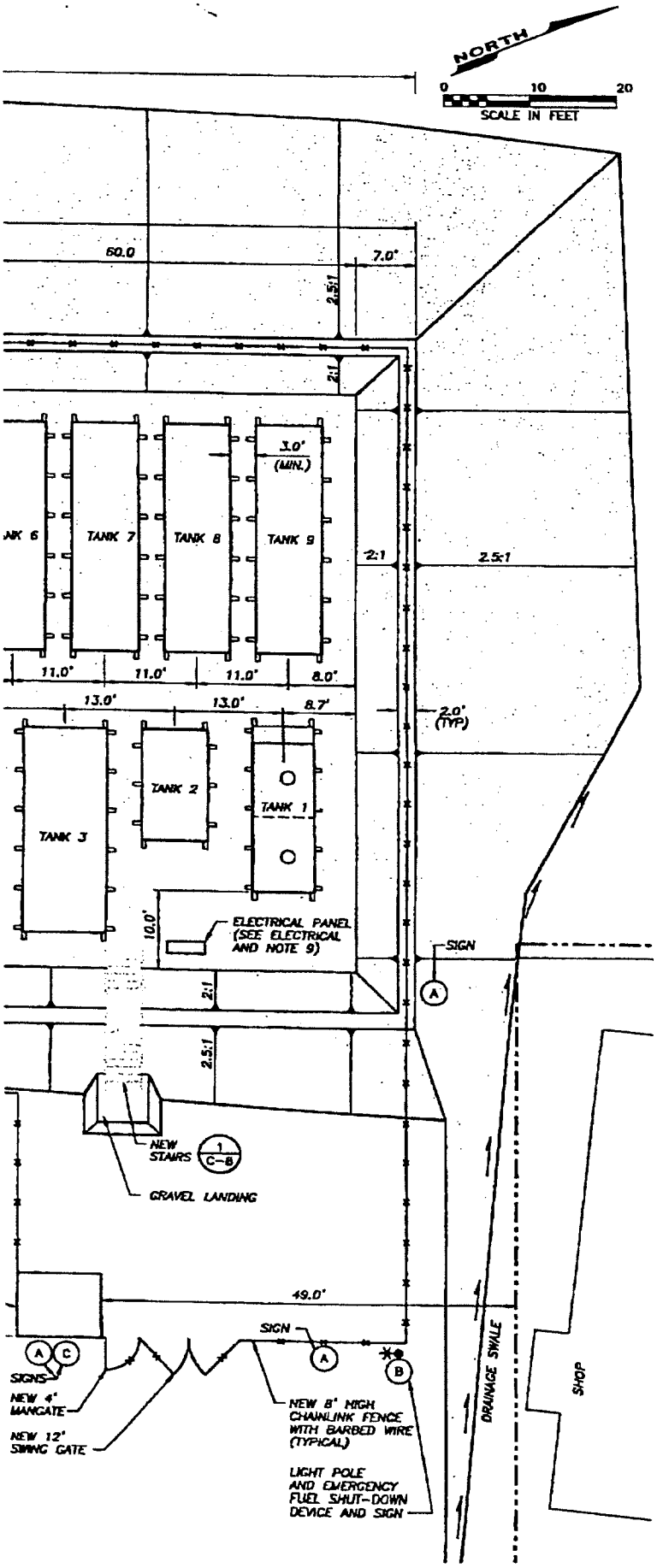
The community's only biggest building is the Manokotak Nunaniq School, which is, located approximately 4 miles from Manokotak main village on the Southeast end of Manokotak Heights Mountain. The school was completed in 2001 and owned and operated by Southwest Regional Schools. The average student enrollment is approximately 120 every year.
See sub-section 4-2 for the outline of the building.

The community of Manokotak is and has been receiving electrical power from the local corporation's power plant. The plant suffered total loss during the winter of 1985 when it burned down causing power outage for at least one week. The power plant again suffered outage due to a fire inside causing extensive damage to the electrical wiring and is soon to be upgraded with a new power plant.
The only locally owned store that has the potential of supplying the community with food supply is Manuuqutaq Trading Store in an emergency is owned by Manokotak Natives, Limited. After the World Trade Center attack, the store sustained keeping the shelves with food, but any longer restrictions to air transport may deplete the stores stock of food.

2. ACTIONS TO TAKE DURING AND IMMEDIATELY FOLLOWING A MAJOR FIRE / EXPLOSION

A. Upon immediate notification or observation of any major fire or explosion of the said structures or buildings the following steps are to be initiated or whatever is fastest:
   1. Activate the Volunteer Fire Department to scene.
   2. Evacuate immediate area and set-up roadblocks within 500 feet.
   3. Notify the Emergency Medical Services of situation.
   4. Activate Emergency Operations Center if situations are beyond departments' capacity.

See sub-section 4-3 for detailed instructions on each fire or explosion of said buildings or structures.



NOTES

1. SEE SHEET C-2 FOR GENERAL NOTES, ABBREVIATIONS, LEGEND AND MATERIAL SPECIFICATIONS.
2. SEE SHEET C-4 FOR GRADING PLAN
3. SEE SHEET C-6 FOR PIPING PLAN
4. BASIS OF HORIZONTAL CONTROL: U.S. SURVEY No. 4875
5. SEE ELECTRICAL DRAWINGS FOR LIGHT POLE LOCATIONS.
6. FIELD LOCATE CULVERT ACROSS FIRST STREET TO DRAIN STANDING WATER AND PREVENT RUNOFF EROSION DAMAGE.
7. TANK-TO-PROPERTY LINE SEPARATIONS BASED ON PROTECTION FOR FIRE EXPOSURES PROVIDED BY COMMUNITY FIRE DEPARTMENT AND LOCAL FIRE FIGHTING HYDRANT SYSTEM.
8. SIGNAGE: SEE SHEET C-7 FOR SIGN SPECIFICATIONS AND DESCRIPTIONS.
9. PROVIDE 8" THICK CONCRETE PAD WITH WIRE MESH FOR ELECTRICAL CONTROL PANEL. COORDINATE PAD SIZE WITH ELECTRICAL PANEL.

TANK INDEX

CORPORATION

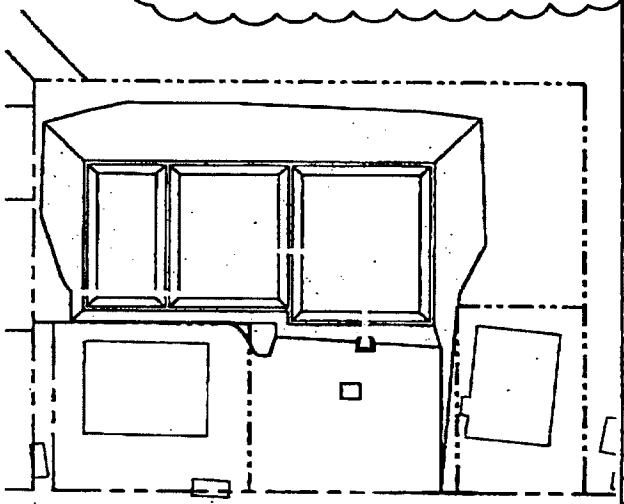
TANK No.	NOMINAL CAPACITY FUEL OIL	NOMINAL CAPACITY MOGAS	DESCRIPTION	DIMENSIONS
1	1,500	1,500	NEW DISPENSING HORIZONTAL TANK	76"ø x 19'
2		5,000	REFURB CORPORATION HORIZONTAL TANK	95"ø x 14.2'
3		15,000	REFURB CORPORATION HORIZONTAL TANK	10'ø x 26.1'
4		15,000	REFURB CORPORATION HORIZONTAL TANK	10'ø x 26.1'
5	10,000		REFURB CORPORATION HORIZONTAL TANK	95"ø x 28.5'
6	10,000		REFURB CORPORATION HORIZONTAL TANK	95"ø x 28.3'
7	10,000		REFURB CORPORATION HORIZONTAL TANK	95"ø x 28.5'
8	9,500		REFURB POWER PLANT HORIZ TANK	92"ø x 28.2'
9	9,500		REFURB POWER PLANT HORIZ TANK	92"ø x 28.2'
10	~~15,000~~ 20,000		NEW VERT. TANK ~~REFURB CORPORATION VERTICAL TANK~~	14'ø x 18' ~~15'ø x 12.1'~~
11	~~15,000~~ 20,000		NEW VERT. TANK ~~REFURB CORPORATION VERTICAL TANK~~	14'ø x 18' ~~15'ø x 12.1'~~
12	30,000		NEW VERTICAL TANK	15'ø x 24'
13	30,000		NEW VERTICAL TANK	15'ø x 24'
14	30,000		NEW VERTICAL TANK	15'ø x 24'

TOTAL ~~170,500~~ 180,500 38,500 GALLONS

SCHOOL

TANK No.	NOMINAL CAPACITY FUEL OIL	NOMINAL CAPACITY MOGAS	DESCRIPTION	DIMENSIONS
15	~~20,000~~ 15,000		REFURB CORP. VERT. TANK ~~NEW VERTICAL TANK~~	~~14'ø x 19'~~ 15'ø x 12.1'
16	~~20,000~~ 15,000		REFURB CORP. VERT. TANK ~~NEW VERTICAL TANK~~	~~14'ø x 19'~~ 15'ø x 12.1'

TOTAL 30,000 GALLONS



2 C-3 SITE CONTROL PLAN
SCALE: 1" = 50'

LCMF Incorporated
A subsidiary of Dowl/Hytin Bignell Carpenter
Anchorage, Alaska (907) 562-1330
Barrow, Alaska (907) 852-8212

MANOKOTAK FUEL SYSTEM UPGRADE
MANOKOTAK, ALASKA

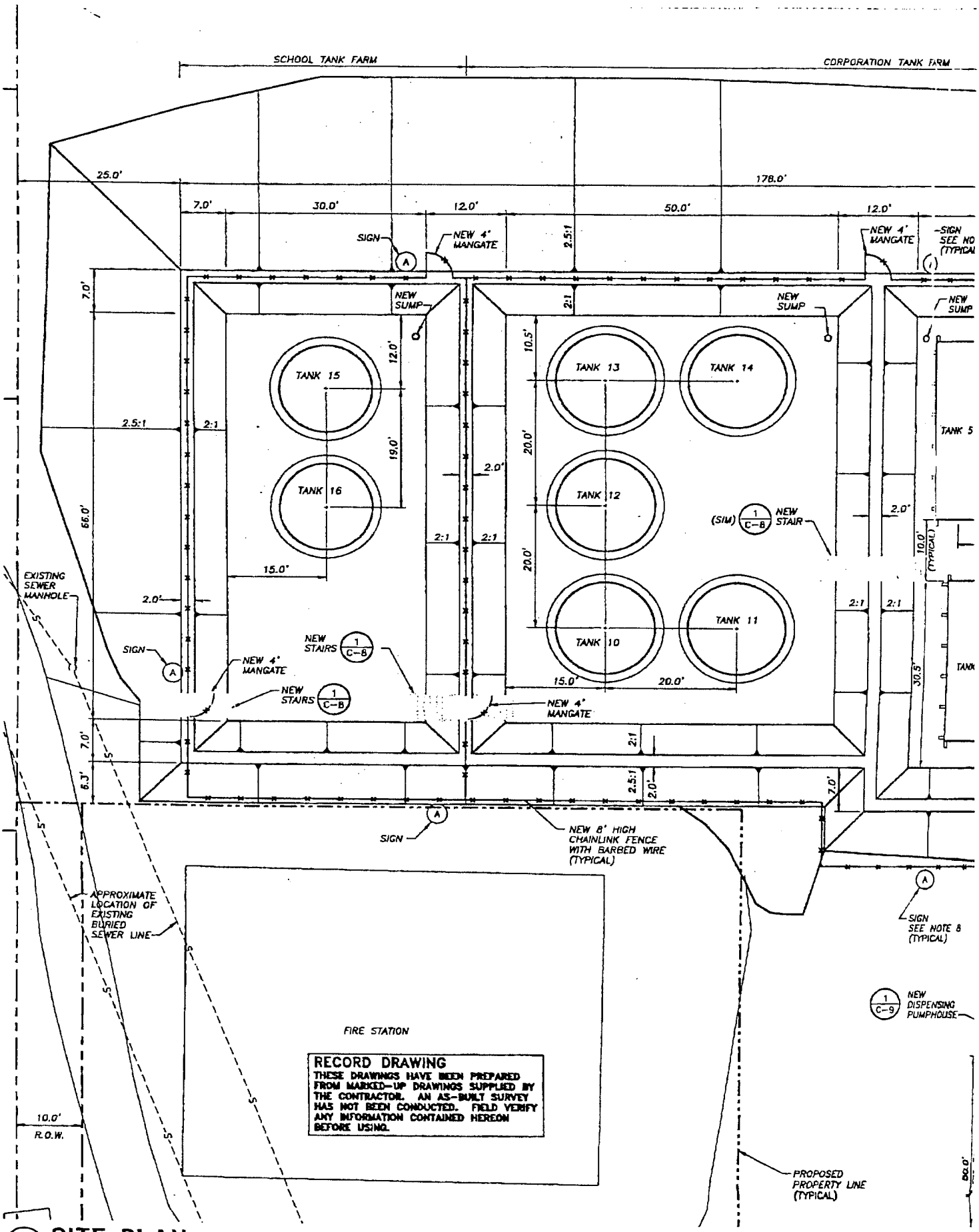
TANK FARM
SITE PLAN

STATE OF ALASKA
DEPARTMENT OF COMMUNITY AND REGIONAL AFFAIRS
DIVISION OF ENERGY
333 WEST FOURTH AVENUE, SUITE 220
ANCHORAGE, AK 99501-2341

CHECKED BY: WWW
DRAWN BY: KK
DATE: 9/10/99
W.O. No: 97-104

REVISION
RECORD DRAWING
12/14/01

DRAWING NO. C-3



1/C-3 SITE PLAN
SCALE: 1" = 10'

ACAD DRAWING NO. MAN-TFSP.DWG
PLOTTING DATE: 06/12/02 (10:33)

Sub-section 4-3

DETAILED INSTRUCTIONS FOR A FIRE OR EXPLOSION OF SAID BUILDINGS OR STRUCTURES

I. BULK FUEL FARM

Upon immediate notification of fire of explosion of the Manokotak Fuel Farm and/or the electrical generators, the following steps re to be implemented:

1. Dispatch the Volunteer Fire Department and the Emergency Medical Services to the scene.

    a. Make attempt to shut off fuel line and turn off switch at the Generator plant.
    b. Hook up hoses and cool down tanks on fire or near fire.
    c. Attend those who are in need of medical assistance.

2. Evacuate immediate area within 500 feet of fire.
    a. See attached map for evacuation of buildings.

3. Set up EOC with back up power supply at the Manokotak City Offices or the Manokotak Public Safety Building.
    a. Set up communication with Volunteer Fireman Chief and Public Health Practioner.
    b. Set up communication with outside agencies.
    c. Activate Emergency Management Plan. See Basic Plan.

4. Call for assistance from the State ADES, Phone number
    367-2337 or 249-1370
    if situation is out of local control and if the situation caused by the fire is beyond local capabilities.

5. When the situation is under control get:
    a. Estimate of total damage.
    b. Number of casualties, if any.
    c. Any assistance if needed.
    And report it to the State ADES, above number.

6. Follow ADES instructions as given.

Sub Section 4-3 con't

II. MANOKOTAK SCHOOL

Upon immediate notification of fire or explosion at the Manokotak school building of surroundings, the following steps will be taken.

1. Immediately evacuate the building and account for those that were inside. The School has a Fire Escape Plan and that will be followed accordingly.
2. Activate the Volunteer Fire Department and Emergency Medical Services to the fire scene immediately. A siren will go off.
3. Shut off electrical power going into the building, stove oil or propane. The Janitor or Maintenance person should know the fuel shut off valves.
4. Shut off electrical power going into the building. The City Generator worker will know where to shut off the main switch. The School maintenance person will know where the main switch will be.
5. If fire is out of local control and there is a very serious possibility of major damage and/or loss of life, contact ADES:

376-2337 or 249-1370

ATTACHMENT 5

ROCK/ MUD SLIDE PROCEDURES

1. BACKGROUND INFORMATION:

The community of Manokotak lies on the foot of an 800-foot mountain by the Igushik River. The history of having a rock or mud slide is not known, but the possibility of having on was brought up during our meeting with the EPM committee. The only road leading to the Manokotak HUD Housing Site, Manokotak Heights, runs along the Manokotak Mountain and HUD Housing Mountain. (see subsection 5-2 for map) This road has the potential of being blocked completely if a rock or mudslide occurs.

The community of Manokotak has ___ residential homes immediately along a slope of the Manokotak Mountain; also the Water & Sewer well is located on a slope.

The Manokotak Heights Road lies at the foot of the Manokotak Mountain where the slope is steepest, resulting in a total blockage of the road if a Rock or Mudslide occurs.

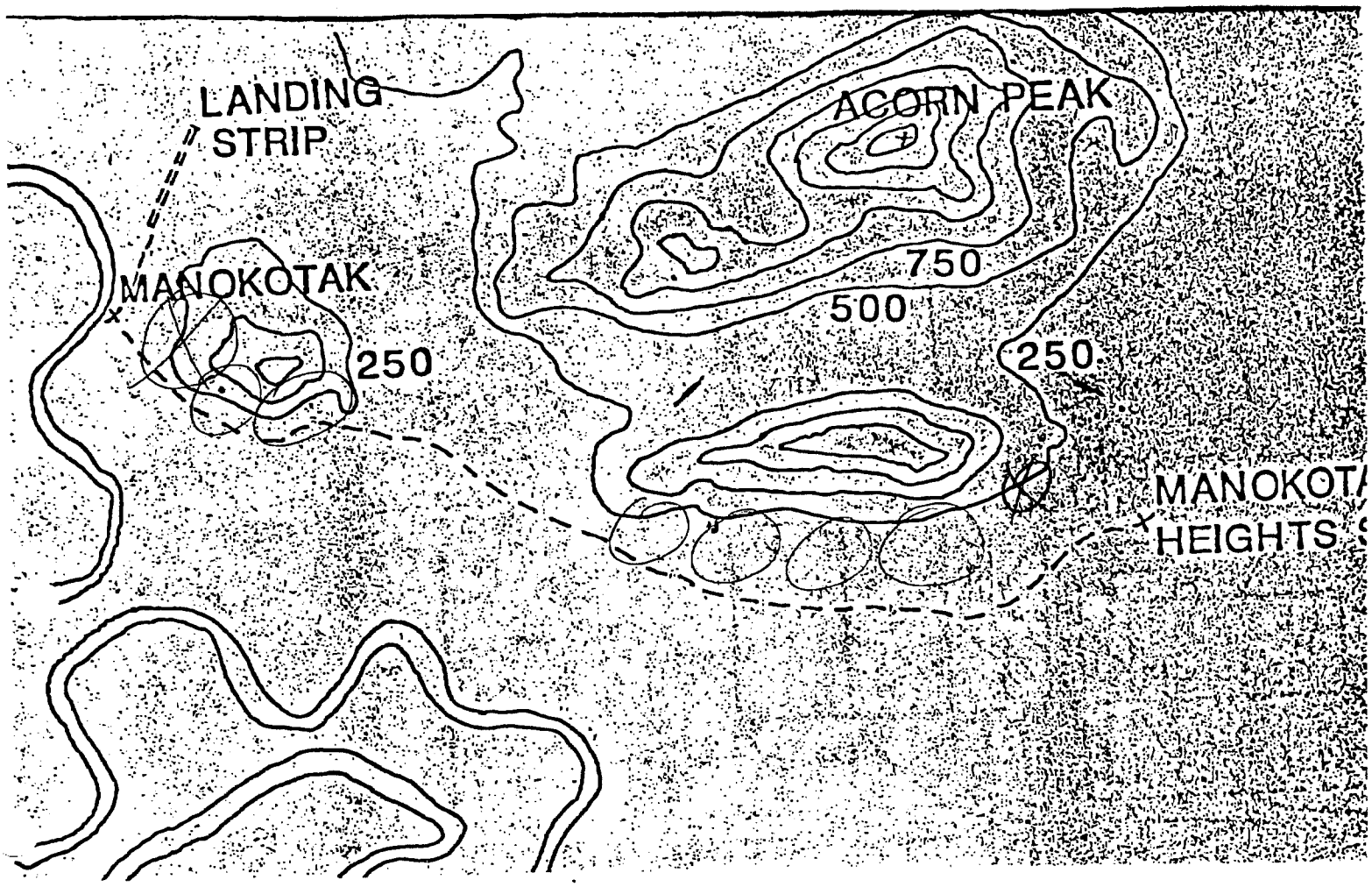
The Manokotak Nunaniq School is located under Manokotak Heights Mountain at the Southeast and has the potential of suffering damage or destruction in the event of a rock or mud slide.

2. ACTIONS TO TAKE DURING AND IMMEDIATELY FOLLOWING ROCK/MUD SLIDE.

Upon immediate notification of a Rock and/or Mud slide anywhere along the immediate areas mentioned above the following steps will be initiated or whichever is fastest.

a. Activate and mobilize the Manokotak Volunteer Search and Rescue Team/Fire Department to the scene.
b. Notify the Emergency Medical Services and let them know where the slide is.
c. If situation is beyond department capacity, activate the Emergency Operation Center.

See subsection 5-1 for detailed procedures on a rock and/or mud slide on each mentioned areas.



O – susceptible areas of Rock/Mud slide.

Ø – susceptible Residential/school areas of Rock/Mud slide

SUBSECTION 5-1

DETAILED PROCEDURES FOR ROCK AND/OR MUD SLIDES ON SPECIFIC AREAS

1. Rock and /or Mud slide along the residential home areas at Manokotak.

   a. Evacuate the residential homes along both sides of Third Street immediately by:

      1. Letting people know by VHF radio channel 68
      2. Sounding siren and announcing on the bull horn.
      3. Knocking or entering each home on Third street.

   b. Activate the Manokotak Volunteer Search & Rescue/Fire Department to the scene equipped with the following:

      1. Shovel, axes, picks, crow bars.
      2. Stretchers, Emergency Medical equipment
      3. Road Blocks
      4. Fire hoses where needed.

   c. Notify the Emergency Medical Services:

      1. Health Aides, Certified ETT and EMT's
      2. If needed, contact local commercial airlines.

   d. Activate Public Works Department of EOC to the scene if situation demands.
   e. Shut off power lines running to the immediate area and surrounding area. The local electrical worker should know where to main switch is located at. If situation requires the total shut down of the power in the community, shut down the generators.
   f. Activate the EOC if situation is beyond department capabilities.

      1. Set up the EOC at the City Office and provide back up power if need be.
      2. Set up Communication with the following:
         - Police Department
         - SAR/Fire Department
         - Local EMS

2. Rock/Mud Slide along any route susceptible to a Rock/Mud Slide.
    a. Announce on VHF radio channel 68 that a slide has occurred and give the location
    b. Block the road at least 1000 feet from the slide area on both ends of the scene.
    c. Activate the EMS to scene if and casualties are reported.

3. Rock/Mud Slide to the Manokotak Nunaniq School and immediate area.
    a. Announce on VHF channel 68 that a slide has occurred to or the immediate area of the school.
    b. If the slide occurs during school or other community or school function, make immediate evacuation and account for all persons.
    c. Activate EMS and volunteer fire department.
    d. Follow steps in sub-section 5-1, steps 1b, c, d, e, and f.

ATTACHMENT 8

Major Airplane Crash

1. BACKROUND INFORMATION

The community of Manokotak has a state operated airport approximately 2,800 feet in length and has night lighting. The airport is located approximately 1/8 of a mile North of the main village in the approximate direction North. A 150 feet by 250 feet apron is located on the east of the airport and there is a building to house the grader. Approach to landing North, airplanes have to fly low just West of the main village and right above the Bulk Fuel Farm. There has been at least two airplane crashes in the past and happened either in approach or immediately after take off. Plans to extend the existing airport or relocate to another area are in discussion and should be completed by 2003.

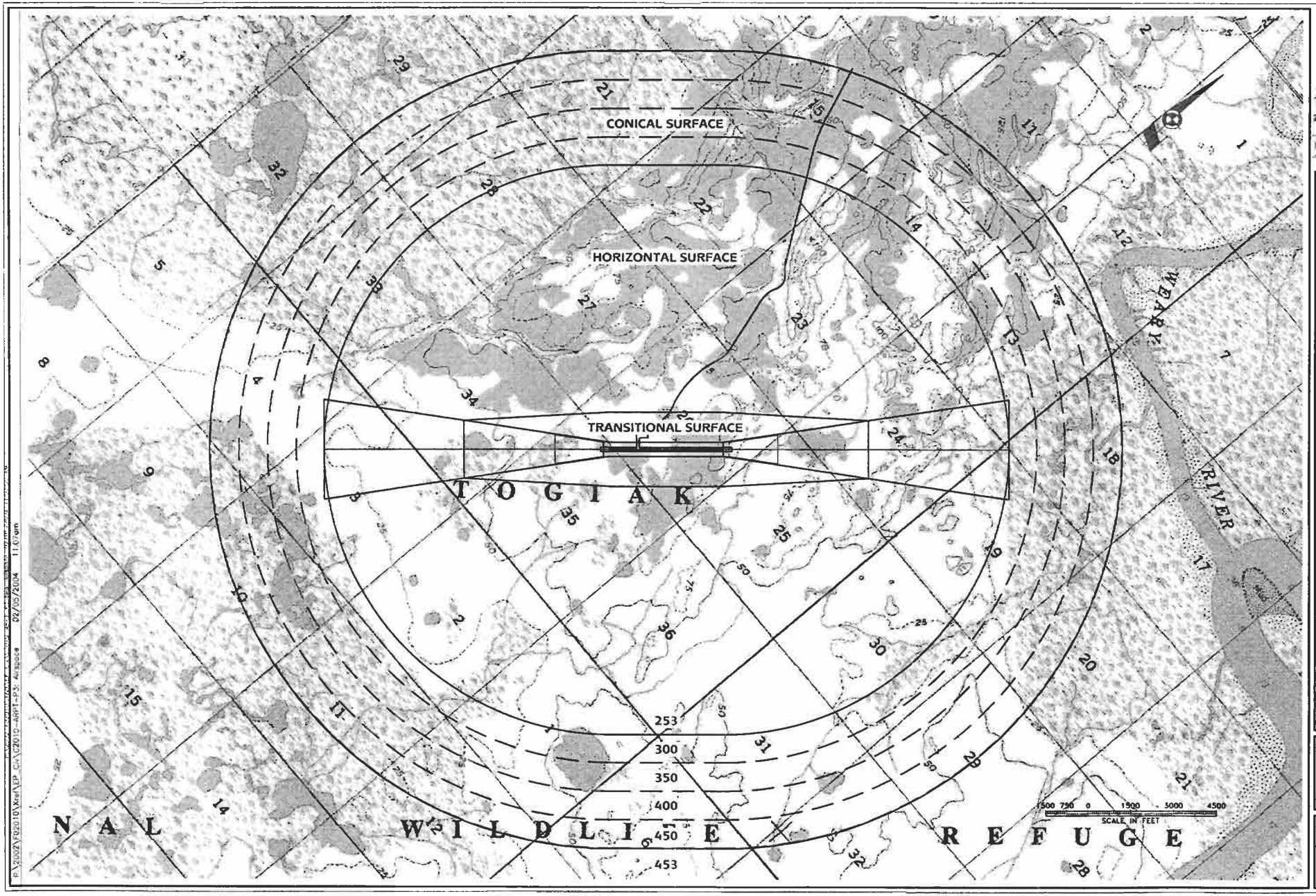
See sub-attachment 8-1 for the layout of the airport.

2. ACTIONS TO TAKE IN THE EVENT OF A MAJOR AIRPLANE CRASH

a. Upon immediate notification or observation that a airplane crash has happened the following steps are to be initiated or whatever is fastest.

1. Activate EMS and Volunteer Fire Department to scene.
2. Stabilize and transport injured to health clinic.
3. Notify FAA and State Troopers immediately of crash and request for emergency medical transport to Dillingham.
4. Secure crash site until investigators arrive.
5. Activate Emergency Operations Center if situations are beyond departments' capabilities.

Airspace Drawings ◆

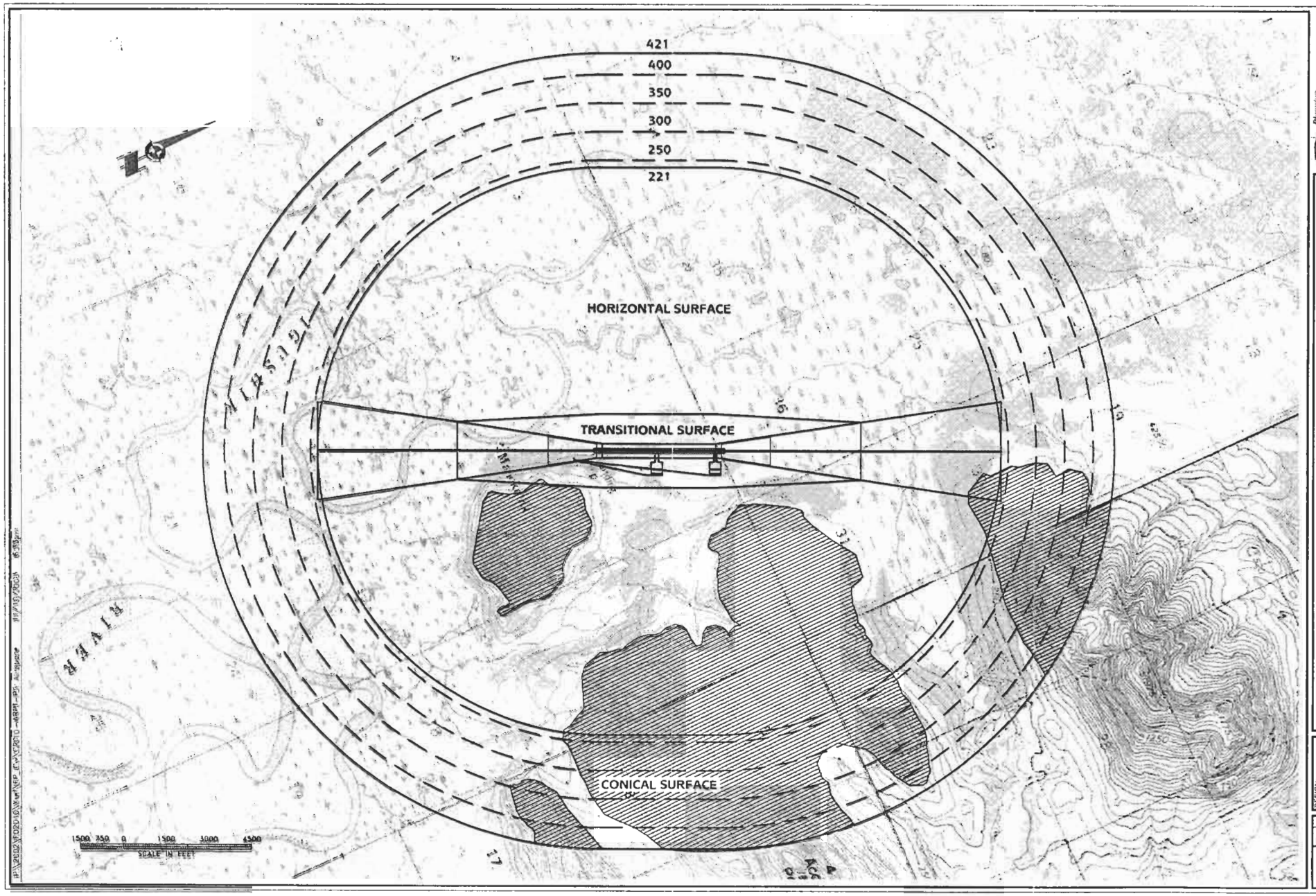


PDC Planning Design Construction INC.

ALTERNATIVE R3 AIRSPACE
MANOKOTAK AIRPORT IMPROVEMENTS

DESIGN: KBK
DRAWN: KBK
CHECK:

11-10-03
PROJ. No. F02010
FIGURE 3



Planning Design Construction
PDC INC.
Consulting Engineers

ALTERNATIVE E1 AIRSPACE
MANOKOTAK AIPORT IMPROVEMENTS

DESIGN: KBK
DRAWN: KBK
CHECK:

11-10-03
PROJ. No. F02010
FIGURE 1

Wind Data Figures ◆

Wind Data Figures

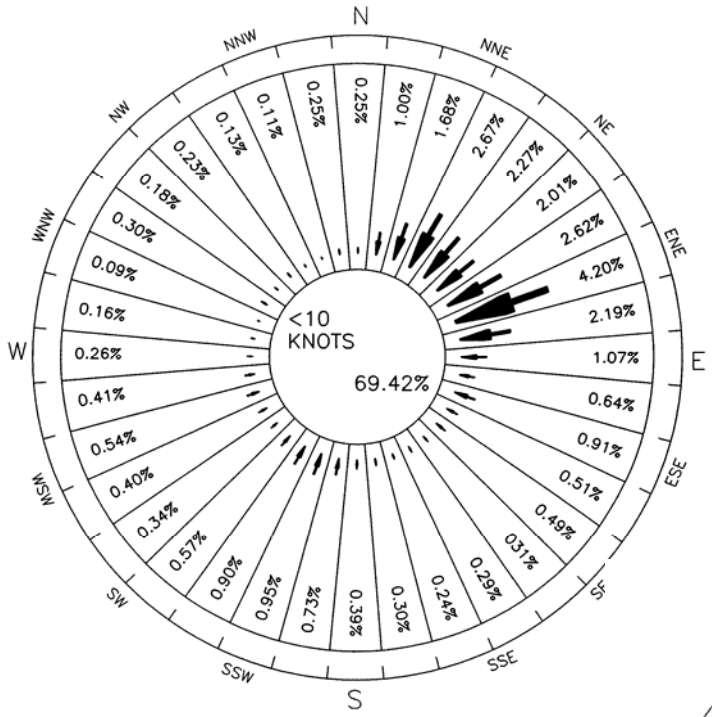


Figure 1
Manokotak Airport Wind Data
North Site (Old Manokotak)
Alternative E1 and No-Build Alternative

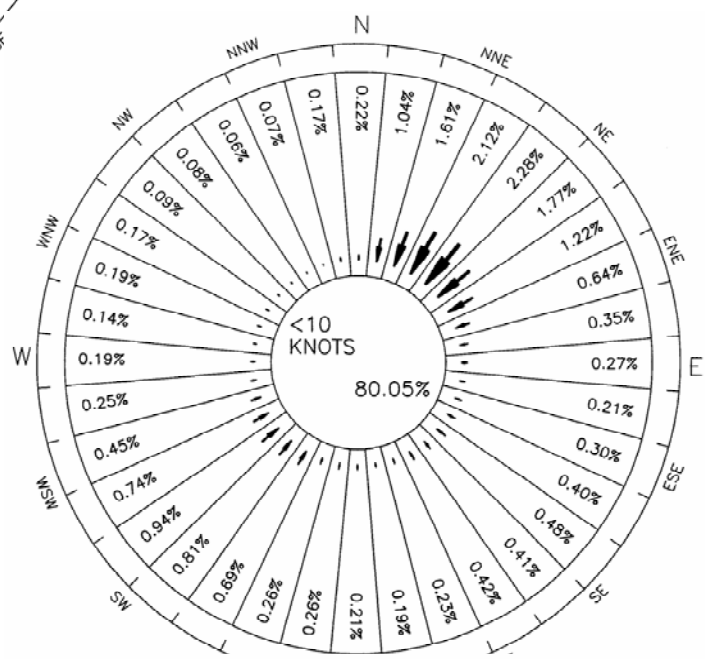


Figure 2
Manokotak Airport Wind Data
East Site (Manokotak Heights)
Alternatives R1A and R3

Land Status and Ownership Maps ◆

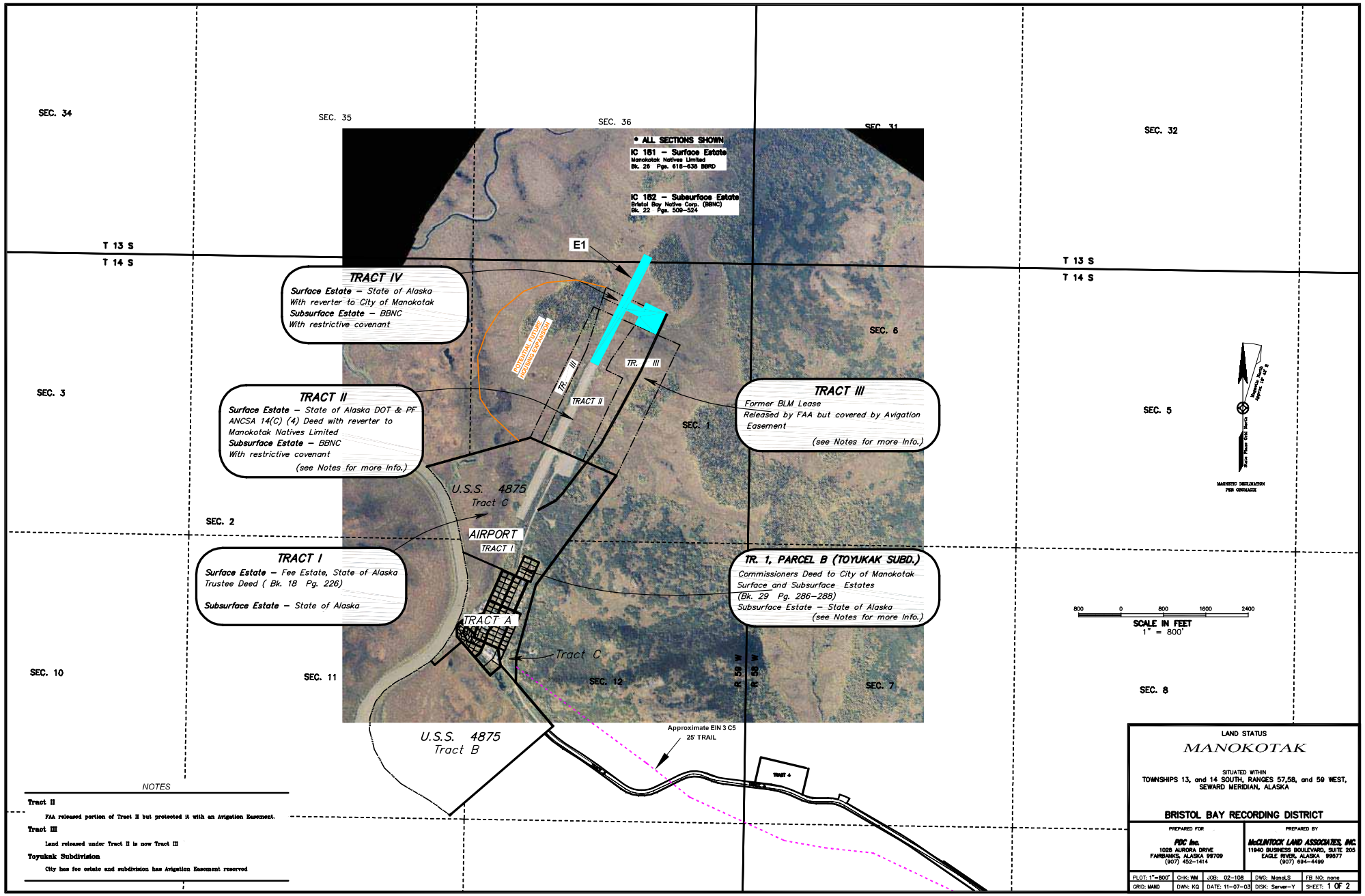

SEC. 34
SEC. 35
SEC. 36
SEC. 31
SEC. 32
T 13 S
T 14 S
* ALL SECTIONS SHOWN
IC 181 – Surface Estate
Manokotak Natives Limited
Bk. 26 Pgs. 618–638 BBRD
IC 182 – Subsurface Estate
Bristol Bay Native Corp. (BBNC)
Bk. 22 Pgs. 508–524
E1
TRACT IV
Surface Estate – State of Alaska
With reverter to City of Manokotak
Subsurface Estate – BBNC
With restrictive covenant
POTENTIAL FUTURE HOUSING EXPANSION
TR. III
TRACT II
SEC. 6
SEC. 3
TRACT II
Surface Estate – State of Alaska DOT & PF
ANCSA 14(C) (4) Deed with reverter to
Manokotak Natives Limited
Subsurface Estate – BBNC
With restrictive covenant
(see Notes for more Info.)
TRACT III
Former BLM Lease
Released by FAA but covered by Avigation
Easement
(see Notes for more Info.)
SEC. 1
SEC. 5
U.S.S. 4875
Tract C
SEC. 2
AIRPORT
TRACT I
TRACT I
Surface Estate – Fee Estate, State of Alaska
Trustee Deed (Bk. 18 Pg. 226)
Subsurface Estate – State of Alaska
TR. 1, PARCEL B (TOYUKAK SUBD.)
Commissioners Deed to City of Manokotak
Surface and Subsurface Estates
(Bk. 29 Pg. 286–288)
Subsurface Estate – State of Alaska
(see Notes for more Info.)
TRACT A
Tract C
SEC. 10
SEC. 11
SEC. 12
R 59 W
R 58 W
SEC. 7
SEC. 8
U.S.S. 4875
Tract B
Approximate EIN 3 C5
25' TRAIL
TRACT 4
MAGNETIC DECLINATION
PER GEOMAGIC
800 0 800 1600 2400
SCALE IN FEET
1" = 800'
NOTES
Tract II
FAA released portion of Tract II but protected it with an Avigation Easement.
Tract III
Land released under Tract II is now Tract III
Toyukak Subdivision
City has fee estate and subdivision has Avigation Easement reserved
LAND STATUS
MANOKOTAK
SITUATED WITHIN
TOWNSHIPS 13, and 14 SOUTH, RANGES 57,58, and 59 WEST,
SEWARD MERIDIAN, ALASKA
BRISTOL BAY RECORDING DISTRICT
PREPARED FOR
FDC Inc.
1028 AURORA DRIVE
FAIRBANKS, ALASKA 99709
(907) 452-1414
PREPARED BY
McLINTOCK LAND ASSOCIATES, INC.
11940 BUSINESS BOULEVARD, SUITE 205
EAGLE RIVER, ALASKA 99577
(907) 694-4499
PLOT: 1"=800' CHK: WM JOB: 02-108 DWG: ManoLS FB NO: none
GRID: MAND DWN: KQ DATE: 11-07-03 DISK: Server-Y SHEET: 1 OF 2

