
PHONE LOG

PEOPLE INVOLVED: MARK TULIK, CLERK FOR CITY OF NIGHTMUTE

DOTPF PERSONNEL: LAURA JACOBS, ENVIRONMENTAL SECTION, ADOT&PF, NORTHERN REGION

PROJECT NAME AND NO.: NIGHTMUTE AIRPORT IMPROVEMENTS/51809

DATE: 4/17/00

CC:

Topics: I called to ask for comments on the proposed Nightmute Airprot Improvements Project from the Tribal Council. Joseph Post (Chairman of the Native Village of Nightmute) has not been able to return my calls. Mark Tulik spoke on behalf of the Tribal Council. He said that the Tribal Council has no additional comments on the proposed project other than those of the City Council's concern whether the erosion of the airport access road was going to be improved. I confirmed that there were improvements planned for the road in the design plans.

Action Items:

DOT/PF

Name/Section L Jacobs

TELEPHONE/CONFERENCE DATA

PEOPLE INVOLVED

Joseph Post

Mark - Clerk

answered

Message left for Joseph Post to call me back

REPRESENTING

Chairman of Native Village of

Nightmute

647-6215

Date: 3/22/00

Time: _____

Project No./Name _____

Nightmute Airport

Improvements

TOPICS:

We have the city's resolution to support our plans to improve the Airport, but we also wanted to get your input on this matter.

4/17/00 Mark Tulik

I called to see if the Tribal Council had comments regarding the proposed project. He said that the Tribal Council has no additional comments other than what the City Council had - concern about ^{erosion} the Airport access road and whether it would be part of the project. I confirmed that there were improvements planned for the road (in design plans) erosion.

ACTION ITEMS:

Copies To: _____

Signature: _____

City of Nightmute
P.O. Box 90010
Nightmute, AK 99690

RESOLUTION 00-02

**A RESOLUTION OF THE NIGHTMUTE CITY COUNCIL SUPPORTING
DOT/PF PLANS FOR AIRPORT IMPROVEMENTS AT NIGHTMUTE.**

WHEREAS, The existing runway is short, narrow, has no runway lights, has soft spots and dips and often has crosswinds

WHEREAS, The Department of Transportation and Public Facilities has a proposed plan for reconstructing the runway, taxiway, apron, installing runway lights, AWOS pad PAPI pads and improving the airport access road.

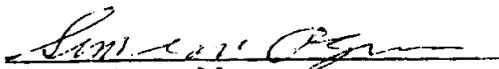
WHEREAS, The Nightmute City Council is in support of this proposed plan,

NOW THEREFORE BE IT RESOLVED, that the Nightmute City Council, by this resolution supports the Department of Transportation and Public Facilities plan for the Airport improvements at Nightmute.

CERTIFICATION

This is to certify that this resolution was adopted in a meeting in which a quorum of the Nightmute City Council were in attendance. This Resolution was approved on this 10th day of February, 2000. The Nightmute City Council voted 6 For, 0 Against and 0 Abstaining.

Signed:


Simeon Agnus, Mayor

Attest:


Nightmute City Administrator

UNITED VILLAGES, INC.
Realty Department
P.O. Box 37148
Toksook Bay, Alaska 99637
Ph. (907) 427-7827/7829; Fax. (907) 427-7915

January 24, 2000

State of Alaska
Department of Transportation & Public Facilities
Design & Engineering Services Division, Northern Region
2301 Peger Road
Fairbanks, Alaska 99709-5399

Attn: Adam Umholtz, Project Designer

Re: Nightmute Airport Improvements
Project No. 51809

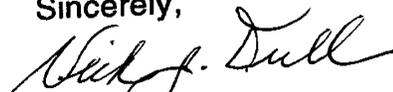
Dear Mr. Umholtz:

Mr. John R. Mazzitello, Environmental Coordinator's letter dated: January 6, 2000, addressed to the B.I.A.'s Realty office in Anchorage was in turn sent to this office. Mr. Fred Joe of the Nightmute City Council called me last Friday and said that they were handling the matter. They have the copy of Mr. Mazzitello's letter also.

This department would not be involved except for the two Native Allotments that encompass the project. All other land outside of the airport project would fall within the Village Corporation, B.L.M. and U.S. Survey #4423, which belong to the city. I'm assuming that the project will not include these lands, only for obtaining gravel, in which, a gravel permit will be needed.

The environmental reports will be the responsibility of your department.