Figure B-1

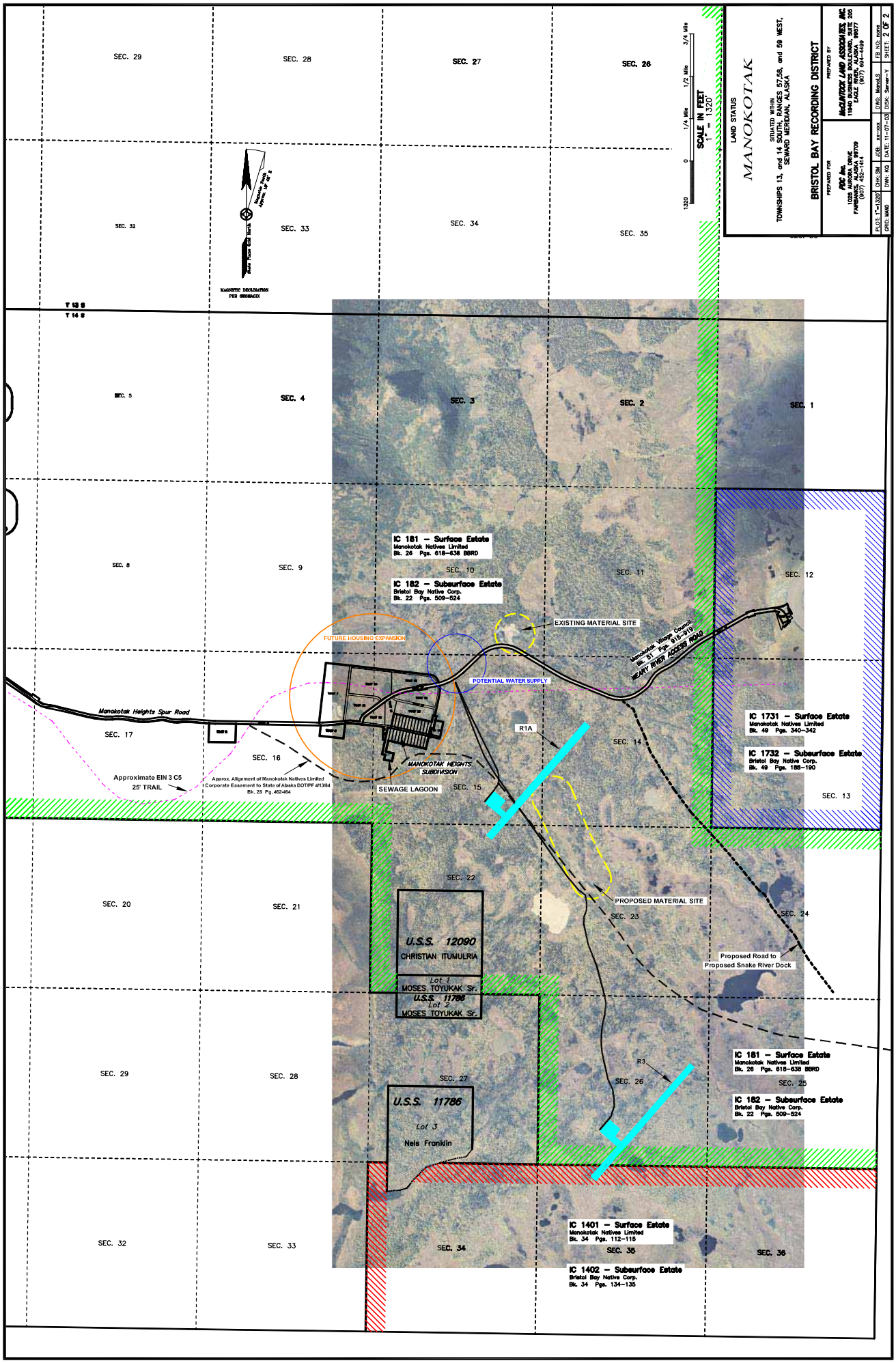
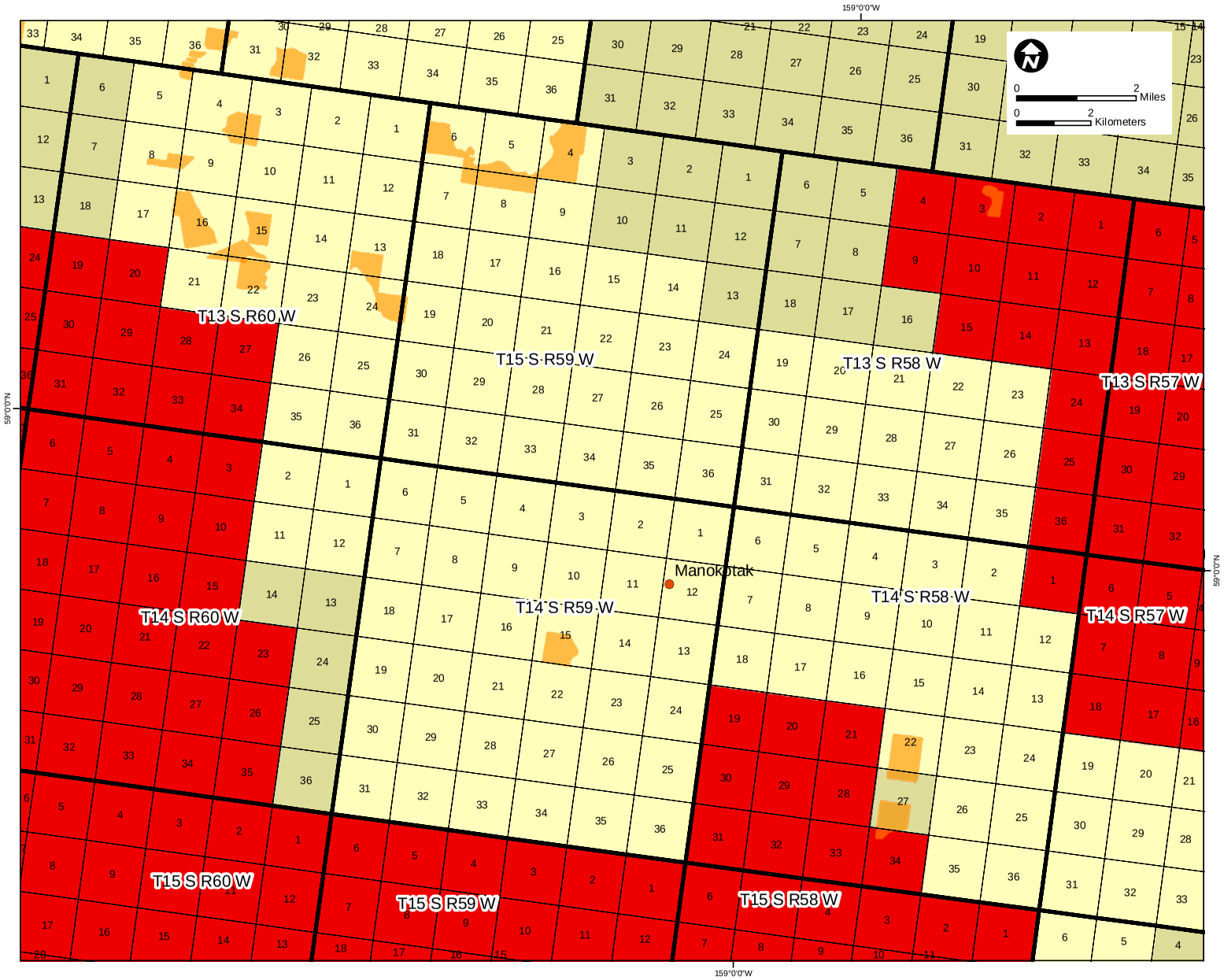

LAND STATUS
MANOKOTAK
SITUATED WITHIN
TOWNSHIPS 13, and 14 SOUTH, RANGES 57,58, and 59 WEST,
SEWARD MERIDIAN, ALASKA
BRISTOL BAY RECORDING DISTRICT
PREPARED FOR
FDC Inc.
1029 AURORA DRIVE
FAIRBANKS, ALASKA 99709
(907) 452-5688
PREPARED BY
McLAUGHLIN LAND ASSOCIATES, INC.
11840 BUSINESS BOULEVARD, SUITE 205
EAGLE RIVER, ALASKA 99577
(907) 694-9130
PLOT: 1"=1320'
GRID: MAND
CHK: SM
DWN: KG
JOB: xx-xxx
DATE: 11-07-03
DWG: Manok.S
DISK: Server-Y
FB NO: none
SHEET: 2 OF 2
SCALE IN FEET
1" = 1320'
0
1320
1/4 Mile
1/2 Mile
3/4 Mile
MAGNETIC DECLINATION
PER GEOMAGIX
T 13 S
T 14 S
SEC. 29
SEC. 28
SEC. 27
SEC. 26
SEC. 32
SEC. 33
SEC. 34
SEC. 35
SEC. 5
SEC. 4
SEC. 3
SEC. 2
SEC. 1
SEC. 8
SEC. 9
SEC. 10
SEC. 11
SEC. 12
SEC. 17
SEC. 16
SEC. 15
SEC. 14
SEC. 13
SEC. 20
SEC. 21
SEC. 22
SEC. 23
SEC. 24
SEC. 29
SEC. 28
SEC. 27
SEC. 26
SEC. 25
SEC. 32
SEC. 33
SEC. 34
SEC. 35
SEC. 36
IC 181 – Surface Estate
Manokotak Natives Limited
Bk. 26 Pgs. 618–638 BBRD
IC 182 – Subsurface Estate
Bristol Bay Native Corp.
Bk. 22 Pgs. 509–524
EXISTING MATERIAL SITE
FUTURE HOUSING EXPANSION
POTENTIAL WATER SUPPLY
Manokotak Village Council
Bk. 51 Pgs. 915–919
NEARY RIVER ACCESS ROAD
Manokotak Heights Spur Road
R1A
IC 1731 – Surface Estate
Manokotak Natives Limited
Bk. 49 Pgs. 340–342
IC 1732 – Subsurface Estate
Bristol Bay Native Corp.
Bk. 49 Pgs. 188–190
MANOKOTAK HEIGHTS
SUBDIVISION
SEWAGE LAGOON
Approximate EIN 3 C5
25' TRAIL
Approx. Alignment of Manokotak Natives Limited
Corporate Easement to State of Alaska DOT/PF 4/13/84
Bk. 28 Pg. 462-464
PROPOSED MATERIAL SITE
U.S.S. 12090
CHRISTIAN ITUMULRIA
Lot 1
MOSES TOYUKAK Sr.
U.S.S. 11786
Lot 2
MOSES TOYUKAK Sr.
Proposed Road to
Proposed Snake River Dock
R3
IC 181 – Surface Estate
Manokotak Natives Limited
Bk. 26 Pgs. 618–638 BBRD
IC 182 – Subsurface Estate
Bristol Bay Native Corp.
Bk. 22 Pgs. 509–524
U.S.S. 11786
Lot 3
Nels Franklin
IC 1401 – Surface Estate
Manokotak Natives Limited
Bk. 34 Pgs. 112–115
IC 1402 – Subsurface Estate
Bristol Bay Native Corp.
Bk. 34 Pgs. 134–135

Figure B-2



Legend

- State Land
- Native Corporation Land
- Native Allotment (pending or conveyed)
- U.S. Fish and Wildlife Service

Notes:
1) Horizontal Datum NAD 83, Coordinate System Alaska Albers Equal Conic, Feet
2) Basemap generated from coverages provided by CPAI and the BLM
3) Land status and oil and gas exploration information provided by the BLM

Figure B-3
Land Ownership

APPENDIX C

ELIMINATED ALTERNATIVES

ELIMINATED ALTERNATIVES

During the preliminary stages of development eight concept alternatives for relocation (Figure C-1) were identified based on the following considerations:

- Relatively flat topography to minimize earthwork for construction of the airport facilities
- Ability to support a crosswind runway
- No fill into lakes or ponds
- Minimize airspace penetrations caused by the surrounding hills – especially within the approach surfaces

Also, expanding the existing airport was considered to be a viable alternative. However, removing all of the obstructions was not viable due to the cost and impact to the community.

An initial evaluation was completed, and options with less desirable conditions were dropped. Reasons for elimination included:

- Runway or access road crossed swamps and creeks
- Alignment was too close to the hill (terrain penetrations)
- Low or swampy ground
- Too close to another equal or better alternative without offering any apparent advantage

Upon receiving three-quarter-year wind data, the alternatives were refined and reviewed in greater detail. This evaluation resulted in four relocation alignments (R1, R1A, R2, R3), extension of the existing runway along its present alignment (E1), and a skewed alignment at the existing airport site (E2), all shown on Figure C-2. Adding a crosswind runway at the existing airport was determined to be impracticable due to large expense and severely obstructed approach.

The process used for evaluation of the alternatives included engineering reviews, environmental scoping, and input from the community. The process is fully documented in the final scoping report (PDC, March 2004).

Following is the summary for each eliminated alternative in the order of elimination:

Alternative E2 was considered not substantially better than E1. The only gain was an additional 3% to wind coverage. E2 involved more wetlands, reused less of the existing site, and required more construction over poor ground, causing higher cost and a less stable facility.

Alternative R2 was eliminated because it offered only 92% wind coverage; required acquisition of land in Native Allotment US 12090; impacted more wetlands; and allowed only limited apron expansion without still greater wetlands impacts.

Alternative R1 was eliminated because it was oriented crosswind to the winter winds.

Alternative R1A (5-Mile Site) was eliminated during the process of selecting an engineering preferred alternative (PDC, 2004). It went through significantly more detailed analysis than the previous eliminated alternatives. It was analyzed along with Alternatives E1, R3 and the No-Build, using the following criteria:

- Wind Coverage
- Wetlands Impacts
- Geology / Long Term Stability
- M&O Costs
- Construction Costs
- Approach Capabilities (terrain limitations)
- Obstructions (fuel tanks, properties)
- User Costs
- Land Acquisition
- Landfill / Lagoon Locations
- Future Expansion Capabilities
- Convenience of Access / Proximity to Community

Alternative R1A proposed a runway located 5.3 miles from Old Manokotak along the road and east of Manokotak Heights. Airport access would have come off the Weary River Road, approximately 2/3 mile east of the intersection with the road to Manokotak Heights. The apron would have been placed on the west side of the runway, nearest to the direction of access to reduce the potential for runway crossings.

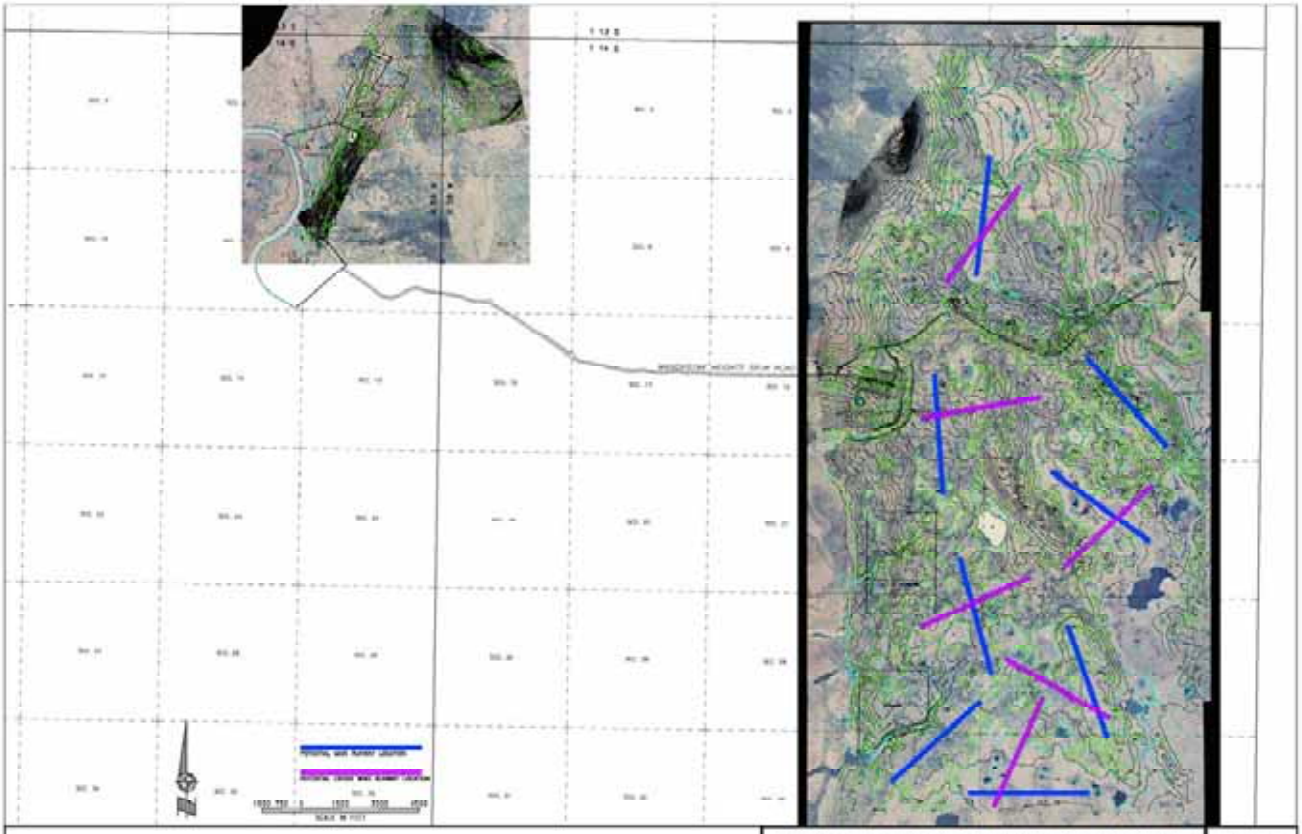
Advantages:

- Provided 97.8% wind coverage
- Low instrument approach capabilities, making night flights possible in fairly poor weather

Disadvantages:

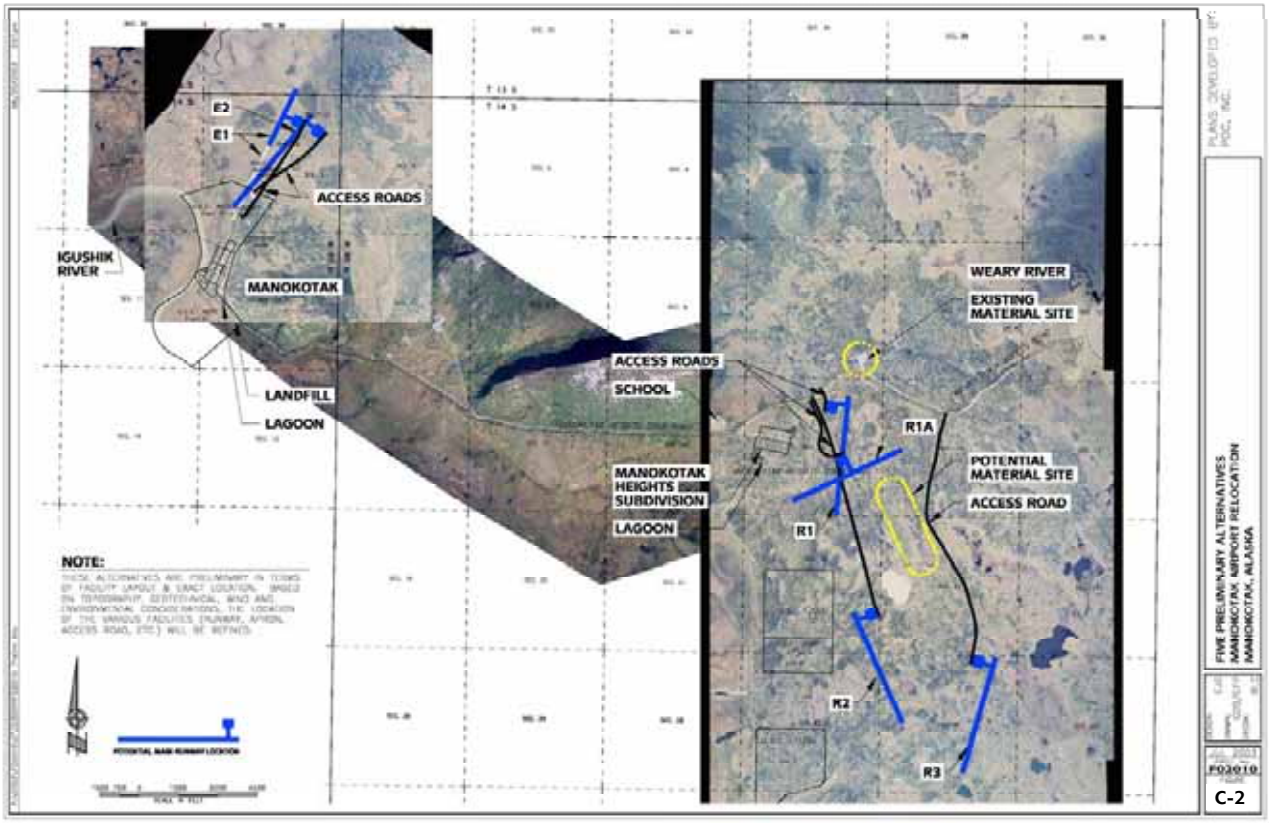
- Required “cut and fill” construction, generating a large amount of “waste” material
- Involved some airspace penetration
- Located within 3,000 feet of Manokotak Heights Subdivision and its sewage lagoon
- Too close to the subdivision, according to some Manokotak Heights residents

The key reasons for eliminating Alternative R1A were its proximity to the lagoon at Manokotak Heights Subdivision and the lack of community support.



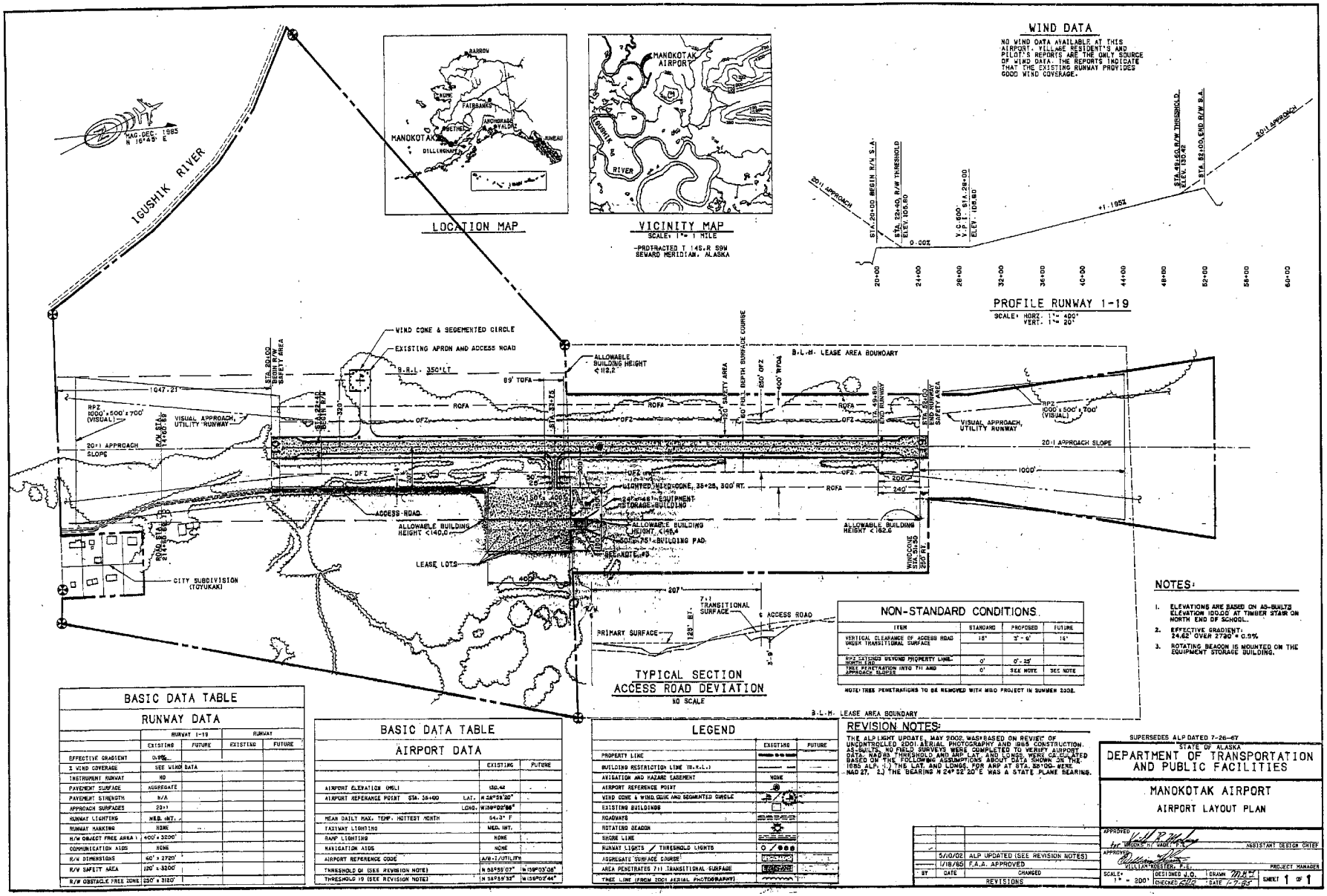
EIGHT PRELIMINARY RELOCATION ALTERNATIVES
MANOKOTAK AIRPORT RELOCATION
MANOKOTAK, ALASKA

FIGURE
C-1



APPENDIX D

AIRPORT LAYOUT PLAN



NON-STANDARD CONDITIONS

ITEM	STANDARD	PROPOSED	FUTURE
VERTICAL CLEARANCE OF ACCESS ROAD UNDER TRANSITIONAL SURFACE	15'	3' - 6'	15'
ROZ EXTENDS BEYOND PROPERTY LINE NORTH END	0'	0' - 25'	
OBJECT PENETRATION INTO 7:1 AND APPROACH SLOPES	0'	SEE NOTE	SEE NOTE

NOTE: TREE PENETRATIONS TO BE REMOVED WITH MSO PROJECT IN SUMMER 2002.

NOTES:

1. ELEVATIONS ARE BASED ON AS-BUILTS ELEVATION 100.00 AT TIMBER STAIR ON NORTH END OF SCHOOL.
2. EFFECTIVE GRADIENT: 24.62' OVER 2730' = 0.9%
3. ROTATING BEACON IS MOUNTED ON THE EQUIPMENT STORAGE BUILDING.

BASIC DATA TABLE

RUNWAY DATA

	RUNWAY 1-19 EXISTING	RUNWAY 1-19 FUTURE	RUNWAY EXISTING	RUNWAY FUTURE
EFFECTIVE GRADIENT	0.9%			
% WIND COVERAGE	SEE WIND DATA			
INSTRUMENT RUNWAY	NO			
PAVEMENT SURFACE	AGGREGATE			
PAVEMENT STRENGTH	N/A			
APPROACH SURFACES	20:1			
RUNWAY LIGHTING	MED. INT.			
RUNWAY MARKING	NONE			
R/W OBJECT FREE AREA	400' x 3200'			
COMMUNICATION AIDS	NONE			
R/W DIMENSIONS	60' x 2730'			
R/W SAFETY AREA	120' x 3200'			
R/W OBSTACLE FREE ZONE	250' x 3180'			

BASIC DATA TABLE

AIRPORT DATA

		EXISTING	FUTURE
AIRPORT ELEVATION (MSL)		130.42	-
AIRPORT REFERENCE POINT STA. 36+00	LAT.	N 58°52'20"	-
	LONG.	W159°02'56"	
MEAN DAILY MAX. TEMP. HOTTEST MONTH		54.3° F	
TAXIWAY LIGHTING		MED. INT.	
RAMP LIGHTING		NONE	
NAVIGATION AIDS		NONE	
AIRPORT REFERENCE CODE		A/B-I/UTILITY	
THRESHOLD 01 (SEE REVISION NOTE)		N 58°55'07"	W159°03'08"
THRESHOLD 19 (SEE REVISION NOTE)		N 58°55'32"	W159°02'44"

LEGEND

	EXISTING	FUTURE
PROPERTY LINE		
BUILDING RESTRICTION LINE (B.R.L.)		
AVIGATION AND HAZARD EASEMENT	NONE	
AIRPORT REFERENCE POINT		
WIND CONE & WIND CONE AND SEGMENTED CIRCLE		
EXISTING BUILDINGS		
ROADWAYS		
ROTATING BEACON		
SHORE LINE		
RUNWAY LIGHTS / THRESHOLD LIGHTS		
AGGREGATE SURFACE COURSE		
AREA PENETRATES 7:1 TRANSITIONAL SURFACE		
TREE LINE (FROM 2001 AERIAL PHOTOGRAPHY)		

REVISION NOTES:

THE ALP LIGHT UPDATE, MAY 2002, WAS BASED ON REVIEW OF UNCONTROLLED 2001 AERIAL PHOTOGRAPHY AND 1985 CONSTRUCTION AS-BUILTS. NO FIELD SURVEYS WERE COMPLETED TO VERIFY AIRPORT DATA. NAD83 THRESHOLD AND ARP LAT. AND LONGS. WERE CALCULATED BASED ON THE FOLLOWING ASSUMPTIONS ABOUT DATA SHOWN ON THE 1985 ALP: 1.) THE LAT. AND LONGS. FOR ARP AT STA. 36+00 WERE NAD 27. 2.) THE BEARING N 24° 52' 20" E WAS A STATE PLANE BEARING.

BY	DATE	CHANGED
	5/10/02	ALP UPDATED (SEE REVISION NOTES)
	1/18/85	F.A.A. APPROVED

REVISIONS

SUPERSEDES ALP DATED 7-26-67

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

MANOKOTAK AIRPORT
AIRPORT LAYOUT PLAN

APPROVED: for BROOKS W. WADE, P.E. — ASSISTANT DESIGN CHIEF
APPROVED: WILLIAM ROESTER, P.E. — PROJECT MANAGER

SCALE: 1" = 300' | DESIGNED J.O. | DRAWN | CHECKED | DATE 1-7-85 | SHEET 1 OF 1

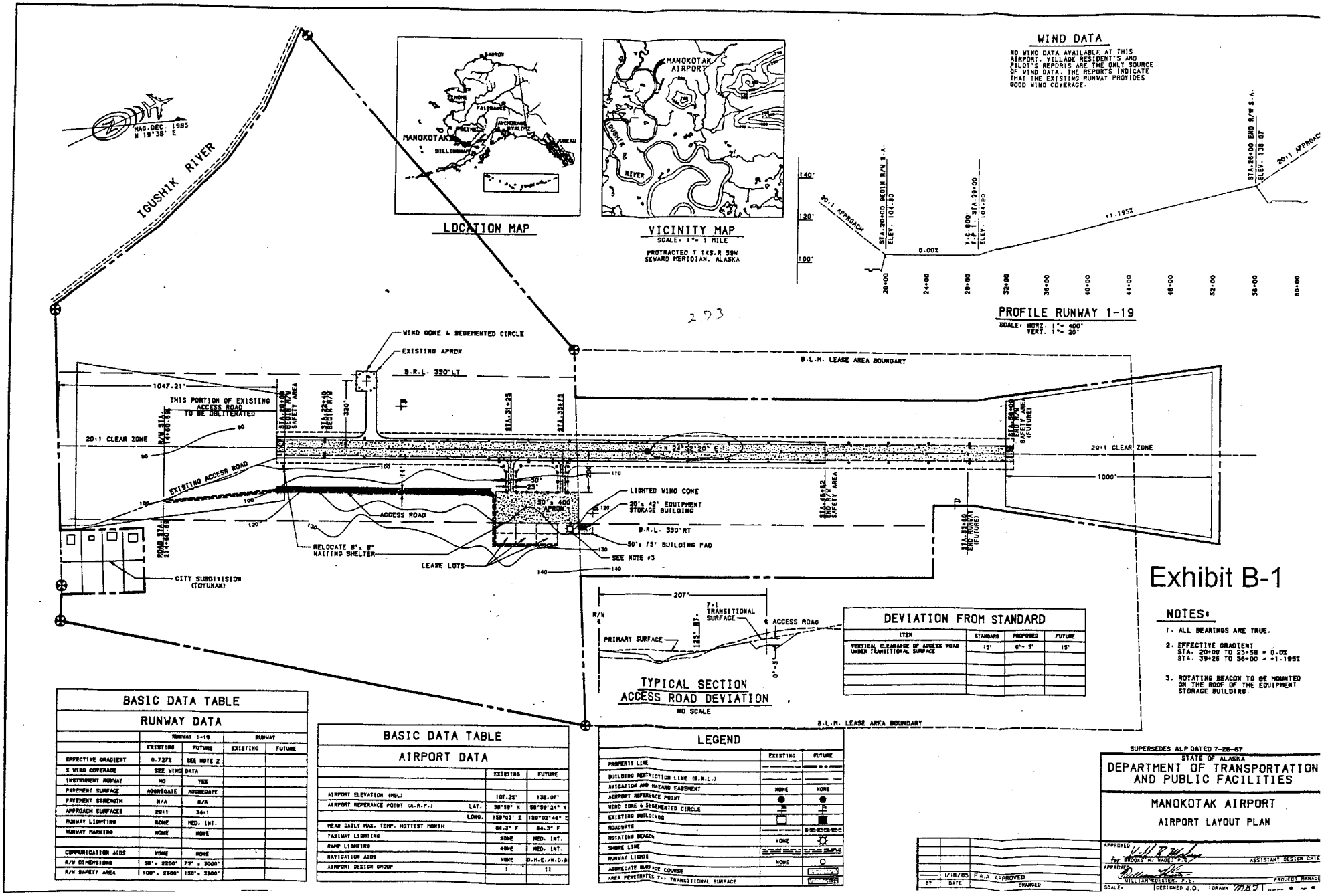


Exhibit B-1

NOTES:

1. ALL BEARINGS ARE TRUE.
2. EFFECTIVE GRADIENT
   STA. 20+00 TO 25+58 = 0.0%
   STA. 39+26 TO 56+00 = +1.195%
3. ROTATING BEACON TO BE MOUNTED ON THE ROOF OF THE EQUIPMENT STORAGE BUILDING.

DEVIATION FROM STANDARD

ITEM	STANDARD	PROPOSED	FUTURE
VERTICAL CLEARANCE OF ACCESS ROAD UNDER TRANSITIONAL SURFACE	15'	0'- 3'	15'

BASIC DATA TABLE

RUNWAY DATA

	RUNWAY 1-19		RUNWAY	
	EXISTING	FUTURE	EXISTING	FUTURE
EFFECTIVE GRADIENT	0.727%	SEE NOTE 2		
% WIND COVERAGE	SEE WIND DATA			
INSTRUMENT RUNWAY	NO	YES		
PAVEMENT SURFACE	AGGREGATE	AGGREGATE		
PAVEMENT STRENGTH	N/A	N/A		
APPROACH SURFACES	20:1	34:1		
RUNWAY LIGHTING	NONE	MED. INT.		
RUNWAY MARKING	NONE	NONE		
COMMUNICATION AIDS	NONE	NONE		
R/W DIMENSIONS	50' x 2200'	75' x 3000'		
R/W SAFETY AREA	100' x 2800'	150' x 3800'		

BASIC DATA TABLE

AIRPORT DATA

		EXISTING	FUTURE
AIRPORT ELEVATION (MSL)		104.25'	138.07'
AIRPORT REFERENCE POINT (A.R.P.)	LAT.	58°59' N	58°59'24" N
	LONG.	159°03' E	159°02'46" E
MEAN DAILY MAX. TEMP. HOTTEST MONTH		64.3° F	64.3° F
TAXIWAY LIGHTING		NONE	MED. INT.
RAMP LIGHTING		NONE	MED. INT.
NAVIGATION AIDS		NONE	D.M.E./N.D.B.
AIRPORT DESIGN GROUP		I	II

LEGEND

	EXISTING	FUTURE
PROPERTY LINE		
BUILDING RESTRICTION LINE (B.R.L.)		
NAVIGATION AND HAZARD EASEMENT	NONE	NONE
AIRPORT REFERENCE POINT		
WIND CONE & SEGEMENTED CIRCLE		
EXISTING BUILDINGS		
ROADWAYS		
ROTATING BEACON	NONE	
SHORE LINE		
RUNWAY LIGHTS	NONE	
AGGREGATE SURFACE COURSE		
AREA PENETRATES 7:1 TRANSITIONAL SURFACE		

BY	DATE	CHANGED
	1/18/85	F.A.A. APPROVED

SUPERSEDES ALP DATED 7-26-67

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

MANOKOTAK AIRPORT

AIRPORT LAYOUT PLAN

APPROVED: for BROOKS M. WADE, P.E. — ASSISTANT DESIGN CHIEF
APPROVED: WILLIAM ROESTER, P.E. — PROJECT MANAGER

SCALE: | DESIGNED J.O. | DRAWN

APPENDIX E

PERMITS, AUTHORIZATIONS, AND CLEARANCES

- Air and Water Quality Certification
- Wetlands Coordination
- Cultural Resources Coordination
- Coastal Project Questionnaire

Air and Water Quality Certification ◆

AIR AND WATER QUALITY CERTIFICATION

In accordance with the 1982 Airport Act, "reasonable assurance" is hereby given that the proposed airports listed below will be located, designed, constructed and operated in compliance with the applicable air and water quality standards.

Airport	Project Number
Akutan	55879 & 56329
Aniak	54740 &TBD
Atka	55291 & TBD
Bethel	55694 & TBD
Birchwood	54741, 56290 & TBD
Chefornak	TBD
Chenega	56445
Chevak	56626
Chignik Lake	54193
Clarks Point	55598
Cold Bay	54192 & TBD
Dillingham	53424
Ekwok	55377
False Pass	56514
Girdwood	51820, 54743 & 56297
Goodnews Bay	51349 & 56517
Homer	54744
Igiugig	TBD
Iliamna	TBD
Kalskag	55959
Manokotak	55313
Nunapitchuk	54850
Port Heiden	55071
Tuntutuliak	55695
Unalaska	55829 & TBD

David R. Eberle
Regional Director
Central Region DOT&PF

4/11/03
Date

For: Commissioner Michael A. Barton
Department of Transportation & Public Facilities

Wetlands Coordination ◆

State of Alaska
Department of Transportation
& Public Facilities
Statewide Design &
Engineering Services

Wetland Avoidance and Minimization Checklist

Project Name: ***Manokotak Airport Relocation***
Project Number: 55313

I. Project Scope: Provide a brief description of and reason for the project.

BACKGROUND

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to relocate the Manokotak Airport. Manokotak Airport is located in the Dillingham Census Area, 25 miles southwest of Dillingham on the Igushik River (Figure 1). As with must rural villages in Alaska, the airport is the primary means of transportation – and during spring and fall the only means – connecting the community to outside essential services. The village depends on the airport for medevac transport, the transport of mail and supplies, general passenger service to and from Manokotak, and employment opportunities outside of Manokotak.

The relocation would provide a safer and more reliable facility for emergency and daily transportation needs. Existing conditions at Manokotak Airport fail to meet the minimum safety standards established for rural Alaska airports for several types of aircraft currently operating in Manokotak. These deficiencies include:

- Runway too short and too narrow
- Runway safety area too narrow
- Taxiway and taxiway safety area too narrow
- Substandard separation distance between runway and aircraft parking area
- Runway surface in poor condition
- Poor drainage, especially in spring when snow berms along the runway are melting
- Terrain penetrations
- Bulk fuel storage facility, gas station, antenna, and residences along the approach
- Crosswind problems due to runway alignment relative to the local prevailing winds
- Inadequate snow storage area, resulting in snow berms penetrating the airspace
- Lagoon and landfill too close to the south end of the runway
- Inadequate clearance of transitional surface by access road and vehicles

PROJECT DESCRIPTION

ADOT&PF proposes to remedy these deficiencies by relocating the airport. Relocation is recommended because expansion at the existing site would present the following challenges:

- An extension of the existing runway would be expensive and could be unstable due to organic soils
- An extension would affect higher value wetlands

- Upgrade to provide for Non-Precision Instrument (NPI) approach capabilities increases obstruction by the adjacent hill
- The armory, fuel tanks, and homes would continue to obstruct the airspace
- The inadequate distance from the sewage lagoon and landfill would not be addressed
- Problems with crosswinds, snow removal, and snow storage would not be remedied
- Future expansion of the airport, if needed, would not be easily accommodated
- Land for community expansion near the original town site would remain unavailable due to conflicts with the airport use

The ADOT&PF is proposing to relocate the airport to an upland area located to the southeast of the Manokotak Heights subdivision. Figures 2 and 3 depict the proposed facilities, including the access road. The proposed project would construct a new 3,300' x 75' gravel surfaced runway with a 3,900' x 150' safety area. A 250' by 400' aircraft-parking apron would be connected to the runway by a taxiway. Construction of the proposed improvements would:

- Expand the runway to accommodate the design aircraft with Non-Precision Instrument (NPI) (global positioning system [GPS]) capabilities
- Surface the entire facility with crushed aggregate surface course
- Provide adequate area for snow storage
- Construct an apron and taxiway system with the required separation distances
- Meet FAA standards for airspace and compatible land use
- Install a pilot-operated airport lighting system
- Install precision approach path indicators (PAPI), runway end identification lighting (REIL), and associated pads
- Install an automated weather observation system (AWOS) pad
- Increase the number of snow removal equipment storage building (SREB) bays to two
- Extend the overhead electrical line to the new facility

Given the substantial investment required to relocate the airport and the large population of Manokotak, it was considered prudent to identify a site that would allow for future expansion. Thus, the identified site could support future expansion beyond 3,300' to a 4,000' runway length.

POTENTIAL MATERIAL SITES

It is expected that the contractor would obtain material from the most cost-effective of three identified sites (Figure 3). Manokotak Natives, Ltd., owns the surface rights at all sites, and the Bristol Bay Native Corporation (BBNC) retains ownership of the subsurface rights.

The airport facilities (runway, taxiway, apron, pads, and access road) embankment would consist of borrow material (approximately 270,000 cubic yards). The material will likely come from excavation at the proposed Ridge material site because of the close proximity to the project. Approximately 40,000 cubic yards of surface course is likely to come from expansion of the Weary River Access Road site or from within the existing unvegetated floor of the Loop Road material site. An estimated 82,000 cubic yards of subbase material is likely to come from the Ridge or Weary River Access Road material sites. If the contractor chooses to obtain material from the Ridge site, he would be required to grade it to drain and avoid ponding due to the proximity to the proposed airport site. Although penetration of the water table is not expected,

excavation below it in any material site would be backfilled with overburden or unusable excavated material to a height of 2 feet above the water table to eliminate ponding. The overburden would be stockpiled on uplands and would be left-in-place, graded and seeded, or placed in the excavated area, depending on the landowner's intent for future development.

The potential Ridge material source was preliminarily delineated as a wetland/upland mosaic with one-third of the area considered wetland and two-thirds considered uplands. In a jurisdictional determination (April 13, 2004), the USACE requested a more detailed wetland survey of the potential Ridge material source on the west side of the proposed access road to Alternative R3 prior to construction but approved all other wetland delineations conducted for this project. The second, more detailed survey classified the Ridge site as uplands (ADOT&PF, 2004). The USACE provided a jurisdictional determination on November 5, 2004, concurring that the Ridge material site is uplands.

Two small PSS/EM wetlands are located on the east side of the existing Weary River Access Road material source. Both of these wetlands would be protected by 100-foot buffers.

WETLAND IMPACTS

Fill

Due to the avoidance efforts described in the respective sections of this checklist, the placement of fill material in wetlands is not required.

Non-Jurisdictional Clearing in Wetlands

Approximately 200 acres of tree clearing from undeveloped land would be required to construct the airport facilities and remove airspace penetrations. Of those 200 acres, approximately 21 acres would be in wetlands. Tree clearing in wetland areas would be restricted to hand clearing or hydroax while the ground is frozen; therefore, the activity would not constitute the placement of fill in wetlands.

II. Avoidance Measures:

1. Can the proposed project or project components be located in a non-wetland area? ☐ Yes ☒ No
If not, explain in detail why not? (Refer to preliminary jurisdictional wetland determination.)

The project, as designed, has avoided all impacts related to the placement of fill in wetlands. The access road and apron have been sited to avoid wetlands in the vicinity.

At the Weary River Road material site, the contractor would be required to maintain a 100-foot buffer between the Wetlands #3 and #4 and the material extraction activities to avoid wetland impacts.

Expansion of the Loop Road material site and possible wetland impacts can be avoided by excavating from within the existing unvegetated floor of the pit.

1.a. If yes, does this non-wetland area provide unique habitat to the area or contain other protected resources (e.g., cultural resource, federally listed or candidate species, bald eagles or other raptors)? Consult with the agency with jurisdiction or expertise if appropriate, e.g., Corps, FWS, NMFS, ADF&G. ☐ Yes ☐ No

1.b. Are there other project related impacts to the non-wetland area that are considered substantial (e.g., subsistence use or other socio-economic factors)? Consult with the agency with jurisdiction or expertise if appropriate, e.g., Corps, FWS, NMFS, ADF&G. ☐ Yes ☒ No

2. In consideration of forecast changes in aircraft use, future airport projects, expected community growth and maintenance considerations, have facilities been sited to avoid wetland impacts? ☒ Yes ☐ No

Has this been applied to all individual components of the airport (e.g., the runway, taxiways, aprons, lease lots, navigational aids)? ☒ Yes ☐ No

The primary advantage for relocation of the airport vs. expansion of the existing facility is safety-related; however, the expansion would impact a significant amount of valuable wetlands and the relocation avoids all direct wetland impacts.

2.a. Can dimensions of facilities be traded off; i.e., length vs. width of the apron in order to lessen impacts? ☐ Yes ☒ No

2.b. Can the footprint of specific project components be reduced to avoid wetlands i.e., steeper side slopes on support facilities? ☐ Yes ☒ No

2.c. Can Facilities be consolidated to avoid impacts? ☐ Yes ☒ No

2.d. Have existing roads, pads, runways and other facilities been incorporated into the design of the proposed project to avoid wetland impacts? ☐ Yes ☒ No

See #2 above.

3. Have crossings of fish streams been avoided? (Consult the Anadromous Fish Catalog or contact ADF&G for information on fish bearing waters.) ☒ Yes ☐ No

4. If the Regional Environmental Coordinator has determined that the project may adversely affect Essential Fish Habitat (EFH) list the preliminary EFH conversation measures.

No EFH would be affected by the proposed project.

5. Are bald eagle nest trees at least 330 feet from the project? ☒ Yes ☐ No If not, consult FWS.

6. Have abandoned pads, roads, runways and other fills associated with the airport project been considered for gravel re-use, rehabilitation, and/or restoration? ☒ Yes ☐ No

Because of a reverter clause, a portion of the existing airport property would be released to the City and/or Manokotak Natives, Ltd. for use. The conditions of this release have not yet been negotiated. Because the land is suitable for construction and land to build on is limited, it is likely that the community would desire to keep all existing pads for future development. Further, hauling of this material to the proposed runway site would not be cost-effective.

III. Minimization Measures (If the impacts can't be avoided continue):

1. Can the proposed project or project components be located in a lower value wetland area? ☐ Yes ☒ No If not, explain in detail why not? (Refer to appropriate resource mapping or functional value assessment.)

No fill would be placed in wetlands. The proposed relocation site avoids the higher value wetlands that would be impacted if the existing airport were expanded.

1.a. If yes, would construction affect other protected resources (e.g., cultural resource, federally listed or candidate species, bald eagles or other raptors)? ☐ Yes ☐ No Consult with the agency with jurisdiction or expertise if appropriate e.g., Corps, FWS, NMFS, ADF&G and SHPO.

N/A

1.b. Are there other project related impacts to this lower value wetland considered substantial (e.g., cultural resource, subsistence use or other socio-economic factors)? ☐ Yes ☐ No Consult with the agency with jurisdiction or expertise if appropriate.

N/A

2. In consideration of forecast changes in aircraft use, future airport projects, expected community growth and maintenance considerations, have facilities been sited to minimize wetland impacts? ☒ Yes ☐ No Has this been applied to all individual components of the airport (e.g., the runway, taxiways, aprons, lease lots, navigational aids)? ☒ Yes ☐ No

The project, as designed, has avoided wetland impacts. The contractor would be required to use best management practices to further minimize impacts to adjacent wetlands.

The USFWS has requested that prior to construction, construction limits shall be clearly delineated in the field. Use of construction vehicles shall be limited to the area within the staked construction limits.

In addition, sediment prevention and water quality control measures (silt fences) shall be placed and maintained along the toe of all fill areas adjacent to waters of the United States, including wetlands, to effectively isolate wetlands and waters from the construction area to prevent the introduction of sediments. These devices shall remain in place until fill and other exposed earthwork attributable to the project are stabilized and revegetated.

2.a. Can dimensions of facilities be traded off; i.e., length vs. width of the apron in order to lessen impacts? ☐ Yes ☒ No

2.b. Can the footprint of specific project components be a reduced i.e., steeper side slope on support facilities? ☐ Yes ☒ No

2.c. Can facilities be consolidated to minimize impacts? ☐ Yes ☒ No

2.d. Have existing roads, pads, runways and other facilities been incorporated into the design of the proposed project to minimize wetland impacts? ☐ Yes ☒ No

Upgrading the existing facility would involve the placement of fill in wetlands.

3. Have crossings of fish streams been located to minimize adverse impacts to the extent practicable? (Contact agencies with jurisdiction or special expertise as appropriate.) ☐ Yes ☐ No

N/A – no fish stream crossings proposed.

3.a. Have adverse affects to fish spawning habitat been minimized? ☐ Yes ☐ No

N/A

3.b. Have stream crossings been designed in accordance with the ADOT&PF/ADF&G culvert design and construction memorandum of agreement? ☐ Yes ☐ No

N/A

4. If the Regional Environmental Coordinator has determined that the project may adversely affect Essential Fish Habitat (EFH) list the preliminary EFH conservation measures.

N/A

5. Have abandoned pads, roads, runways and other fills associated with the airport project been considered for gravel re-use, rehabilitation, and/or restoration? ☒ Yes ☐ No

See Part II, number 6 above.

IV. Material Site Considerations:
Contractor supplied and commercial material sites are not subject to an avoidance and minimization review.

1. Has a material site been designated for the project? ☐ Yes ☒ No If yes continue, if no go to V.

The material sites are not "designated," but are available for the contractor's use. It is likely that the contractor would use one or more of three identified sites. The sites are shown on Figure 3 and are discussed in length under Section I.

1.a. If a new material site is required, have you considered locating and accessing material an adequate distance from the airport so that it can be reclaimed as wetlands or other wildlife habitat? ☐ Yes ☒ No

The sites are on ridges or hillsides and would not be reclaimable as wetlands. At the Ridge site, overburden material would likely be redistributed over the cut area.

1.b. Would a new site, located a safe distance from the airport, require a new road, resulting in additional wetland resource or community use impacts? ☐ Yes ☒ No

The proposed airport access road is adjacent to the material site and is in uplands.

Are there means to avoid a new access road? ☐ Yes ☒ No

See 1b above.

Would development of this new site result in more or less wetland impacts than a new or existing material site located closer to the airport? ☐ Yes ☒ No

None of the proposed material sites impact wetlands. The Ridge material site has been determined to be uplands. A 100' buffer would be maintained between the Weary River Access Road material site and each of the adjacent wetlands. Surface course material taken from the Loop Road material site would not require expanding the existing pit.

1.c. If a new or existing material site has been selected that would be located a safe distance from the airport and requires minimal additional road building, has a mine reclamation plan been developed? ☐ Yes ☒ No

The contractor will develop a mining reclamation plan prior to excavation.

If located an appropriate distance from the airport, can the material site be reclaimed to provide open water habitat such as shallows, islands, and irregular shorelines? (Consult agencies with jurisdiction or special expertise.) ☐ Yes ☒ No

The sites are on ridges or hillsides and would not support open water habitat. The only water supply to the area would come from occasional runoff or snowmelt.

1.d. Has geotechnical and hydrological information been collected and used to maximize gravel exploitation while minimizing wetland impacts (e.g., mining deeper, adjusting material site boundaries, and using portions of the pit for temporary stockpiling of material)?
☒ Yes ☐ No

The Ridge material site was sized to encourage the contractor to excavate deeper rather than expanding the lateral extents.

1.e. Has a long-term material site been considered? ☒ Yes ☐ No

The project proposes to use material sources previously identified by BBNC. BBNC expects to continue use of these sites for future community projects.

If so, can a portion of the site be closed and reclaimed at the end of this project? ☒ Yes ☐ No

The material sites are privately owned. Prior to engaging in mining operations, the contractor would develop a reclamation plan for each material source in cooperation with the landowner based on the planned future use and in compliance with DNR requirements under AS 27.19 and 11 AAC 97 and the "DOT&PF General Development Guidelines for Material Sites" (attached).

V. Additional Material Site Considerations:

1. Will project overburden be stockpiled (preferably in uplands) for use as "top soil" or in reclamation of material sites or previously disturbed areas?

Yes, clearing/grubbing waste would be stockpiled. The contractor would either leave it in place, grade and seed, or place it in the excavated area, depending upon the landowner's intent for future development.

2. How will access roads and other fills associated with the material site be restored upon project completion?

The main road for hauling materials would be the site of the proposed access road to the airport. This road would remain in use as part of the final project when no longer needed for material hauling. Other roads needed would either be existing roads or developed within the material site itself.

3. Can development of the material site be timed to avoid or minimize affects during spawning, migration and nesting periods? (Consult agencies with jurisdiction or special expertise.)
☒ Yes ☐ No

To prevent impacts to nesting birds, the USFWS has requested that no vegetation clearing, fill placement, excavation, or other construction activities be conducted between April 15 and July 15 except at sites which have been sufficiently disturbed or altered (e.g., with fill, plastic, or other materials that will cover nesting habitat) by April 15 to eliminate suitable nesting habitat.

In addition, to protect adjacent habitat, all cuts, fills, slopes, and other exposed earthwork attributable to the project shall be stabilized to prevent erosion either during or after construction. Following construction, exposed slopes shall be revegetated using species native to the local area.

Shawna Laderach

From: Robertson, Donna [DGROBERTSON@mactec.com]
Sent: Monday, November 15, 2004 9:36 AM
To: Shawna Laderach
Cc: Steve Becker; Royce Conlon; Miller, Elizabeth
Subject: RE: Manokotak Airport

Hi Shawna,
I apologize for the delay in getting back to you on this. I have been out of town.

I compared the drawing you sent to our wetland delineation report. As I am sure you are aware, we did not evaluate an alternative road route on the east side of wetland 2. Because of the length of the road route and thick vegetation, our wetland delineation focused on the area proposed for development at the time of the survey. However, our wetland delineation did thoroughly evaluate the habitats in the project area, including several "esker-like" geologic features near the north end of the R3 runway (sample site M34). The road alignment you sent appears to cross one of these features near the north end of wetland 2. These features did not have wetland hydrology or soil during the wetlands survey, so are not wetlands.

Based on my review of the modified road alignment and apron location, the aerial photography, and our wetland delineation report, I believe that it is likely that the new alignment/location will not affect wetlands. To be completely sure, an additional wetlands survey would need to be completed. I am not advocating another field survey, but I cannot say definitively that there are no wetlands when we did not sample the area.

I hope this helps, let me know if you need any additional information or have any other questions.

Cheers,
Donna

Donna Robertson
dgrobertson@mactec.com
907-261-7408

-----Original Message-----
From: Shawna Laderach [mailto:ShawnaLaderach@PDCENG.US]
Sent: Monday, November 08, 2004 1:53 PM
To: Robertson, Donna
Cc: Steve Becker; Royce Conlon
Subject: Manokotak Airport

Donna-

Attached is a graphic of the Manokotak Airport alignment.

We need to confirm that the Survey conducted by Mactec included the area under consideration for a new apron location and road alignment. The new alignment is east of the old alignment on the graphic. We are pretty sure it's covered because our facilities locations were preliminary when you went out. If you have any questions, please don't hesitate to call..

Thanks

-Shawna

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, ALASKA
P.O. BOX 6898
ELMENDORF AFB, ALASKA 99506-6898

REPLY TO
ATTENTION OF:

05 NOV 2004

55313

RECEIVED
NOV 09 2004
Central Region Design Section

Don Baxter
Dan Golden

Regulatory Branch
North Section
POA-2003-970-8

Mr. Dan Golden
Alaska Department of Transportation
and Public Facilities
P.O. Box 196900
Anchorage, Alaska 99519-6900

Project File
Central File

Dear Mr. Golden:

This is in response to your October 15, 2004, letter requesting a Department of the Army (DA) jurisdictional determination for the proposed ridge top material site located approximately 7 miles southeast of Manokotak, Alaska.

In an April 12, 2004, letter, we approved of the wetland delineations prepared by MACTEC Engineering and Consulting for the proposed Manokotak airport relocation and improvement project, with the exception of the ridge top material site. In that letter, we requested the proposed ridge top material site be re-sampled using methodology outlined in the Corps' 1987 Wetland Delineation Manual (1987 Manual).

On September 14, 2004, Alaska Department of Transportation and Public Facilities employees re-sampled the area using the 1987 Manual methodology and concluded the proposed material site is upland. We concur with that conclusion and have determined that your proposed ridge top material site would not involve placement of fill material into waters of the United States (U.S.) under our regulatory jurisdiction. Therefore, a DA permit is not required. However, should you decide to alter the method, scope, or location of your proposed activity, please contact this office for a determination of DA jurisdiction and, if applicable, the required DA authorization.

Your proposed project was reviewed pursuant to Section 404 of the Clean Water Act. Section 404 of the Clean Water Act requires that a DA permit be obtained for the placement or discharge of dredged and/or fill material into waters of the U.S., including wetlands, prior to conducting the work (33 U.S.C. 1344).

For regulatory purposes, the Corps of Engineers defines wetlands as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Navigable waters of the U.S. are those waters subject to the ebb and flow of the tide shoreward to the mean high water mark, and/or other waters identified as navigable by the Alaska District.

Please be advised that land clearing operations involving vegetation removal with mechanized equipment such as front-end loaders, backhoes, or

bulldozers with sheer blades, rakes, or discs in wetlands; or windrowing of vegetation, land leveling, or other soil disturbances are considered placement of fill material under our jurisdiction.

This approved jurisdictional determination is valid for a period of five (5) years from the date of this letter, unless new information supporting a revision is provided to this office before the expiration date. Should you desire to appeal this approved jurisdictional determination, please contact this office to request additional information on the Administrative Appeals Process.

Nothing in this letter shall be construed as excusing you from compliance with other Federal, State, or local statutes, ordinances, or regulations that may affect this work. For informational purposes, a copy of this letter is being sent to the agencies and individuals on the enclosed list.

We appreciate your cooperation with the Corps of Engineers' Regulatory Program. Please refer to file number POA-2003-970-8 in future correspondence or if you have any questions concerning this determination. You may contact me at (907) 753-2716, toll free from within Alaska at (800) 478-2712, or by mail at the letterhead address, ATTN: CEPOA-CO-R-N.

Sincerely,

Marcia Heer

Marcia Heer
Regulatory Specialist

Copies Furnished:

Ms. Mel Langdon
Alaska Department of Environmental
Conservation
555 Cordova Street
Anchorage, Alaska 99501-2617

Project Coordinator
Department of Natural Resources
Office of Project Management
and Permitting
Alaska Coastal Zone Management
550 West 7th Avenue, Suite 1660
Anchorage, Alaska 99501-3568

Ms. Ann Rappoport
Field Supervisor
U.S. Fish and Wildlife Service
Ecological Service Anchorage
605 West 4th Avenue, Room 62
Anchorage, Alaska 99501-2249

Supervisor
Western Alaska Ecological
National Marine Fisheries Service
222 West Seventh Avenue, # 43
Anchorage, Alaska 99513-7577

Ms. Judith Bittner
Department of Natural Resources
State Historic Preservation Office
550 W. 7th Avenue, Suite 1310
Anchorage, Alaska 99501-3565

Mr. Richard B. Thompson
State of Alaska
Department of Natural Resources
Division of Land
550 W. 7th Avenue, Suite 900C
Anchorage, Alaska 99501-3577

Mr. Gary Prokosch
State of Alaska
Department of Natural Resources
Division of Water
550 W. 7th Avenue, Suite 900A
Anchorage, Alaska 99501-3577

Ms. Robin Willis
Statewide Services
Alaska Department of Fish and Game
333 Raspberry Road
Anchorage, Alaska 99518-1599

Alaska Operations Office
Environmental Protection Agency
222 West Seventh Avenue, # 19
Anchorage, Alaska 99513-7588

Office of Habitat Management & Permitting
Alaska Department of Natural Resources
555 W 7th Avenue, Suite 1430
Anchorage, AK 99501-3513

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION DESIGN & CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL

4111 Aviation Drive
P.O. Box 196900
Anchorage, Alaska 99519-6900
(907) 269-0542 Phone
(907) 243-6927 Fax

November 10, 2004

Re: Manokotak Airport Relocation
Geotechnical Investigation
Project No. 55313

Nationwide Permit 6-
Preconstruction Notification

Don Rice
Regulatory Specialist
U.S. Army Corps of Engineers
Regulatory Branch-North Section
P.O. Box 6898
Elmendorf AFB, AK 99506-6898

Dear Mr. Rice:

The Alaska Department of Transportation & Public Facilities hereby notifies you of our intent to use Department of the Army Nationwide Permit 6 [33 CFR 330, Appendix A, Part B(6)] to conduct materials testing in wetlands in support of a new airport near Manokotak (see map). This activity will be performed in conjunction with the preliminary design studies for the subject project.

The proposed reconnaissance-level field investigation involves the use of a CME Model 850 diesel powered track-mounted B24 auger drill rig (2,500 pounds with a 8-inch diameter auger drill), ATV's, and a minimal amount of brush clearing. Test hole locations shown on the enclosed figure are for planning purposes only, however, they will be located within the proposed airport or access road footprint. We estimate that approximately 32 test holes will be drilled over the proposed road alignment and airport site. Depths of the test holes are estimated to be within a range of 10 to 20 feet. Drill materials (less than 1 CY each) will be replaced in the drill holes following drilling.

The exploratory testing should take approximately three weeks to complete and we would like to begin in late November or early January.

If you have any questions or require additional information, please contact Dan Golden, Environmental Team Leader at 269-0537.

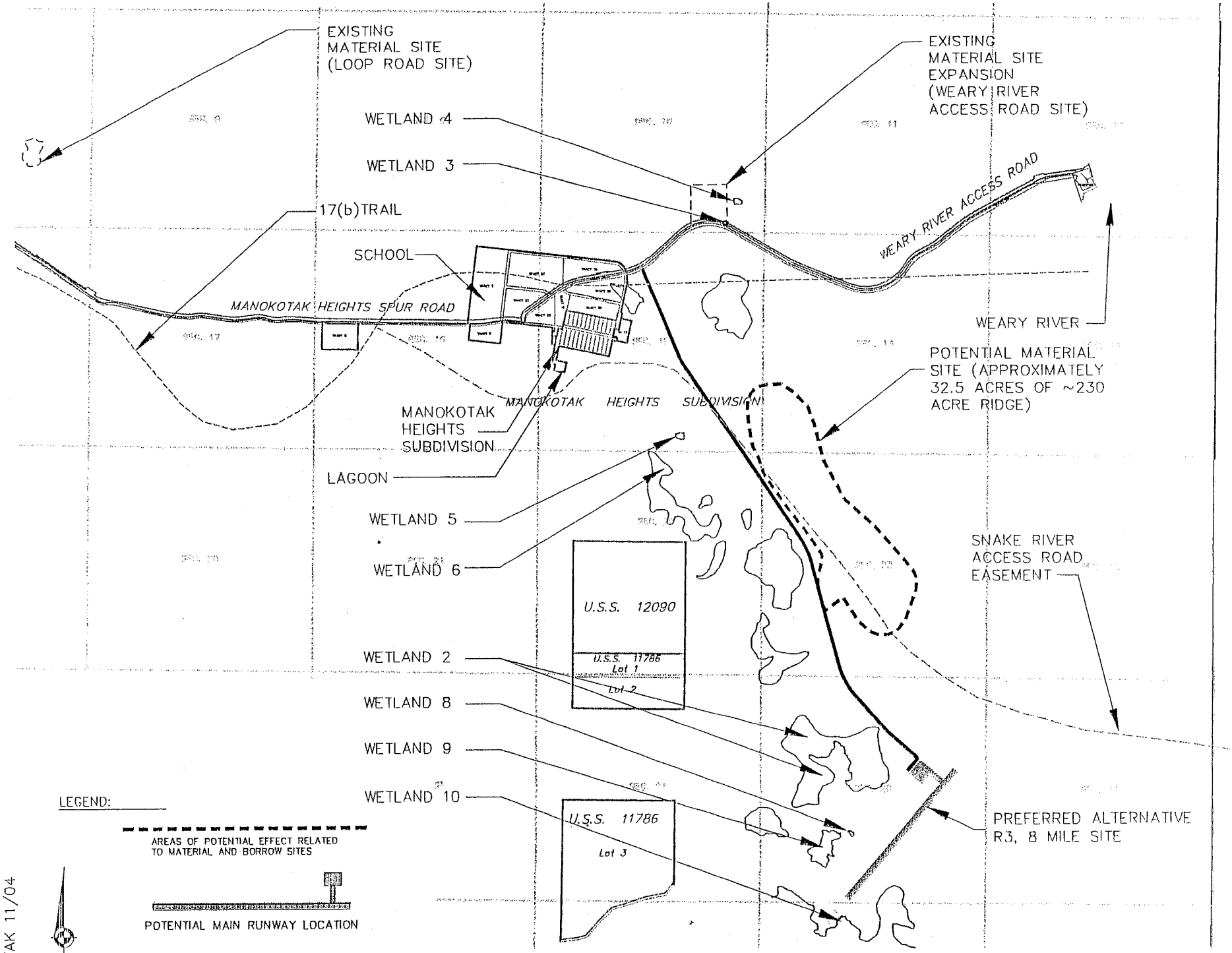
Sincerely,

for:
Bill Ballard
Statewide Environmental Coordinator

Enclosures: Figures depicting materials exploration areas and wetlands (2)

cc w/attach: Stefanie Ludwig, Archaeologist, SHPO
Don Baxter, P.E., Project Manager, Aviation Design
Carol Sanner, Permits Officer, PD&E
Barry Benko, Engineering Geologist, Statewide Materials

cc w/o attach: Dan Golden, Environmental Team Leader, PDE
Sarah Masco, Environmental Analyst, PDE



BUILD ALTERNATIVES WITH WETLANDS BOUNDARIES
MANOKOTAK AIRPORT RUNWAY RESURFACING & EXTENSION
MANOKOTAK, ALASKA

MANOKOTAK 11/04

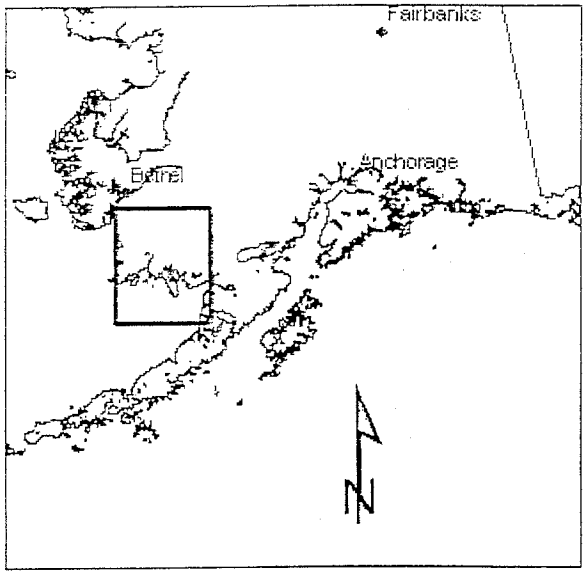
Manokotak and Vicinity

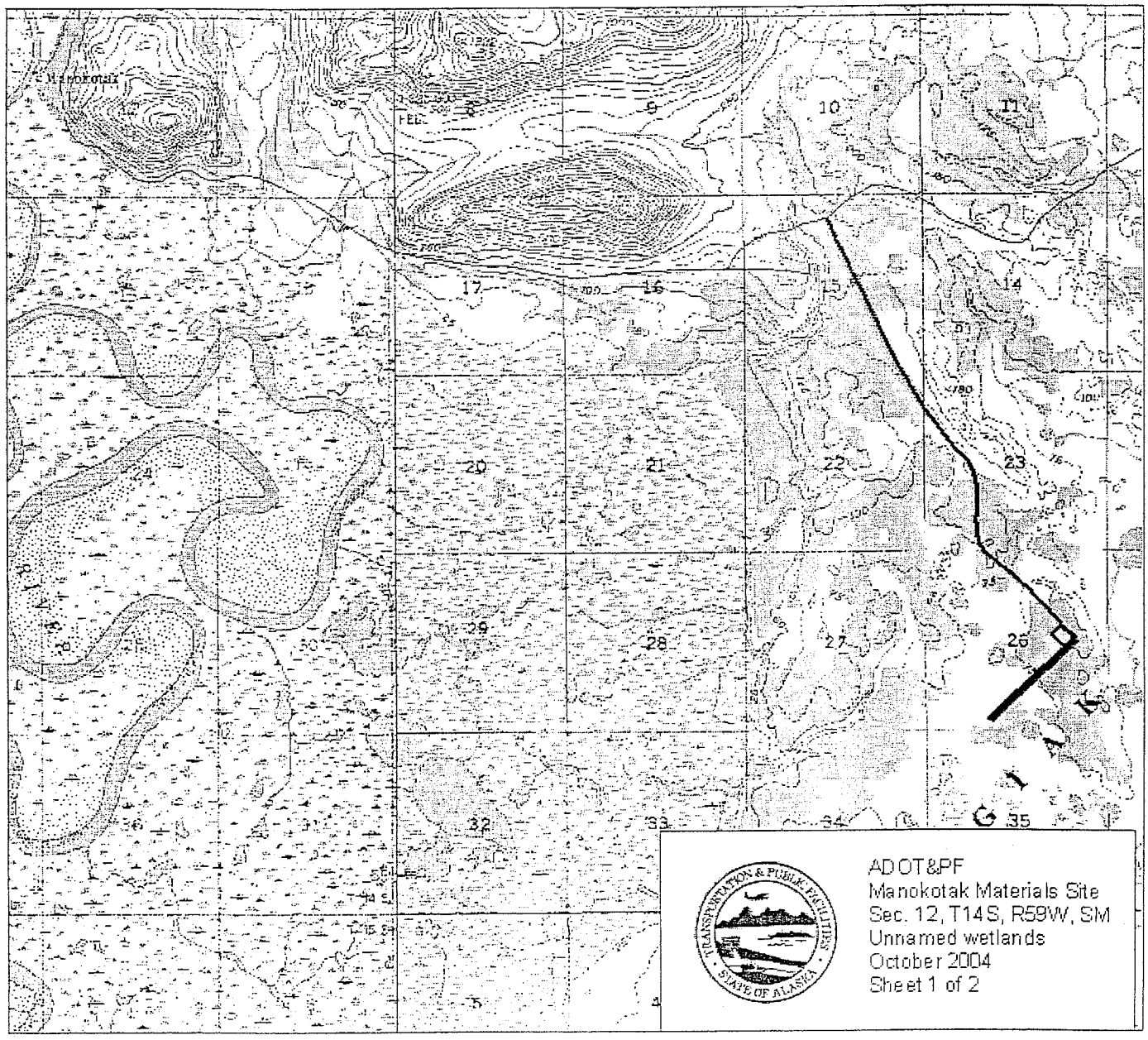
Legend

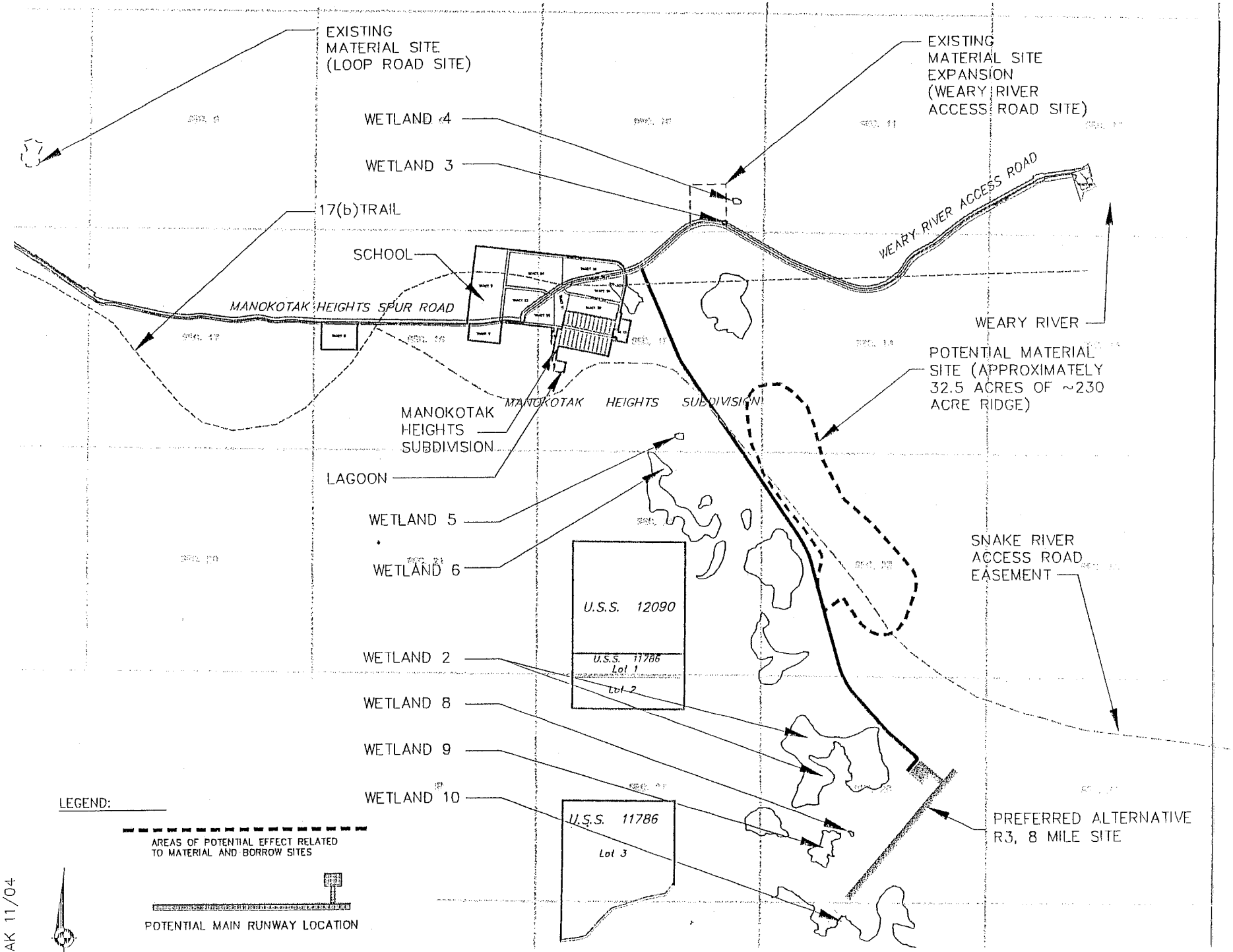
Area of Geologic Investigation

Manokotak

0 0.375 0.75 1.5 Miles







BUILD ALTERNATIVES WITH WETLANDS BOUNDARIES
MANOKOTAK AIRPORT RUNWAY RESURFACING & EXTENSION
MANOKOTAK, ALASKA

MANOKOTAK 11/04

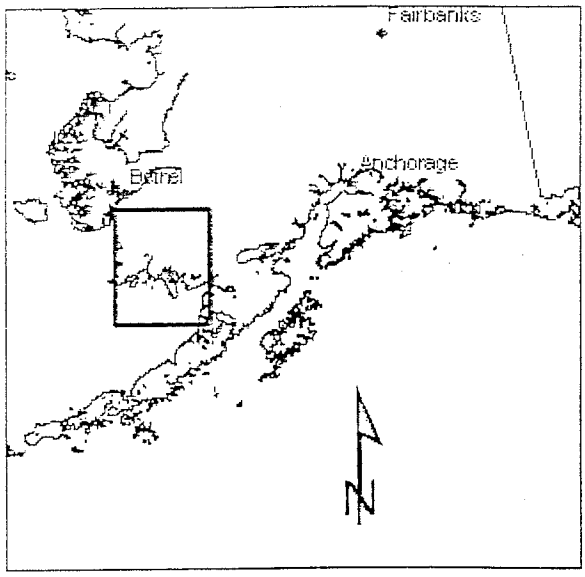
Manokotak and Vicinity

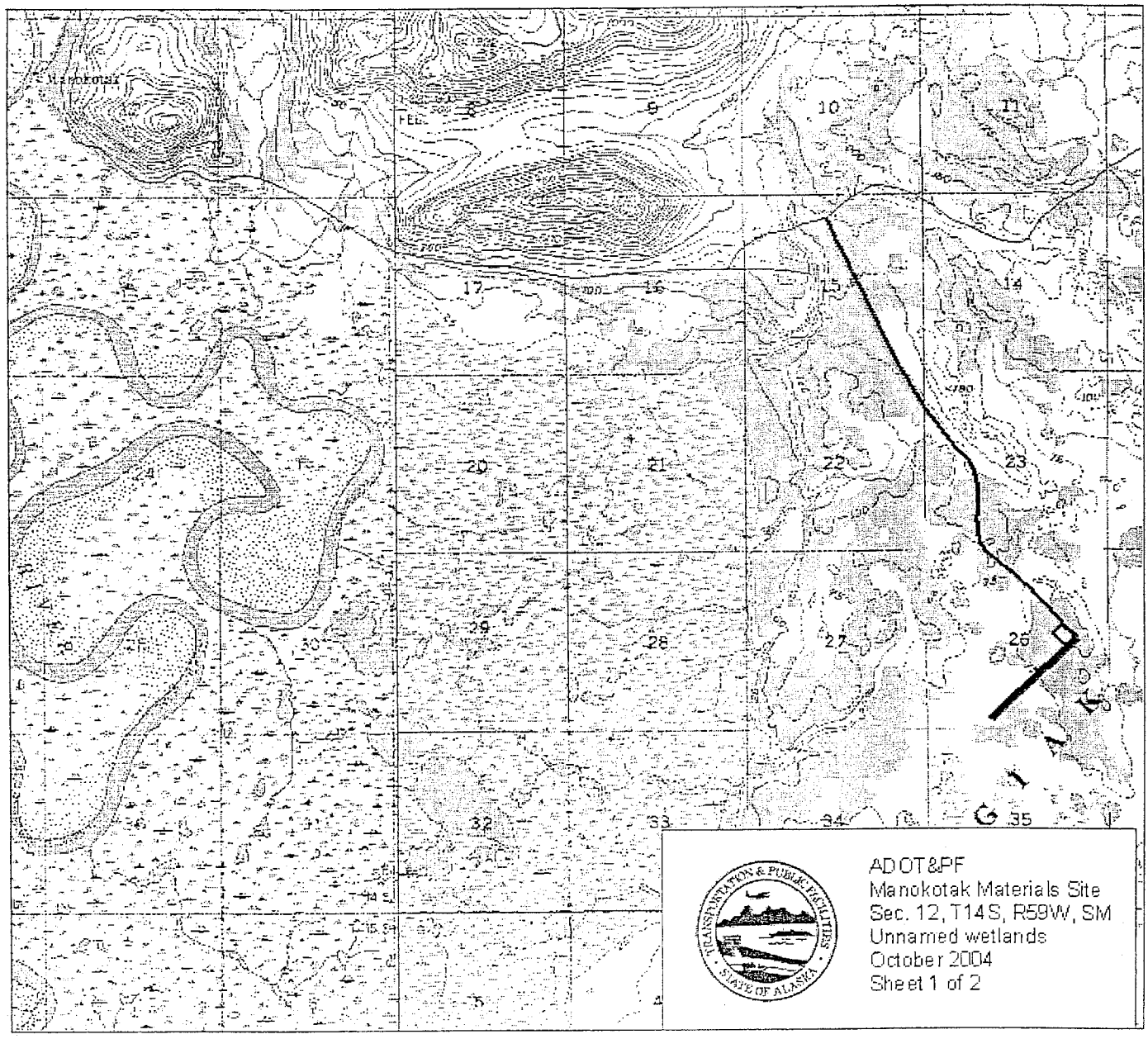
Legend

Area of Geologic Investigation

★ Manokotak

0 0.375 0.75 1.5 Miles





CF PF RF

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION DESIGN & CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL

4111 Aviation Drive
P.O. Box 196900
Anchorage, Alaska, 99519-6900
(907) 269-0542 Phone
(907) 243-6927 Fax

October 15, 2004

Re: Manokotak Airport Runway
Resurfacing and Extension
Project No. 55313

DA Project No. 4-2003-0970

JURISDICTIONAL DETERMINATION REQUEST

Mr. Don Rice
Lead Project Manager
U.S. Army Corps of Engineers
Regulatory Branch
P.O. Box 6898
Elmendorf AFB, AK 99506-6898

Dear Mr. Rice:

The Department of Transportation and Public Facilities (ADOT&PF) hereby submits the enclosed Wetlands Delineation for your approval in accordance with the January 10, 2003 Memorandum of Agreement (between our agencies and others) Regarding Impacts To Wetland And Other Aquatic Resources, Mitigation And Airport Improvement Projects In Alaska. The ADOT&PF is proposing to relocate the airport (Alternative R3). The proposed ridge top materials site was surveyed again this fall and it was determined that the site is upland. As such, the mining of this materials site would not affect wetlands under Department of the Army jurisdiction. Your concurrence is requested.

If you have any questions or require additional information, please contact Dan Golden, Environmental Team Leader at 269-0537.

RECEIVED
OCT 27 2004
FAIRBANKS

Sincerely,

Jerry O. Ruehle
Environmental Coordinator

Enclosure: Manokotak Airport Wetlands Delineation Report

CC: Don Baxter, P.E., Project Manager, Aviation Design
Royce Conlon, P.E., Project Manager, PDC

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, ALASKA
P.O. BOX 6898
ELMENDORF AFB, ALASKA 99506-6898

REPLY TO
ATTENTION OF:

APRIL 1 2 2004

Regulatory Branch
North Section
POA-2003-970

Mr. Dan Golden
Environmental Team Leader
Alaska Department of Transportation and Public Facilities
P.O. Box 196900
Anchorage, AK 99519-1969

Dear Mr. Golden:

This is in response to your February 20, 2004 letter and subsequent submission of the *Manokotak Airport Improvements, Final Wetlands Delineation Report,* dated January 2004. You requested a Corps of Engineers' jurisdictional determination using information contained in the report.

The report was prepared by MACTEC Engineering and Consulting (MACTEC), based upon field investigations and undertaken in accordance with the Corps' 1987 Wetland Delineation Manual (1987 Manual), as required by us.

During an agency site visit to Manokotak on September 11, 2003, a representative of the U.S. Fish and Wildlife Service (USFWS) expressed concerns regarding MACTEC's wetland determination on the ridge identified by ADOT&PF as a potential material site. The USFWS biologist's observations and testing (made at that time) concluded that the material site ridge met wetland definition criteria. Plant communities as well as hydrologic and soil indicators were different from those noted by MACTEC scientists.

After a meeting to discuss the disparity on October 14, 2003, MACTEC changed the data sheets and wetland determinations on the ridge. We appreciate that the group intended to resolve the wetland determination disparity by forming a consensus to identify 1/3 of the ridge as wetlands and 2/3 as upland. However, we believe that new sampling at the ridge, undertaken in accordance with the 1987 Manual, is now necessary. In addition to assuring ADOT&PF correct compensatory mitigation payment, a definitive wetland determination would provide ADOT&PF's designers information to use in avoiding any wetlands; a requirement of the recent MOA between the Corps and ADOT&PF.

Consequently, the wetland delineations in the report are approved with the exception of the material site. This approved jurisdictional determination is valid for a period of five (5) years from the date of this letter, unless new information supporting a revision is provided to this office before the expiration date. Enclosed is a "Basis for Jurisdictional Determination" and a "Notification of Administrative Appeals Options and Process and Request for Appeal" form regarding this DA Approved Jurisdictional Determination.

The jurisdictional determination for the material site ridge will remain "Preliminary" until more information is obtained and a definitive determination re-submitted for our review and approval.

In deference to the project time line, we will accept a permit application which does not have the ridge material site wetland determination finalized. In doing so we will use the broadest wetland determination in considering impacts and special conditioning of any permit which might be issued prior to being provided a careful wetland determination on the ridge.

If you have any questions regarding this letter please phone me at (907) 753-2711 or by e-mail at mary.f.leykom@poa02.usace.army.mil.

Sincerely,

Mary Leykom

Mary Leykom
Regulatory Specialist

Enclosures

BASIS FOR JURISDICTIONAL DETERMINATION

Applicant: ADOT&PF File #: POA-2003-970

The U.S. Army Corps of Engineers, Alaska District, Regulatory Branch has evaluated your project site to determine the presence or absence waters of the United States, including wetlands, which are subject to regulatory jurisdiction under Section 404 of the Clean Water Act and/or Section 9 and/or Section 10 of the Rivers and Harbors Act of 1899.

1. DETERMINATION:

A. ☒ This site has jurisdictional waters of the United States, which are defined in 33 CFR 328.3. Your site has:

(1)☐ A waterway which is currently used, or was used in the past, or may be susceptible to use in interstate or foreign commerce, including all water which is subject to the ebb and flow of the tide (navigable water);

(2)☐ An interstate water, including interstate wetlands;

(3)☐ A water such as an intrastate lake, river, stream (including intermittent streams), mudflat, sandflat, wetland, slough, prairie pothole, wet meadow, playa lake, or a natural pond, the use, degradation or destruction of which could affect interstate or foreign commerce including any such waters:

(a) ☐ Which are or could be used by interstate or foreign travelers for recreational or other purposes; or,
(b) ☐ From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or,
(c) ☐ Which are used or could be used for industrial purpose by industries in interstate commerce; or,
(d) ☐ Other;

(4)☐ An impoundment of water otherwise defined as a water of the United States under the definition;

(5)☐ A tributary to a water identified in paragraphs (A)(1) through (4) above;
(1) ☐, (2) ☐, (3) ☐, and (4) ☐ . <check the number as appropriate>

(6)☐ A territorial sea;

(7)☒ A wetland adjacent[1] to waters (other than waters that are themselves wetlands) identified in paragraphs (A) (1) through (6) above: (1) ☒, (2) ☐, (3) ☐, (4) ☐, (5) ☐, (6) ☐ ; <check the number as appropriate>

B. ☐ Limits of jurisdiction: Section 10: pick list Limits: pick list
☒ Limits of jurisdiction: Section 404: pick list Limits: pick list

2. SOME INDICATORS SUPPORTING THE DETERMINATION: ☐ indicated as wetland on National Wetland Inventory map; ☒ aerial photography interpretation; ☐ wetland hydrology; ☐ soils listed as hydric on soils map; ☒ hydric soils, as determined by field inspection; ☒ hydrophytic plant community; ☐ adjacency to navigable or interstate waters; ☐ linkage to interstate or foreign commerce; ☒ other: Report prepared by applicant's consultant: "Manokotak Airport Improvements, Final Wetlands Delineation Report, January 2004"

3. Rationale:

Mary Reykom

Regulatory Specialist
North Section

4·2·04
Date

[1] Adjacency is defined in 33 CFR 328.3 (c) as "bordering, contiguous, or neighboring," with the further clarification that "[w]etlands separated from other waters of the U.S. by man-made dikes or barriers, natural river berms, beach dunes, and the like, are 'adjacent wetlands'."

cc:
Ms. Frances Mann, USFWS, Anchorage, Alaska 99501-2249
Ms. Donna Robertson, MACTEC Engineering and Consulting, 601 E. 57th Pl., Anchorage 99518
Ms. Royce Conlon, P.E., PDC Inc. Consulting Engineers, 1028 Aurora Dr., Fairbanks, AK 99709

RECEIVED
APR 14 2004

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: **ADOT&PF**	File Number: **POA-2003-970**	Date: **4/12/04**

Attached is:		See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of Permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of Permission)	B
	PERMIT DENIAL	C
X	APPROVED JURISDICTIONAL DETERMINATION	D
X	PRELIMINARY JURISDICTIONAL DETERMINATION **(Material Site)**	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at: http://usace.army.mil/inet/functions/cw/cecwo/reg or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the District Engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the District Engineer. Your objections must be received by the District Engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the District Engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or, (c) not modify the permit, having determined that the permit should be issued as previously written. After evaluating your objections, the District Engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the District Engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the Division Engineer. This form must be received by the Division Engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the Division Engineer. This form must be received by the Division Engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION (JD): You may accept or appeal the approved JD or provide new information.

- ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the Division Engineer. This form must be received by the Division Engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the Preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also, you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION

If you have questions regarding this decision and/or the appeal process you may contact: **Mary Leykom, Regulatory Specialist** Alaska District Corps of Engineers CEPOA-CO-R-N P.O. BOX 6898 Elmendorf AFB, AK 99506-6898 (907) 753-2712 (800) 478-2712 (toll free in AK)	If you only have questions regarding the appeal process you may also contact: Commander ATTN: ET-C/Michael Lee USAED, Pacific Ocean Building 230 Fort Shafter, HI 96858-5440

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15-day notice of any site investigation, and will have the opportunity to participate in all site investigations.

_____ Signature of appellant or agent.	Date:	Telephone number:

Mail to:

Commander
ATTN: ET-C/Michael Lee
USAED, Pacific Ocean
Building 230
Fort Shafter, HI 96858-5440

STATE OF ALASKA

CF PF RF

FRANK MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN & ENVIRONMENTAL

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
(907) 269-0542 or (907) 269-0528
(FAX 243-6927

February 24, 2004

Re: Manokotak Airport Runway Resurfacing
And Extension
Project No. 55313

DA Project No. 4-2003-0970

JURISDICTIONAL DETERMINATION REQUEST

Ms. Mary Leykom
Regulatory Specialist
U.S. Army Corps of Engineers
Regulatory Branch
P.O. Box 6898
Elmendorf AFB, AK 99506-6898

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Dear Ms. Leykom:

The Department of Transportation and Public Facilities (ADOT&PF) hereby submits the enclosed Wetlands Delineation for your approval in accordance with the January 10, 2003 Memorandum of Agreement (between our agencies and others) Regarding Impacts To Wetland And Other Aquatic Resources, Mitigation And Airport Improvement Projects In Alaska. The ADOT&PF is proposing to either upgrade the existing runway (Alternative E1) or relocate the airport (Alternative R3). The airport relocation alternative (R1E) that was closest to the school has been eliminated due to safety concerns associated with sewage lagoon and possible future landfill conflicts. Ten wetland areas that may be affected by either build alternative were delineated in the report done by MACTEC Engineering and Consulting. Based on the report, it is our opinion that the proposed project alternatives would affect wetlands under Department of the Army jurisdiction. Your concurrence is requested.

In addition to mapping and classifying the wetlands, MACTEC assessed the functions and values of the wetlands in the study area. The potential material site located on the ridge near Alternative R3 has been delineated as a wetland/upland mosaic with 1/3 of the area considered wetlands and 2/3 considered uplands. Once a preferred alternative has been selected, a 404 Permit application will be submitted.

Thank you for your time and consideration. If you have any questions or require additional information, please contact Dan Golden, Environmental Team Leader at 269-0537.