Sincerely,


Nick J. Dull, Director

copies. Bureau of Land Management; Chinurauk, Inc.; City of NME; NME-TC; file.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DESIGN & ENGINEERING SERVICES DIVISION, NORTHERN REGION

TONY KNOWLES, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
TELEPHONE: (907) 451-2243
TDD: (907) 451-2363
FAX: (907) 451-5103

January 6, 2000

Re: Nightmute Airport Improvements
Project No. 51809

Mr. Ronald J. Morris
Western Alaska Officer Supervisor
National Marine Fisheries Service
Protective Resources Management Division
222 West 7th Avenue, Room 517
Anchorage, Alaska 99513-7577

2000 Public and
Agency Scoping. See marking
list.

Dear Mr. Morris:

The Alaska Department of Transportation and Public Facilities, in coordination with the Federal Aviation Administration, proposes to upgrade the Nightmute Airport. The proposed project will:

- Reconstruct and extend the existing 60' x 1,600' runway to 75' x 3,199'.
- Enlarge the 100' x 2,000' safety area to 148' x 3,789'.
- Construct a 34' x 279' taxiway on a 79' wide safety area with a 58,124 sq.ft. apron.
- Construct a 24' x 46' unheated equipment storage building on a 98' x 98' building pad.
- Install a medium-intensity airport lighting system including lighted windcone and segmented circle on a 125' x 125' pad.
- Install an unlighted windcone on a 16' x 16' pad.
- Construct a 62' x 62' Automated Weather Observation System (AWOS) pad and two 16' x 16' Precision Approach Path Indicator (PAPI) pads.
- Improve the 1.1-mile airport access road.
- Extend power to the airport from the village.

The Department received initial comments from the Nightmute community in 1995/98. As we continue the scoping process, we depend on your input regarding your area of expertise to develop a thorough and relevant research document. Please including the following in your response:

- Relevant data
- Agency contact person(s)
- Potential permit requirements
- Comments and concerns

Please respond by February 7, 2000. If we can provide further information or assistance, please contact Adam Umholtz, Project Designer, at (907) 443-3418 or Ms. Terry Richards, Environmental Analyst, at (907) 451-2243. We appreciate your participation.

Sincerely,



John R. Mazzitello
Environmental Coordinator

TR/dt

cc: Adam Umholtz, Project Designer, DOT&PF, Nome
John G. Wahl, P.E., DOT&PF, Anchorage

**NIGHTMUTE AIRPORT IMPROVEMENTS
PROJECT NO. 51809
MAILING LIST
January 6, 2000**

Mr. Ronald J. Morris
Western Alaska Officer Supervisor
National Marine Fisheries Service
Protective Resources Mgmt Division
222 West 7th Avenue, Room 517
Anchorage, Alaska 99513-7577

Gary Wheeler contacted

U.S. Fish and Wildlife Service
Ecological Services Division
605 West 4th Avenue, Room 62
Anchorage, Alaska 99501-2231

Don Rice contacted

Chief, Regulatory Functions Branch
U.S. Army Corps of Engineers
Alaska District
P. O. Box 858
Anchorage, Alaska 99506-0898

Francis R. Cherry, Jr.

State Director
Bureau of Land Management
Alaska State Office
222 West 7th Avenue, #13
Anchorage, Alaska 99513-7599

Realty Officer *now in rd village*
Bureau of Indian Affairs
1675 C Street
Anchorage, Alaska 99513-7599

Mr. C. D. Robison, Jr., P.E.
Environmental Protection Agency
Water Quality Section
222 West 7th Avenue, #19
Anchorage, Alaska 99513-7588

Dept. of Environmental Conservation
Southcentral Regional Office
555 Cordova Street
Anchorage, Alaska 99501

John E. Baftner
Dept of Natural Resources
Div of Parks and Outdoor Rec.
Office of Historic and Archeology
217th Ave. Suite 1310

Lifeguard
Providence Hospital
P. O. Box 196604
Anchorage, Alaska 99519-6000

Office of Management and Budget
Div. of Governmental Coordination
550 West 7th Avenue, Suite 1660
Anchorage, Alaska 99501

269-7470

Mr. Rick Thompson
Southcentral Regional Manager
Dept. of Natural Resources
Division of Land
3601 C Street, Suite 1080
Anchorage, Alaska 99503-5937

Mr. Lance Trasky
Southcentral Regional Supervisor
Department of Fish and Game
Habitat & Restoration Division
333 Raspberry Road
Anchorage, Alaska 99518-1599

Calista Corporation
601 West 5th Avenue, Suite 200
Anchorage, Alaska 99501-2225

Refuge Manager
Yukon-Delta National Wildlife Refuge
P. O. Box 346
Bethel, Alaska 99559

Lower Kuskokwim Economic
Development Council
P. O. Box 2021
Bethel, Alaska 99559

AVCP Regional Housing Authority
P. O. Box 767
Bethel, Alaska 99559

Yukon-Kuskokwim Health Corporation.
P. O. Box 528
Bethel, Alaska 99559

Chairperson
Chinuruk Incorporated
P. O. Box NME
Nightmute, Alaska 99680

✓ **The Honorable Simeon Agnes**
Mayor-City of Nightmute
P. O. Box 90010
Nightmute, Alaska 99690

Mr. Ignatius Matthias
Vice Mayor
City of Nightmute
P. O. Box 90010
Nightmute, Alaska 99690

Mr. Jonathan Bosco
Police Officer (VPO)
City of Nightmute
P. O. Box 90010
Nightmute, Alaska 99690

President
Native Village of Nightmute
General Delivery
Nightmute, Alaska 99690

The Honorable Al Adams
Alaska State Senator
State Capitol, Room 417
Juneau, Alaska 99801-1182

The Honorable Richard Foster
Alaska State Representative
State Capitol, Room Room 410
Juneau, Alaska 99801-1182

Air Alaska Inc.
3601 C Street, Suite 360
Anchorage, Alaska 99503

Ms. Susan Hoshaw
State Manager
Air Cargo Express
6111 Lockheed Avenue
Anchorage, Alaska 99502

Mr. Kenny Brunett
Station Manager
Arctic Transportation Services
P. O. Box 790
Nome, Alaska 99762

Station Manager
Arctic Circle Air
6260 Airport Way
P. O. Box 60049
Fairbanks, Alaska 99706

Mr. John Hajdukovich
Station Manager
Frontier Flying Service
3820 University Avenue South
Fairbanks, Alaska 99709

Manager
Greatland Air Cargo, Inc.
3600 West Int.l Airport Road, Suite 2
Anchorage, Alaska 99502

Manager
Northern Air Cargo
3900 West International Airport Road
Anchorage, Alaska 99502

Mr. Richard Reeve
President
Reeve Aleutian Airways
4700 West International Airport Road
Anchorage, Alaska 99502

Yute Air Alaska
P. O. Box 190169
Anchorage, Alaska 99519

Mr. Richard Harding
Director of Operations
Peninsula Airways Inc.
6100 Boeing Avenue
Anchorage, Alaska 99502

Station Manager
Cape Smythe Air
P. O. Box 1856
Nome, Alaska 99762

Station Manager
Cape Smythe Air
P. O. Box 549
Barrow, Alaska 99723

Station Manager
Bering Air
P. O. Box 1650
Nome, Alaska 99762

Mr. Craig Emery
Craig Air
P. O. Box 2018
Bethel, Alaska 99559

Baker Aviation
P. O. Box 116
Kotzebue, Alaska 99752

Mr. Larry Chenaille
President
Larry's Flying Service
3822 University Avenue South
P. O. Box 72348
Fairbanks, Alaska 99707

Station Manager
Larry's Flying Service
P. O. Box 7234
Bethel, Alaska 99559

Mr. Bruce McGlasson
President
Grant Aviation
P. O. Box 92200
Anchorage, Alaska 99509

Station Manager
Grant Aviation
P. O. Box 1978
Bethel, Alaska 99559

Hageland Aviation Services
P. O. Box 220610
Anchorage, Alaska 99522-6010

Station Manager
Kusko Aviation, Inc.
P. O. Box 1425
Bethel, Alaska 99559

Civil Air Patrol
P. O. Box 42
Kotzebue, Alaska 99752

Mr. Tom Ratledge
Yukon Aviation
P. O. Box 976
Bethel, Alaska 99559

Mr. Bruce Larson
Village Aviation, Inc.
P. O. Box 787
Bethel, Alaska 99559

Department of Public Safety
Aviation Personnel
P. O. Box 280
Nome, Alaska 99762

Mr. Richard Smith
Rural Airport Facilities Manager
Alaska Airlines
P. O. Box 68900-SEAPZ
Seattle, Washington 98168-0900

*United Villages, Inc. Native Allotment
Royalty Department
PO Box 37148
Tuksook Bay, Alaska 99637*

**TONY KNOWLES,
GOVERNOR**

P.O. BOX 1048
NOME, ALASKA 99762-1048
PHONE: (907) 443-3444
FAX: (907) 443-2618

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, WESTERN DISTRICT

January 20, 1998

Re: Nightmute Airport Improvements
Project No. 51810

The Honorable Simeon Agnus
Mayor
City of Nightmute
P.O. Box 90010
Nightmute, AK 99690

Dear Mayor Agnus:

Over the past two years, the Department has been gathering information and considering options for improving the Nightmute Airport. Enclosed are preliminary airport layout drawings for you and the community to review and comment on. Public involvement is an important part of project development and local community approval is required for us to proceed.