Sincerely,

Jerry O. Ruehle
Environmental Coordinator

Enclosure: Manokotak Airport Wetlands Delineation Report

CC: Don Baxter, P.E., Project Manager, Aviation Design
Royce Conlon, P.E., Project Manager, PDC

Cultural Resources Coordination ◆

NORTHERN LAND USE RESEARCH, INC.

Specialists in Cultural Resource Management

600 University Ave. Suite 6 P.O. Box 83990 Fairbanks, Alaska 99708

Phone: 907-474-9684 Fax: 907-474-8370 Email: nlur@northernlanduse.com

November 18, 2004

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

Re: Manokotak Airport Alternative R3 Revised APE Cultural Resource Evaluation

Dear Royce,

In response to your request, this letter evaluates the revised Alternative R3 Runway footprint at Manokotak, Alaska, and provides NLUR's opinion on affected cultural resources. NLUR Archaeologists Joshua Reuther and Carol Gelvin-Reymiller conducted a cultural resource survey of three alternatives for the Manokotak Airport improvement project in November 2003 (Reuther et al. 2003). The alternatives that existed at that time were designated E1 (extending existing airstrip), R1A (4,200' south of Weary River Access Road near Manokotak Heights Subdivision), and R3 (15,500' south of Weary Access Road near Manokotak Heights Subdivision). Two existing and one possible new material sources were also surveyed, the latter along the access road to Alternative R3 (Reuther et al. 2003).

The field survey was conducted using large scale drawings of runway and road locations superimposed on aerial photographs and/or topographic data. Since design details were still being finalized, small scale detailed maps were not available. The survey crew took this into account by surveying wide footprints and characterizing the site potential of the general areas as they went. The general area of the Alternative R3 road was considered to be of low potential for cultural resources, crossing low and occasionally wet ground, covered in moss, grass, low-bush cranberries, and some spruce and birch (Reuther et al. 2003). Frost hummocks were common. On the east side of the access road, just south of the Alternative R1A airstrip, is a glacial drift feature that forms a low linear rise. This

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area was considered to have comparatively high potential for archaeological sites and was extensively tested. No cultural remains were found (Reuther et al. 2003).

The area of the original Alternative R3 airstrip footprint was also considered to be of low potential for cultural resources. Most of the footprint was in low marshy ground with standing water (Reuther et al. 2003). The apron was on an area of slightly higher elevation, but still hummocky and not forming a distinct landscape feature. The new design details for Alternative R3 relocates the apron from the southwest end of the airstrip to the northwest end and realigns the road to connect to the new location. Minor adjustments of the road corridor also exist north of the airstrip. The runway dimensions and orientation have not been changed.

It is the opinion of NLUR that the 2003 survey coverage, combined with the low site potential of the Alternative R3 area, are sufficient to clear the revised alternative with respect to cultural resources. The footprint changes are minor and it is unlikely that any cultural resources will be disturbed by this project. Please refer to the original report (Reuther et al. 2003) for background history, photographs of the area, and procedures for unexpected discoveries.

Sincerely,

Catherine M. Williams, M.A., R.P.A.
Staff Archaeologist

Joshua D. Reuther, M.A. RPA
Staff Archaeologist

References:

PDC Consulting Engineers
2004 "Manokotak Airport Runway Resurfacing and Extension, Alternative R3 – Area of Potential Effect." Map dated June 2004.

Reuther, Joshua D., Catherine M. Williams, and Ben A. Potter
2003 Cultural Resources Survey of Three Proposed Airstrip Alternatives in Manokotak, Alaska. Report prepared for PDC Consulting Engineers.

XNB D4, D3

5130-1R FAA
5130-2R DOT

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

STATEWIDE DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN AND ENVIRONMENTAL

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
FAX (907) 243-6927 TDD 269-0473
(907) 269-0528 or (907) 269-0542

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MAR 1 0 2004
Central Region Design Section

February 4, 2004

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FEB 0 6 2004
OHA

Re: Manokotak Airport Runway Resurfacing and Extension
Project Number: 55313
Finding of No Historic Properties Affected

Judith Bittner
Department of Natural Resources
State Historic Preservation Officer
550 W. 7th Avenue, Suite 1310
Anchorage, AK 99501

Dear Ms. Bittner:

The Alaska Department of Transportation ~~and Public~~ Facilities (ADOT&PF) and the Federal Aviation Administration (FAA) are proposing to improve the Manokotak Airport. Manokotak Airport is located in the Bristol Bay Borough, 25 miles southwest of Dillingham on the Igushik River (Figure 1). The legal description of the Area of Potential Effect (APE) for the proposed project is listed in Table 1 on the attached sheet, USGS quadrangle map Nushagak Bay D-4 and shown on Figures 2 and 3.

The community of Manokotak has 404 residents and was incorporated in 1970. The goal of this proposal 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. As this is a Federal undertaking, the ADOT&PF, under direction of the FAA as the agency of record and main funding agency, is required to comply with Section 106 of the National Historic Preservation Act.

Project Description

Initial Site Alternatives

Three alternatives to meet the community's aviation needs were under consideration, including the No-Build Alternative. Our letter to you dated August 21, 2003, further discussed these alternatives and the needs. Since the writing of the letter, Alternatives E2, R2, and R1A have been eliminated and Alternative R3 has been rotated to 41°. In addition to the letter, we had provided information to Stefanie Ludwig of your office via email to ascertain the need for a cultural resources survey. To assist in your review, copies of the

scoping letter and email are enclosed. Additionally, we are providing a graphic showing the current alternative layouts (see Figures 2, 3 & 4).

Potential Material Sites

Figure 2 shows three material sites and a borrow site that may be used for this project. Manokotak Natives, Ltd., owns the surface rights at all sites, and the Bristol Bay Native Corporation (BBNC) retains ownership of the subsurface rights. The existing site to the east was previously developed for construction of the Weary River Road and could be expanded. Use of the ridge to the south of that site as a material source will depend on selection of the preferred alternative. If R3 is selected, it is very likely that this source will be used. The borrow site is immediately adjacent to the existing runway and would likely be used if Alternative E1 is selected. The existing material site to the west is the likely source of surface course material regardless of the alternative selected.

Research

A cultural resources survey was conducted for the project and documented in a report titled *Cultural Resources Survey of Three Proposed Airstrip Alternatives in Manokotak, Alaska;* the report is attached. The survey included a three-part investigation involving office research, coordination with various groups and tribal entities, and a pedestrian survey. The survey identified "no historic properties affected" by the project.

The office research included review of the latest published versions of the Alaska Heritage Resources Survey (AHRS) and the National Register of Historic Places (NRHP). Neither the AHRS nor the NRHP listed sites in or near the APE. The research identified previous cultural resource surveys conducted in Manokotak; the areas surveyed by these previous studies are adjacent to or intersect the proposed project at points. The surveys reviewed are identified in the attached report. All previous surveys have resulted in a determination of no historic properties affected.

To ascertain information on potential cultural resources, coordination was conducted with the Bureau of Indian Affairs (BIA), Bristol Bay Native Association, Bristol Bay Native Corporation, City of Manokotak, and Manokotak Natives, Ltd., via project letters and public meetings. Tribal consultation was conducted with the Manokotak Village Council. No additional information regarding cultural resources resulted from these consultations.

Finally, as part of the investigation, a pedestrian survey of the APE was conducted on November 1-3, 2003. This included subsurface testing of areas considered to have a high or moderate potential for the presence of cultural resources (see report). The report outlines the steps to be followed should unknown cultural resources be discovered during construction. The ADOT&PF standard specifications require the contractor to immediately halt construction and contact the Department's Engineer in addition to the State Historic Preservation Officer.

Conclusion

Based on our review and coordination, on behalf of FAA, we are seeking your concurrence on our finding of no historic properties affected by the project. Thank you for taking the time to review this request. If you have any questions, please do not hesitate to contact Dan Golden, Environmental Team Leader, at (907) 269-0537 or by email at dan_golden@dot.state.ak.us.

Sincerely,

Jerry O. Ruehle
Environmental Coordinator

Enclosures: Table 1, Figures (5), Scoping letter (1), Email (1) and Report (1)

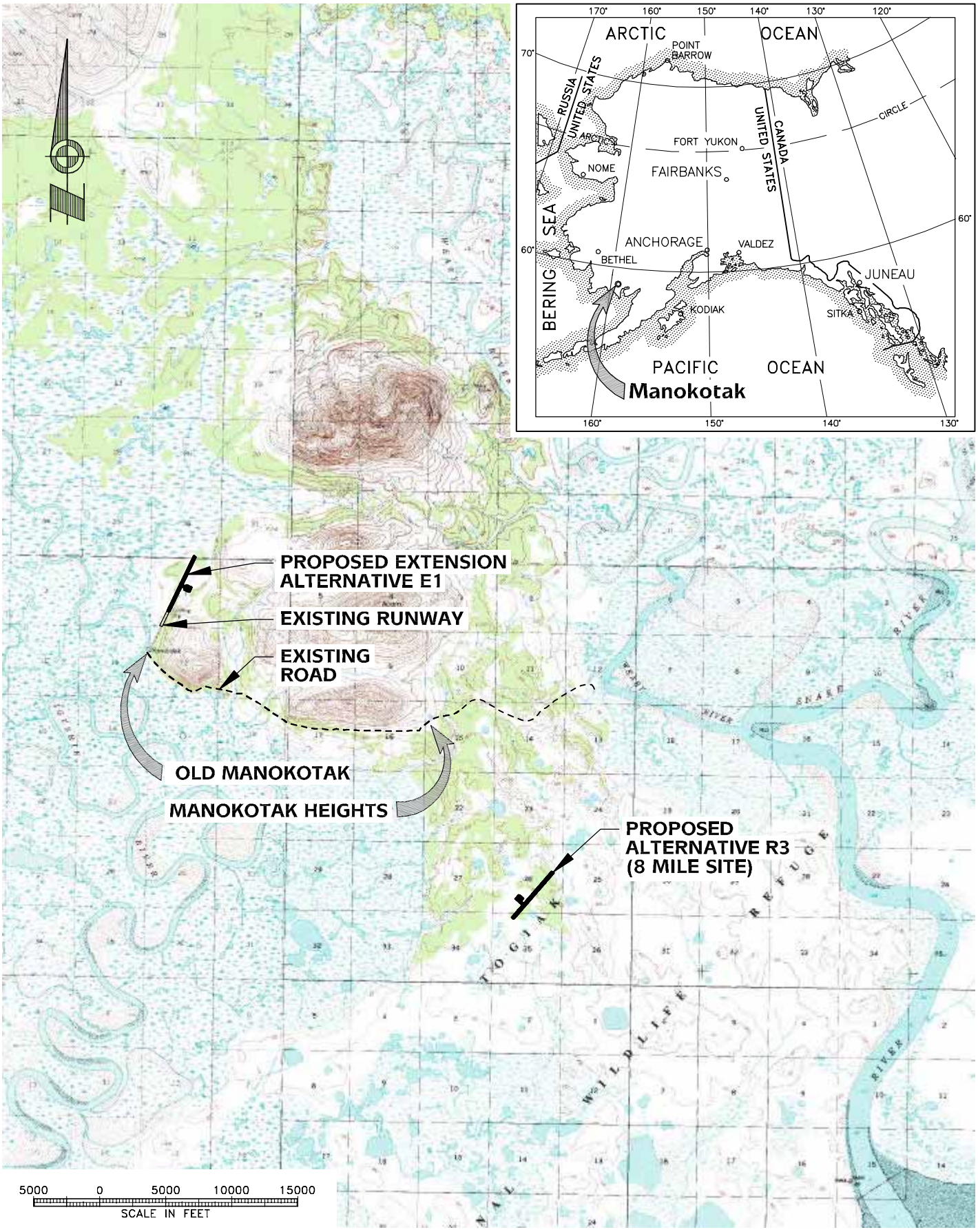
cc: Don Baxter, P.E., Project Manager, Aviation Design
Dan Golden, Environmental Team Leader, PDE
Royce Conlon, P.E., Project Manager, PDC, Inc.
Pat Oien, Project Manager, FAA

No Historic Properties Affected
Alaska State Historic Preservation Officer
Date: 3/5/2004
File No.: 3130-1R FAA SL

Due to the high volume of reviews, our office is no longer writing letters of concurrence in cases where there are no historic properties affected by a given project. Instead, the cover letter is being stamped with **"No historic properties affected"** and being returned to the applicant. The stamp will serve as evidence of consultation with the State Historic Preservation Office as required by Section 106 of the National Historic Preservation Act. We will continue writing letters in situations where there are historic properties that may be affected by a given project.

Table 1: Project Site Location

Section	Township	Range	Aliquot Parts
36	13S	59W	SE ¼, SW ¼
1	14S	59W	NE ¼, W ½
1	14S	59W	NW ¼, SE ¼
1	14S	59W	SW ¼, NE ¼
1	14S	59W	SE ¼, NW ¼
15	14S	58W	W ½
22	14S	58W	NE ¼, N ½
14	14S	58W	SW ¼, SW ¼
35	14S	58W	NW ¼, NE ¼
26	14S	58W	NE ¼, SE ¼
26	14S	58W	NW ¼, E ½
26	14S	58W	SW ¼, E ½
26	14S	58W	SE ¼, N ½
26	14S	58W	SE ¼, SW ¼
10	14S	58W	NE ¼, SE ¼
10	14S	58W	SE ¼, NE ¼
17	14S	58W	SE ¼, N ½
The above parcels are all located within the Seward Meridian.			



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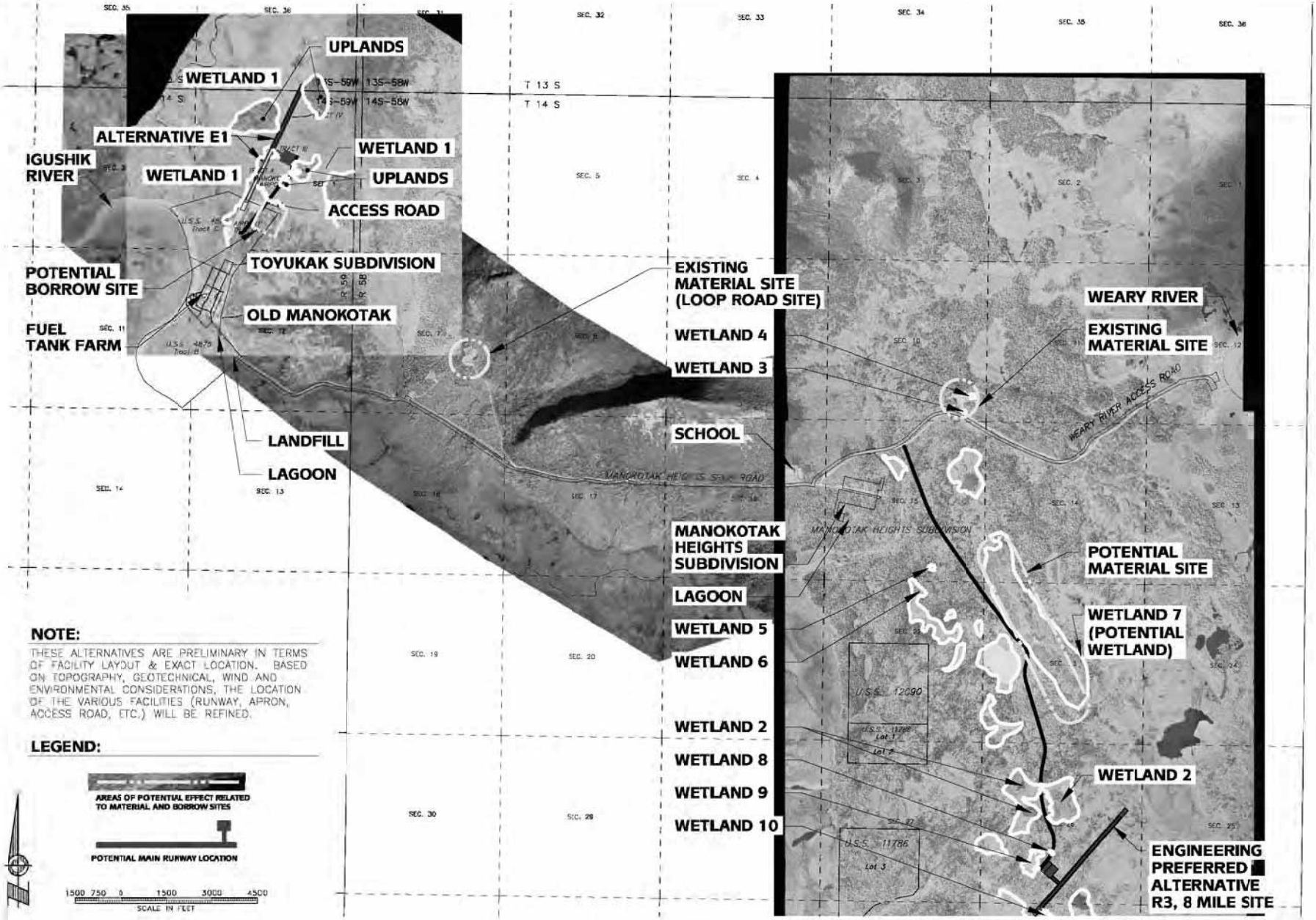
PLANS DEVELOPED BY:
PDC, INC.

LOCATION & VICINITY MAPS
MANOKOTAK AIRPORT IMPROVEMENTS

MANOKOTAK, ALASKA

DESIGN:
DRAWN: CFP/GDS
CHECK: RLC
JAN 2004

PROJ. No. **F02010**
FIGURE **1**

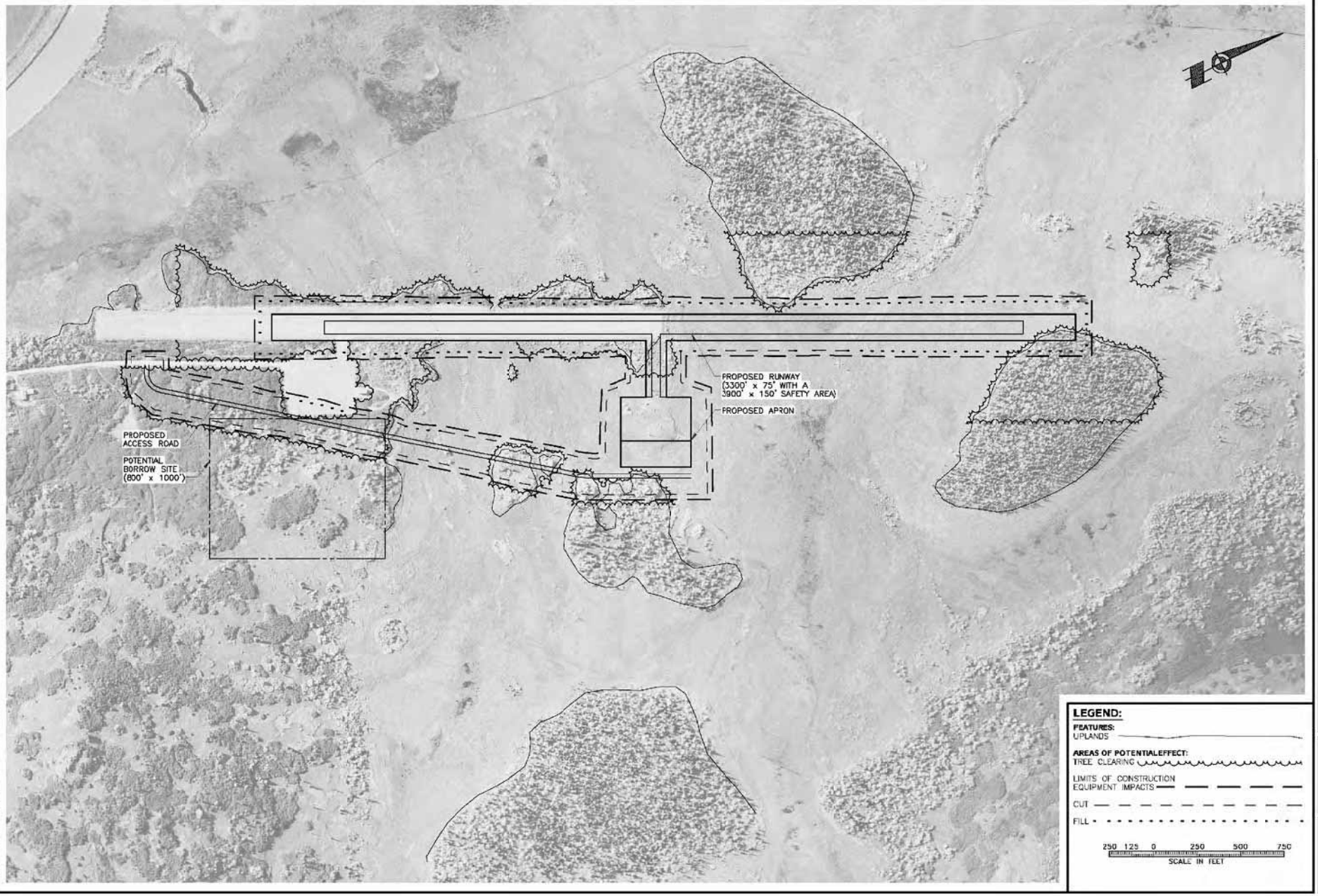


PLANS DEVELOPED BY:
PDC, INC.

PRELIMINARY ALTERNATIVES WITH WETLANDS BOUNDARIES
MANOKOTAK AIRPORT RUNWAY IMPROVEMENTS
MANOKOTAK, ALASKA

DESIGN: KBK/SR
DRAWN: GDS/CFP
CHECK: RLC

JAN 2004
PROJ. No. F02010
FIGURE 2



LEGEND:

FEATURES:
UPLANDS

AREAS OF POTENTIAL EFFECT:
TREE CLEARING
LIMITS OF CONSTRUCTION EQUIPMENT IMPACTS
CUT
FILL

250 125 0 250 500 750
SCALE IN FEET

PLANS DEVELOPED BY:
PDC, INC.

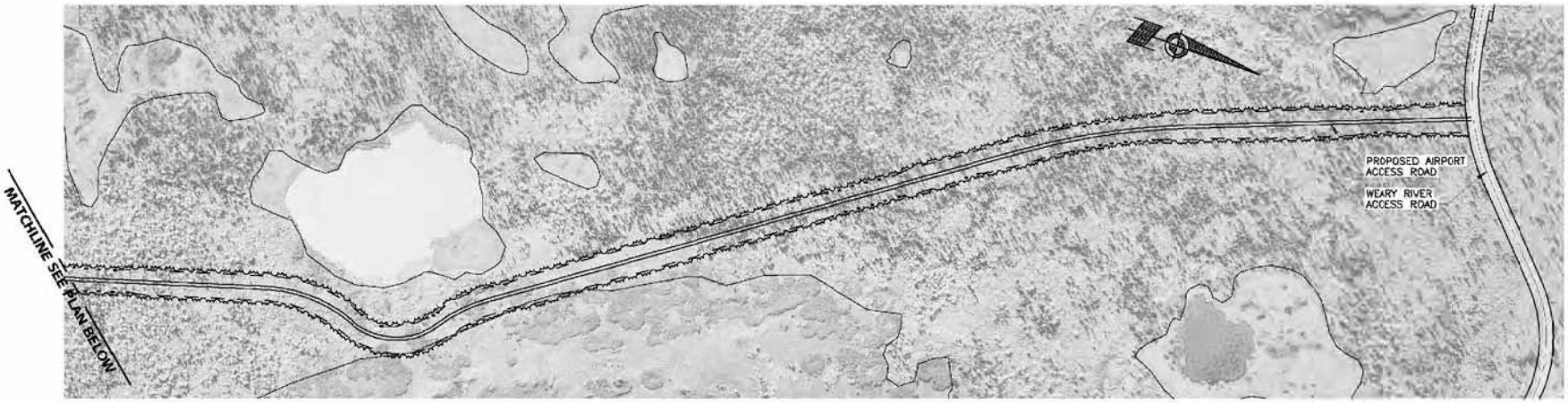
MANOKOTAK AIRPORT RUNWAY RESURFACING AND EXTENSION
ALTERNATIVE E1 - AREA OF POTENTIAL EFFECT

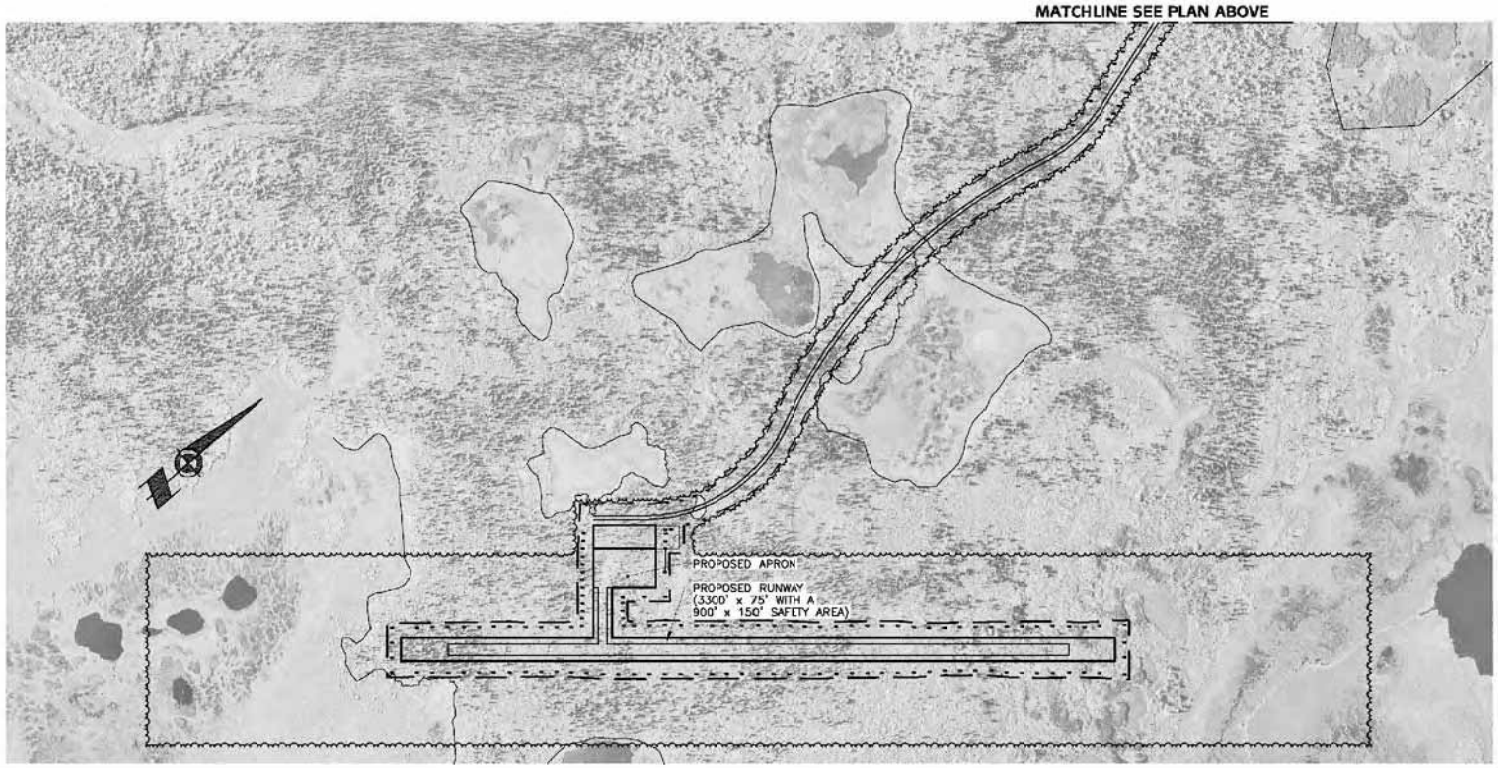
MANOKOTAK, ALASKA

DESIGN: KBK/SRL
DRAWN: GDS
CHECK: RLC

JAN. 2004
PROJ. No.
F02010
FIGURE
3

01/28/2004 10:51am
P:\2002\F02010\XX\A0304\MF02010: FIG 3





LEGEND:

FEATURES:
WETLANDS

AREAS OF POTENTIAL EFFECT:
TREE CLEARING
LIMITS OF CONSTRUCTION EQUIPMENT IMPACTS
CUT
FILL

400 200 0 400 800 1200
SCALE IN FEET

PLANS DEVELOPED BY:
PDC, INC.

MANOKOTAK AIRPORT RUNWAY RESURFACING AND EXTENSION
ALTERNATIVE R3 - AREA OF POTENTIAL EFFECT

MANOKOTAK, ALASKA

DESIGN: KBK/SIL
DRAWN: GDS
CHECK: RLC

JAN 2004
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F02010
FIGURE
4

01/28/2004 11:17am
P:\2002\F02010\N\MC304\MF02010: FIG 4

Shawna Laderach

From: Royce Conlon
Sent: Wednesday, September 17, 2003 10:21 AM
To: Stefanie Ludwig
Cc: 'Dan_Golden (E-mail); Don Baxter (E-mail); Shawna Laderach
Subject: RE: Manokotak Airport

Stefanie - thanks for taking a look at this; we'll keep you informed with what we find

-----Original Message-----
From: Stefanie Ludwig [mailto:stefanie_ludwig@dnr.state.ak.us]
Sent: Tuesday, September 16, 2003 9:26 AM
To: Royce Conlon
Subject: Re: Manokotak Airport

Royce,
I looked over your map and other info. and it does appear that there are some high potential areas within the project area (especially any high ground) that warrant an archaeological survey.
Stefanie

Royce Conlon wrote:

>Stefanie, We really appreciate your willingness to review this on such short notice, our goal is to be able to secure clearance, but don't want to do a bunch of work that may not be needed. As I mentioned based on prelim. research and discussions with BIA we felt that at a min. a recon. level survey would be required - and because of the schedule (EA this winter) NLU set up their proposal so that if - they discover some sites they would plan to explore them to the level necessary to determine eligibility -- I have put together a few pieces of information to assist in your review of this project --

>
>Please let us know ASAP if you feel a field survey is warranted.
>
>Attachments include:
>
>* Map with Aerial photo of the area
>* Summary of Community Coordination
>* Telephone logs from BIA and BBNA
>* Summary of research info
>
>
>Map that shows possible airport expansion options and material sites, we believe the Loop road material site was previously cleared, the yellow oblong shaped -is a high ridge Approx 150 above the adjacent low lands - in our field investigation yesterday we actually determined it to be about half again as long extending to the south, and if you agree is needed, will have the archeologist also look over the that area. -- the Alt R1A is in forested area with fairly tall spruce on fairly high ground, but 100' below the ridge.

>
>R3 is not as heavily forested, appears to be mostly scrub-shrub vegetation with intermittent spruce. that terrain is lower elevation than R1A, but on a slight ridge above the surrounding wetlands.

>
> <<C03b0PRF02010 E1 R1A R3 Alts (1).pdf>>
>
>Community Coordination
>
>I didn't mention on the phone earlier, but a letter was sent to the Village council and City of Manokotak specifically asking about historic and archeological concerns - no written comment has been received --- yesterday in our public meeting we again verbally asked if they know of any historic, pre-historic or cultural concerns with any of the airport projects, or the material sites -a number of the elders were present and we had a Yupik translator - no comments were received.

>
>BBNC is the subsurface estate owner; Jack Moores was in attendance at the field trip and public meeting yesterday, as well as the agency scoping meeting on Sept 3rd. BBNC has not voiced any historic or cultural concerns.

>
>-- Telephone logs from BIA and BBNA below:
>
>Friday, Sept 5, 2003 - 4:15 pm Entry by Royce Conlon
>
>After leaving 2nd message with Ralph Andersen, I contacted Alan Backford, Alan indicated that BBNA do not have archeologist on staff. They deal with restricted deeds and Native allotments. If the project would impact these types of lands they could get BIA to do the archeological review. I explained that we had avoided the native allotment with the relocation options, and had not yet identified any such lands to be impacted by the extension alternative. He had received his scooping letter and meeting announcement.

>
>I asked if he would be attending the public meeting - he indicated that he would not.
>
>Friday, Sept 5, 2003 - 1:30 pm Entry by Royce Conlon
>
>Mark Boatwright with BIA, called, he was responding to the fax that was sent. He is interested in getting a copy of the scoping letter and the minutes from the scoping meeting. Also although we have Rose on the list, he would like to be added as he is responsible for enviro issue that might affect BIA facilities such as roads, bridges etc. I briefed his on the project and told him since the scoping letter went out we had advanced the project and eliminated a couple of the options as well as reoriented a couple. I explained the reasons for the elimination, one of which for R2 as the native allotment. He thought we were on the right track.

>
>Tuesday, Sept 2, 2003 - 9:15 am Entry by Royce Conlon
>
>Contacted BBNA re: Archeological survey - left message with Ralph Andersen; 842-5257; ext 361.
>
>Friday, August 29, 2003 - 6:20p Entry by Royce Conlon
>
>Paula Sutton, Archeologist for BIA returned call from Shawna - the number she called for Mark Boatright is now her's - Mark is at 586-7438. She indicated that Mark should get a copy of the scoping letter and fax - his fax is 586-7357 or also send to 586-7142 to make sure he gets it.

>
>I told her that I was going to be contacting Ed Tyler, because he completed the Archeological survey for the Weary River road project and was wanting to get his input on the potential for site in the area of the airport relocation routes near the road. Ed is no longer with BIA, Paula is the now the BIA Archeologist. She indicated that they likely only surveyed a narrow route. I told her the report indicated only a 100' ROW, but thought if he looked at the map/aerial photo, based on his experience in the area he could offer an opinion on the potential, so we could determine whether or not a pedestrian survey was warranted. Paula said if a survey had not been previously completed on our specific sites, then she thought one probably should be.

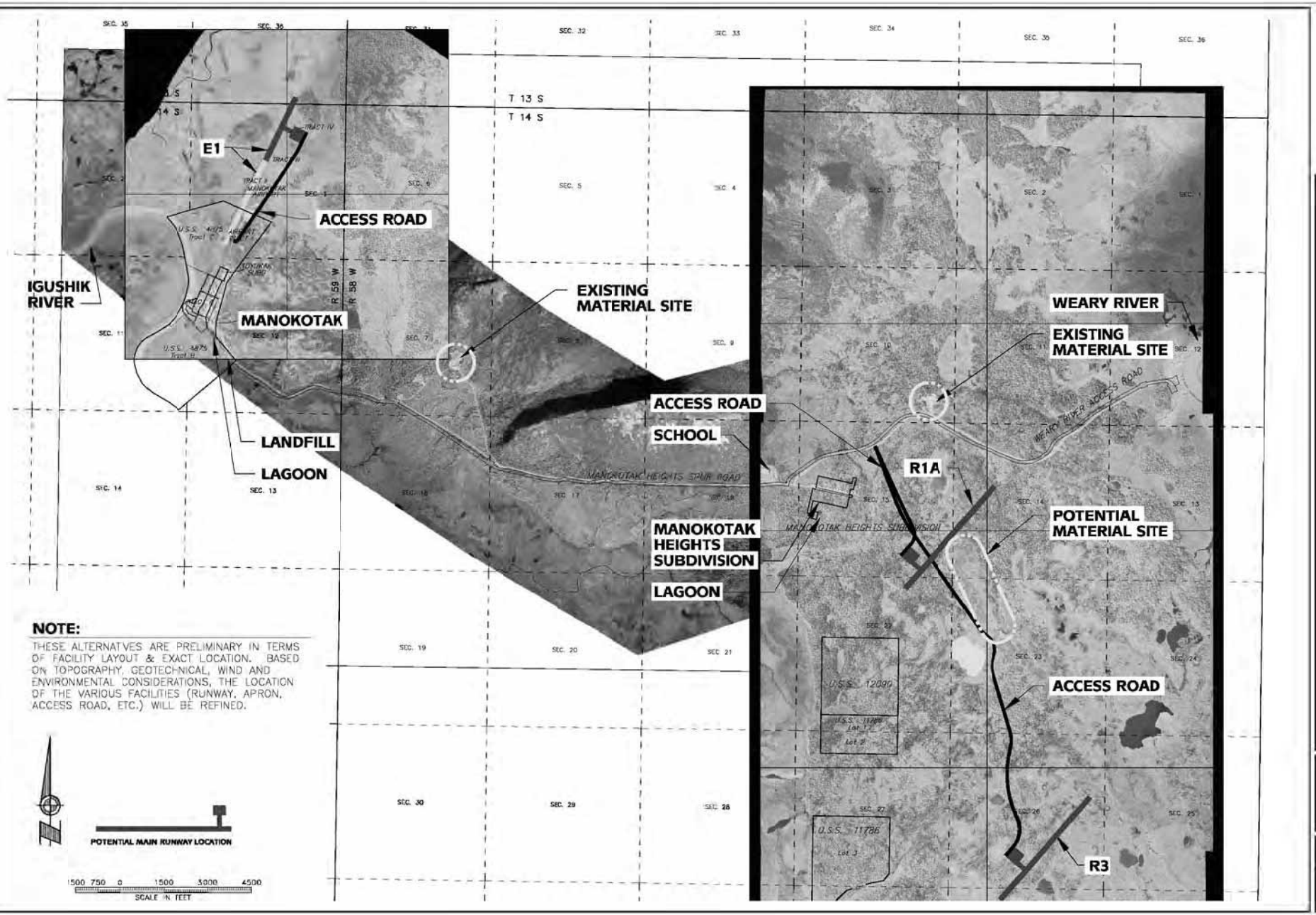
>
>
>Summary of Research info:
>
>Our preliminary research indicates that there have been surveys done in Manokotak and they all have come to the no historic properties affected conclusion. The surveys reviewed were:

> * Wiersum, Wayne, 1985, Archaeological Ground Survey And Test Excavations
> At Manokotak In Relation To USPHS Project An-80-227 Sanitation
> Construction Project.
> * Yarborough, Linda F., 1988, Archeological Survey Of A Proposed Road In
> Manokotak, Alaska, DOTPF Project No. G10157. NADB No. 1400893.
> * Tyler, Edward, 1995, 1996, 2 BIA Allotment Surveys.
> * Tyler, Edward J., 1998, BIA, The Manokotak Road Project Cultural
> Resource Report Of Investigations, Project # 43(1).
>
>
>
>
>

--
Stefanie Ludwig
Archaeologist, Review and Compliance

Department of Natural Resources
Office of History & Archaeology
550 West 7th Avenue, Suite 1310
Anchorage, AK 99501-3565

Phone: 907-269-8720
Fax: 907-269-8908



PLANS DEVELOPED BY: PDC, INC.

PRELIMINARY ALTERNATIVES
MANOKOTAK AIRPORT RUNWAY RESURFACING & EXTENSION
MANOKOTAK, ALASKA

DESIGN: EJG
DRAWN: CDS/CFP
CHECK: RLC

JUL 2003
PROJ. No. F02010
FIGURE 1

STATE OF ALASKA

FRANK MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
STATEWIDE DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN & ENVIRONMENTAL

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
(907) 269-0542 or (907) 269-0528
(FAX 243-6927

September 8, 2003

Re: Manokotak Airport Runway
Resurfacing and Extension
Project Number: 55313
Agency Scoping Letter

Judith Bittner
State Historic Preservation Officer
Alaska Department of Natural Resources
Division of Parks & Outdoor Recreation
555 W. 7th Ave., Suite 1310
Anchorage, AK 99501

Dear Ms. Bittner:

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 the proposed project is to bring Manokotak Airport up to FAA standards for Design Group B-II aircraft and plan for future needs. To ensure potential impacts of the project design alternatives are identified and factors to help minimize or avoid impacts are considered, **your agency's input at this time is important**. Early identification of environmental concerns will facilitate efficient project development.

We would also like to invite you or your representative to participate in an agency informational meeting and field trip. The informational meeting will be held:

September 3, 2003	**ADOT&PF Small Main Conference Room**
10:00 AM	**4111 Aviation Drive, Anchorage**

The **agency field trip and public meeting** will be held the following day, September 4. ADOT&PF will provide for the charter from Dillingham to Manokotak. The schedule will be detailed once we have a better knowledge of who will be attending and the ground time required. **RSVP** for participation in the agency field trip is required **by August 27;** however, the sooner the better to assure seating availability.

Project alternatives are in the early stages of development. Site orientation and alternatives development will be based on the topography, geotechnical, wind, and environmental considerations. The enclosed **Agency Scoping Attachment** summarizes the project needs and

preliminary research results and presents locations of preliminary alternatives for your review. Based on agency and public input, as well as additional engineering evaluations, the design team will:

- Refine the alternatives and develop layouts to minimize or avoid environmental impacts
- Eliminate alternatives that may not be reasonable
- Develop additional alternatives, if necessary

The resulting alternatives will then be carried forward into the formal NEPA evaluation process.

Issues Specific to Your Agency

We have researched the Alaska Heritage Resources Survey (AHRS) for the project area. No sites were identified in the vicinity of Manokotak.

In addition to identifying any concerns and/or issues you might have with the proposed project, please provide information on any confirmed or potential archaeological, historical, and/or cultural sites in the vicinity of the proposed project.

Project Background

The goal of this proposal 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.

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

- Public meeting and field visit (March 13, 2002)
- Public, user and pilot questionnaires and interviews
- Review of agencies' files
- 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
- Geotechnical investigation

During the first phase of planning for this project, the team will determine the needed airport improvements and will develop and evaluate design alternatives to meet them. The environmental concerns associated with these improvements will be identified. 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 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.

If you have any questions regarding the proposed project, please contact Rae De Ley at (907) 269-0527 or via e-mail at *rae_deley@dot.state.ak.us*. Engineering questions may be directed to Royce Conlon, PDC Project Manager, at (907) 452-1414 or royceconlon@pdceng.us.

Remember to RSVP by August 27, 2003, to attend the informational meeting on September 3 and the agency field trip on September 4. We are requesting that you send your written comments to our offices by mail or e-mail no later than August 29, 2003.

Sincerely,

Jerry O. Ruehle

Jerry O. Ruehle
Environmental Coordinator

Enc: Agency Scoping Attachment

cc: Don Baxter, ADOT&PF Project Manager, Anchorage
Royce Conlon, PDC, Inc. Consulting Engineers, Project Manager

MANOKOTAK AIRPORT RUNWAY RESURFACING & EXTENSION
AGENCY SCOPING ATTACHMENT

Purpose and Need

Introduction

Manokotak Airport is located in the Bristol Bay Borough, 25 miles southwest of Dillingham on the Igushik River, at location N58 59.34, W159 03.00 (Figure 1). The community of Manokotak has 404 residents and was incorporated in 1970.

Existing Facility Description

The existing airport, shown in Figure 2, 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 the worst in the Bristol Bay region. The short runway, deteriorated runway surface, airspace penetration, 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. Other non-standard conditions at the airport involve airspace penetrations and obstacles. 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. The separation distances for the apron setback and the runway protection zones meet only the lowest airport classification. Further, the existing site is often fogged in or inaccessible due to inclement weather.

Facility Requirements

ADOT&PF Statewide Standards (reiterated in the Southwest Alaska Transportation Plan) have been determined to be appropriate for the first phase of this facility. The standards call for 3,300' minimum length, with Federal Aviation Administration (FAA) dimensional standards established for an A/B-II airport reference code. The runway, apron, and taxiway will be designed to allow for a Global Positioning System (GPS) Non-Precision Instrument (NPI) approach. 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.

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.
- An extension would likely affect wetlands, which is not in keeping with the *Multi-Agency Memorandum of Agreement Regarding Impacts to Wetland and Other Resources, Mitigation, and Airport Improvement Projects in Alaska.*
- 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.
- Expansion in the future would not be easily accommodated.

Preliminary Research Results

Contaminated Sites, Spills and Underground Storage Tanks

We have researched the Alaska Department of Environmental Conservation contaminated sites, spills, and Leaking Underground Storage Tank program databases and have identified one contaminated site, the school on Salmon Street. While there have been spills at the school and adjacent tank farm, this site is not in the project area.

Anadromous Fish Streams

We have researched the *Alaska Department of Fish and Game Atlas to the Catalog of Waters Important to the Spawning, Rearing, or Migration of Anadromous Fishes* and have identified the Igushik and Weary Rivers as important salmon migration and spawning rivers. Arctic char and sockeye, chum, coho, pink, and king salmon all spawn in the Igushik and Weary Rivers. The backwater sloughs and tributaries around Manokotak are also important rearing habitat for salmon.

State Refuges, Critical Habitat Areas and Sanctuaries

We have researched the *Alaska Department of Fish and Game State of Alaska Refuges, Critical Habitat Areas and Sanctuaries* and the *Atlas to the Catalog of Waters Important to the Spawning, Rearing, or Migration of Anadromous Fishes*. There are no state legislatively designated special areas (state game refuges, sanctuaries, or critical habitat areas) in the project vicinity. The city of Manokotak is adjacent to the Togiak National Wildlife Refuge, but the proposed project will not be located on refuge lands. The Igushik and Weary Rivers and some of their tributaries provide habitat for salmon migration and spawning.