Our proposed project includes lengthening and widening the existing runway, providing a larger apron area, constructing an equipment storage building and a runway lighting system. Eligible access road improvements will also be included. You will notice that the drawings also show ultimate airport development, including a crosswind runway. The crosswind runway will not be constructed under the proposed project, it represents future development to meet Nightmute's aviation needs.

Securing sufficient land interest for these improvements is a large part of project development and is expected to take approximately two years. Our Right-of-Way section will be working with you and affected land owners. Your support of their efforts will help considerably.

We believe the proposed project addresses the concerns brought up by the City in previous meetings. A resolution from the City in support of the project will allow us to continue with project development. If you or others in the community have questions or would like additional information, I can be reached in Nome at 443-3420 and at the address above.

Sincerely,


Andrew J. Niemiec, P.E.
Engineering Manager

ROUTING INSTRUCTIONS

B. Gannon _____	K. Maitlen _____
E. Gerke _____	C. Storey _____
R. Horner _____	P. Wightman _____
T. Richards <input checked="" type="checkbox"/>	G. Zimmerman _____
D. Wicken _____	

DO THE FOLLOWING: _____

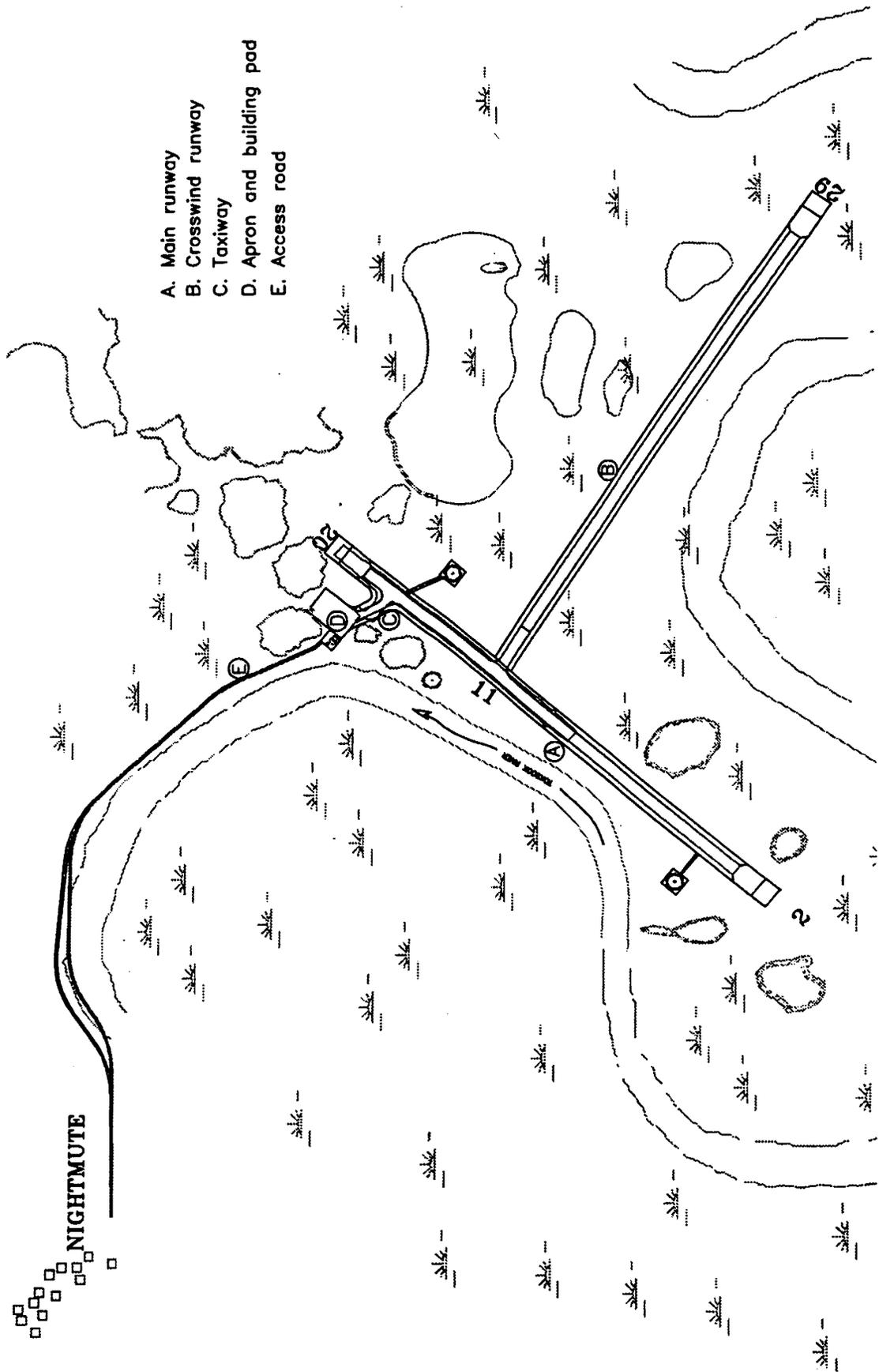
AJN:ajj

Enclosure

- c: Fred Joe, Chairman, Chinuruk, Inc.
Anton K. Johansen, P.E. Director, Northern Region
John G. Wahl, P.E., Project Manager, Central Region
Daniel D. Urbach, P.E., Design Group Chief, Northern Region
John A. Miller, P.E., Chief Right of Way Agent, Northern Region
David T. Bloom, P.E., Environmental/Geotechnical Engineering Manage
Richard Foster, State Representative

NIGHTMUTE

- A. Main runway
- B. Crosswind runway
- C. Taxiway
- D. Apron and building pad
- E. Access road



SHEET 1 / 2

NIGHTMUTE AIRPORT
 AIRPORT LAYOUT PLAN
 AIRPORT LAYOUT DRAWING
 3-02-0195-01 / 51809



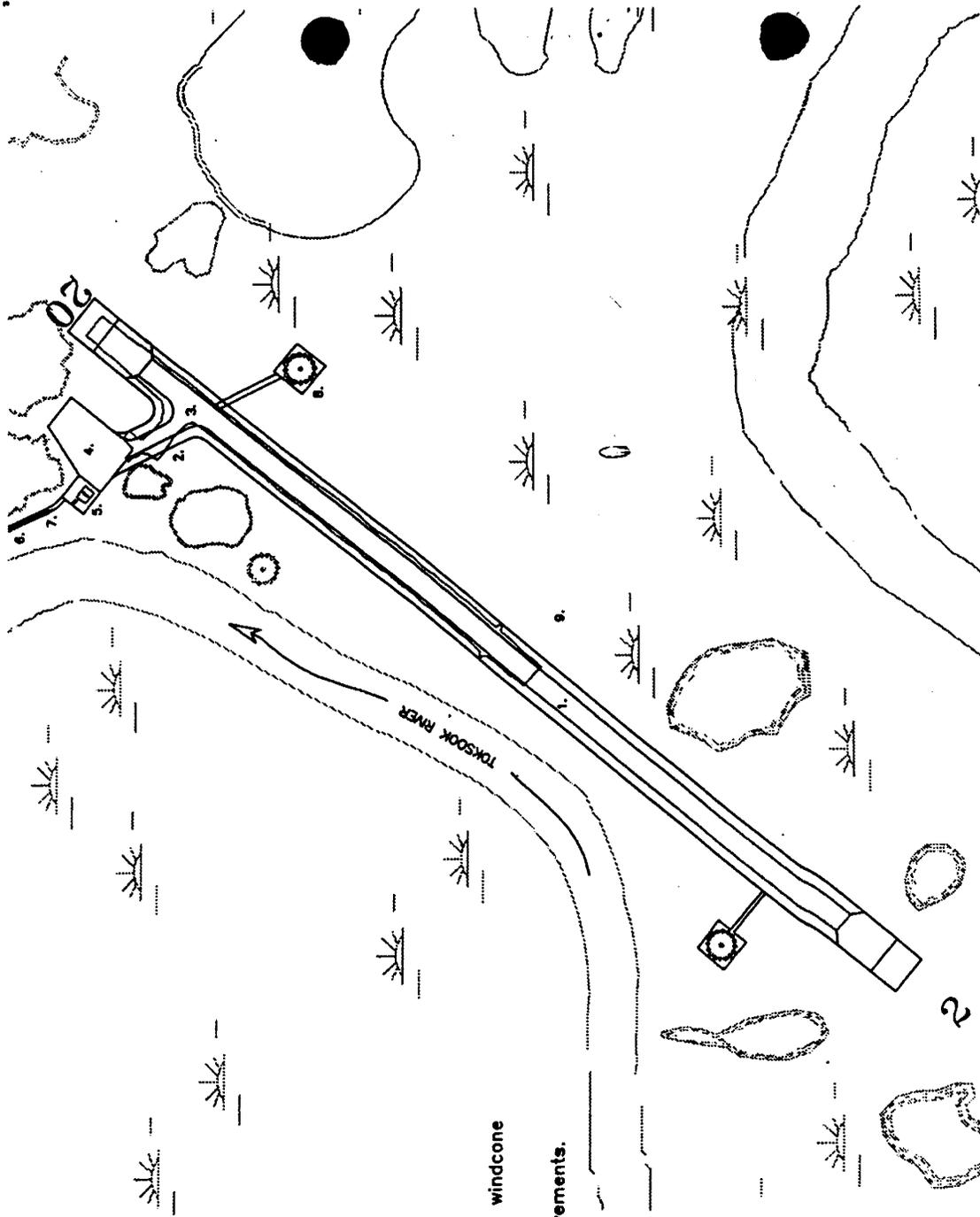
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION

APPROVED
 DANIEL D. URBACH, P.E.
 AIRPORT DESIGN GROUP CHIEF

BY	DATE	REVISIONS

DESIGN
 DRAWN
 CHECKED

1. Construct a 23m x 960m runway on a 36m x 1104m runway safety area.
2. Construct a 15m x 70m taxiway on a 24m wide safety area.
3. Install a medium-intensity lighting system on the runway and taxiway.
4. Construct a 30m x 90m apron.
5. Construct a 12m X 15m heated Snow Removal Equipment Building and an Electrical Equipment Building on a 30m x 45m building pad.
6. Install a powerline extension from the village to the airport.
7. Rehabilitate the 1.8Km access road.
8. Construct a segmented circle and lighted windcone on a 38m x 38m pad.
9. Acquire land necessary for airport improvements.



DESIGN:
 DRAWN:
 CHECKED:

BY	DATE	REVISIONS

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION-DESIGN AND CONSTRUCTION-ANATON
 APPROVED
 DANIEL D. URBACH, P.E. DATE AIRPORT DESIGN GROUP CHIEF



NIGHTMUTE AIRPORT
 AIRPORT LAYOUT PLAN
 INTERIM CONSTRUCTION
 3-02-0195-01 / 51809

SHEET 2 / 2

MEMORANDUM

State of Alaska

Department of Transportation and Public Facilities

TO: See Distribution

DATE: September 25, 1995

FILE NO: 51809

FROM: Matthew J. Morrow *MM*
Airport Design
Western District

TELEPHONE NO.: 443-3412

SUBJECT: Nightmute Airport Improvements
Project No. 51809

A public meeting was held on Wednesday evening, September 13, 1995 at Nightmute to discuss the upcoming airport improvements project. DOT&PF attendees were Steve Van Horn, Central Region Aviation Design Chief, Leslie Mitchell, Central Region Planner, Earl Wellen, Western District Engineering Manager, Matthew Morrow, Western District Designer, and Terry Horner, Northern Region Environmental Analyst. John Walsh, Legislative Aide to Rep. Richard Foster, also attended.

We left Nome at 3 pm on a Piper Cheyenne chartered from Cape Smythe. We made a short stop on the way at Tununak. The runway conditions there had deteriorated since my visit there in June. The runway from the taxiway entrance to the oceanward threshold was rutted, with a fair amount of 2" to 3" loose rock on the surface. This portion of the runway was basically unusable. The remainder of the runway had several substantial bumps. At the time of our visit, the wind was blowing right down the taxiway. We spoke briefly with a few of the residents. They confirmed that crosswind conditions are common at the airport, and also indicated the river was eroding the bank close to the road on the town side of the bridge. We left Tununak about 5:30 pm for the short flight to Nightmute.

The Nightmute runway was in fairly good condition, with one small area of standing water showing about in the middle of the runway on centerline. The surface of the runway was firm. Terry, Leslie, Steve, and John walked the mile into town along the access road. Earl and I got a boat ride into town and headed for the community hall to set up for the meeting.

The City had arranged a translator for us, and we had brought a portable wireless communication system. This system consisted of a small clip-on microphone and portable transmitter for the translator, and four small receivers with headphones for the listeners needing translation. This system allowed the translator to translate as we spoke, rather than pausing the discussion every few minutes to catch up on translation.

Approximately twenty residents showed up, including Mayor Fred Joe and officers of both the traditional IRA council and Chinuruk, Inc., the local village corporation.

Acting as moderator, I informed the gathering that there was a DOT&PF survey crew at

Nightmute gathering survey information for both the design and the Airport Layout Plan (ALP), and that a wind data gathering station had just been installed the month before. I explained that the ALP was a planning and reference document that would show both the current state of the airport, and the planned developments. I noted that I had had phone interviews with pilots from most of the charter and air taxi services operating out of Bethel, and that their concerns focused primarily on runway surface conditions, winter maintenance, runway length and width, and crosswinds, roughly in that order. This led to a discussion on what work would be included in the project. I explained the importance of gathering wind data for a full year so we get good information on which to base a decision for either runway lengthening or crosswind runway construction.