State Land Use Plans and State Parks

Preliminary research indicates that no state land or state parks will be affected by any of the project alternatives.

Historical, Archaeological, and Cultural Properties

The Alaska Heritage Resources Survey (AHRS) was reviewed; no sites were listed.

Coastal Zone Management

The project is in the Bristol Bay Coastal Resource Service Area.

Navigability, Flood Plain Management, and Wetlands:

Manokotak is not in the floodplain, and no Federal Emergency Management Agency Flood Maps were found for the area.

We expect no navigable waters to be affected by this project.

We will conduct a wetlands analysis in the project areas. The wetlands analysis will include a preliminary review of aerial photography and other supporting information and a field delineation. The preliminary review will assist in the initial evaluation of the runway alignments and selection of alternatives. The field delineation will comply with the 2003 multi-agency Memorandum of Agreement regarding impacts and mitigation for wetland and aquatic resources affected by Alaska airport projects.

Threatened & Endangered Species:

According to our preliminary research, no threatened or endangered species are located in the project area.

Essential Fish Habitat:

The Igushik and Weary Rivers and their tributaries support Essential Fish Habitat; however, the project will not directly affect these rivers.

Initial Site Alternatives (Figure 2)

Alternatives presented herein are for initial review. During the public and agency review and additional environmental and engineering analyses, some alternatives will be refined or eliminated. Refinements will include detailed layout of runway orientation, apron location, taxiway, and access road. Eliminated alternatives and refinements, and the reasons for them, will be documented in the Environmental Assessment.

Upgrading The Existing Airport:

Alternative E1 – Extending the Existing Runway

This alternative will resurface and extend the runway at its present location. The apron will be relocated to the required separation distance for safety.

Alternative E2 – Realigning the Existing Runway

This alternative will realign the runway at its present location to take advantage of the prevailing winds to the extent the surrounding terrain allows.

Relocation Alternatives:

Alternatives R1 and R1A

These alternatives relocate the airport to near Manokotak Heights. Depending on the final wind analysis, some adjustment to the orientations might be required.

Alternative R2

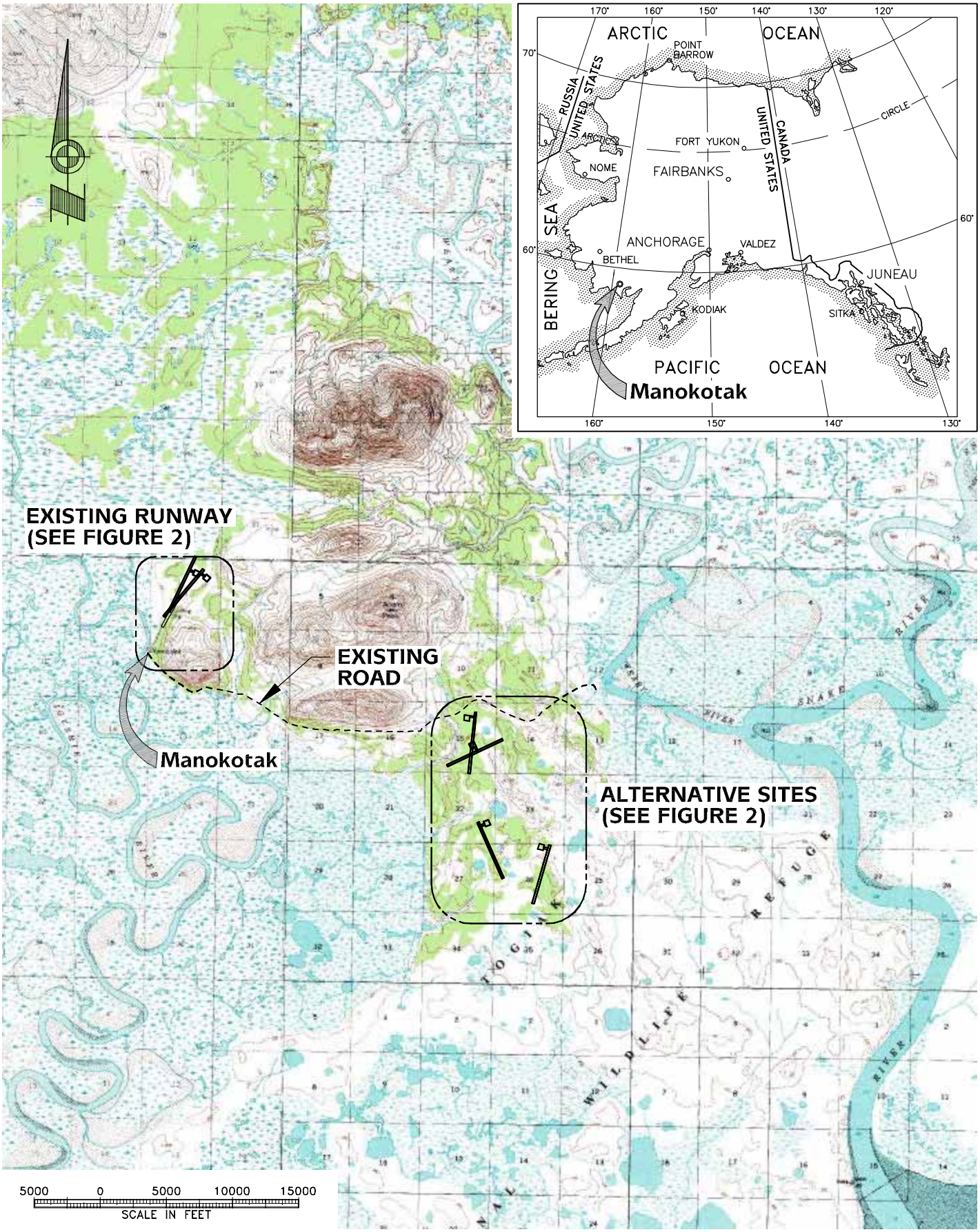
This alternative relocates the airport to near USS 12090. The alignment might need to be modified once additional wind data is available.

Alternative R3

This alternative would relocate the airport to the top of a ridge to the southeast of Alternative R2. Its location on the ridge limits how much the runway alignment could be reoriented to accommodate the winds.

Potential Material Sites

Figure 2 shows two material sites that may be used for this project. Manokotak Natives, Ltd., owns the surface rights at both sites, and the Bristol Bay Native Corporation (BBNC) retains ownership of the subsurface rights. The northernmost site was previously developed for construction of the Weary River Road and could be expanded. Use of the ridge to the south as a material source will depend on the results of the geotechnical investigation in progress.



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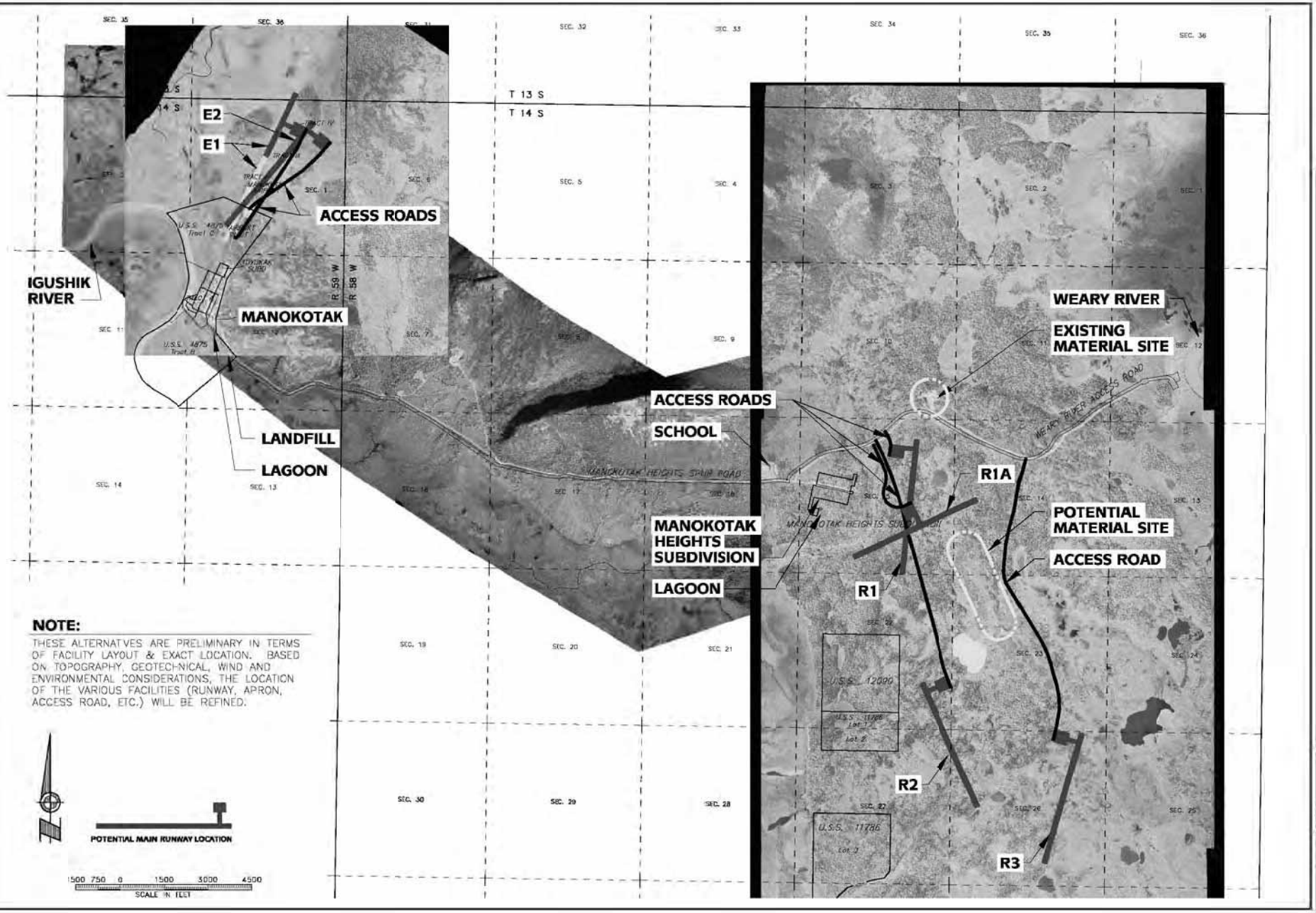
PLANS DEVELOPED BY:
PDC, INC.

LOCATION & VICINITY MAPS
MANOKOTAK AIRPORT RUNWAY RESURFACING & EXTENSION SCOPING LETTER
MANOKOTAK, ALASKA

DESIGN:	
DRAWN:	CFP
CHECK:	RLC
JUL 2003	

PROJ. No.	F02010
FIGURE	1



PLANS DEVELOPED BY: POC, INC.

FIVE PRELIMINARY ALTERNATIVES
MANOKOTAK AIRPORT RUNWAY RESURFACING & EXTENSION
MANOKOTAK, ALASKA

DESIGN: RJC
DRAWN: CDS/CTP
CHECK: RLC

JUL 2003
PROJ. No. F02010
FIGURE 2

Coastal Project Questionnaire ◆

Coastal Project Questionnaire and Certification Statement

All questions must be answered. **If you answer "Yes" to any of the questions, please call that specific department for further instructions to avoid delay in processing your application**. Maps and plan drawings must be included with your packet.

An incomplete packet will be returned.

■ APPLICANT INFORMATION

1. Alaska Department of Transportation & Public Facilities
Name of Applicant
4111 Aviation Ave.
Address
Anchorage, AK 99502
City/State/Zip
(907) 269-0534
Daytime Phone
Fax Number E-mail Address

2.
Agent (or responsible party if other than applicant)
Address
City/State/Zip
Daytime Phone
Fax Number E-mail Address

■ PROJECT INFORMATION

1. This activity is a: ☑ new project ☐ modification or addition to an existing project

If this is a modification, do you currently have any State, federal or local approvals for this activity? ..... **Yes** ☐ **No** ☐

Note: Approval means any form of authorization. If "yes," please list below:

Approval Type	Approval#	Issuance Date	Expiration Date

If this is a modification, was this project reviewed for consistency with Alaska Coastal Management? ..... **Yes** ☐ **No** ☐

Previous State I.D. Number: AK _____

Previous Project Name _____

■ PROJECT DESCRIPTION

1. Provide a brief description of your entire project and ALL associated facilities and land use conversions.

Project would relocate the Manokotak airport. The new facility would include a 3,300'x75' runway with a 3,900'x150' runway safety area, a 250'x400' apron, and a connecting taxiway. A 2.7-mile access road to the airport would also be constructed. Material would likely be extracted from one of three inland sources. See attached for additional information.

Proposed starting date for project: November 2005 Proposed ending date for project: October 2007

2. Attach the following: • a detailed project description, all associated facilities, and land use conversions, etc. (Be specific, including access roads, caretaker facilities, waste disposal sites, etc.); • a project timeline for completion of all major activities; • a site plan depicting project boundary with all proposed actions; • other supporting documentation to facilitate project review. Note: If the project is a modification, identify existing facilities and proposed changes on the site plan.

■ PROJECT LOCATION

1. Attach a copy of the topographical and vicinity map clearly indicating the location of the project. Please include a map title and scale.

2. The project is located in which region (see attached map): ☐ Northwest ☑ Southcentral ☐ Southeast ☐ Southwest ☐ within or associated with the Trans-Alaska Pipeline corridor

3. Location of project (Include the name of the nearest land feature or body of water.) Weary River

   Township 14S Range 58W Section 7, 10, 14, 15, 22, 23, 26, 35 Meridian Seward

   Latitude/Longitude N59º / W159º USGS Quad Map Nushagak Bay D-4

4. Is the project located in a coastal district? Yes ☑ No ☐ If yes, identify: Bristol Bay CRSA
   (Coastal districts are a municipality or borough, home rule or first class city, second class with planning, or coastal resource service area.) Note: A coastal district is a participant in the State's consistency review process. It is possible for the State review to be adjusted to accommodate a local permitting public hearing. Early interaction with the district is important; ***please contact the district representative listed on the attached contact list.***

5. Identify the communities closest to your project location: Dillingham, Nushagak, Aleknagik, Clark's Point, Twin Hills

6. The project is on: ☑ State land or water** ☐ Federal land ☐ Private land ☐ Municipal land ☐ Mental Health Trust land
   **State land can be uplands, tidelands, or submerged lands to 3 miles offshore. See Question #1 in DNR section.*
   Contact the applicable landowner(s) to obtain necessary authorizations.
   *****Note: The project will be on State land at time of construction, but the material source will be on private land.***

■ DEPARTMENT OF ENVIRONMENTAL CONSERVATION (DEC) APPROVALS

	Yes	No
1. Will a discharge of wastewater from industrial or commercial operations occur?	☐	☑
Will the discharge be connected to an approved sewer system?	☐	☑
Will the project include a stormwater collection/discharge system?	☐	☑
2. Do you intend to construct, install, modify, or use any part of a wastewater (sewage or greywater) disposal system?	☐	☑
a) If the answer is yes, will the discharge be 500 gallons per day or greater?	☐	☐
b) If constructing a domestic wastewater treatment or disposal system, will the system be located within fill material requiring a COE permit?	☐	☐

If you answered yes to a) or b), answer the following:

1) What is the distance from the bottom of the system to the top of the subsurface water table? N/A

2) How far is any part of the wastewater disposal system from the nearest surface water? N/A

	Yes	No
3) Is the surrounding area inundated with water at any time of the year?	☐	☐

4) How big is the fill area to be used for the absorption system? _____

(Questions 1 & 2 will be used by DEC to determine whether separation distances are being met; Questions 3 & 4 relate to the required size of the fill if wetlands are involved.)

	Yes	No
3. Will your project require a mixing zone?	☐	✓

(If your wastewater discharge will exceed Alaska water quality standards, you may apply for a mixing zone. If so, please contact DEC to discuss information required under 18 AAC 70.032.)

4. a) Will your project result in construction, operation, or closure of a facility for solid waste disposal?	☐	✓
(Note: Solid waste means drilling wastes, household garbage, refuse, sludge, construction or demolition wastes, industrial solid waste, asbestos, and other discarded, abandoned, or unwanted solid or semi-solid material, whether or not subject to decomposition, originating from any source. Disposal means placement of solid waste on land.)		
b) Will your project result in treatment of solid waste at the site?	☐	✓
(Examples of treatment methods include, but are not limited to: incineration, open burning, baling, and composting.)		
c) Will your project result in storage or transfer of solid waste at the site?	☐	✓
d) Will the project result in storage of more than 50 tons of materials for reuse, recycling, or resource recovery?	☐	✓
e) Will any sewage solids or biosolids be disposed of or land-applied to the site?	☐	✓
(Sewage solids include wastes that have been removed from a wastewater treatment plant system, such as a septic tank, lagoon dredge, or wastewater treatment sludge that contain no free liquids. Biosolids are the solid, semi-solid, or liquid residues produced during the treatment of domestic septage in a treatment works which are land applied for beneficial use.)		

	Yes	No
5. Will your project require application of oil, pesticides, and/or any other broadcast chemicals?	☐	✓

6. a) Will you have a facility with industrial processes that are designed to process no less than *five tons per hour* and needs air pollution controls to comply with State emission standards?	☐	✓
b) Will you have stationary or transportable fuel burning equipment, including flares, with a total fuel consumption capacity no less than 50 million Btu/hour?	☐	✓
c) Will you have a facility with incinerators having a total charging capacity of no less than 1,000 pounds per hour?	☐	✓
d) Will you have a facility with equipment or processes that are subject to Federal New Source Performance Standards or National Emission Standards for hazardous air pollutants?	☐	✓
1) Will you propose exhaust stack injection?	☐	✓
e) Will you have a facility with the potential to emit no less than 100 tons per year of any regulated air contaminant?	☐	✓
f) Will you have a facility with the potential to emit no less than 10 tons per year of any hazardous air contaminant or 25 tons per year of all hazardous air contaminants?	☐	✓
g) Will you construct or add stationary or transportable fuel burning equipment of no less than 10 million Btu/hour in the City of Unalaska or the City of St. Paul?	☐	✓
h) Will you construct or modify in the Port of Anchorage a volatile liquid storage tank with a volume no less than 9,000 barrels, or a volatile liquid loading rack with a design throughput no less than 15 million gallons?	☐	✓
i) Will you be requesting operational or physical limits designed to reduce emissions from an existing facility in an air quality nonattainment area to offset an emission increase from another new of modified facility?	☐	✓
7. Do you plan to develop, construct, install, or alter a public water system?	☐	✓

8. a) Will your project involve the operation of waterborne tank vessels or oil barges that carry crude or non-crude oil as bulk cargo, or the transfer of oil or other petroleum products to or from such a vessel or a pipeline system? ..... Yes ☐ No ☑

b) Will your project require or include onshore or offshore oil facilities with an effective aggregate storage capacity of greater than 5,000 barrels of crude oil or greater than 10,000 barrels of non-crude oil? ..... Yes ☐ No ☑

c) Will you operate facilities on land or water for exploration or production of hydrocarbons? ..... Yes ☐ No ☑

If you answered "No" to ALL questions in this section, continue to next section.

CPQ Contacts

If you answered "Yes" to ANY of these questions, contact the DEC office nearest you for information and application forms. Please be advised that all new DEC permits and approvals require a 30-day public notice period. DEC Pesticide permits take effect no sooner than 40 days after the permit is issued.

Based on your discussion with DEC, please complete the following:

Types of project approvals or permits needed and name of individual you contacted.	Date application submitted
N/A	

9. Does your project qualify for a general permit for wastewater or solid waste? ..... Yes ☐ No ☑

Note: A general permit is an approval issued by DEC for certain types of routine activities.

If you answered "Yes" to any questions in this section and are not applying for DEC permits, indicate reason:

☐ **_____ (DEC contact) told me on _____ that no DEC approvals are required on this project because _____**

☐ **Other: _____**

■ DEPARTMENT OF FISH AND GAME (DFG) APPROVALS

1. Is your project located in a designated State Game Refuge, Critical Habitat Area or State Game Sanctuary? ..... Yes ☐ No ☑
2. Does your project include construction/operation of a salmon hatchery? ..... Yes ☐ No ☑
3. Does your project affect, or is it related to, a previously permitted salmon hatchery? ..... Yes ☐ No ☑
4. Does your project include construction of an aquatic farm? ..... Yes ☐ No ☑

If you answered "No" to ALL questions in this section, continue to next section.

If you answered "Yes" to ANY questions under 1-4, contact the ADF&G Commercial Fisheries Division headquarters for information and application forms

Based on your discussion with ADF&G, please complete the following:

Types of project approvals or permits needed and name of individual you contacted.	Date application submitted
N/A	

If you answered "Yes" to any questions in this section and are not applying for ADF&G permits, indicate reason:

☐ _____ **(ADF&G contact) told me on** _____ **that no ADF&G approvals are required on this project because** _____

_____

_____

☐ **Other:** _____

_____

■ DEPARTMENT OF NATURAL RESOURCES (DNR) APPROVALS

	Yes	No
1. Is the proposed project on State-owned land or water or will you need to cross State-owned land for access? ("Access" includes temporary access for construction purposes. *Note: In addition to State-owned uplands, the State owns almost all land below the ordinary high water line of navigable streams, rivers and lakes, and below the mean high tide line seaward for three miles.)*	✓*	
a) Is this project for a commercial activity?		✓

The land for the proposed airport is privately owned now but would be acquired by ADOT&PF.

	Yes	No
2. Is the project on Alaska Mental Health Trust land (AMHT) or will you need to cross AMHT land? *Note: Alaska Mental Health Trust land is not considered State land for the purpose of ACMP reviews.*		✓
3. Do you plan to dredge or otherwise excavate/remove materials on State-owned land?	✓	

Location of dredging site if different than the project site: _____

Township _____ Range _____ Section _____ Meridian _____

Latitude/Longitude _____ / _____ USGS Quad Map _____

	Yes	No
4. Do you plan to place fill or dredged material on State-owned land?	✓*	

Location of fill disposal site if other than the project site: _____

Township _____ Range _____ Section _____ Meridian _____

Latitude/Longitude _____ / _____ USGS Quad Map _____

Source is on: ☐ State Land ☐ Federal Land ☐ Private Land ☐ Municipal Land

See #1 above.

	Yes	No
5. Do you plan to use any of the following State-owned resources:		✓

☐ ***Timber***: Will you harvest timber? Amount: _____

☐ ***Materials such as rock, sand or gravel, peat, soil, overburden, etc.:***

Which material?_____ Amount: _____

Location of source: ☐ Project site ☐ Other, describe: _____

Township _____ Range _____ Section _____ Meridian _____

Latitude/Longitude _____ / _____ USGS Quad Map _____

	Yes	No
6. Do you plan to divert, impound, withdraw, or use any fresh water, except from an existing public water system or roof rain catchment system (regardless of land ownership)?	✓	

Amount (maximum daily, not average, in gallons per day): Dependent upon weather

Source: Contractor to determine; possibly the Weary River or inland pond along the proposed access road Intended Use: Construction watering: compacting, dust control, and seeding

	Yes	No
If yes, will your project affect the availability of water to anyone holding water rights to that water?		✓
7. Do you plan to build or alter a dam (regardless of land ownership)?		✓
8. Do you plan to drill a geothermal well (regardless of land ownership)?		✓
9. At any one site (regardless of land ownership), do you plan any of the following?	✓	

☐ Mine five or more acres over a year's time

✓ Mine 50,000 cubic yards or more of materials (rock, sand or gravel, soil, peat, overburden, etc.) over a year's time

✓ Have a cumulative unreclaimed mined area of five or more acres

If yes to any of the above, contact DNR about a reclamation plan.

If you plan to mine less than the acreage/amount stated above and have a cumulative unreclaimed mined area of less than five acres, do you intend to file a voluntary reclamation plan for approval?		
10. Do you plan to explore for or extract coal?		✓
11. a) Will you explore for or produce oil and/or gas?		✓
b) Will you conduct surface use activities on an oil and/or gas lease or within an oil and/or gas unit?		✓
12. Will you investigate, remove, or impact historical or archaeological or paleontological resources (anything over 50 years old) on State-owned land?		✓
13. Is the proposed project located within a known geophysical hazard area?		✓

Note: 6 AAC 80.900(9) defines geophysical hazard areas as "those areas which present a threat to life or property from geophysical or geological hazards, including flooding, tsunami run-up, storm surge run-up, landslides, snowslides, faults, ice hazards, erosion, and littoral beach process." "known geophysical hazard area" means any area identified in a report or map published by a federal, state, or local agency, or by a geological or engineering consulting firm, or generally known by local knowledge, as having known or potential hazards from geologic, seismic, or hydrologic processes.

14. Is the proposed project located in a unit of the Alaska State Park System?		✓
15. Will you work in, remove water or material from, or place anything in, a stream, river or lake? (This includes work or activities below the ordinary high water mark or on ice, in the active flood plain, on islands, in or on the face of the banks, or, for streams entering or flowing through tidelands, above the level of mean lower low tide.) *Note: If the proposed project is located within a special flood hazard area, a floodplain development permit may be required. Contact the affected city or borough planning department for additional information and a floodplain determination.)*	✓	

Name of waterbody: See #6 above.

	Yes	No
16. Will you do any of the following:	✓	

Please indicate below:

- [ ] Build a dam, river training structure, other instream impoundment, or weir
- [x] Use water Possibly - for compaction, dust control, and seeding
- [x] Pump water into or out of stream or lake (including dry channels) Possibly - to get water with water truck
- [ ] Divert or alter a natural stream channel
- [ ] Change water flow or the stream channel
- [ ] Introduce silt, gravel, rock, petroleum products, debris, brush, trees, chemicals, or other organic/inorganic material, including waste of any type, into water
- [ ] Alter, stabilize or restore banks of a river, stream or lake (provide number of linear feet affected along the bank(s)
- [ ] Mine, dig in, or remove material, including woody debris, from beds or banks of a waterbody
- [ ] Use explosives in or near a waterbody
- [ ] Build a bridge (including an ice bridge)
- [ ] Use a stream, lake or waterbody as a road (even when frozen), or cross a stream with tracked or wheeled vehicles, log-dragging or excavation equipment (backhoes, bulldozers, etc.)
- [x] Install a culvert or other drainage structure Under access road and taxiway for drainage
- [ ] Construct, place, excavate, dispose or remove any material below the ordinary high water of a waterbody
- [ ] Construct a storm water discharge or drain into a waterbody
- [ ] Place pilings or anchors
- [ ] Construct a dock
- [ ] Construct a utility line crossing
- [ ] Maintain or repair an existing structure
- [ ] Use an instream in-water structure not mentioned here

If you answered "No" to ALL questions in this section, continue to next section.

If you answered "Yes" to ANY questions under 1-16, contact the Area DNR, office for information and application forms.

CPQ Contacts

Based on your discussion with DNR, please complete the following:

Types of project approvals or permits needed and name of individual you contacted.	Date application submitted
Contractor would need a temporary water use permit if using water from stream or pond	Submit during construction if needed

If you answered "Yes" to any questions in this section and are not applying for DNR permits, indicate reason:

[x] Kathy Johnson **(DNR contact) told me on** April 7, 2004 **that no DNR approvals are required on this project because** 1) the State owns no land in the project area; 2) material sources are privately owned; 3) construction specifications include adequate language for contractor to submit a mining reclamation plan (specification 60-02); 4) the barge landing requires no dredge or fill activity and nothing would be stored on the shore.

■ FEDERAL APPROVALS

U.S. Army Corps of Engineers (COE)

	Yes	No
1. Will you dredge or place structures or fills in any of the following: tidal (ocean) waters? streams? lakes? wetlands*?		✓
If yes, have you applied for a COE permit?		✓

Date of submittal: N/A

Name of COE contact: Marcia Heer

(Note: Your application for this activity to the COE also serves as application for DEC Water Quality Certification.)

**If you are not certain whether your proposed project is in a wetlands (wetlands include muskegs), contact the COE, Regulatory Branch at 907-753-2712 for a wetlands determination (outside the Anchorage area call toll free 1-800-478-2712)*

Bureau of Land Management (BLM)

	Yes	No
2. Is the proposed project located on BLM land, or will you need to cross BLM land for access?	✓	
If yes, have you applied for a BLM permit or approval?		✓

Date of submittal: Crossing BLM 17(b) easement. Coordination to be completed as part of the right-of-way process after EA approved.

Name of BLM contact: _____

U.S. Coast Guard (USCG)

	Yes	No
3. a) Do you plan to construct a bridge or causeway over tidal (ocean) waters, or navigable rivers, streams or lakes?		✓
b) Does your project involve building an access to an island?		✓
c) Do you plan to site, construct, or operate a deepwater port?		✓
If yes, have you applied for a USCG permit?		

Date of submittal: _____

Name of USCG contact: _____

U.S. Environmental Protection Agency (EPA)

	Yes	No
4. a) Will the proposed project have a discharge to any waters?		✓
b) Will you dispose of sewage sludge (contact EPA at 206-553-1941)?		✓
If you answered yes to a) or b), have you applied for an EPA National Pollution Discharge Elimination System (NPDES) permit?		

Date of submittal: _____

Name of EPA contact: _____

(Note: For information regarding the need for an NPDES permit, contact EPA at 1-800-424-4372)

	Yes	No
c) Will construction of your project expose 5 or more acres of soil? *(This applies to the total amount of land disturbed, even if disturbance is distributed over more than one season, and also applies to areas that are part of a larger common plan of development or sale.)*	✓ *	
d) Is your project an industrial facility that will have stormwater discharge directly related to manufacturing, processing, or raw materials storage areas at an industrial plant?		✓

If you answered yes to c) or d), your project may require an NPDES Stormwater permit. Contact EPA at 206-553-8399.

*ADOT&PF construction specifications require the contractor to comply with NPDES requirements for construction activities.

Federal Aviation Administration (FAA)

5. a) Is your project located within five miles of any public airport?		✓
b) Will you have a waste discharge that is likely to decay within 5,000 feet of any public airport?		✓

If yes, please contact the Airports Division of the FAA at 907-271-5438.

Federal Energy Regulatory Commission (FERC)

6. a) Does the project include any of the following:		
1) a non-federal hydroelectric project on any navigable body of water		✓
2) a location on federal land (including transmission lines)		✓
3) utilization of surplus water from any federal government dam		✓
b) Does the project include construction and operation, or abandonment of natural gas pipeline facilities under sections (b) and (c) of the Federal Power Act (FPA)?		✓

c) Does the project include construction for physical interconnection of electric transmission facilities under section 202 (b) of the FPA? ..... Yes ☐ No ☑

If you answered yes to any questions under number 6, did you apply for a permit from FERC? ..... Yes ☐ No ☐

Date of submittal: _____

Name of FERC contact: _____

(*Note: For information, Div. Hydropower-Environment and Engineering contact: Vince Yearek 202-502-6174 or Mike Henry 503-944-6762, 202-502 8700; (for Natural Gas Projects) Division of Pipeline Certificate 202-502-8625; for Alaska projects contact Richard Foley – 202-502-8955)*

U.S. Forest Service (USFS)

7. a) Does the proposed project involve construction on USFS land? ..... Yes ☐ No ☑

b) Does the proposed project involve the crossing of USFS land with a water line? ..... Yes ☐ No ☑

If the answer to either question is yes, did you apply for a USFS permit or approval? ..... Yes ☐ No ☐

Date of submittal: _____

Name of USFS contact: _____

8. Have you applied for any other federal permits or authorizations? ..... Yes ☐ No ☑

AGENCY	APPROVAL TYPE	DATE SUBMITTED
U.S. Fish & Wildlife Service	Land Bank Withdrawal	Submit during ROW process after EA approved

Please be advised that the CPQ identifies permits subject to a consistency review. You may need additional permits from other agencies or the affected city and/or borough government to proceed with your activity.

Certification Statement

The information contained herein is true and complete to the best of my knowledge. I certify that the proposed activity complies with, and will be conducted in a manner consistent with, the Alaska Coastal Management Program.

_____ _____

Signature of Applicant or Agent Date

Note: Federal agencies conducting an activity that will affect the coastal zone are required to submit a federal consistency determination, per 15 CFR 930, Subpart C, rather than this certification statement. ACMP has developed a guide to assist federal agencies with this requirement. Contact ACMP to obtain a copy.

This certification statement will not be complete until all required State and federal authorization requests have been submitted to the appropriate agencies.

- **To complete your packet, please attach your State permit applications and copies of your federal permit applications to this questionnaire.**

Project Description

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to relocate the Manokotak Airport. Manokotak lies on the Igushik River, about 25 miles southwest of Dillingham and 347 miles southwest of Anchorage (Figure 1). As with most rural villages in Alaska, the airport is the primary means of transportation – and during spring and fall the only means – connecting the community to outside essential services. The village residents depend heavily on the airport for essential services such as passenger transportation, bypass mail, cargo delivery, and medical evacuations (medevac).

The proposed project would provide a safer and more reliable facility for emergency and daily transportation needs. Existing conditions at Manokotak Airport fail to meet the current established requirements for community airports in Alaska and FAA standards for several types of aircraft currently operating in Manokotak. These deficiencies include:

- Runway too short and too narrow
- Runway safety area too narrow
- Taxiway and taxiway safety area too narrow
- Substandard separation distance between runway and aircraft parking area
- Runway surface in poor condition
- Poor drainage, especially in spring when snow berms along the runway are melting
- Terrain penetrations
- Bulk fuel storage facility, gas station, antenna and residences along the approach
- Crosswind problems due to runway alignment relative to the local prevailing winds
- Inadequate snow storage area, resulting in snow berms penetrating the airspace
- Lagoon and landfill too close to the south end of the runway
- Inadequate clearance of transitional surface by access road and vehicles

Proposed Project

ADOT&PF proposes to relocate the airport approximately 3 miles southeast of Manokotak Heights Subdivision and 7.7 road miles from Old Manokotak. The 2.7-mile airport access road would connect with the Weary River Access Road just east of the subdivision. The proposed project would construct a new 3,300’ x 75’ gravel-surfaced runway with a 3,900’ x 150’ safety area. The runway would be oriented at 41 degrees, the optimum orientation for wind coverage. A 250’ x 400’ aircraft-parking apron would be connected to the runway by a 325’ x 50’ taxiway (Figure 2).

Given the substantial investment required to relocate the airport and the large population of Manokotak, it was considered prudent to identify a site that would allow for future expansion. Thus, the proposed site could support future expansion to a 4,000’ runway length.

Construction of the proposed improvements would remedy the deficiencies by:

- Expanding the runway to accommodate the design aircraft with Non-Precision Instrument (NPI) (global positioning system [GPS]) capabilities
- Surfacing the entire facility with crushed aggregate surface course

- Providing adequate area for snow storage
- Constructing an apron and taxiway system with the required separation distances
- Meeting FAA standards for airspace and compatible land use by acquiring 253 acres of land
- Installing a pilot-operated airport lighting system
- Installing precision approach path indicators (PAPI), runway end identification lighting (REIL), and associated pads
- Installing an automated weather observation system (AWOS) pad
- Increasing the number of snow removal equipment storage building (SREB) bays to two
- Extending the overhead electrical line

The airport facilities (runway, taxiway, apron, and access road) embankment would require a total of approximately 392,000 cubic yards of borrow, subbase and surface course, consisting primarily of borrow material. The material may come from one or more of three sites – the Ridge site, the Weary River Access Road site, and the Loop Road site – which are discussed below under "Potential Material Sites."

Winter snow storage and drainage would be improved by constructing the embankment above the surrounding terrain. Aligning the runway optimally with the wind would improve plow-time and storage requirements, since the snow could be plowed off both sides of the runway.

Approximately 253 acres of additional property would be required for construction of the new runway, taxiway, and apron, as well as for clearing trees from the airspace.

Relocation is recommended because expansion at the existing site would present the following challenges:

- An extension of the existing runway would be expensive and could be unstable due to organic soils
- An extension would affect higher value wetlands than a relocation
- Upgrading to provide for Non-Precision Instrument (NPI) approach capabilities enhances the hill adjacent to the existing airport as an obstruction
- The armory, fuel tanks, and homes would continue to obstruct the airspace
- The inadequate distance from the sewage lagoon and landfill would not be addressed
- Problems with crosswinds, snow removal, and snow storage would not be remedied
- Future expansion of the airport would not be easily accommodated if needed
- Land for community expansion near the original town site would remain unavailable due to conflicts with the airport use

Land Use Conversions

In addition to the features discussed above, the project would require decommissioning of the existing airport facility, including the existing SREB. Besides removing the structure and utilities, decommissioning the SREB would likely include diluting the *de minimis* contaminated soils. Some of the existing airport land may eventually revert to the City and the Bristol Bay Native Corporation (BBNC).

To construct the proposed project, ADOT&PF would need to acquire approximately 253 acres from Manokotak Natives, Ltd. (surface estate) and the BBNC (subsurface estate). The State may eventually relinquish a portion of the existing airport property to Manokotak Natives, Ltd. (~51 acres) and the City of Manokotak (~4 acres).

Manokotak Natives, Ltd. has entered into an agreement with the United States of America, acting through the Fish and Wildlife Service, to place the lands they received from ANCSA into the Alaska Land Bank Program. The purpose of the land bank is to ensure compatibility between local land use and the management plan for adjoining federal lands. The land required for the proposed project is currently enrolled in the land bank. During the right-of-way process, the village corporation would need to write a letter to the U.S. Fish and Wildlife Service asking to withdraw the land needed from the Land Bank Agreement and providing a legal description of the land to be withdrawn. The withdrawal would automatically take place 90 days after receipt of the letter, after which ADOT&PF could acquire interest in the lands.

The land around the proposed project is currently used for hunting and subsistence. There are no known planned uses for this land. The potential material site on the ridge considered for the project is owned by Manokotak Natives, Ltd. (surface) and the BBNC (subsurface). The preferred alternative would change the land use from its current use (undeveloped) to commercial (airport and access road). There is no shortage of hunting and subsistence lands in the Manokotak area; therefore, the land use changes are considered a minimal impact.

The new airport access road would cross an ADOT&PF corporate easement from Manokotak Natives, Ltd. (for the unconstructed Snake River Public Access Road) and an ANCSA Section 17(b) easement managed by the BLM. Coordination with the land managers for these easements would be required prior to construction but is not considered a major concern.

The proposed project would require decommissioning of the existing airport facility, after which ADOT&PF would no longer require the 63 acres of avigation and hazard easements there. Some of the existing airport land may eventually revert to the City and the Bristol Bay Native Corporation (BBNC). Due to the lack of land suitable for development in Old Manokotak, the community would desire to use any airport property released by the State to expand the village. However, because of the high cost and stringent regulatory requirements to build in wetlands, such expansion would likely be limited to the existing embankment areas. Thus, release of these lands is not expected to result in extensive wetland impacts.

Potential Material Sites

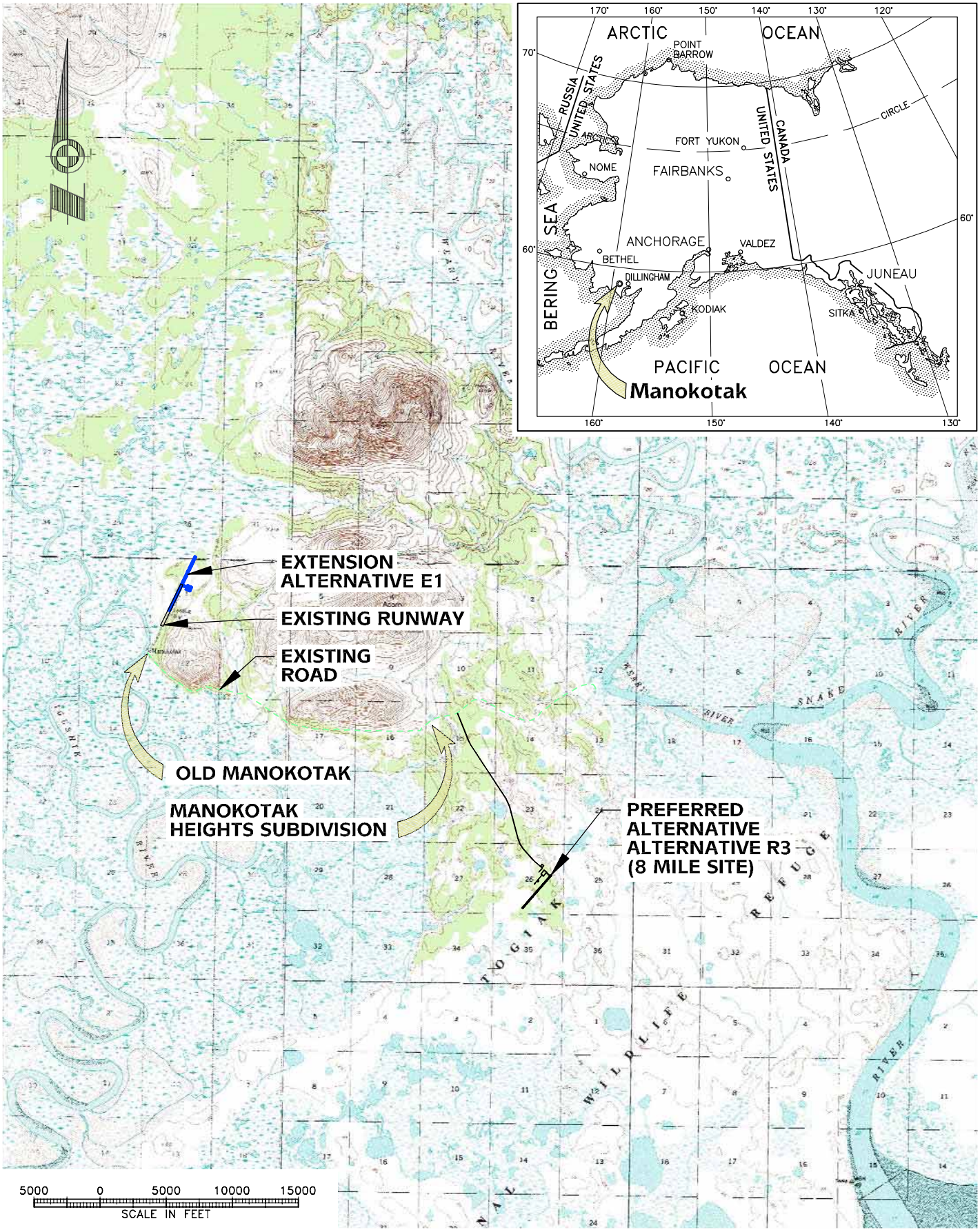
It is expected that the contractor would obtain material from the most cost-effective of the identified sites, depending on which alternative is developed (Figure 3). The Ridge site is an undeveloped source nearest to the proposed project site. The Weary River Access Road site, which was developed for the construction of the Weary River Access Road and can be expanded, is the next closest source to the project. The Loop Road site is previously developed and its use is not expected to require lateral expansion. At all three sites, Manokotak Natives, Ltd., owns the surface rights and the Bristol Bay Native Corporation (BBNC) owns the subsurface rights.

Gravel extraction activities are estimated to affect approximately 43.2 acres of previously undeveloped land. Construction material may come from excavation from the development of the Ridge site (affecting as much as 32.5 acres of the 230-acre hill), from expansion of the existing Weary River Access Road material site located north of the ridge, and/or from the existing unvegetated floor of the Loop Road site. Approximately 40,000 cubic yards of surface course is likely to come from expansion of the Weary River Access Road site or from within the existing unvegetated floor of the Loop Road material site. An estimated 82,000 cubic yards of subbase material is likely to come from the Ridge or Weary River Access Road sites. If the contractor chooses to obtain material from the Ridge site, he would be required to grade it to drain and avoid ponding because it is so close to the proposed airport site.

The portion of habitat lost does not lower the carrying capacity of the overall area, and the habitat to be cleared, cut, or filled does not support rare, threatened, or endangered species.

Supporting Documents

As part of the project, an Environmental Assessment (EA) has been prepared. The EA is currently in draft form.