The assembly was informed that the current scope proposed for the project included lengthening, widening, and resurfacing the existing runway; acquisition of property; installation of runway lights; apron expansion; construction of a heated building for snow removal equipment; upgrade of the access road; and acquisition of additional/replacement snow removal equipment; all tentatively scheduled for 1999. Steve Van Horn told the group that the work could take place sooner if the environmental and right of way work goes smoothly. I reiterated the importance of the wind data, since it will be a major factor in determining whether a crosswind runway, and the associated additional property, would be needed.

Several people commented that the existing buildings on the apron cause substantial snow drifts, and that the new building should be built away from the apron, but still close to the airport. Comments were also made about large snow berms accumulating along the sides of the runway over the winter. In the course of discussing this, it was noted that having a bulldozer in addition to the existing grader, and employing suitable snow removal procedures, would make it possible to eliminate that particular problem. Mayor Fred Joe expressed a concern that more than one person be trained in airport maintenance, so there would be a backup operator.

Mayor Joe also indicated that the river bank was eroding close to the access road in one place, and that he was worried the road might be washed out. I told him that the survey crew was gathering cross sections from the road to the river for approximately 1200' in the area he was concerned about, and that this would allow us to measure how fast the erosion was taking place, and give us information to design some bank protection if it is required. He had indicated to me in June that armoring the bank with big rocks would not work, as the ice tended to pull the rocks into the channel, creating a navigation hazard. I suggested that rock baskets like those installed to stabilize the beach at Tununak might work, without being overly costly or complex to construct.

The fate of the existing uninsulated, unheated equipment storage building was also discussed. Christopher Tulik, Corporation Manager for Chinuruk, Inc., asked if we could upgrade the existing building. I told him the cost to do that was higher than one would expect and would not be much of a savings, if any. I told him the new building would also be roughly twice the size of the old building, so two pieces of equipment could be kept in it. The City expressed interest in obtaining the old building, rather than having it dismantled and removed. I told both Mayor Joe and Mr. Tulik that I

thought it could be moved to contact if there was use or need for the community.

When asked about the possibilities for local hire, I replied that since the project would be federally funded, the prospective contractor would be required to adhere to federal requirements for hiring and paying workers, but that he was not obligated to hire locally. I suggested that it would help if the City could act as a focal point and put together a list of people interested in working on the project, with emphasis on any previous qualifications or experience. A list of equipment and facilities available in Nightmute would also help. I told the Mayor that the Department has a list of plan holders every time a project goes to bid. The City could contact the plan holders, and the City could be listed within the specifications as a contact.

The meeting ended with some discussion of the situation at the City landfill, which is basically uncontrolled and unmaintained. John Walsh said he would contact Mayor Joe the following day and assist him with an application to the DEC for funds for landfill rehabilitation.

All in all, the meeting went well. I will keep in contact with the Mayor, who is also acting as caretaker for the wind data gathering equipment.

MM

Distribution:

Earl Wellen, P.E., Western District Engineering Manager
Dan Urbach, P.E., Airport Design Group Chief, Northern Region
Steve Van Horn, P.E., Chief, Aviation Design Group, Central Region
Leslie Mitchell, Planner, Central Region
Terry Horner, Environmental Analyst, Northern Region
Rose Martell-Greenblatt, Right of Way Agent, Northern Region
The Honorable Fred Joe, Mayor, City of Nightmute

MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities

TO: File

DATE: September 19, 1995

FILE NO:

TELEPHONE NO:

FROM:

Terry Richards
Environmental Analyst

SUBJECT: Nightmute Airport
Improvements
Project No. 51809

The Department held a public meeting on September 13, 1995, in Nightmute to discuss the proposed improvements for the Nightmute Airport. Approximately twenty village residents participated. A copy of the sign-in sheet is attached. Those present representing the Department included: Earl Wellen & Matt Morrow from Nome; Steve Van Horn and Leslie Mitchell from Anchorage; and Terry Horner from Fairbanks.

A meeting had been held in the spring; however, many of the village residents were hunting and not available. This meeting was called in the fall to gather more residents together. Some residents were attending a funeral in a nearby village and not available for this meeting.

Translating equipment was used to gain better communication with the village elders. Matt Morrow addressed the meeting and responded to the majority of questions. Topics discussed included the following:

The village is concerned about maintenance. Snow drifts on the runway impede air traffic; the available equipment is often not enough to maintain the area. They have a grader that is often in need of repair. The proposed improvements include construction of a warm storage building for equipment and purchase of another grader and a cat. Matt stated that clearing the brush away from the runway will help curtail drifting. Matt also stated that the village must assist in preventing vandalism to the equipment, both the maintenance equipment, signs, lights and wind data equipment.