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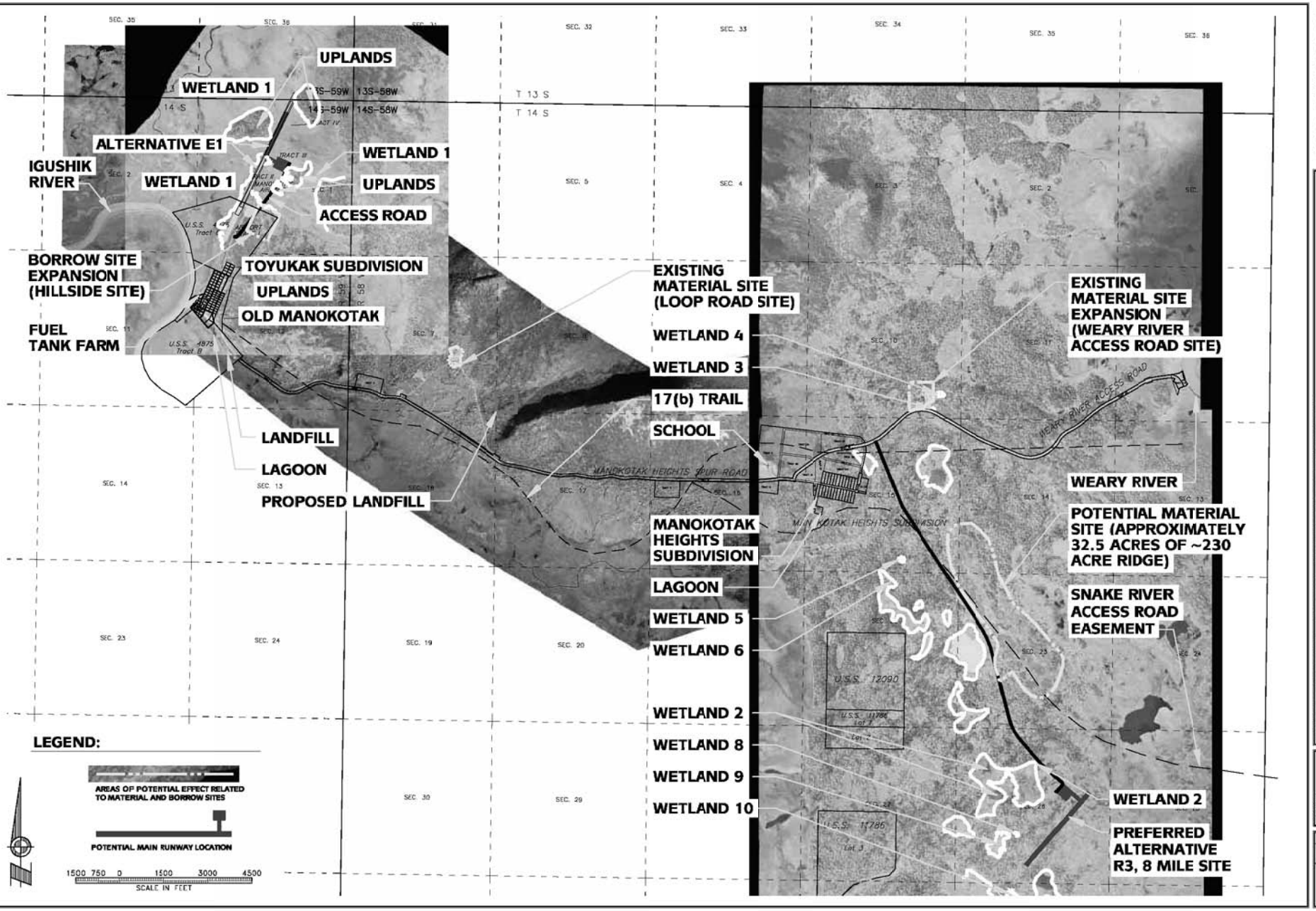
PLANS DEVELOPED BY:
PDC, INC.

LOCATION & VICINITY MAPS
MANOKOTAK AIRPORT RELOCATION

MANOKOTAK, ALASKA

DESIGN:
DRAWN: CFP/GDS
CHECK: RLC
Feb 2005

PROJ. No. **F02010**
FIGURE **1**



PLANS DEVELOPED BY: PDC, INC.

BUILD ALTERNATIVES WITH WETLANDS BOUNDARIES
MANOKOTAK AIRPORT RUNWAY RELOCATION
MANOKOTAK, ALASKA

DESIGN: KBK/SRL
DRAWN: GDS/CFP
CHECK: RLC

Feb 2005
PROJ. No. F02010
FIGURE 2

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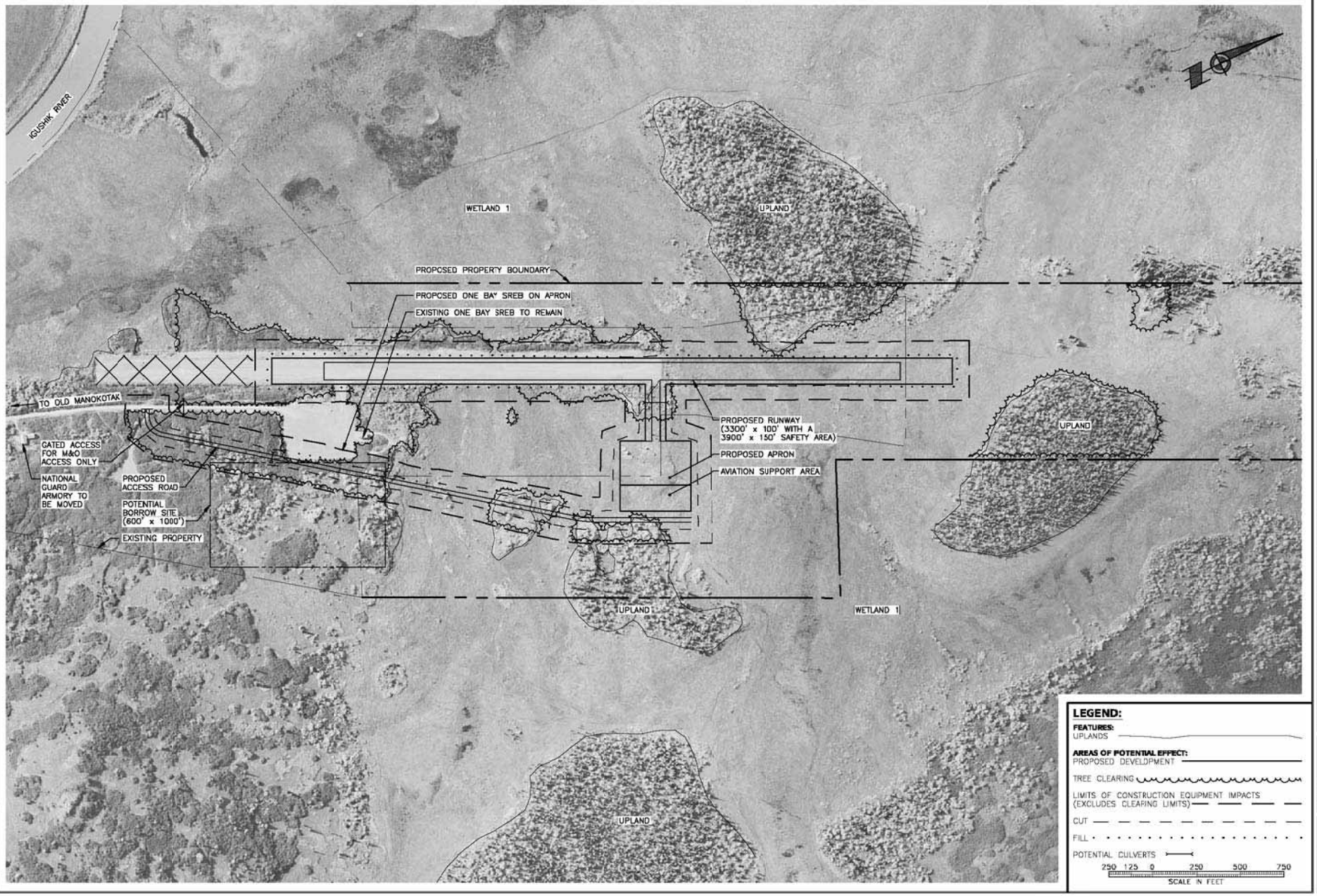
P:\2002\F02010\N\N0300vmF02010: FIG 3



PLANS DEVELOPED BY:
PDC, INC.

ALTERNATIVE E1 - AREA OF POTENTIAL EFFECT
MANOKOTAK AIRPORT RUNWAY RELOCATION

MANOKOTAK, ALASKA

DESIGN: KBK/SRL
DRAWN: GDS
CHECK: RLC

Feb 2005
PROJ. No.
F02010
FIGURE
3

P:\2002\F02010\N\N0405VWF02010: FIG 5
04/27/2005 3:42pm

APPENDIX F

PHASE I
PRELIMINARY SITE INVESTIGATION

MANOKOTAK AIRPORT IMPROVEMENTS

ADOT&PF Project No. 55313

Final Phase I Preliminary Site Investigation

January 15, 2004

Prepared by:

MACTEC *Engineering and Consulting*
601 East 57th Place
Anchorage, Alaska 99518

Prepared for:
PDC Inc. Consulting Engineers and
Alaska Department of Transportation and Public Facilities

Manokotak Airport Improvements
Final Phase I Preliminary Site Investigation
Table of Contents

1.0 Introduction 1

1.1 Purpose 1

1.2 Scope of Services 2

2.0 Background Information 3

3.0 Results 5

3.1 Location and Land Ownership 5

3.2 Physical Setting 6

3.3 Field Reconnaissance 7

3.4 Previous Environmental Investigations 10

3.5 Records Review 10

3.6 Aerial Photography Review 13

3.7 Physical Setting Source(s) 13

3.8 Interviews 14

4.0 Conclusions and Recommendations 17

5.0 Limitations and Restrictions 19

6.0 References 21

FIGURES

1 Vicinity and Location Map
2 Site Map

APPENDICES

A Data Sheets
B Photographs
C Regulatory Records Documentation
D Interview Transcripts

1.0 INTRODUCTION

The State of Alaska Department of Transportation and Public Facilities (ADOT&PF) and the Federal Aviation Administration (FAA) are proposing to improve the Manokotak Airport. The configuration of the existing airport does not meet the standards required for certain aircraft types currently operating at Manokotak and does not satisfy required apron/runway separation distances. In addition, the location of the existing airport is subject to airspace penetrations and inclement weather. Proposed airport improvements would either extend and resurface the existing airstrip with accompanying relocation of the apron and access road or construct a new airport at one of two locations in the Manokotak vicinity.

ADOT&PF has retained PDC Inc. Consulting Engineers as the project design consultant; MACTEC Engineering and Consulting, Inc. (MACTEC), is providing the natural resources/biological and hazardous materials assessment. MACTEC personnel conducted a Phase I Site Investigation of the proposed alternatives, existing and potential gravel material sites, and adjoining parcels. This report summarizes the environmental condition of the subject parcels.

1.1 Purpose

The purpose of this site investigation is to identify recognized environmental conditions within the boundaries of the proposed airport alternatives, existing and potential gravel mine sites, and adjoining parcels (herein referred to as the project area). Environmental conditions are defined as the presence or likely presence of hazardous substances or petroleum products that present a material risk of harm to public health and the environment.

1.2 Scope of Services

This Phase I Preliminary Site Investigation was performed in accordance with Article B5.5.6.5, Phase I Preliminary Site Investigation, of the MACTEC and PDC contract agreement and in general accordance with the American Society for Testing and Materials (ASTM) E 1527-00 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*.

Per Article B5.5.6.5 of the contract agreement, the Phase I Preliminary Site Investigation included the following tasks:

Conduct a Phase I Preliminary Site Investigation of the project area to identify sites that are or could potentially be contaminated with hazardous materials. The project area includes the existing and potential right-of-way and properties abutting the proposed right-of-way required for each project alternative.

Prepare a report that summarizes the results of the Phase I Preliminary Site Investigation to include all known or potentially contaminated sites identified during the investigation and recommendations for further investigation, if appropriate. Append appropriate background information such as logs of personal interviews, historical aerial photographs, land use records, previous reports, and pertinent information from regulatory agency files to the report.

2.0 BACKGROUND INFORMATION

Manokotak is 25 miles southwest of Dillingham on the eastern bank of the Igushik River, as shown in Figure 1, Vicinity and Location Map. The geographic position of the village is at approximately 58.98139° north latitude and -159.05833° west longitude (Section 12, Township 14 South, Range 59 West, Seward Meridian).

Access is primarily by air and water. The existing airstrip is open year-round. Cargo is also delivered by barge when the river is ice-free between June and mid-November. Limited volumes of fuel are hauled by snowmobile from Dillingham when sufficient snow/ice covers the Manokotak Trail (DOWL, 1982).

Manokotak is a Yup'ik Eskimo village that was established in 1946-47 to consolidate residents of the Igushik and Tuklung villages. The estimated population of Manokotak in 2002 was 404 residents, with a median age of 21. The community economy is based on trapping, fishing, and other subsistence activities. Local government consists of a mayor and a seven-member village council (Alaska Department of Community and Economic Development [ADCED], 2002).

Village utilities include a piped water and sewer system constructed in 1972 and a central generator that provides electricity to the village and outlying subdivisions. Waste generated in the village is received by a single, open landfill.

Recent capital projects in the village have included construction of a Housing and Urban Development (HUD) subdivision and a new school. The Manokotak Heights subdivision was built approximately 4 miles south of the townsite in 2000 and consists of 24 single-family units. The new school was built in 2001-2002 directly northwest of Manokotak Heights. Future

projects may include construction of a boat dock at the Weary River and relocation of the landfill.

Three airport alternatives and three possible material sites have been identified for the airport improvement project. Locations of the proposed alternatives and material sources are shown in Figure 1, Vicinity and Location Map, and Figure 2, Site Map.

The proposed airport alternatives are as follows:

- E1: Extension and resurfacing of the airstrip in its present location, relocation of the existing apron, and extension of the existing access road
- R1A: Relocation of the airport approximately 1 mile southeast of Manokotak Heights and construction of an access road from the Weary River Road
- R3: Relocation of the airport approximately 2.5 miles south-southeast of Manokotak Heights and construction of an access road from the Weary River Road

The three possible material sites are as follows:

- The existing material site approximately 1.5 miles east of the village landfill located on the loop road off the Manokotak Heights Spur Road.
- The existing material site approximately 1 mile northeast of Manokotak Heights on the Weary River Road.
- The potential material site along the prominent ridge south of the Alternative R1A airstrip.

3.0 RESULTS

3.1 Location and Land Ownership

Land ownership for the project alternatives and material sites is split by surface and subsurface rights. Unless otherwise noted, the village corporation, Manokotak Natives Limited (MNL), owns the surface rights, and the regional corporation, Bristol Bay Native Corporation (BBNC) owns the subsurface rights.

Alternative E1 is within Sections 1 and 12 of Township 14 South, Range 59 West, Seward Meridian and Section 36 of Township 13 South, Range 59 West, Seward Meridian. As proposed, Alternative E1 is contained by Airport Lease Tracts I, II, III, and IV. The southern portion of the alternative lies within Tract C of U.S.S. 4875 Manokotak Federal Townsite. The ADOT&PF owns the surface and subsurface estates comprising Airport Tract I. The surface estate for Airport Tracts II and IV is held by the ADOT&PF; however, ownership of Tract IV will revert to MNL when the land ceases to be used for airport purposes. The BBNC holds the subsurface rights to Airport Lease Tracts II and IV. The surface and subsurface rights to Airport Lease Tract III are held by MNL and the BBNC, respectively; however, the ADOT&PF has retained a surface Avigation and Hazard Easement to Airport Lease Tract III.

Alternative R1A is within Sections 14, 15, and 22 of Township 14 South, Range 58 West, Seward Meridian.

Alternative R3 is within Section 26 of Township 14 South, Range 58 West, Seward Meridian; a portion of this alternative extends to Section 35 of the same township.

The existing material site on the loop road off the Manokotak Heights Spur Road is within Section 7 of Township 14 South, Range 58 West, Seward Meridian.

The existing material site on the Weary River Road is within Section 10 of Township 14 South, Range 58 West, Seward Meridian.

The potential material site identified as the prominent ridge south of Alternative R1A is contained by Sections 14, 15, and 23 of Township 14 South, Range 58 West, Seward Meridian.

3.2 Physical Setting

Manokotak is situated within the Western Alaska Coastal Plain and Deltas physiographic province. The province is characterized by the irregular topography with little relief, typical of a post-glacial area. The geology of the area is molded by a combination of glacial and alluvial regimes. Mineral soils range from silt to gravel. Where glacially deposited these sediments exhibit weak lateral and vertical grading. Conversely, mineral soils redeposited by alluvial systems show strong patterns of gradation. Organic soils in the Manokotak vicinity have been described as histic pergelic cryaquepts, pergelic cryofibrists, pergelic cryaquepts, and pergelic sideric cryaquods and typically accumulate in poorly drained depressions (Rieger et al., 1979). Manokotak is in the discontinuous permafrost zone. In permafrost areas, fine-grained, saturated soils may produce periglacial features such as hummocks, frost boils, and ice wedges. Bedrock outcrops are evident uphill from town and along the Manokotak Heights Spur Road.

The vegetation types surrounding Manokotak are a mixture of moist tundra and upland mixed woodland forest (Viereck et al.,1992). Vegetation types found in the moist tundra include mosses, lichens, grasses, sedges (*Carex* spp.), willows (*Salix* spp.), dwarf birch (*Betula nana*),

Labrador tea (*Ledum palustre*), crowberry (*Empetrum nigrum*), and bog blueberry (*Vaccinium uliginosum*). The upland mixed forest areas occur on well drained soils and consist of white spruce (*Picea glauca*), paper birch (*Betula papyrifera*), quaking aspen (*Populus tremuloides*), and cottonwood (*Populus balsamifera*). Willows, including Bebb's willow (*Salix bebbiana*) and diamond-leaf willow (*Salix planifolia*) are common shrubs at upland sites.

The predominant climatic influence in Manokotak is maritime; however, arctic affects extend from the interior region. Manokotak's location in the transitional zone causes frequent periods of reduced visibility resulting from fog. Fog occurs in the summer when the air contains the most moisture and is warmer than the sea and in winter when the onshore flow of moist air meets colder landmass air. Coastal effects subject Manokotak to high-velocity winds, particularly during May and June (ADCED, 2003).

3.3 Field Reconnaissance

A site reconnaissance was performed between September 1 and 5, 2003, to evaluate the potential presence of hazardous materials or petroleum contamination within the project area. MACTEC personnel walked the perimeter of the existing airstrip, apron, and access road; the developed material sites; and adjoining lands. Using a Trimble XM handheld GPS unit, field personnel also walked the approximate centerlines of airstrips, aprons and access roads proposed under Alternatives R1A and R3. The possible material source area south of Alternative R1A was also investigated on foot. The project area was inspected for recognized environmental conditions. Data sheets documenting the general environmental conditions of each site were completed at the north and south ends of the existing airstrip and at each proposed airstrip location. Copies of

the completed data sheets and pertinent photographs are provided in Appendices A and B, respectively. Data sheet and photograph locations are shown in Figure 2, Site Map.

The property at Alternative E1 is currently used as an airport. A storage shed housing airport maintenance equipment and two 500-gallon drums of diesel fuel is located at the existing apron. The storage shed is the only structure present at the existing airport. Power is supplied to the storage shed by underground lines; the shed floor is gravel. Loui Alakayak, who is in charge of equipment maintenance for Manokotak, reports small areas of oil-stained gravel on the storage shed floor resulting from incidental drips during oil changes. Mr. Alakayak did not report any stains associated with the diesel tanks (Alakayak, 2003, pers. comm.). The areas of oil-stained gravel are not likely to present a material risk of harm to public health or the environment and were dismissed from consideration as *de minimis* conditions.

During the course of the site visit, the apron was observed to be used to tie down planes, as a staging area for incoming and outgoing goods, and for limited gravel storage. Two 55-gallon drums were discovered partially buried in the western fill bank at the southern end of the runway. Photographs of the drums are provided in Appendix B. The integrity of the drums appeared to be compromised and for this reason they did not likely contain any liquid or material; soil staining was not evident around the drums. The drums are not likely to present a material risk of harm to public health or the environment and were dismissed from consideration as *de minimis* conditions.

Property to the south of the airport is developed for residential, governmental, and commercial use. An Army National Guard Building is situated along the airport access road approximately 400 feet from the southern terminus of the airstrip. Several private homes and the Moravian

Church are within 1,000 feet of the airstrip. An outdoor storage container for hazardous materials was observed on the Army National Guard grounds. The container appeared to be in good condition; it is not known if the container is in active use (Alaska Department of Environmental Conservation [ADEC], 2003).

Bulk fuel is stored in multiple aboveground storage tanks (ASTs) on both the Army National Guard and the Moravian Church properties; total storage capacities are 1,500 gallons and 2,700 gallons, respectively. Ninety percent of households in Manokotak are heated by fuel oil contained in small ASTs (approximate 300-gallon capacity). A photograph of a typical heating oil AST is shown in Appendix B. Fuel storage tanks at the Army National Guard Building and Moravian Church appeared to be in good condition, with no sign of fuel leakage; ASTs at private residences were not inspected.

With the exception of a few all terrain vehicle (ATV) trails, land adjoining the existing airport to the north, east, and west is undeveloped and in its natural state. Extension of the existing runway and access road and apron relocation would affect undeveloped land only.

Alternatives R1A and R3 are situated on and adjoin undeveloped land in its natural state. No environmental conditions were recognized at alternatives R1A or R3 during the field reconnaissance.

The potential material source areas on the loop road off the Manokotak Spur Road and on the Weary River Road are currently mined for gravel. There were no indications of alternative land use, such as significant dumping of trash, at either gravel pit. With the exception of the access roads, adjoining land is undeveloped and in its natural state. The potential material site south of Alternative R1A is also undeveloped and surrounded by undeveloped land; all land comprising

and surrounding the ridge site is in a natural state. No environmental conditions were recognized at the existing material sites or the potential material site during the field reconnaissance.

3.4 Previous Environmental Investigations

No records of previous environmental investigations for the subject parcels or adjoining land were identified or provided for review.

3.5 Records Review

The single historical use of the existing airport and the undeveloped nature of the alternative airport locations and existing material sites precluded the necessity of a land title record search.

The federal and state environmental records specified in ASTM E 1527-00 were reviewed to identify sites of environmental concern occurring in the vicinity of the project area. The ADEC maintains an inventory of spills and contaminated sites. A search of the Contaminated Sites Database conducted in November 2003 identified the former Manokotak School as a state hazardous waste site. Review of Oil Spill Response Summaries compiled by the ADEC returned information on a recent fuel spill at the village tank farm.

An more extensive query of federal and state standard environmental records was conducted in October 2003 by Environmental Data Resources, Inc. (EDR), in support of this investigation. A copy of the database report is provided in Appendix C. EDR search results identified three sites of potential concern in the vicinity of the existing Manokotak airstrip. However, only one of these sites, the former Manokotak School site, occurs within the minimum search distance as measured from the nearest alternative boundary, to the nearest site of environmental concern. No environmental conditions were reported as occurring within the boundaries of the project area.

The former Manokotak School is identified as a high priority state hazardous waste site and is located within 1 mile of the existing airport. Numerous historical spills of petroleum products have occurred at the former school and the former tank farm adjacent to and to the northeast of the school. The most recent spill occurred in 1994 when approximately 125 gallons of diesel fuel was spilled, with approximately 110 gallons recovered. The school crawl space was affected by the release. A limited site assessment conducted in 1998 found contamination of soil and groundwater by diesel-range organics above cleanup levels; however, the number of samples was limited and the extent and volume of contaminated soils may not be entirely assessed (ADEC, 2003). Spills at the former Manokotak School are unlikely to affect Alternative E1 because of the ages of the spills, distance from the project area, and the hydrologically/topographically downgradient location of the spills.

The town power plant/tank farm facility, situated approximately 1,600 feet south of the existing airstrip, is listed in the Alaska Spills database. The required minimum search distance for sites listed in the Alaska Spills database does not extend beyond the boundaries of the target property and thus the power plant/tank farm facility is outside the required search distance. Approximately 2,164 gallons of diesel fuel was released to the ground at the tank farm on March 19, 2002, when the relay switch to the transfer pump on a 75-gallon day tank was stuck in the open position. Total fuel recovery estimated by the contractor in charge of site cleanup is 2,220 gallons. The estimated volume of fuel recovered exceeds the estimated volume spilled, suggesting one or both of these values is incorrect. Impacts to the underlying soil and surface water of the nearby creek and the Igushik River were reported. Site characterization and cleanup efforts are ongoing. Despite the volume of fuel spilled at the tank farm, contamination is not

likely to adversely affect Alternative E1 because of the hydrologically/topographically downgradient location of the spill.

The EDR search reported the Manokotak landfill as listed in both the Solid Waste Facility and the Alaska Spills databases. The minimum search distance required for Solid Waste Facilities is 1/2 mile; sites listed in the Alaska Spills database must occur within the boundaries of the target property to be located within the minimum search distance. The Manokotak landfill is approximately 3/4 mile south of Alternative E1 and is thus outside both required search distances. A listing in the Solid Waste Facility database indicates the dump failed to meet Resource Conservation and Recovery Act (RCRA) Subtitle D Section 4004 criteria, which specifically prohibit the open dumping of waste. The Manokotak landfill is classified in state records as an active, unpermitted, Class 3 landfill. Reconnaissance of the site revealed the solid waste facility to be located in a fenced natural depression. Dumping appeared to be uncontrolled, and access was not restricted at the time of visit. Additional information on the nature and volume of spill(s) at the landfill was not reasonably ascertainable. Similar to the previous sites of environmental concern, the landfill does not present a threat to any of the alternatives or material source areas proposed for this project because of its downgradient location.

The village public water supply well is reported to be within 0.5 mile of the existing airport and upgradient of the tank farm spill; the well location was not confirmed during the site reconnaissance. No health-based violations are reported for this well; however, numerous notices of violation and enforcement actions have been issued because of failure to complete routine monitoring.

3.6 Aerial Photography Review

The single use of the existing airport and the undeveloped nature of the alternative airport locations and existing and potential material sites precluded the necessity to review a historical aerial photograph sequence. A mosaic of aerial photographs dated 2001 and 2003 were reviewed for potential environmental conditions. Aerial photographs did not indicate alternative land use or the presence of any adverse environmental conditions.

3.7 Physical Setting Source(s)

The elevation of Manokotak is approximately 15 feet above mean sea level (msl) and is situated at the foot of a hill rising to approximately 850 feet east of town. The ground surface contours presented in U.S. Geological Survey quad topographic maps of Manokotak suggest a westerly groundwater flow direction at the existing airport site; however, local groundwater contours are likely influenced by the Igushik River, which flows south through Manokotak. The combination of westward-sloping topography and the southward draining Igushik River basin likely induce a southwesterly direction of groundwater flow at the existing airport site. It is assumed the groundwater flow direction at Alternatives R1A and R3 parallels the topographic slope to the southwest.

The dominant Soil Conservation Service soil type at the existing airport is reported as Histic Pergelic Cryaquepts, which are essentially peat-like soils formed in a cold and water-saturated environment. Silt loam is also reported as present. Discontinuous permafrost reportedly underlies the highly organic soils.

Air quality in Manokotak is not significantly affected by radon. The U.S. Environmental Protection Agency radon survey indicates the average indoor radon level is less than 2 picocuries per liter (pCi/L) in Manokotak; this is the lowest rage of radon concentration possible.

Flood zone, National Wetland Inventory, groundwater flow direction, groundwater velocity and geologic information was not found for the site by the EDR database query (EDR, 2003).

3.8 Interviews

An effort was made to interview individuals possessing actual knowledge of the sites in question during the site visit. Interview transcripts are included in Appendix D. The following local residents and government officials were interviewed at the Manokotak City Offices in person on September 3, 2003:

- Mike Gloko, City Council President, lifetime resident of Manokotak
- Edward Nick, City Administrator, resident of Manokotak for the past 6 years
- Nancy George , City Grant Writer, native of Manokotak, recently returned after 10 years in Kwigillingok

Karl Itumlria of Manokotak Natives Limited was identified as the person in charge of airport maintenance; several attempts to contact Mr. Itumlria were not successful.

No adverse environmental conditions were identified in the course of the interviews. Interviewees indicated the land surrounding Alternatives E1, R1A, and R3 is primarily used for subsistence activities. Subsistence camps were previously located at the toe of the hill rising to the east of the existing airport, but this area was excavated in conjunction with airport

construction. The Boy Scouts or some other organization may have erected temporary structures in the same area before airport construction.

The area surrounding Alternatives R1A and R3 is primarily used for berry picking, wood gathering, ice fishing, and beaver trapping. A secondary winter route to Dillingham transects this area; however, most residents travel the Manokotak Trail, located farther inland to the north. Because of the type of permafrost present south of Alternative R3, residents predict significant subsidence if this permafrost layer is degraded during construction. The geotechnical investigation conducted in support of the Manokotak Airport Improvements did not encounter frozen ground above 15 feet in any test hole drilled along the R3 centerline (Fritz, 2003).

The village landfill has never been in a different location. There is a feasibility study under way to examine the possibility of relocating the landfill to one of the existing gravel pits. However, neither pit is an ideal destination for the relocated landfill. The land surrounding the loop road gravel pit is used for berry picking and is a corridor for moose travel, and the Weary River Road gravel pit is the best material source in Manokotak. Additionally, if Alternative R1A were to be selected, relocation of the landfill to this site would violate the minimum separation distance required between a landfill and runway for prevention of wildlife hazards.

4.0 CONCLUSIONS AND RECOMMENDATIONS

MACTEC performed this Phase I Preliminary Site Investigation in conformance with the scope and limitations of Article B5.5.6.5 of the MACTEC/PDC contract agreement and ASTM Practice E 1527-00. The investigation addressed Alternatives E1, R1A, and R3 and the three possible material source areas described in Section 3.0. Any exceptions to, or deletions from, this practice are described in Section 5.0 of this report. This investigation has revealed no evidence of recognized environmental conditions in connection with the project area.

5.0 LIMITATIONS AND RESTRICTIONS

This Preliminary Phase I Site Investigation was restricted to the scope of services as described in Section 1.3. No field conditions limited the completeness of this site investigation. The following activities were excluded from the scope of services:

- Performing or acquiring a chain-of-title/record of historic ownership search
- Certifying the validity of information obtained from interviews
- Collecting or analyzing any sample of air, water, soil, flora, fauna, a building material, or any other substance

The preparers of this report have relied upon certain verbal information, representations, and documents provided by government, property owners and occupants, and a computer search of government databases by EDR. To the extent that the conclusions in this report are based in whole or in part on such information, they are contingent on its validity. The preparers assume no responsibility for any consequence arising from any information or condition that was concealed, withheld, misrepresented, or not fully disclosed or available to the preparers.

No representations or warranties are made concerning the nature or quality of the air, soil, water, building materials, or any other substance on any property, other than the visual observations and documented conditions as stated in this report. Furthermore, environmental conditions may exist in the project area that could not be identified by visual observations. MACTEC's Preliminary Phase I Site Investigation should not be construed to mean that there are no hazardous materials,

but that MACTEC's observations and the examination of records did not disclose the presence or likely presence of hazardous materials except as indicated in this report. MACTEC is not responsible for changing conditions that may alter the findings of this Phase I Site Investigation.

Within the limitations of the agreed-upon scope of services, this assessment has been undertaken and performed in a professional manner, in accordance with generally accepted practices, using the degree of skill and care ordinarily exercised by reputable environmental consultants under similar circumstances. No other warranty, express or implied, is made. No other party should rely on the information contained herein without MACTEC's prior written consent.

6.0 REFERENCES

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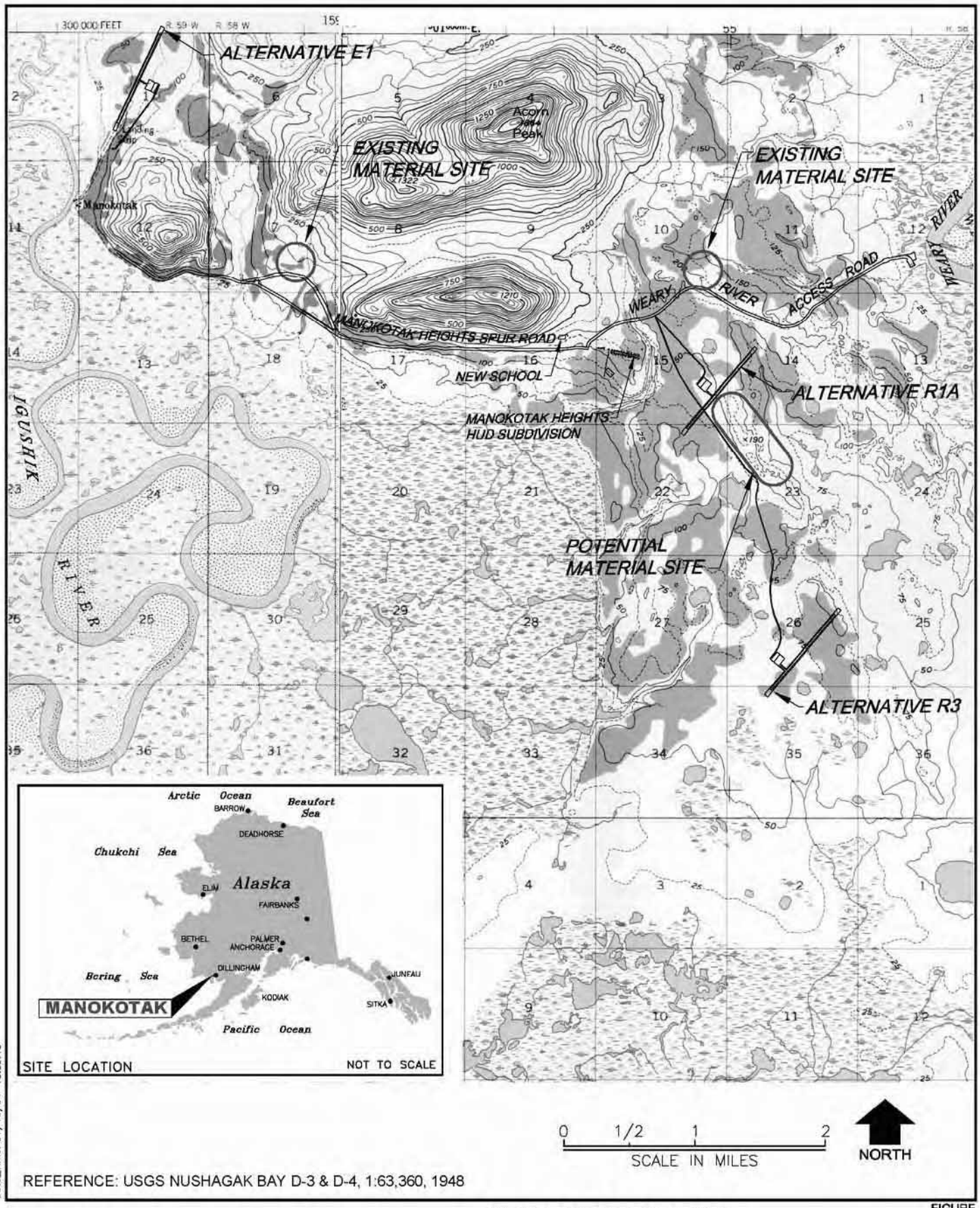
Viereck, L.A., C.T. Dryness, A.R. Batten, and K.J. Wenzlick. 1992. *The Alaska vegetation classification.* General Technical Report PNW-GTR-286. Portland, Oregon: U.S. Department of Agriculture, Forest Service, Pacific Northwest Research Station.

FIGURES



REFERENCE: USGS NUSHAGAK BAY D-3 & D-4, 1:63,360, 1948

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Path: P:\CAD\55343 3a\
Date_Time: 01/13/04 15:35:13

FIGURE

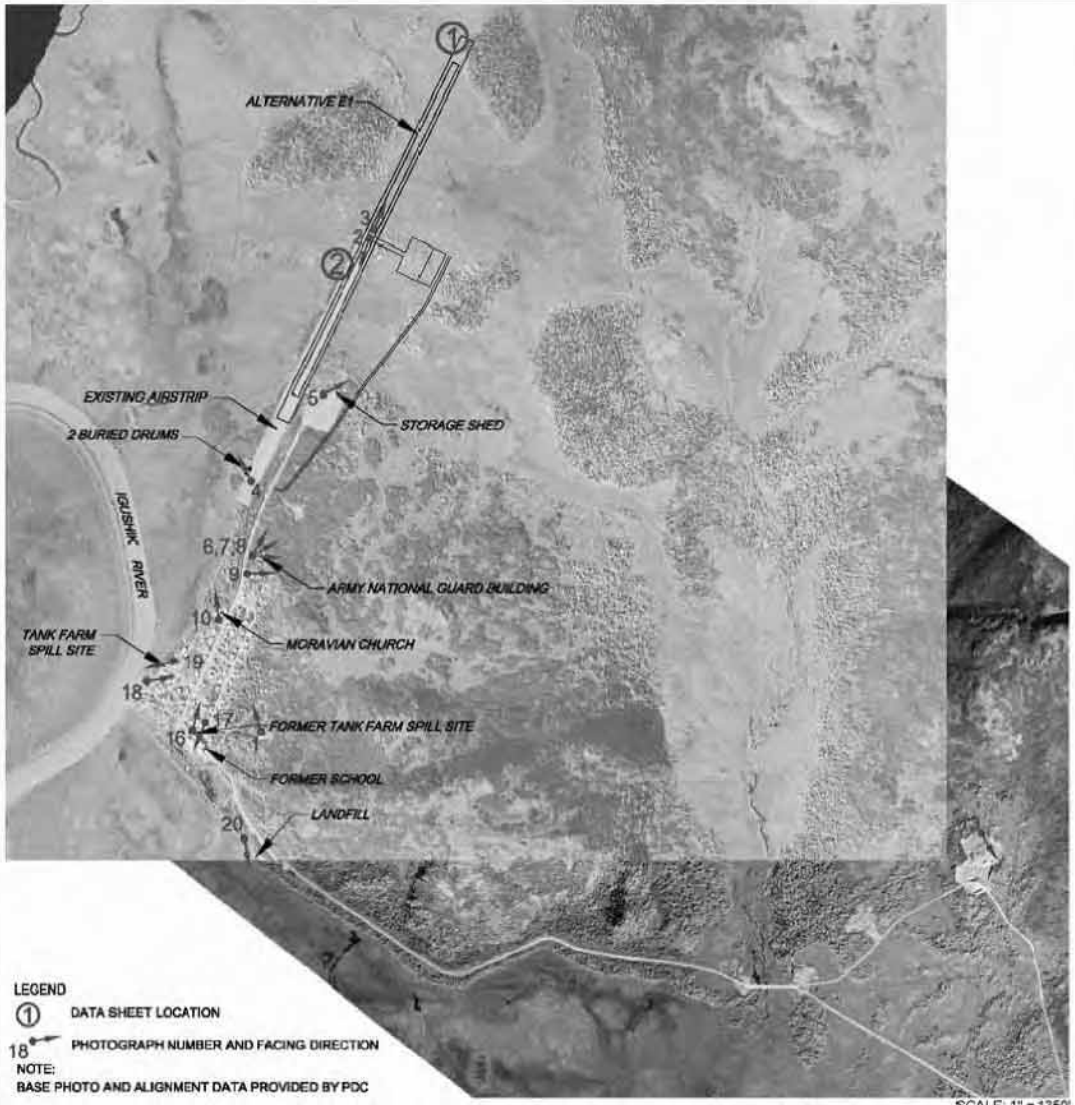
Vicinity and Location Map

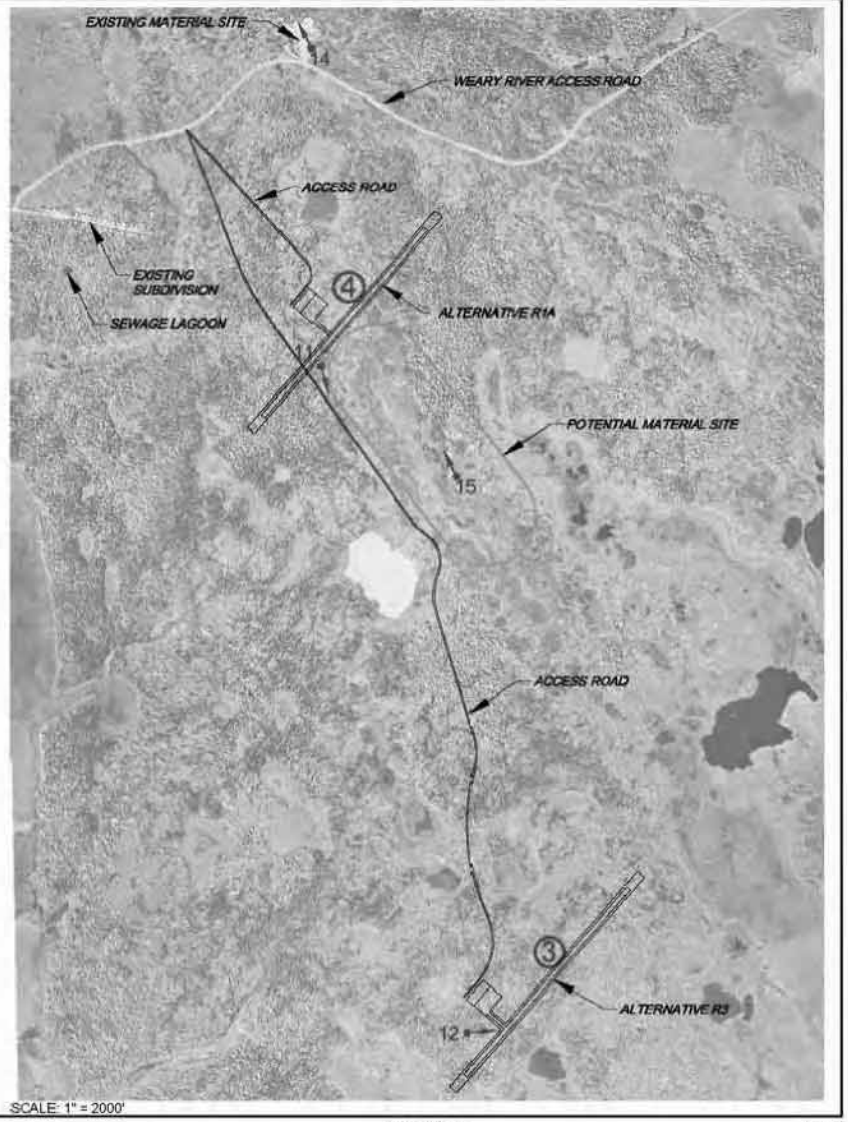
1

MACTEC
Engineering and Consulting, Inc.

Manokotak Airport Improvements
Phase I Preliminary Site Investigation
Manokotak, Alaska

DRAWN	PROJECT NUMBER	APPROVED	DATE
JP	55343		1/2004





LEGEND

① DATA SHEET LOCATION

18 PHOTOGRAPH NUMBER AND FACING DIRECTION

NOTE:

BASE PHOTO AND ALIGNMENT DATA PROVIDED BY PDC

SCALE: 1" = 1350'

SCALE: 1" = 2000'

NORTH

MACTEC Engineering and Consulting, Inc.

Site Map

Manokotak Airport Improvements
Phase I Preliminary Site Investigation
Manokotak, Alaska

FIGURE **2**

DRAWN	PROJECT NUMBER	APPROVED	DATE
JP	55343		1/2004

APPENDIX A

DATA SHEETS

PHASE I SITE INVESTIGATION
Manokotak Airport

Data Sheet (1)

GENERAL INFORMATION

Name of Establishment:	Manokotak Airport Alternative E1.
Location/GPS:	N end of proposed Airstrip E1 Lat: 59° 06'00.191" Long -159° 02'27.778"
Address:	n/a
Owners Name/Address:	
Use of Property:	undeveloped
Use of Adjacent Property	undeveloped

FIELD RECONNAISSANCE

	Yes	No	N/A	Comments
Buildings/Structures Present		X		
Inside of Buildings Checked			X	
Discolored or Disturbed Soils Present	X			some ATV tracks
Mounding or Piles of Soils Present		X		
Depressions Present		X		
Fill Areas Present		X		
Debris Present		X		
Lagoons, Surface Impoundments Present	X			Wetland
Asbestos Containing Materials Evident		X		
Hazardous Substances/Wastes Present		X		
Visible Contamination Present		X		
Spill Sites Evident		X		
Stressed Vegetation Evident		X		
Discolored Water Evident	X			not due to contamination - tannins
Transformers/Other Source of PCBs Present		X		
Unusual or Noxious Odors Evident		X		
Monitoring wells or Water Wells Present		X		
Drums/Chemical Present		X		
USTs Present		X		
ASTs Present		X		
Chemical/Hazardous Material Use Evident		X		
Process Tank Present		X		
Waste Treatment System Evident		X		
Drains/Storm Water Systems Present		X		
Sewer Lines Evident		X		
Septic Tanks Evident		X		
Pits/Sumps/Manholes/Catch Basins Present		X		
Wetlands Ponds or Lakes Present	X			see M3 plot.
Date of Field Visit:	9/1/05			
Inspector:	Lindsey Flagstad			
Weather Conditions:	Cloudy ~45°F			
Inaccessible Areas:	none			
Photograph Number:	R2 P1 overview facing N			
	R2 P2 overview facing E			
	R2 P3 overview facing S			
	R2 P4 overview facing W			

INTERVIEWS

Name	Association w/ Property	Comments

PHASE I SITE INVESTIGATION
Manokotak Airport

Data Sheet (2)

GENERAL INFORMATION

Name of Establishment:	Manokotak Airport Alternative E1
Location/GPS:	S end of proposed Airstrip E2 lat: 58°59'19.093" long: -159°03'04.766"
Address:	
Owners Name/Address:	
Use of Property:	existing airstrip
Use of Adjacent Property	NNE: airstrip E: Apron SSW airstrip W: undeveloped S: Army National Guard Bldg

FIELD RECONNAISSANCE

	Yes	No	N/A	Comments
Buildings/Structures Present	X			Snow Removal Equipt. Storage Bldg. adj to E
Inside of Buildings Checked		X		
Discolored or Disturbed Soils Present		X		Some ATV tracks
Mounding or Piles of Soils Present	X			related to airstrip construction - earthwork
Depressions Present	X			ditches run ∥ to airstrip - clearing req
Fill Areas Present	X			airstrip + apron
Debris Present	X			cleared veg
Lagoons, Surface Impoundments Present	X			in ditches ∥ to airstrip
Asbestos Containing Materials Evident		X		
Hazardous Substances/Wastes Present		X		
Visible Contamination Present		X		
Spill Sites Evident		X		
Stressed Vegetation Evident		X		
Discolored Water Evident		X		
Transformers/Other Source of PCBs Present		X		
Unusual or Noxious Odors Evident		X		
Monitoring wells or Water Wells Present		X		
Drums/Chemical Present		X		
USTs Present		X		
ASTs Present		X		
Chemical/Hazardous Material Use Evident		X		
Process Tank Present		X		
Waste Treatment System Evident		X		
Drains/Storm Water Systems Present	X			Some culverts ∥ to airstrip
Sewer Lines Evident		X		
Septic Tanks Evident		X		
Pits/Sumps/Manholes/Catch Basins Present		X		
Wetlands Ponds or Lakes Present	X			land adj to N, S and W is Wetland → see accompanying WL survey
Utilities	X			buried pwr line to storage shed
				Dielectric fluid is Non-PCB
Gravel Pit near beginning of access rd for E2 -				has not been mined recently

Date of Field Visit:	9/1/03
Inspector:	Lindsey Flagstad
Weather Conditions:	Ptly cloudy ~50°F
Inaccessible Areas:	None
Photograph Number:	R2: P5 overview facing E; R2 P6 overview facing S; R2 P7 overview facing W; R2 P8 overview facing N; R2 P9 Storage Shed facing SW; R2 P10 Electric Box; R2 P11 Storage Shed facing NE; R2 P12 Gravel Storage in SE corner of apron; R2 P16 Gravel Pit facing E; R2 P17 " facing N; R4 P4 buried drum

INTERVIEWS

Name	Association w/ Property	Comments

PHASE I SITE INVESTIGATION
Manokotak Airport

Data Sheet (3)

GENERAL INFORMATION

Name of Establishment:	Manokotak Airport Improvements and relocation Alternative R3
Location/GPS:	Airstrip and Access Road Start of Access Road lat: 58°58'05.960 long: -158°56'07.616'
Address:	
Owners Name/Address:	End of Access Road @ apron lat: 58°55'49.159" long: -158°54'38.554"
Use of Property:	undeveloped
Use of Adjacent Property	undeveloped* SW end of airstrip lat: 58°55'34.341" long: -158°54'41.281" NE end of airstrip lat: 58°56'06.939" long: -158°53'44.676"

FIELD RECONNAISSANCE

	Yes	No	N/A	Comments
Buildings/Structures Present		X		
Inside of Buildings Checked			X	
Discolored or Disturbed Soils Present		X		
Mounding or Piles of Soils Present		X		
Depressions Present	X			natural features
Fill Areas Present		X		
Debris Present		X		
Lagoons, Surface Impoundments Present	X			natural wetland + lacustrine features
Asbestos Containing Materials Evident		X		
Hazardous Substances/Wastes Present		X		
Visible Contamination Present		X		
Spill Sites Evident		X		
Stressed Vegetation Evident	X			not due to contamination - very dry conditions
Discolored Water Evident		X		
Transformers/Other Source of PCBs Present		X		
Unusual or Noxious Odors Evident		X		
Monitoring wells or Water Wells Present		X		
Drums/Chemical Present		X		
USTs Present		X		
ASTs Present		X		
Chemical/Hazardous Material Use Evident		X		
Process Tank Present		X		
Waste Treatment System Evident		X		
Drains/Storm Water Systems Present		X		
Sewer Lines Evident		X		
Septic Tanks Evident		X		
Pits/Sumps/Manholes/Catch Basins Present		X		
Wetlands Ponds or Lakes Present	X			see accompanying wetland survey, aerial photos

Date of Field Visit:	9/2/03 – 9/4/03
Inspector:	Lindsey Flagstad
Weather Conditions:	Clear ~50°F
Inaccessible Areas:	none
Photograph Number:	Rolls: 3, 4 and 5 see photo log for photo numbers

*property adjacent to north is a gravel road corridor – no environmental conditions recognized in this area.

INTERVIEWS

Name	Association w/ Property	Comments

PHASE I SITE INVESTIGATION
Manokotak Airport

Data Sheet (4)

GENERAL INFORMATION

Name of Establishment: Manokotak Airport Improvements and Relocation Alternative RI	
Location/GPS: Airstrip and Access Road	Start of Access Road: lat: 58°58'05.960" long: -158°56'07.616"
Address:	
Owners Name/Address:	End of Access Road: lat: 58°57'29.099" long: -158°55'48.614"
Use of Property: undeveloped	
Use of Adjacent Property undeveloped*	SW end of airstrip lat: 58°57'18.439" long: -158°55'46.087"

FIELD RECONNAISSANCE

NE end of airstrip lat: 58°57'53.045" long: -158°54'49.493"

	Yes	No	N/A	Comments
Buildings/Structures Present		X		
Inside of Buildings Checked			X	
Discolored or Disturbed Soils Present		X		
Mounding or Piles of Soils Present		X		
Depressions Present	X			natural features
Fill Areas Present		X		
Debris Present		X		
Lagoons, Surface Impoundments Present	X			natural wetland and lacustrine features
Asbestos Containing Materials Evident		X		
Hazardous Substances/Wastes Present		X		
Visible Contamination Present		X		
Spill Sites Evident		X		
Stressed Vegetation Evident	X			not due to contamination - v. dry conditions
Discolored Water Evident		X		
Transformers/Other Source of PCBs Present		X		
Unusual or Noxious Odors Evident		X		
Monitoring wells or Water Wells Present		X		
Drums/Chemical Present		X		
USTs Present		X		
ASTs Present		X		
Chemical/Hazardous Material Use Evident		X		
Process Tank Present		X		
Waste Treatment System Evident		X		
Drains/Storm Water Systems Present		X		
Sewer Lines Evident		X		
Septic Tanks Evident		X		
Pits/Sumps/Manholes/Catch Basins Present		X		
Wetlands Ponds or Lakes Present	X			see accompanying wetland survey / aerial photos

Date of Field Visit:	9/2/03 - 9/5/03
Inspector:	Lindsey Fitzstack
Weather Conditions:	Clear ~50°F
Inaccessible Areas:	none
Photograph Number:	Rolls 3, 4 and 5 - see photo log for photo numbers

*property adjacent to north is a gravel road corridor - no environmental conditions were recognized in this area.

Manokotak Heights subdivision and sewage lagoon are located approx. 1/4 mi minimum distance to the west of the RI access road. A natural drainage separates the subdivision and lagoon from the access road. For this reason any environmental conditions associated with the subdivision or lagoon are not likely to affect elements of RI.

INTERVIEWS

Name	Association w/ Property	Comments

APPENDIX B

PHOTOGRAPHS

Photo 1. View of Manokotak and Igushik River from the water storage tank, facing northeast. Note the village tank farm and Moravian Church in mid-ground.

Photo 2. Existing airstrip at Manokotak, facing south.

Photo 3. Proposed area of airport extension under Alternative E1, facing north.

Photo 4. Partially buried 55-gallon drum at the existing airstrip, facing northwest.

Photo 5. Storage Shed at the existing apron, facing northeast.

Photo 6. Army National Guard Building, facing northeast.

Photo 7. Aboveground storage tank at the Army National Guard Building, facing northeast.

Photo 8. Hazardous material storage container at the Army National Guard Building, facing north.

Photo 9. Typical residence and aboveground storage tank along existing airport access road, facing east.

Photo 10. Moravian Church and aboveground storage tanks, facing northwest.

Photo 11. Typical vegetation and topography at Alternative R1A, facing south.

Photo 12. Typical vegetation and topography at R3, facing west.

Photo 13. View of loop road gravel pit with Manokotak Heights Spur Road in distance, facing southeast.

Photo 14. View of Weary River Road gravel pit, facing northwest.

Photo 15. View from potential material source area along ridge, facing north.

Photo 16. State Hazardous Waste Site at the former tank farm adjacent to former Manokotak School, facing north.

Photo 17. Former Manokotak School, facing south.
Former tank farm adjoins to the right.

Photo 18. Manokotak Tank Farm, facing northeast.

Photo 19. Sorbent boom at Manokotak Tank Farm spill site, facing west.

Photo 20. Manokotak dump (state listed landfill/solid waste disposal facility), facing east.

APPENDIX C

REGULATORY RECORDS DOCUMENTATION

The EDR Radius Map
with GeoCheck®

Manokotak
Manokotak, AK
Manokotak, AK 99628

Inquiry Number: 01068070.1r

October 20, 2003

Environmental Data Resources, Inc.

***The* Source For Environmental Risk Management Data**

3530 Post Road
Southport, Connecticut 06890

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

TABLE OF CONTENTS

SECTION	PAGE
Executive Summary	ES1
Overview Map	2
Detail Map	3
Map Findings Summary	4
Map Findings	6
Orphan Summary	7
Government Records Searched/Data Currency Tracking	GR-1

GEOCHECK ADDENDUM

Physical Setting Source Addendum	A-1
Physical Setting Source Summary	A-2
Physical Setting Source Map	A-7
Physical Setting Source Map Findings	A-8
Physical Setting Source Records Searched	A-32

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc. (EDR). The report meets the government records search requirements of ASTM Standard Practice for Environmental Site Assessments, E 1527-00. Search distances are per ASTM standard or custom distances requested by the user.

TARGET PROPERTY INFORMATION

ADDRESS

MANOKOTAK, AK
MANOKOTAK, AK 99628

COORDINATES

Latitude (North):	58.989000 - 58˚ 59' 20.4''
Longitude (West):	159.050000 - 159˚ 3' 0.0''
Universal Tranverse Mercator:	Zone 4
UTM X (Meters):	497126.3
UTM Y (Meters):	6538619.5
Elevation:	29 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property:	N/A
Source:	USGS 7.5 min quad index

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the ASTM E 1527-00 search radius around the target property for the following databases:

FEDERAL ASTM STANDARD

NPL ..... National Priority List
Proposed NPL ..... Proposed National Priority List Sites
CERCLIS ..... Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP ..... CERCLIS No Further Remedial Action Planned
CORRACTS ..... Corrective Action Report
RCRIS-TSD ..... Resource Conservation and Recovery Information System
RCRIS-LQG ..... Resource Conservation and Recovery Information System
RCRIS-SQG ..... Resource Conservation and Recovery Information System
ERNS ..... Emergency Response Notification System

STATE ASTM STANDARD

SWF/LF ..... Solid Waste Facilities

EXECUTIVE SUMMARY

LUST ..... Leaking Underground Storage Tank Database
UST ..... Underground Storage Tank Database
INDIAN UST ..... Underground Storage Tanks on Indian Land
VCP ..... Voluntary Cleanup Program sites

FEDERAL ASTM SUPPLEMENTAL

CONSENT ..... Superfund (CERCLA) Consent Decrees
ROD ..... Records Of Decision
Delisted NPL ..... National Priority List Deletions
FINDS ..... Facility Index System/Facility Identification Initiative Program Summary Report
HMIRS ..... Hazardous Materials Information Reporting System
MLTS ..... Material Licensing Tracking System
MINES ..... Mines Master Index File
NPL Liens ..... Federal Superfund Liens
PADS ..... PCB Activity Database System
DOD ..... Department of Defense Sites
US BROWNFIELDS ..... A Listing of Brownfields Sites
RAATS ..... RCRA Administrative Action Tracking System
TRIS ..... Toxic Chemical Release Inventory System
TSCA ..... Toxic Substances Control Act
SSTS ..... Section 7 Tracking Systems
FTTS ..... FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

STATE OR LOCAL ASTM SUPPLEMENTAL

AST ..... Regulated Aboveground Storage Tanks
AK Spills ..... Spills Database

BROWNFIELDS DATABASES

US BROWNFIELDS ..... A Listing of Brownfields Sites
Inst Control ..... Contaminated Sites with Institutional Controls
VCP ..... Voluntary Cleanup Program sites

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

EXECUTIVE SUMMARY

STATE ASTM STANDARD

SHWS: State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with where cleanup will be paid for by potentially responsible parties.

A review of the SHWS list, as provided by EDR, has revealed that there is 1 SHWS site within approximately 1 mile of the target property.

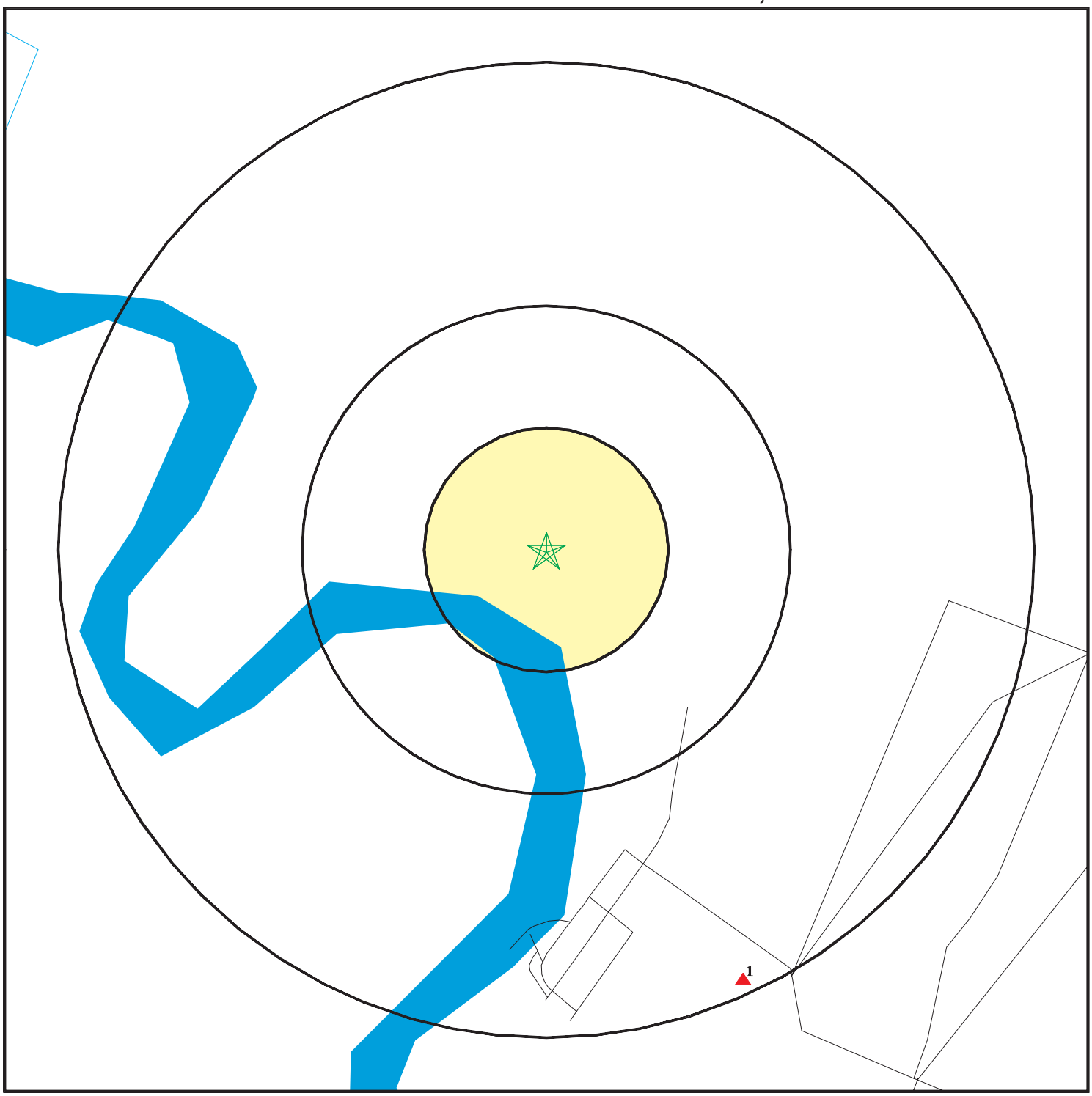
Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
MANOKOTAK SCHOOL	SALMON STREET	1/2 - 1 SSE	1	6

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped:

Site Name	Database(s)
MANOKOTAK	SWF/LF, AK Spills
MANOKOTAK POWER PLANT IN VILLAGE	AK Spills

OVERVIEW MAP - 01068070.1r - MACTEC, Inc.



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Coal Gasification Sites
- National Priority List Sites
- Landfill Sites
- Dept. Defense Sites

0 1/4 1/2 1 Miles

N

TARGET PROPERTY:	Manokotak	CUSTOMER:	MACTEC, Inc.
ADDRESS:	Manokotak, AK	CONTACT:	Sasha Forland
CITY/STATE/ZIP:	Manokotak AK 99628	INQUIRY #:	01068070.1r
LAT/LONG:	58.9890 / 159.0500	DATE:	October 20, 2003 8:07 pm

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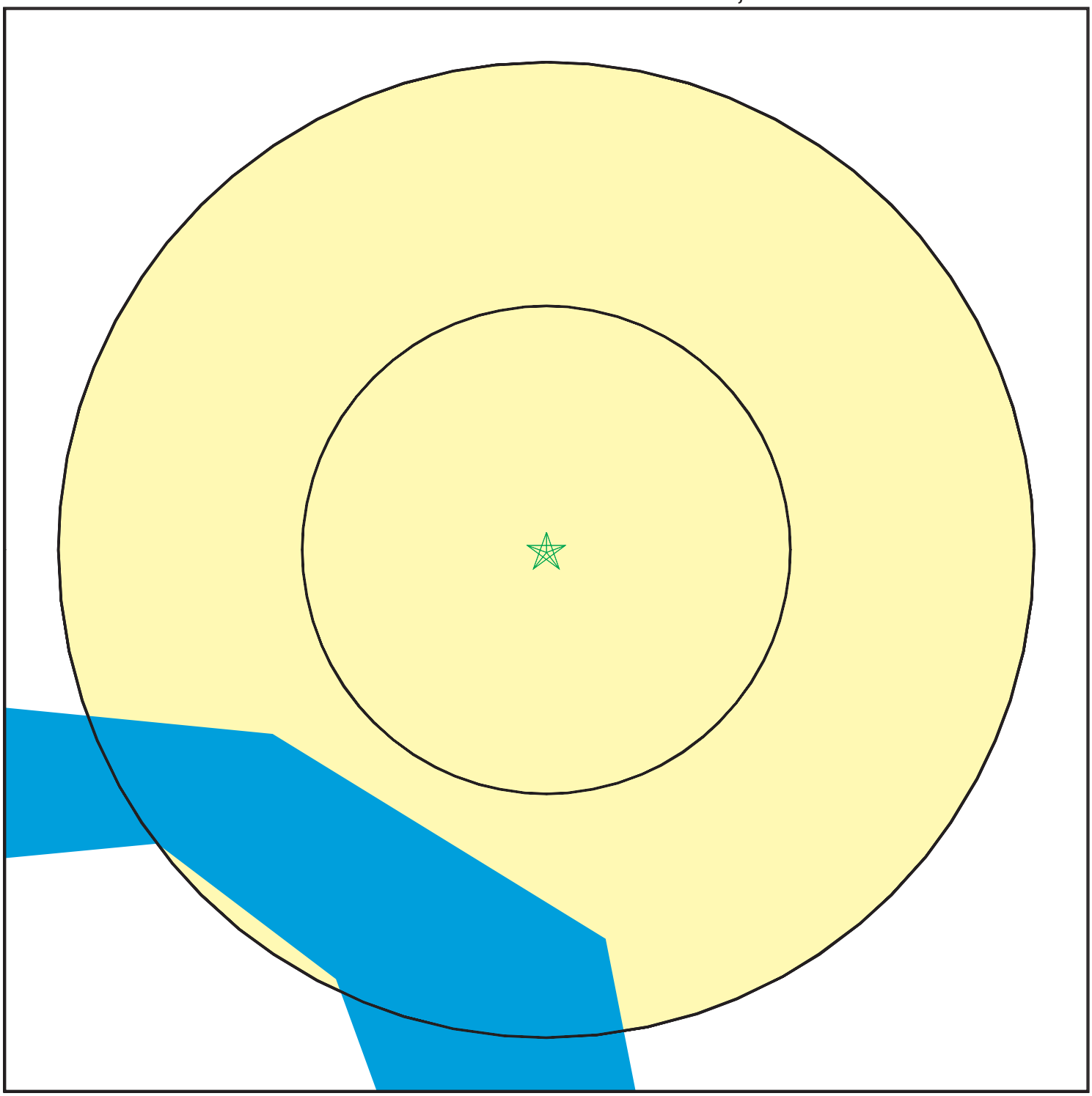
DETAIL MAP - 01068070.1r - MACTEC, Inc.



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Coal Gasification Sites
- Sensitive Receptors
- National Priority List Sites
- Landfill Sites
- Dept. Defense Sites

0 1/16 1/8 1/4 Miles

N

TARGET PROPERTY:	Manokotak	CUSTOMER:	MACTEC, Inc.
ADDRESS:	Manokotak, AK	CONTACT:	Sasha Forland
CITY/STATE/ZIP:	Manokotak AK 99628	INQUIRY #:	01068070.1r
LAT/LONG:	58.9890 / 159.0500	DATE:	October 20, 2003 8:07 pm

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MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
FEDERAL ASTM STANDARD								
NPL		1.000	0	0	0	0	NR	0
Proposed NPL		1.000	0	0	0	0	NR	0
CERCLIS		0.500	0	0	0	NR	NR	0
CERC-NFRAP		0.250	0	0	NR	NR	NR	0
CORRACTS		1.000	0	0	0	0	NR	0
RCRIS-TSD		0.500	0	0	0	NR	NR	0
RCRIS Lg. Quan. Gen.		0.250	0	0	NR	NR	NR	0
RCRIS Sm. Quan. Gen.		0.250	0	0	NR	NR	NR	0
ERNS		TP	NR	NR	NR	NR	NR	0
STATE ASTM STANDARD								
State Haz. Waste		1.000	0	0	0	1	NR	1
State Landfill		0.500	0	0	0	NR	NR	0
LUST		0.500	0	0	0	NR	NR	0
UST		0.250	0	0	NR	NR	NR	0
INDIAN UST		0.250	0	0	NR	NR	NR	0
VCP		0.500	0	0	0	NR	NR	0
FEDERAL ASTM SUPPLEMENTAL								
CONSENT		1.000	0	0	0	0	NR	0
ROD		1.000	0	0	0	0	NR	0
Delisted NPL		1.000	0	0	0	0	NR	0
FINDS		TP	NR	NR	NR	NR	NR	0
HMIRS		TP	NR	NR	NR	NR	NR	0
MLTS		TP	NR	NR	NR	NR	NR	0
MINES		0.250	0	0	NR	NR	NR	0
NPL Liens		TP	NR	NR	NR	NR	NR	0
PADS		TP	NR	NR	NR	NR	NR	0
DOD		1.000	0	0	0	0	NR	0
US BROWNFIELDS		0.500	0	0	0	NR	NR	0
RAATS		TP	NR	NR	NR	NR	NR	0
TRIS		TP	NR	NR	NR	NR	NR	0
TSCA		TP	NR	NR	NR	NR	NR	0
SSTS		TP	NR	NR	NR	NR	NR	0
FTTS		TP	NR	NR	NR	NR	NR	0
STATE OR LOCAL ASTM SUPPLEMENTAL								
AST		TP	NR	NR	NR	NR	NR	0
AK Spills		TP	NR	NR	NR	NR	NR	0
BROWNFIELDS DATABASES								
US BROWNFIELDS		0.500	0	0	0	NR	NR	0

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Inst Control		0.250	0	0	NR	NR	NR	0
VCP		0.500	0	0	0	NR	NR	0

NOTES:

AQUIFLOW - see EDR Physical Setting Source Addendum

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Coal Gas Site Search: EDR does not presently have coal gas site information available in this state.

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1 SSE 1/2-1 5104 ft. | **MANOKOTAK SCHOOL**
SALMON STREET
MANOKOTAK, AK 99628 | **SHWS** | **S104893597**
N/A

Relative: Higher

Actual: 777 ft.

SHWS:

Staff:	Pikul, D.
File Number:	2611.38.001
Priority Type:	High
Facility Status:	Active
Internal Id No:	1994250135801
Comments :	Numerous historical spills have occurred in the school area, including the adjacent tank farm where large fuel releases have been reported. Most recent spill occurred 12/24/1994 when approximately 125 gallons of diesel fuel spilled with approximat tely 110 gallons recovered. School crawl space was impacted by this release. ADEC conducted limited site assessment in 1998. Results did not find any soil concentrations above cleanup levels, however additional areas of contamination may exist at the facility.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
MANOKOTAK	S105547398	MANOKOTAK POWER PLANT IN VILLAGE	MANOKOTAK POWER PLANT IN VILLAGE		AK Spills
MANOKOTAK	S103578801	MANOKOTAK	MANOKOTAK POWER PLANT IN VIL	99628	SWF/LF, AK Spills

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Elapsed ASTM days: Provides confirmation that this EDR report meets or exceeds the 90-day updating requirement of the ASTM standard.

FEDERAL ASTM STANDARD RECORDS

NPL: National Priority List
Source: EPA
Telephone: N/A
National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 07/22/03
Date Made Active at EDR: 08/26/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 08/04/03
Elapsed ASTM days: 22
Date of Last EDR Contact: 08/04/03

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 8
Telephone: 303-312-6774

EPA Region 4
Telephone 404-562-8033

Proposed NPL: Proposed National Priority List Sites
Source: EPA
Telephone: N/A

Date of Government Version: 06/10/03
Date Made Active at EDR: 08/26/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 08/04/03
Elapsed ASTM days: 22
Date of Last EDR Contact: 08/04/03

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System
Source: EPA
Telephone: 703-413-0223
CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 06/16/03
Date Made Active at EDR: 08/01/03
Database Release Frequency: Quarterly
Date of Data Arrival at EDR: 06/23/03
Elapsed ASTM days: 39
Date of Last EDR Contact: 09/24/03

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned
Source: EPA
Telephone: 703-413-0223
As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

Date of Government Version: 06/11/03
Date Made Active at EDR: 08/01/03
Database Release Frequency: Quarterly
Date of Data Arrival at EDR: 06/23/03
Elapsed ASTM days: 39
Date of Last EDR Contact: 09/24/03

CORRACTS: Corrective Action Report
Source: EPA
Telephone: 800-424-9346
CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 08/13/03
Date Made Active at EDR: 09/18/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 08/22/03
Elapsed ASTM days: 27
Date of Last EDR Contact: 09/08/03

RCRIS: Resource Conservation and Recovery Information System
Source: EPA
Telephone: 800-424-9346
Resource Conservation and Recovery Information System. RCRIS includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs): generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs): generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs): generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 09/10/03
Date Made Active at EDR: 10/01/03
Database Release Frequency: Varies
Date of Data Arrival at EDR: 09/11/03
Elapsed ASTM days: 20
Date of Last EDR Contact: 09/11/03

ERNS: Emergency Response Notification System
Source: National Response Center, United States Coast Guard
Telephone: 202-260-2342
Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/02
Date Made Active at EDR: 02/03/03
Database Release Frequency: Annually
Date of Data Arrival at EDR: 01/27/03
Elapsed ASTM days: 7
Date of Last EDR Contact: 07/28/03

FEDERAL ASTM SUPPLEMENTAL RECORDS

BRS: Biennial Reporting System
Source: EPA/NTIS
Telephone: 800-424-9346
The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/99
Database Release Frequency: Biennially
Date of Last EDR Contact: 10/01/03
Date of Next Scheduled EDR Contact: 12/15/03

CONSENT: Superfund (CERCLA) Consent Decrees
Source: EPA Regional Offices
Telephone: Varies
Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: N/A
Database Release Frequency: Varies
Date of Last EDR Contact: N/A
Date of Next Scheduled EDR Contact: N/A

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ROD: Records Of Decision
Source: EPA
Telephone: 703-416-0223
Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 07/09/03 — Date of Last EDR Contact: 07/07/03
Database Release Frequency: Annually — Date of Next Scheduled EDR Contact: 10/06/03

DELISTED NPL: National Priority List Deletions
Source: EPA
Telephone: N/A
The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 07/22/03 — Date of Last EDR Contact: 08/04/03
Database Release Frequency: Quarterly — Date of Next Scheduled EDR Contact: 11/03/03

FINDS: Facility Index System/Facility Identification Initiative Program Summary Report
Source: EPA
Telephone: N/A
Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 07/25/03 — Date of Last EDR Contact: 07/02/03
Database Release Frequency: Quarterly — Date of Next Scheduled EDR Contact: 10/06/03

HMIRS: Hazardous Materials Information Reporting System
Source: U.S. Department of Transportation
Telephone: 202-366-4555
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/31/03 — Date of Last EDR Contact: 07/23/03
Database Release Frequency: Annually — Date of Next Scheduled EDR Contact: 10/20/03

MLTS: Material Licensing Tracking System
Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 07/16/03 — Date of Last EDR Contact: 07/02/03
Database Release Frequency: Quarterly — Date of Next Scheduled EDR Contact: 10/06/03

MINES: Mines Master Index File
Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959

Date of Government Version: 06/07/03 — Date of Last EDR Contact: 10/01/03
Database Release Frequency: Semi-Annually — Date of Next Scheduled EDR Contact: 12/29/03

NPL LIENS: Federal Superfund Liens
Source: EPA
Telephone: 202-564-4267
Federal Superfund Liens. Under the authority granted the USEPA by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/91
Database Release Frequency: No Update Planned
Date of Last EDR Contact: 08/25/03
Date of Next Scheduled EDR Contact: 11/24/03

PADS: PCB Activity Database System
Source: EPA
Telephone: 202-564-3887
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 06/30/03
Database Release Frequency: Annually
Date of Last EDR Contact: 08/13/03
Date of Next Scheduled EDR Contact: 11/10/03

DOD: Department of Defense Sites
Source: USGS
Telephone: 703-648-5920
This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 04/01/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 08/15/03
Date of Next Scheduled EDR Contact: 11/10/03

US BROWNFIELDS: A Listing of Brownfields Sites
Source: Environmental Protection Agency
Telephone: 202-566-2777
Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become BCRLF cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 07/15/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

RAATS: RCRA Administrative Action Tracking System
Source: EPA
Telephone: 202-564-4104
RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/95
Database Release Frequency: No Update Planned
Date of Last EDR Contact: 09/08/03
Date of Next Scheduled EDR Contact: 12/08/03

TRIS: Toxic Chemical Release Inventory System
Source: EPA
Telephone: 202-260-1531
Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/01
Database Release Frequency: Annually
Date of Last EDR Contact: 09/23/03
Date of Next Scheduled EDR Contact: 12/22/03

TSCA: Toxic Substances Control Act
Source: EPA
Telephone: 202-260-5521
Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/98
Database Release Frequency: Every 4 Years
Date of Last EDR Contact: 09/02/03
Date of Next Scheduled EDR Contact: 12/08/03

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
Source: EPA
Telephone: 202-564-2501

Date of Government Version: 08/21/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 09/23/03
Date of Next Scheduled EDR Contact: 12/22/03

SSTS: Section 7 Tracking Systems
Source: EPA
Telephone: 202-564-5008
Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/01
Database Release Frequency: Annually
Date of Last EDR Contact: 07/24/03
Date of Next Scheduled EDR Contact: 10/20/03

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-564-2501
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/21/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 09/23/03
Date of Next Scheduled EDR Contact: 12/22/03

STATE OF ALASKA ASTM STANDARD RECORDS

SHWS: Contaminated Sites Database
Source: Department of Environmental Conservation
Telephone: 907-269-7546
State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: 09/01/03
Date Made Active at EDR: 10/09/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 09/16/03
Elapsed ASTM days: 23
Date of Last EDR Contact: 09/15/03

SWF/LF: Solid Waste Facilities
Source: Department of Environmental Conservation
Telephone: 907-269-7632
Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 04/01/03
Date Made Active at EDR: 05/08/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 04/28/03
Elapsed ASTM days: 10
Date of Last EDR Contact: 07/28/03

LUST: Leaking Underground Storage Tank Database
Source: Department of Environmental Conservation
Telephone: 907-465-5301
Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 09/15/03
Date Made Active at EDR: 10/09/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 09/15/03
Elapsed ASTM days: 24
Date of Last EDR Contact: 09/15/03

UST: Underground Storage Tank Database
Source: Department of Environmental Conservation
Telephone: 907-269-7504
Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 09/15/03
Date Made Active at EDR: 10/07/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 09/15/03
Elapsed ASTM days: 22
Date of Last EDR Contact: 09/15/03

INDIAN UST: Underground Storage Tanks on Indian Land
Source: EPA Region 10
Telephone: 206-553-2857

Date of Government Version: 10/07/03
Date Made Active at EDR: 10/17/03
Database Release Frequency: Varies
Date of Data Arrival at EDR: 10/07/03
Elapsed ASTM days: 10
Date of Last EDR Contact: 08/25/03

VCP: Voluntary Cleanup Program sites
Source: Department of Environmental Conservation
Telephone: 907-451-2182
Sites involved in the Voluntary Cleanup Program.

Date of Government Version: 09/17/03
Date Made Active at EDR: 10/09/03
Database Release Frequency: Varies
Date of Data Arrival at EDR: 09/17/03
Elapsed ASTM days: 22
Date of Last EDR Contact: 09/15/03

STATE OF ALASKA ASTM SUPPLEMENTAL RECORDS

AST: Regulated Aboveground Storage Tanks
Source: Department of Environmental Conservation
Telephone: 907-465-5231
Registered Aboveground Storage Tanks.

Date of Government Version: 05/01/01
Database Release Frequency: Varies
Date of Last EDR Contact: 09/17/03
Date of Next Scheduled EDR Contact: 12/15/03

SPILLS: Spills Database
Source: Department of Environmental Conservation
Telephone: 907-465-5242

Date of Government Version: 06/30/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 08/18/03
Date of Next Scheduled EDR Contact: 11/03/03

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EDR PROPRIETARY HISTORICAL DATABASES

Former Manufactured Gas (Coal Gas) Sites: The existence and location of Coal Gas sites is provided exclusively to EDR by Real Property Scan, Inc. ©Copyright 1993 Real Property Scan, Inc. For a technical description of the types of hazards which may be found at such sites, contact your EDR customer service representative.

Disclaimer Provided by Real Property Scan, Inc.

The information contained in this report has predominantly been obtained from publicly available sources produced by entities other than Real Property Scan. While reasonable steps have been taken to insure the accuracy of this report, Real Property Scan does not guarantee the accuracy of this report. Any liability on the part of Real Property Scan is strictly limited to a refund of the amount paid. No claim is made for the actual existence of toxins at any site. This report does not constitute a legal opinion.

BROWNFIELDS DATABASES

Inst Control: Contaminated Sites with Institutional Controls
Source: Department of Environmental Conservation
Telephone: 907-269-3063
Contaminated sites that have institutional controls.

Date of Government Version: 09/17/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

VCP: Voluntary Cleanup Program Sites
Source: Department of Environmental Conservation
Telephone: 907-451-2182
Sites involved in the Voluntary Cleanup Program.

Date of Government Version: 09/17/03
Database Release Frequency: Varies
Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

US BROWNFIELDS: A Listing of Brownfields Sites
Source: Environmental Protection Agency
Telephone: 202-566-2777
Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become BCRLF cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: N/A
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: N/A
Date of Next Scheduled EDR Contact: N/A

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Electric Power Transmission Line Data
Source: PennWell Corporation
Telephone: (800) 823-6277
This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Child Care Facilities Database
Source: Department of Education & Early Development
Telephone: 907-465-2800

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

MANOKOTAK
MANOKOTAK, AK
MANOKOTAK, AK 99628

TARGET PROPERTY COORDINATES

Latitude (North):	58.988998 - 58˚ 59’ 20.4’’
Longitude (West):	159.050003 - 159˚ 3’ 0.0’’
Universal Tranverse Mercator:	Zone 4
UTM X (Meters):	497126.3
UTM Y (Meters):	6538619.5
Elevation:	29 ft. above sea level

EDR’s GeoCheck Physical Setting Source Addendum has been developed to assist the environmental professional with the collection of physical setting source information in accordance with ASTM 1527-00, Section 7.2.3. Section 7.2.3 requires that a current USGS 7.5 Minute Topographic Map (or equivalent, such as the USGS Digital Elevation Model) be reviewed. It also requires that one or more additional physical setting sources be sought when (1) conditions have been identified in which hazardous substances or petroleum products are likely to migrate to or from the property, and (2) more information than is provided in the current USGS 7.5 Minute Topographic Map (or equivalent) is generally obtained, pursuant to local good commercial or customary practice, to assess the impact of migration of recognized environmental conditions in connection with the property. Such additional physical setting sources generally include information about the topographic, hydrologic, hydrogeologic, and geologic characteristics of a site, and wells in the area.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata. EDR’s GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

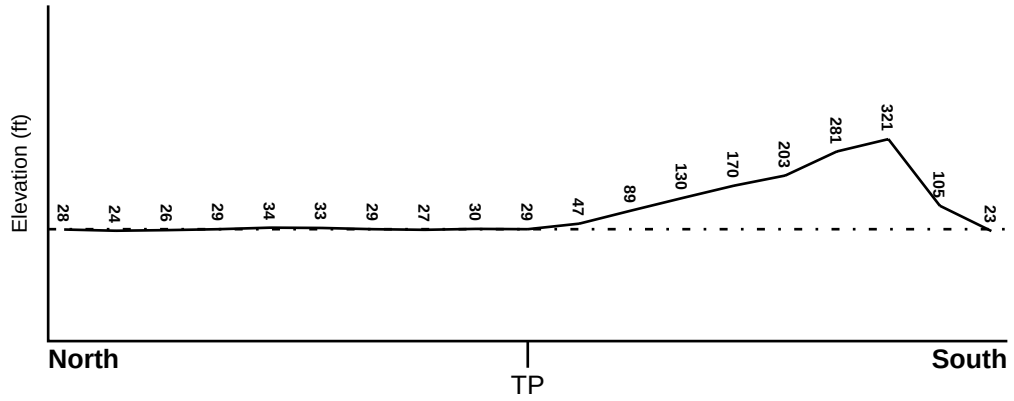
TOPOGRAPHIC INFORMATION

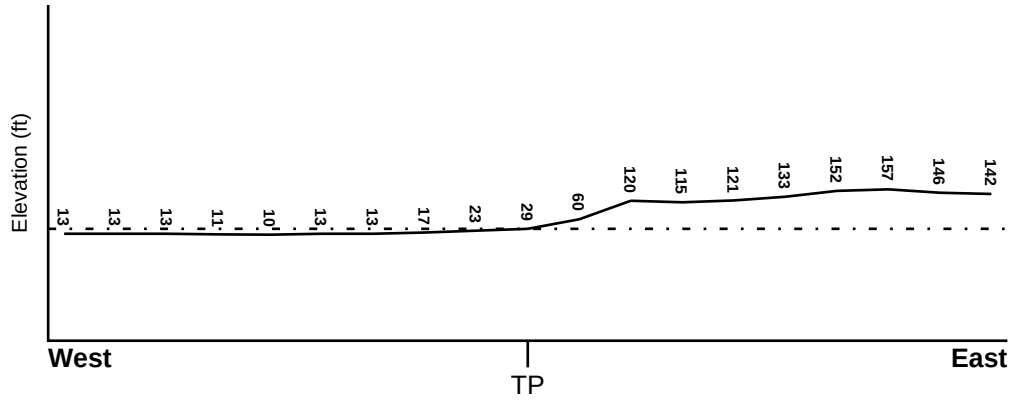
Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

USGS Topographic Map:	N/A
General Topographic Gradient:	General WNW
Source:	USGS 7.5 min quad index

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES





Target Property Elevation: 29 ft.

0 1/2 1 Miles

Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County	FEMA Flood Electronic Data
DILLINGHAM, AK	Not Available

Flood Plain Panel at Target Property: Not Reported

Additional Panels in search area: Not Reported

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
Not Reported	N

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT		GEOLOGIC AGE IDENTIFICATION	
Era:	-	Category:	-
System:	-		
Series:	-		
Code:	N/A *(decoded above as Era, System & Series)*		

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name:	HISTIC PERGELIC CRYAQUEPTS
Soil Surface Texture:	peat
Hydrologic Group:	Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.
Soil Drainage Class:	Poorly. Soils may have a saturated zone, a layer of low hydraulic conductivity, or seepage. Depth to water table is less than 1 foot.

Hydric Status: Soil meets the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel:	HIGH
Depth to Bedrock Min:	> 60 inches
Depth to Bedrock Max:	> 60 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	8 inches	0 inches	peat	A-8	Highly organic soils, Peat.	Max: 2.00 Min: 0.60	Max: 5.00 Min: 4.50
2	9 inches	60 inches	ice or frozen soil	Not reported	Not reported	Max: 0.00 Min: 0.00	Max: 0.00 Min: 0.00

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures: silt loam

Surficial Soil Types: silt loam

Shallow Soil Types: No Other Soil Types

Deeper Soil Types: No Other Soil Types

ADDITIONAL ENVIRONMENTAL RECORD SOURCES

According to ASTM E 1527-00, Section 7.2.2, "one or more additional state or local sources of environmental records may be checked, in the discretion of the environmental professional, to enhance and supplement federal and state sources... Factors to consider in determining which local or additional state records, if any, should be checked include (1) whether they are reasonably ascertainable, (2) whether they are sufficiently useful, accurate, and complete in light of the objective of the records review (see 7.1.1), and (3) whether they are obtained, pursuant to local, good commercial or customary practice." One of the record sources listed in Section 7.2.2 is water well information. Water well information can be used to assist the environmental professional in assessing sources that may impact groundwater flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

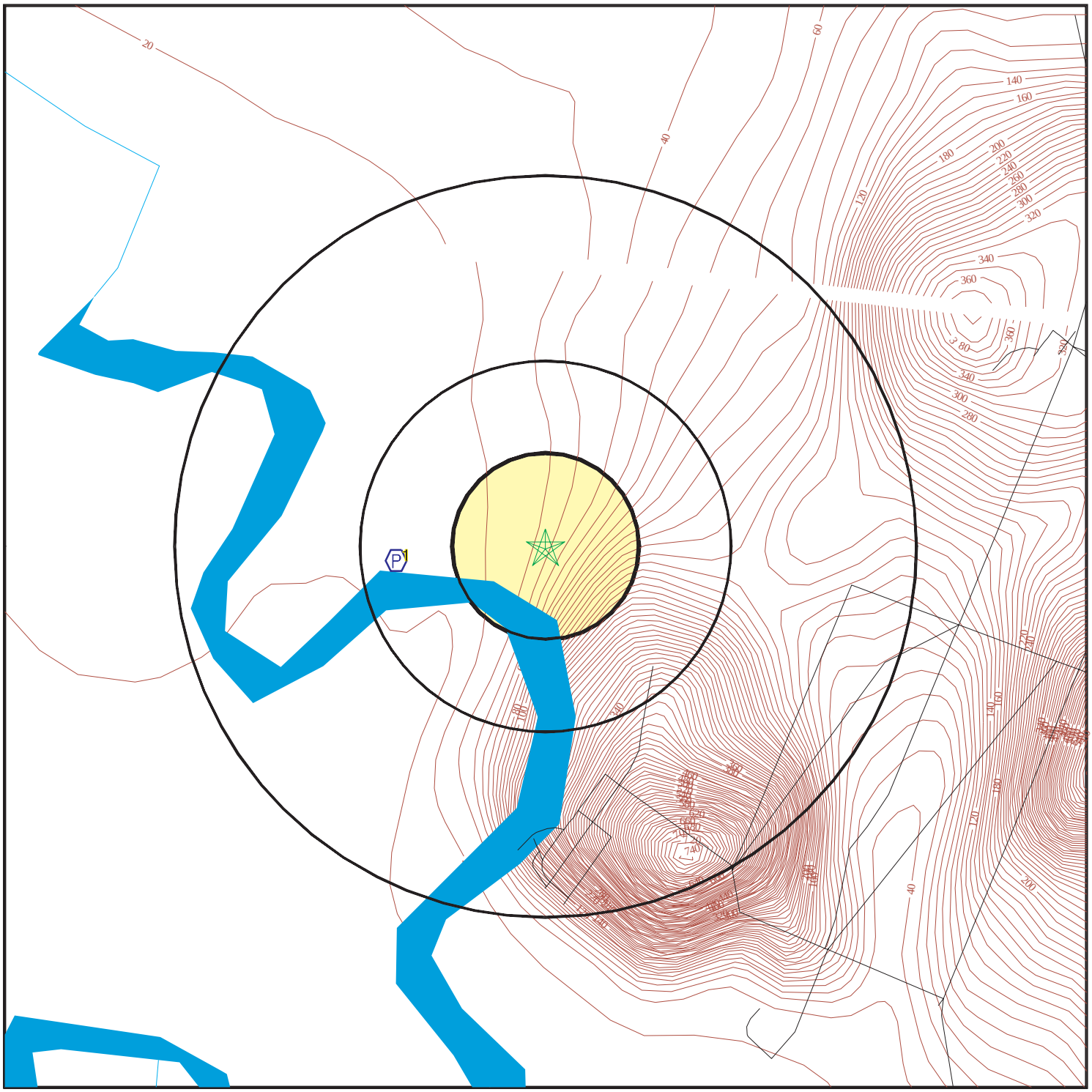
GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	AK2260090	1/4 - 1/2 Mile West

Note: PWS System location is not always the same as well location.

PHYSICAL SETTING SOURCE MAP - 01068070.1r



County Boundary
Major Roads
Contour Lines
Earthquake epicenter, Richter 5 or greater
Water Wells
Public Water Supply Wells
Cluster of Multiple Icons

0 1/4 1/2 1 Miles

Groundwater Flow Direction
GI Indeterminate Groundwater Flow at Location
GV Groundwater Flow Varies at Location

N

TARGET PROPERTY:	Manokotak	CUSTOMER:	MACTEC, Inc.
ADDRESS:	Manokotak, AK	CONTACT:	Sasha Forland
CITY/STATE/ZIP:	Manokotak AK 99628	INQUIRY #:	01068070.1r
LAT/LONG:	58.9890 / 59.0500	DATE:	October 20, 2003 8:07 pm

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Map ID Direction Distance Elevation	Database	EDR ID Number
1 **West** **1/4 - 1/2 Mile** **Lower**	**FRDS PWS**	**AK2260090**

PWS ID:	AK2260090	PWS Status:	Not Reported
Date Initiated:	Not Reported	Date Deactivated:	Not Reported
PWS Name:	MANOKOTAK WATER SYSTEM MAYOR NELS FRANKLIN P.O. BOX 170 MANOKOTAK, AK 99628		
Addressee / Facility:	Not Reported		
Facility Latitude:	Not Reported	Facility Longitude:	Not Reported
City Served:	Not Reported		
Treatment Class:	Mixed (treated and untreated)	Population:	370

PWS currently has or had major violation(s) or enforcement: Yes

VIOLATIONS INFORMATION:

Violation ID:	9453645	Source ID:	001	PWS Phone:	Not Reported
Vio. beginning Date:	02/01/94	Vio. end Date:	02/28/94	Vio. Period:	001 Months
Num required Samples:	Not Reported	Number of Samples Taken:		Not Reported	
Analysis Result:	Not Reported	Maximum Contaminant Level:		Not Reported	
Analysis Method:	Not Reported				
Violation Type:	Monitoring, Routine Major (TCR)				
Contaminant:	COLIFORM (TCR)				
Vio. Awareness Date:	Not Reported				

Violation ID:	9340929	Source ID:	001	PWS Phone:	9072891027
Vio. beginning Date:	02/01/93	Vio. end Date:	02/28/93	Vio. Period:	001 Months
Num required Samples:	Not Reported	Number of Samples Taken:		Not Reported	
Analysis Result:	Not Reported	Maximum Contaminant Level:		Not Reported	
Analysis Method:	Not Reported				
Violation Type:	Monitoring, Routine Major (TCR)				
Contaminant:	COLIFORM (TCR)				
Vio. Awareness Date:	Not Reported				

Violation ID:	9354811	Source ID:	001	PWS Phone:	9072891027
Vio. beginning Date:	11/01/89	Vio. end Date:	10/31/92	Vio. Period:	036 Months
Num required Samples:	Not Reported	Number of Samples Taken:		000	
Analysis Result:	Not Reported	Maximum Contaminant Level:		Not Reported	
Analysis Method:	Not Reported				
Violation Type:	Monitoring, Regular				
Contaminant:	NITRATE				
Vio. Awareness Date:	Not Reported				

Violation ID:	9340930	Source ID:	001	PWS Phone:	9072891027
Vio. beginning Date:	03/01/90	Vio. end Date:	02/28/93	Vio. Period:	036 Months
Num required Samples:	Not Reported	Number of Samples Taken:		000	
Analysis Result:	Not Reported	Maximum Contaminant Level:		Not Reported	
Analysis Method:	Not Reported				
Violation Type:	Monitoring, Regular				
Contaminant:	FLUORIDE				
Vio. Awareness Date:	Not Reported				

Violation ID:	9455587	Source ID:	001	PWS Phone:	Not Reported
Vio. beginning Date:	06/01/94	Vio. end Date:	06/30/94	Vio. Period:	001 Months
Num required Samples:	Not Reported	Number of Samples Taken:		Not Reported	
Analysis Result:	Not Reported	Maximum Contaminant Level:		Not Reported	
Analysis Method:	Not Reported				
Violation Type:	Monitoring, Routine Major (TCR)				
Contaminant:	COLIFORM (TCR)				
Vio. Awareness Date:	Not Reported				

Violation ID:	9451473	Source ID:	001	PWS Phone:	Not Reported
Vio. beginning Date:	11/01/93	Vio. end Date:	11/30/93	Vio. Period:	001 Months
Num required Samples:	Not Reported	Number of Samples Taken:		Not Reported	
Analysis Result:	Not Reported	Maximum Contaminant Level:		Not Reported	
Analysis Method:	Not Reported				
Violation Type:	Monitoring, Routine Major (TCR)				
Contaminant:	COLIFORM (TCR)				
Vio. Awareness Date:	Not Reported				

Violation ID:	9452254	Source ID:	001	PWS Phone:	Not Reported
Vio. beginning Date:	01/01/93	Vio. end Date:	12/31/93	Vio. Period:	012 Months
Num required Samples:	Not Reported	Number of Samples Taken:		000	
Analysis Result:	Not Reported	Maximum Contaminant Level:		Not Reported	
Analysis Method:	Not Reported				
Violation Type:	Monitoring, Regular				
Contaminant:	NITRATE				
Vio. Awareness Date:	Not Reported				

ENFORCEMENT INFORMATION:

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1999-09-01 - 1999-09-30	Analytical Value:	0000000.000000000
Violation ID:	0050174	Enforcement ID:	9951256
Enforcement Date:	1998-12-15	Enf. Action:	State Compliance Achieved

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1999-09-01 - 1999-09-30	Analytical Value:	0000000.000000000
Violation ID:	0050174	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	2000-03-01 - 2000-03-31	Analytical Value:	0000000.000000000
Violation ID:	0054736	Enforcement ID:	0000001
Enforcement Date:	2000-05-30	Enf. Action:	Fed Violation/Reminder Notice

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Initial Tap Sampling for Pb and Cu		
Contaminant:	LEAD & COPPER RULE		
Compliance Period:	2000-07-01 - 2001-07-19	Analytical Value:	0
Violation ID:	0088888	Enforcement ID:	0152398
Enforcement Date:	2001-05-29	Enf. Action:	State Violation/Reminder Notice

ENFORCEMENT INFORMATION:

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Initial Tap Sampling for Pb and Cu		
Contaminant:	LEAD & COPPER RULE		
Compliance Period:	2000-07-01 - 2001-07-19	Analytical Value:	0
Violation ID:	0088888	Enforcement ID:	0152793
Enforcement Date:	2001-07-19	Enf. Action:	State Compliance Achieved
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	71		
Contaminant:	7000		
Compliance Period:	1999-10-19 - 2001-05-21	Analytical Value:	0
Violation ID:	0088888	Enforcement ID:	0000001
Enforcement Date:	2000-05-30	Enf. Action:	Fed Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	71		
Contaminant:	7000		
Compliance Period:	2000-07-01 - 2015-12-31	Analytical Value:	0
Violation ID:	0088888	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	71		
Contaminant:	7000		
Compliance Period:	2000-07-01 - 2015-12-31	Analytical Value:	0000000.000000000
Violation ID:	0088888	Enforcement ID:	0000001
Enforcement Date:	2000-05-30	Enf. Action:	Fed Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	71		
Contaminant:	7000		
Compliance Period:	2000-07-01 - 2015-12-31	Analytical Value:	0000000.000000000
Violation ID:	0088888	Enforcement ID:	0000001
Enforcement Date:	2000-05-30	Enf. Action:	Fed Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	71		
Contaminant:	7000		
Compliance Period:	1999-10-19 - 2015-12-31	Analytical Value:	0000000.000000000
Violation ID:	0099999	Enforcement ID:	0000001
Enforcement Date:	2000-05-30	Enf. Action:	Fed Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	71		
Contaminant:	7000		
Compliance Period:	1999-10-19 - 2015-12-31	Analytical Value:	0000000.000000000
Violation ID:	0099999	Enforcement ID:	0000001
Enforcement Date:	2000-05-30	Enf. Action:	Fed Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	71		
Contaminant:	7000		
Compliance Period:	1999-10-19 - 2015-12-31	Analytical Value:	0000000.000000000
Violation ID:	0099999	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	2000-11-01 - 2000-11-30	Analytical Value:	0000000.000000000
Violation ID:	0150087	Enforcement ID:	0000001
Enforcement Date:	2000-05-30	Enf. Action:	Fed Violation/Reminder Notice

ENFORCEMENT INFORMATION:

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	2000-12-01 - 2000-12-31	Analytical Value:	0000000.000000000
Violation ID:	0150565	Enforcement ID:	0000001
Enforcement Date:	2000-05-30	Enf. Action:	Fed Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Initial Tap Sampling for Pb and Cu		
Contaminant:	LEAD & COPPER RULE		
Compliance Period:	2000-07-01 - 2001-07-19	Analytical Value:	0
Violation ID:	0153069	Enforcement ID:	0152398
Enforcement Date:	2001-05-29	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Initial Tap Sampling for Pb and Cu		
Contaminant:	LEAD & COPPER RULE		
Compliance Period:	2000-07-01 - 2001-07-19	Analytical Value:	0
Violation ID:	0153069	Enforcement ID:	0152793
Enforcement Date:	2001-07-19	Enf. Action:	State Compliance Achieved
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Initial Tap Sampling for Pb and Cu		
Contaminant:	LEAD & COPPER RULE		
Compliance Period:	2000-07-01 - 2015-12-31	Analytical Value:	0000000.000000000
Violation ID:	0153069	Enforcement ID:	0000001
Enforcement Date:	2000-05-30	Enf. Action:	Fed Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Initial Tap Sampling for Pb and Cu		
Contaminant:	LEAD & COPPER RULE		
Compliance Period:	2000-07-01 - 2015-12-31	Analytical Value:	0000000.000000000
Violation ID:	0153069	Enforcement ID:	0000001
Enforcement Date:	2000-05-30	Enf. Action:	Fed Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	71		
Contaminant:	7000		
Compliance Period:	1999-10-19 - 2001-05-21	Analytical Value:	0
Violation ID:	0153069	Enforcement ID:	0199999
Enforcement Date:	2001-05-21	Enf. Action:	Fed Compliance Achieved
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1994-02-01 - 1994-02-28	Analytical Value:	00000000.00
Violation ID:	9453645	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1994-06-01 - 1994-06-30	Analytical Value:	00000000.00
Violation ID:	9455587	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1994-07-01 - 1994-07-31	Analytical Value:	00000000.00
Violation ID:	9456108	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported

ENFORCEMENT INFORMATION:

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1994-09-01 - 1994-09-30	Analytical Value:	00000000.00
Violation ID:	9550302	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Repeat Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1994-10-01 - 1994-10-31	Analytical Value:	00000000.00
Violation ID:	9550675	Enforcement ID:	9600001E
Enforcement Date:	1996-03-31	Enf. Action:	EPA Generated Implicit TCR RTC
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Minor (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1994-11-01 - 1994-11-30	Analytical Value:	00000000.00
Violation ID:	9551007	Enforcement ID:	9600001E
Enforcement Date:	1996-03-31	Enf. Action:	EPA Generated Implicit TCR RTC
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1994-12-01 - 1994-12-31	Analytical Value:	00000000.00
Violation ID:	9551451	Enforcement ID:	9600001E
Enforcement Date:	1996-03-31	Enf. Action:	EPA Generated Implicit TCR RTC
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1995-04-01 - 1995-04-30	Analytical Value:	00000000.00
Violation ID:	9553174	Enforcement ID:	9600001E
Enforcement Date:	1996-03-31	Enf. Action:	EPA Generated Implicit TCR RTC
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1995-05-01 - 1995-05-31	Analytical Value:	00000000.00
Violation ID:	9553527	Enforcement ID:	9600001E
Enforcement Date:	1996-03-31	Enf. Action:	EPA Generated Implicit TCR RTC
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Initial Tap Sampling for Pb and Cu		
Contaminant:	LEAD & COPPER RULE		
Compliance Period:	1993-07-01 - 2015-12-31	Analytical Value:	0000000.000000000
Violation ID:	9553943	Enforcement ID:	9951256
Enforcement Date:	1998-12-15	Enf. Action:	State Compliance Achieved
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	XYLENES, TOTAL		
Compliance Period:	1994-01-01 - 1994-12-31	Analytical Value:	00000000.00
Violation ID:	9556773	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	P-DICHLOROBENZENE		
Compliance Period:	1994-01-01 - 1994-12-31	Analytical Value:	00000000.00
Violation ID:	9556774	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported

ENFORCEMENT INFORMATION:

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	1,1,1-TRICHLOROETHANE		
Compliance Period:	1994-01-01 - 1994-12-31	Analytical Value:	00000000.00
Violation ID:	9556775	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	O-DICHLOROBENZENE		
Compliance Period:	1994-01-01 - 1994-12-31	Analytical Value:	00000000.00
Violation ID:	9556776	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	CARBON TETRACHLORIDE		
Compliance Period:	1994-01-01 - 1994-12-31	Analytical Value:	00000000.00
Violation ID:	9556777	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	MONOCHLOROBENZENE (CHLOROBENZENE)		
Compliance Period:	1994-01-01 - 1994-12-31	Analytical Value:	00000000.00
Violation ID:	9556778	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	TOLUENE		
Compliance Period:	1994-01-01 - 1994-12-31	Analytical Value:	00000000.00
Violation ID:	9556779	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	TETRACHLOROETHYLENE		
Compliance Period:	1994-01-01 - 1994-12-31	Analytical Value:	00000000.00
Violation ID:	9556780	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	STYRENE		
Compliance Period:	1994-01-01 - 1994-12-31	Analytical Value:	00000000.00
Violation ID:	9556781	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ETHYLBENZENE		
Compliance Period:	1994-01-01 - 1994-12-31	Analytical Value:	00000000.00
Violation ID:	9556782	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	1,2-DICHLOROPROPANE		
Compliance Period:	1994-01-01 - 1994-12-31	Analytical Value:	00000000.00
Violation ID:	9556783	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported

ENFORCEMENT INFORMATION:

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	CIS-1,2-DICHLOROETHYLENE		
Compliance Period:	1994-01-01 - 1994-12-31	Analytical Value:	00000000.00
Violation ID:	9556784	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	TRANS-1,2-DICHLOROETHYLENE		
Compliance Period:	1994-01-01 - 1994-12-31	Analytical Value:	00000000.00
Violation ID:	9556785	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	1,1-DICHLOROETHYLENE		
Compliance Period:	1994-01-01 - 1994-12-31	Analytical Value:	00000000.00
Violation ID:	9556786	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	TRICHLOROETHYLENE		
Compliance Period:	1994-01-01 - 1994-12-31	Analytical Value:	00000000.00
Violation ID:	9556787	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	BENZENE		
Compliance Period:	1994-01-01 - 1994-12-31	Analytical Value:	00000000.00
Violation ID:	9556788	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	1,2-DICHLOROETHANE		
Compliance Period:	1994-01-01 - 1994-12-31	Analytical Value:	00000000.00
Violation ID:	9556789	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1995-06-01 - 1995-06-30	Analytical Value:	00000000.00
Violation ID:	9559047	Enforcement ID:	9600001E
Enforcement Date:	1996-03-31	Enf. Action:	EPA Generated Implicit TCR RTC
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1995-07-01 - 1995-07-31	Analytical Value:	00000000.00
Violation ID:	9559522	Enforcement ID:	9600001E
Enforcement Date:	1996-03-31	Enf. Action:	EPA Generated Implicit TCR RTC
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Repeat Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1995-08-01 - 1995-08-30	Analytical Value:	00000000.00
Violation ID:	9560017	Enforcement ID:	9600001E
Enforcement Date:	1996-03-31	Enf. Action:	EPA Generated Implicit TCR RTC

ENFORCEMENT INFORMATION:

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Minor (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1995-09-01 - 1995-09-30	Analytical Value:	00000000.00
Violation ID:	9650321	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	XYLENES, TOTAL		
Compliance Period:	1995-01-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9654582	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	P-DICHLOROBENZENE		
Compliance Period:	1995-01-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9654583	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	1,1,1-TRICHLOROETHANE		
Compliance Period:	1995-01-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9654584	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	O-DICHLOROBENZENE		
Compliance Period:	1995-01-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9654585	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	CARBON TETRACHLORIDE		
Compliance Period:	1995-01-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9654586	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	MONOCHLOROBENZENE (CHLOROBENZENE)		
Compliance Period:	1995-01-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9654587	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	TOLUENE		
Compliance Period:	1995-01-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9654588	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	TETRACHLOROETHYLENE		
Compliance Period:	1995-01-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9654589	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported

ENFORCEMENT INFORMATION:

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	STYRENE		
Compliance Period:	1995-01-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9654590	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ETHYLBENZENE		
Compliance Period:	1995-01-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9654591	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	1,2-DICHLOROPROPANE		
Compliance Period:	1995-01-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9654592	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	CIS-1,2-DICHLOROETHYLENE		
Compliance Period:	1995-01-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9654593	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	TRANS-1,2-DICHLOROETHYLENE		
Compliance Period:	1995-01-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9654594	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	1,1-DICHLOROETHYLENE		
Compliance Period:	1995-01-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9654595	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	TRICHLOROETHYLENE		
Compliance Period:	1995-01-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9654596	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	BENZENE		
Compliance Period:	1995-01-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9654597	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	1,2-DICHLOROETHANE		
Compliance Period:	1995-01-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9654598	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported

ENFORCEMENT INFORMATION:

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	NITRATE		
Compliance Period:	1995-01-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9655501	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	SIMAZINE		
Compliance Period:	1995-01-01 - 1995-03-31	Analytical Value:	00000000.00
Violation ID:	9756405	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	PICLORAM		
Compliance Period:	1995-01-01 - 1995-03-31	Analytical Value:	00000000.00
Violation ID:	9756406	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	DIQUAT		
Compliance Period:	1995-01-01 - 1995-03-31	Analytical Value:	00000000.00
Violation ID:	9756407	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	DINOSEB		
Compliance Period:	1995-01-01 - 1995-03-31	Analytical Value:	00000000.00
Violation ID:	9756408	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ENDRIN		
Compliance Period:	1995-01-01 - 1995-03-31	Analytical Value:	00000000.00
Violation ID:	9756409	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	TOTAL POLYCHLORINATED BIPHENYLS (PCB)		
Compliance Period:	1995-01-01 - 1995-03-31	Analytical Value:	00000000.00
Violation ID:	9756410	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	PENTACHLOROPHENOL		
Compliance Period:	1995-01-01 - 1995-03-31	Analytical Value:	00000000.00
Violation ID:	9756411	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	HEPTACHLOR EPOXIDE		
Compliance Period:	1995-01-01 - 1995-03-31	Analytical Value:	00000000.00
Violation ID:	9756412	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported

ENFORCEMENT INFORMATION:

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	HEPTACHLOR		
Compliance Period:	1995-01-01 - 1995-03-31	Analytical Value:	00000000.00
Violation ID:	9756413	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ETHYLENE DIBROMIDE (EDB)		
Compliance Period:	1995-01-01 - 1995-03-31	Analytical Value:	00000000.00
Violation ID:	9756414	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	CHLORDANE		
Compliance Period:	1995-01-01 - 1995-03-31	Analytical Value:	00000000.00
Violation ID:	9756415	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ATRAZINE		
Compliance Period:	1995-01-01 - 1995-03-31	Analytical Value:	00000000.00
Violation ID:	9756416	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ALDICARB SULFONE		
Compliance Period:	1995-01-01 - 1995-03-31	Analytical Value:	00000000.00
Violation ID:	9756417	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ALDICARB SULFOXIDE		
Compliance Period:	1995-01-01 - 1995-03-31	Analytical Value:	00000000.00
Violation ID:	9756418	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ALDICARB		
Compliance Period:	1995-01-01 - 1995-03-31	Analytical Value:	00000000.00
Violation ID:	9756419	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	2,4,5-TP (SILVEX)		
Compliance Period:	1995-01-01 - 1995-03-31	Analytical Value:	00000000.00
Violation ID:	9756420	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	2,4-D		
Compliance Period:	1995-01-01 - 1995-03-31	Analytical Value:	00000000.00
Violation ID:	9756421	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported

ENFORCEMENT INFORMATION:

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	TOXAPHENE		
Compliance Period:	1995-01-01 - 1995-03-31	Analytical Value:	00000000.00
Violation ID:	9756422	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	BHC-GAMMA (LINDANE)		
Compliance Period:	1995-01-01 - 1995-03-31	Analytical Value:	00000000.00
Violation ID:	9756423	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	METHOXYCHLOR		
Compliance Period:	1995-01-01 - 1995-03-31	Analytical Value:	00000000.00
Violation ID:	9756424	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	SIMAZINE		
Compliance Period:	1995-04-01 - 1995-06-30	Analytical Value:	00000000.00
Violation ID:	9758966	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	PICLORAM		
Compliance Period:	1995-04-01 - 1995-06-30	Analytical Value:	00000000.00
Violation ID:	9758967	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	DIQUAT		
Compliance Period:	1995-04-01 - 1995-06-30	Analytical Value:	00000000.00
Violation ID:	9758968	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	DINOSEB		
Compliance Period:	1995-04-01 - 1995-06-30	Analytical Value:	00000000.00
Violation ID:	9758969	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ENDRIN		
Compliance Period:	1995-04-01 - 1995-06-30	Analytical Value:	00000000.00
Violation ID:	9758970	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	TOTAL POLYCHLORINATED BIPHENYLS (PCB)		
Compliance Period:	1995-04-01 - 1995-06-30	Analytical Value:	00000000.00
Violation ID:	9758971	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported

ENFORCEMENT INFORMATION:

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	PENTACHLOROPHENOL		
Compliance Period:	1995-04-01 - 1995-06-30	Analytical Value:	00000000.00
Violation ID:	9758972	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	HEPTACHLOR EPOXIDE		
Compliance Period:	1995-04-01 - 1995-06-30	Analytical Value:	00000000.00
Violation ID:	9758973	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	HEPTACHLOR		
Compliance Period:	1995-04-01 - 1995-06-30	Analytical Value:	00000000.00
Violation ID:	9758974	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ETHYLENE DIBROMIDE (EDB)		
Compliance Period:	1995-04-01 - 1995-06-30	Analytical Value:	00000000.00
Violation ID:	9758975	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	CHLORDANE		
Compliance Period:	1995-04-01 - 1995-06-30	Analytical Value:	00000000.00
Violation ID:	9758976	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ATRAZINE		
Compliance Period:	1995-04-01 - 1995-06-30	Analytical Value:	00000000.00
Violation ID:	9758977	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ALDICARB SULFONE		
Compliance Period:	1995-04-01 - 1995-06-30	Analytical Value:	00000000.00
Violation ID:	9758978	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ALDICARB SULFOXIDE		
Compliance Period:	1995-04-01 - 1995-06-30	Analytical Value:	00000000.00
Violation ID:	9758979	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ALDICARB		
Compliance Period:	1995-04-01 - 1995-06-30	Analytical Value:	00000000.00
Violation ID:	9758980	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported

ENFORCEMENT INFORMATION:

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	2,4,5-TP (SILVEX)		
Compliance Period:	1995-04-01 - 1995-06-30	Analytical Value:	00000000.00
Violation ID:	9758981	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	2,4-D		
Compliance Period:	1995-04-01 - 1995-06-30	Analytical Value:	00000000.00
Violation ID:	9758982	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	TOXAPHENE		
Compliance Period:	1995-04-01 - 1995-06-30	Analytical Value:	00000000.00
Violation ID:	9758983	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	BHC-GAMMA (LINDANE)		
Compliance Period:	1995-04-01 - 1995-06-30	Analytical Value:	00000000.00
Violation ID:	9758984	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	METHOXYCHLOR		
Compliance Period:	1995-04-01 - 1995-06-30	Analytical Value:	00000000.00
Violation ID:	9758985	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	SIMAZINE		
Compliance Period:	1995-07-01 - 1995-09-30	Analytical Value:	00000000.00
Violation ID:	9761547	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	PICLORAM		
Compliance Period:	1995-07-01 - 1995-09-30	Analytical Value:	00000000.00
Violation ID:	9761548	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	DIQUAT		
Compliance Period:	1995-07-01 - 1995-09-30	Analytical Value:	00000000.00
Violation ID:	9761549	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	DINOSEB		
Compliance Period:	1995-07-01 - 1995-09-30	Analytical Value:	00000000.00
Violation ID:	9761550	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported

ENFORCEMENT INFORMATION:

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ENDRIN		
Compliance Period:	1995-07-01 - 1995-09-30	Analytical Value:	00000000.00
Violation ID:	9761551	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	TOTAL POLYCHLORINATED BIPHENYLS (PCB)		
Compliance Period:	1995-07-01 - 1995-09-30	Analytical Value:	00000000.00
Violation ID:	9761552	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	PENTACHLOROPHENOL		
Compliance Period:	1995-07-01 - 1995-09-30	Analytical Value:	00000000.00
Violation ID:	9761553	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	HEPTACHLOR EPOXIDE		
Compliance Period:	1995-07-01 - 1995-09-30	Analytical Value:	00000000.00
Violation ID:	9761554	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	HEPTACHLOR		
Compliance Period:	1995-07-01 - 1995-09-30	Analytical Value:	00000000.00
Violation ID:	9761555	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ETHYLENE DIBROMIDE (EDB)		
Compliance Period:	1995-07-01 - 1995-09-30	Analytical Value:	00000000.00
Violation ID:	9761556	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	CHLORDANE		
Compliance Period:	1995-07-01 - 1995-09-30	Analytical Value:	00000000.00
Violation ID:	9761557	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ATRAZINE		
Compliance Period:	1995-07-01 - 1995-09-30	Analytical Value:	00000000.00
Violation ID:	9761558	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ALDICARB SULFONE		
Compliance Period:	1995-07-01 - 1995-09-30	Analytical Value:	00000000.00
Violation ID:	9761559	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported

ENFORCEMENT INFORMATION:

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ALDICARB SULFOXIDE		
Compliance Period:	1995-07-01 - 1995-09-30	Analytical Value:	00000000.00
Violation ID:	9761560	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ALDICARB		
Compliance Period:	1995-07-01 - 1995-09-30	Analytical Value:	00000000.00
Violation ID:	9761561	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	2,4,5-TP (SILVEX)		
Compliance Period:	1995-07-01 - 1995-09-30	Analytical Value:	00000000.00
Violation ID:	9761562	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	2,4-D		
Compliance Period:	1995-07-01 - 1995-09-30	Analytical Value:	00000000.00
Violation ID:	9761563	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	TOXAPHENE		
Compliance Period:	1995-07-01 - 1995-09-30	Analytical Value:	00000000.00
Violation ID:	9761564	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	BHC-GAMMA (LINDANE)		
Compliance Period:	1995-07-01 - 1995-09-30	Analytical Value:	00000000.00
Violation ID:	9761565	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	METHOXYCHLOR		
Compliance Period:	1995-07-01 - 1995-09-30	Analytical Value:	00000000.00
Violation ID:	9761566	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	SIMAZINE		
Compliance Period:	1995-10-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9764108	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	PICLORAM		
Compliance Period:	1995-10-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9764109	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported

ENFORCEMENT INFORMATION:

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	DIQUAT		
Compliance Period:	1995-10-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9764110	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	DINOSEB		
Compliance Period:	1995-10-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9764111	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ENDRIN		
Compliance Period:	1995-10-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9764112	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	TOTAL POLYCHLORINATED BIPHENYLS (PCB)		
Compliance Period:	1995-10-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9764113	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	PENTACHLOROPHENOL		
Compliance Period:	1995-10-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9764114	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	HEPTACHLOR EPOXIDE		
Compliance Period:	1995-10-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9764115	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	HEPTACHLOR		
Compliance Period:	1995-10-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9764116	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ETHYLENE DIBROMIDE (EDB)		
Compliance Period:	1995-10-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9764117	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	CHLORDANE		
Compliance Period:	1995-10-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9764118	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported

ENFORCEMENT INFORMATION:

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ATRAZINE		
Compliance Period:	1995-10-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9764119	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ALDICARB SULFONE		
Compliance Period:	1995-10-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9764120	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ALDICARB SULFOXIDE		
Compliance Period:	1995-10-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9764121	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ALDICARB		
Compliance Period:	1995-10-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9764122	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	2,4,5-TP (SILVEX)		
Compliance Period:	1995-10-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9764123	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	2,4-D		
Compliance Period:	1995-10-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9764124	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	TOXAPHENE		
Compliance Period:	1995-10-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9764125	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	BHC-GAMMA (LINDANE)		
Compliance Period:	1995-10-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9764126	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	METHOXYCHLOR		
Compliance Period:	1995-10-01 - 1995-12-31	Analytical Value:	00000000.00
Violation ID:	9764127	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported

ENFORCEMENT INFORMATION:

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1998-06-01 - 1998-06-30	Analytical Value:	0000000.000000000
Violation ID:	98057345	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1998-08-01 - 1998-08-31	Analytical Value:	0000000.000000000
Violation ID:	98058032	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1998-08-01 - 1998-08-31	Analytical Value:	0000000.000000000
Violation ID:	98058032	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1998-09-01 - 1998-09-30	Analytical Value:	0000000.000000000
Violation ID:	99050178	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1998-10-01 - 1998-10-31	Analytical Value:	0000000.000000000
Violation ID:	99050428	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1998-11-01 - 1998-11-30	Analytical Value:	0000000.000000000
Violation ID:	99050666	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1998-12-01 - 1998-12-31	Analytical Value:	0000000.000000000
Violation ID:	99051049	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	NITRATE		
Compliance Period:	1998-01-01 - 1998-12-31	Analytical Value:	0000000.000000000
Violation ID:	99051657	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	METHYLENE CHLORIDE (DICHLOROMETHANE)		
Compliance Period:	1998-01-01 - 1998-12-31	Analytical Value:	0000000.000000000
Violation ID:	99053362	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice

ENFORCEMENT INFORMATION:

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	1,2,4-TRICHLOROBENZENE		
Compliance Period:	1998-01-01 - 1998-12-31	Analytical Value:	0000000.000000000
Violation ID:	99053363	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	1,1,2-TRICHLOROETHANE		
Compliance Period:	1998-01-01 - 1998-12-31	Analytical Value:	0000000.000000000
Violation ID:	99053364	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	XYLENES, TOTAL		
Compliance Period:	1998-01-01 - 1998-12-31	Analytical Value:	0000000.000000000
Violation ID:	99053365	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	P-DICHLOROBENZENE		
Compliance Period:	1998-01-01 - 1998-12-31	Analytical Value:	0000000.000000000
Violation ID:	99053366	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	1,1,1-TRICHLOROETHANE		
Compliance Period:	1998-01-01 - 1998-12-31	Analytical Value:	0000000.000000000
Violation ID:	99053367	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	O-DICHLOROBENZENE		
Compliance Period:	1998-01-01 - 1998-12-31	Analytical Value:	0000000.000000000
Violation ID:	99053368	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	CARBON TETRACHLORIDE		
Compliance Period:	1998-01-01 - 1998-12-31	Analytical Value:	0000000.000000000
Violation ID:	99053369	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	MONOCHLOROBENZENE (CHLOROBENZENE)		
Compliance Period:	1998-01-01 - 1998-12-31	Analytical Value:	0000000.000000000
Violation ID:	99053370	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	TOLUENE		
Compliance Period:	1998-01-01 - 1998-12-31	Analytical Value:	0000000.000000000
Violation ID:	99053371	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice

ENFORCEMENT INFORMATION:

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	TETRACHLOROETHYLENE		
Compliance Period:	1998-01-01 - 1998-12-31	Analytical Value:	0000000.000000000
Violation ID:	99053372	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	STYRENE		
Compliance Period:	1998-01-01 - 1998-12-31	Analytical Value:	0000000.000000000
Violation ID:	99053373	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	ETHYLBENZENE		
Compliance Period:	1998-01-01 - 1998-12-31	Analytical Value:	0000000.000000000
Violation ID:	99053374	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	1,2-DICHLOROPROPANE		
Compliance Period:	1998-01-01 - 1998-12-31	Analytical Value:	0000000.000000000
Violation ID:	99053375	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1998-09-01 - 1998-09-30	Analytical Value:	0000000.000000000
Violation ID:	99053376	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	TRANS-1,2-DICHLOROETHYLENE		
Compliance Period:	1998-01-01 - 1998-12-31	Analytical Value:	0000000.000000000
Violation ID:	99053377	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	1,1-DICHLOROETHYLENE		
Compliance Period:	1998-01-01 - 1998-12-31	Analytical Value:	0000000.000000000
Violation ID:	99053378	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	TRICHLOROETHYLENE		
Compliance Period:	1998-01-01 - 1998-12-31	Analytical Value:	0000000.000000000
Violation ID:	99053379	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	BENZENE		
Compliance Period:	1998-01-01 - 1998-12-31	Analytical Value:	0000000.000000000
Violation ID:	99053380	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice

ENFORCEMENT INFORMATION:

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Regular		
Contaminant:	1,2-DICHLOROETHANE		
Compliance Period:	1998-01-01 - 1998-12-31	Analytical Value:	0000000.000000000
Violation ID:	99053381	Enforcement ID:	99050043
Enforcement Date:	1998-10-13	Enf. Action:	State Violation/Reminder Notice
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1999-01-01 - 1999-01-31	Analytical Value:	0000000.000000000
Violation ID:	9955948	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1999-02-01 - 1999-02-28	Analytical Value:	0000000.000000000
Violation ID:	9956200	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Repeat Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1999-03-01 - 1999-03-31	Analytical Value:	0000000.000000000
Violation ID:	9956720	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Minor (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1999-04-01 - 1999-04-30	Analytical Value:	0000000.000000000
Violation ID:	9956862	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1999-05-01 - 1999-05-31	Analytical Value:	0000000.000000000
Violation ID:	9957359	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1999-06-01 - 1999-06-30	Analytical Value:	0000000.000000000
Violation ID:	9957618	Enforcement ID:	9951256
Enforcement Date:	1998-12-15	Enf. Action:	State Compliance Achieved
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Monitoring, Routine Major (TCR)		
Contaminant:	COLIFORM (TCR)		
Compliance Period:	1999-06-01 - 1999-06-30	Analytical Value:	0000000.000000000
Violation ID:	9957618	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Sanitary Survey (TCR)		
Contaminant:	Not Reported		
Compliance Period:	1994-02-01 - 1999-01-31	Analytical Value:	0000000.000000000
Violation ID:	9957812	Enforcement ID:	Not Reported
Enforcement Date:	Not Reported	Enf. Action:	Not Reported

ENFORCEMENT INFORMATION:

System Name:	MANOKOTAK WATER SYSTEM		
Violation Type:	Initial Tap Sampling for Pb and Cu		
Contaminant:	LEAD & COPPER RULE		
Compliance Period:	1993-07-01 - 2015-12-31	Analytical Value:	0000000.000000000
Violation ID:	9957943	Enforcement ID:	9951256
Enforcement Date:	1998-12-15	Enf. Action:	State Compliance Achieved

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: AK Radon

Radon Test Results

City	Zip	Total Sites	<0.5 pCi/L	0.5-2.0	2.1-4.0	4.1-10	10-20	>20 pCi/L
MANOKOTAK	99628	4	2	1	0	1	0	0

Federal EPA Radon Zone for DILLINGHAM County: 3

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.
Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002. 7.5-Minute DEMs correspond to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps.

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

HYDROGEOLOGIC INFORMATION

AQUIFLOW[R] Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

ADDITIONAL ENVIRONMENTAL RECORD SOURCES

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

RADON

State Database: AK Radon
Source: University of Alaska Fairbanks
Telephone: 907-474-7201
Radon Information

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

"Linking Technology with Tradition"

Sanborn® Map Report

Ship to: Sasha Forland
MACTEC, Inc.
601 E 57th Place
Anchorage, AK 99518

Customer Project: 55343.3.5
3021565 907-563-8102

Order Date: 10/20/2003 **Completion Date:** 10/21/2003 8:04
Inquiry #: 1068070.2s
P.O. #: 55343
Site Name: Manokotak
Address: Manokotak AK
City/State: Manokotak, AK 99628
Cross Streets:

This document reports that the largest and most complete collection of Sanborn fire insurance maps has been reviewed based on client-supplied information, and fire insurance maps depicting the target property at the specified address were not identified.

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APPENDIX D

INTERVIEW TRANSCRIPTS

PHASE I SITE INVESTIGATION
Manokotak Airport

NAME *Edward Nick*
Title *City Administrator*
Interviewer *Lindsey Flagstad*
Date *September 3, 2003*

Questions:

1. How long have you lived in Manokotak?
   6 years
2. What was the historical use of the airport property?
   No knowledge of historical use of existing airport, R1A and R3 were used as hunting grounds
3. Were there any buildings, fuel tanks, or structures in the location of the airport before construction?
   No knowledge
4. What was the historical use of the properties adjoining the existing airstrip?
   No knowledge
5. Are you aware of any conditions that may have led to contamination of the airport property or adjacent properties?
   Spill at village tank farm of a few thousand gallons
6. Which air service companies operate out of the Manokotak airport?
   Penn Air, Bristol Bay Air (blue plane), Grant, Coupichiak Air, Alaska Island Air, Arctic Circle, Mulchatna, and one private plane owned by City of Manokotak President Billy Bartam
7. Who maintains the airstrip?
   Karl Itumulria, of Manokotak Natives Limited. Karl lives in the yellow house next to the large satellite dish
8. Has the village landfill ever been in another location?
   No. A Feasibility Study for relocation of the landfill is being conducted. Possible locations are 1. the loop road gravel pit, however this location is used for berry picking and by moose as a corridor 2. the gravel pit west of the wind tower however this is the best gravel source in Manokotak and relocation would position the landfill less than 1.5 miles from alternative R1A thereby creating a potential wildlife hazard.
9. Has there ever been an alternate dumping area?
   No
10. Has there ever been a military presence in Manokotak?
    None other than the Alaska National Guard. The Arctic Air Team has been to Manokotak twice in the last 6 years.
11. Is there anyone else with historical knowledge that you would recommend speaking with?
    See question 7.

PHASE I SITE INVESTIGATION
Manokotak Airport

NAME *Mike Gloko*
Title *City Council President*
Interviewer *Lindsey Flagstad*
Date *September 3, 2003*

Questions:

1. How long have you lived in Manokotak?
   Lifetime resident, Mike was 8 years old when elders voted (in a tent) to consolidate the three villages to provide a common meeting place for church activities. Manokotak was chosen because it was the best location. The original church was located by the town cemetery. The Moravian church was built in the 1960s. Village of Manokotak was established in 1947, the population was nomadic prior to incorporation.
2. What was the historical use of the airport property?
   Subsistence
3. Were there any buildings, fuel tanks, or structures in the location of the airport before construction?
   Subsistence camps at the existing airport location
4. What was the historical use of the properties adjoining the existing airstrip?
   No knowledge
5. Are you aware of any conditions that may have led to contamination of the airport property or adjacent properties?
   Before construction of the water and sewer systems residents dumped honey buckets into pits near by the houses. There were fewer residents at this time.
6. Which air service companies operate out of the Manokotak airport?
   See Ed Nick Interview
7. Who maintains the airstrip?
   See Ed Nick Interview
8. Has the village landfill ever been in another location?
   No
9. Has there ever been an alternate dumping area?
   No
10. Has there ever been a military presence in Manokotak?
    No
11. Is there anyone else with historical knowledge that you would recommend speaking with?
    See Nancy George Interview.

PHASE I SITE INVESTIGATION
Manokotak Airport

NAME *Nancy George*
Title *Grant Writer for the City of Manokotak*
Interviewer *Lindsey Flagstad*
Date *September 3, 2003*

Questions:

1. How long have you lived in Manokotak?
   Native of Manokotak, grew up here then moved to Kwigillingok for 10 years where she also worked as a grant writer, Nancy has just recently returned to Manokotak.
2. What was the historical use of the airport property?
   Subsistence use, specifically gathering and subsistence camp location at the existing airport. There were no subsistence camps at R1A and R3, Nancy is not sure if there are cultural sites in these areas. There was a Boy Scout camp (or some sort of organized camp) at the location of the existing airport.
3. Were there any buildings, fuel tanks, or structures in the location of the airport before construction?
   No permanent structures. Subsistence camps were located at the toe of slope; this area was excavated for airport construction. The Boy Scouts (or some sort of organized camp) may have had temporary structures in the area.
4. What was the historical use of the properties adjoining the existing airstrip?
   Area surrounding R1A and R3 is primarily used for subsistence activities such as wood collecting, ice fishing, beaver trapping, and berry picking. There is a secondary winter route to Dillingham in the R1A/R3 area, however most residents use a more inland route that follows the approximate route of air traffic through the pass. For this reason there are ATV trails in both areas. Manokotak residents are trying to prevent ATV travel on tundra and wetlands during wet periods and to restrict travel to existing trails.
5. Are you aware of any conditions that may have led to contamination of the airport property or adjacent properties?
   No
6. Which air service companies operate out of the Manokotak airport?
   See Ed Nick Interview
7. Who maintains the airstrip?
   See Ed Nick Interview
8. Has the village landfill ever been in another location?
   No, but the current landfill has expanded down slope with increased use.
9. Has there ever been an alternate dumping area?
   No
10. Has there ever been a military presence in Manokotak?
    No
11. Is there anyone else with historical knowledge that you would recommend speaking with?
    Nancy kindly called all city employees to find individuals who were available to speak with us.

MACTEC ENGINEERING AND CONSULTING
TELEPHONE CONVERSATION RECORD

File: Three Airports-Manokotak **Job No.:** 55343 **Date:** 11/24/03

Person (called, calling): Louie Alakayak **Time:**.1:30 p.m.

Representing: Manokotak City Maintenance **City:** Manokotak

Subject: Snow Removal Equipment Storage Building **Tel. No.:** 907-262-9368

Items Discussed:

Brandon Miner, MACTEC called Louie Alakayak, City of Manokotak concerning the Snow Removal Equipment Storage Building (SREB) at the existing Manokotak Airport apron.

I asked Louie about the SREB and the any presence of staining from fuel or oil spills. Louie stated that the floor of the SREB is gravel and that no spills have occurred that he is aware of. He stated that 2-500 gallon diesel tanks are present in the building and that one is full and one had approximately 450 gallons. Louie stated that some small spots of stained gravel may be present from changing the oil of the graders, but that there are no large areas of stained gravel.

Signature: _Brandon Miner_____

DISTRIBUTION

Manokotak Airport Improvements
Final Phase I Preliminary Site Investigation Report
Manokotak, Alaska

January 15, 2004

1 Original and 2 Copies:	Ms. Royce Conlon PDC Inc. Consulting Engineers 1028 Aurora Drive Fairbanks, Alaska 99709
1 Copy:	Donna Robertson
1 Copy:	Brandon Miner
1 Copy:	Lindsey Flagstad
1 Copy:	Project File
1 Copy:	Bound Report File

Quality Control Reviewer

William T. Hawley, P.E.
Civil Engineer - 7248

TE/cc/A0190R