The proposed project will also include installation of runway lights, extension of the runway length and construction of a road between the village and the airstrip. Wind data is presently being collected by the University of Alaska and an ALP for a 20-year design will be completed. The Department does not own the airport property at present; right-of-way must be purchased. Construction is scheduled for 1999.

The geology report states that the existing material site will be sufficient for construction. Stipulations will include methods of operation to keep rocks from rolling onto the church located at the base of the material site.

The village stated that they would like to include a cross-wind runway. Matt stated that the wind data will assist in making that decision.

Matt informed the village that excess materials, i.e. barrels, garbage, etc. that is near the airstrip should be removed and that the design process would be quicker. He also informed them that the old storage building can be offered to the city and moved off the airstrip property. The village requested that the new building be set away from the apron. Matt said the building will be approximately 40 X 50.

To note, the city plans on moving their dump away from the river. It is presently on/in the banks of the river and located between the village and the airstrip. It is, however, on the opposite bank.

copy e-mailed to Matt 9-19-95

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

Project No.
Bridge No.
Calc. by Date.....
Checked by Date.....

Computations

For Nightmute Public Meeting 9/13/95
6pm

Matt Morrow	Dept. of Transportation, Nome	P.O. Box 1733, 99762
TERRY HARWER	ADOT	FBXC -
EARL WELLEN	ADOT	Nome 443-3421
FRED J. JOE	Mayor	Nightmute
Leslie J. MITCHELL	ADOT	ANCHORAGE
MOSES TULIK	Traditional Council	NIGHTMUTE
Andrew George	City of Nightmute	Nightmute
Christopher Tulik	Chinuruk Inc. (Corp Mgr)	Nightmute
STEVE VAN HOEN	ADOT - ANCHORAGE	266-1785
Elizabeth M-Joe	Translator Nightmute	
Mike Joe Sr. CAMILLOS TULIK		NME NME
Samson Agui		NME
Paul Joe Carl Mark	Chairman Traditional Council	Nightmute NIGHTMUTE
Joseph Walsh John Gray	Rep Richard Foster's Office Chinuruk Inc (Sec/Treas)	None Nightmute
Phillip Tulik Nick Aguius Jimmy Anthony	Traditional Council	NME NME NME

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
Computations

Project No.
Bridge No.
Calc. by..... Date.....
Checked by Date.....

For.....

Anthony Sunny

NME

Xavier C. Tulk

NME

Ignatius Matthias

NME

Mary Matthias City of Nighthawk - clerk

NME

end of the pit has seen recent use. There is a short, very steep access road up into the pit (too steep for dump trucks). The weathered overburden material has been removed to a depth where fractured dark gray basalt bedrock is exposed. The exposed material consists of angular fragments 6 to 10 inches in diameter. This material was exposed over a small area of approximately 400 square feet and looked to be suitable for crushing. It also looks like it would be ripped with a large (D9) size dozer. Developing this pit for safe and effective material extraction is going to require some forethought and planning. With this in mind, this source should be more than adequate to provide whatever material is required for the airport improvements.

At 1 p.m. we met with Fred Joe, Mayor of Nightmute, Paul Joe, Traditional (IRA) Council President, and 3 members of the Traditional Council. I stressed that our visit was informal and preliminary in nature, and that we were there to see the location and learn what we could from talking to the local leaders. Their main concerns were: 1) they perceive that there is a considerable problem with crosswinds, 2) they are worried that the access road will be cut as a meander of the Toksook River works to the north and east, and 3) they wanted to know when any improvements would take place.

I told them that improvements were planned for 1999. They asked if the schedule could be accelerated. I told them that under the best of conditions, it would take us two years to resolve right of way issues, prepare environmental documentation, and design the project. I noted that this was assuming all that was required was a basic lengthening of the existing runway to 3000 feet. I noted that in consideration of what they were telling us about the crosswind problem, it would be premature to proceed very far with design until we have a full year of wind data. I also told them that although the project would be designed out of Northern Region and the Western District, funding for and scheduling of the project were under the direction of the Central Region. Jim Lomen spoke to the gathering and indicated that the FAA would not be receptive to building a crosswind in addition to lengthening the existing runway, since there are a number of other villages that still have very short single runways. He said that the FAA would rather see all the village airports brought up to a basic standard, and then go back and look at sites that may need crosswind runways.

I said we would look at the road on our way back out to the airport. I suggested dumping some large rock from the pit along the eroding bank, but I was told this had been tried in other areas and that the ice locks on to the rocks, and then moves them out into the channel during breakup, much to the displeasure of boat owners and tugboat captains. They said that some of the larger rocks that ended up in the channel had to be dynamited.

I asked when would be a good time to schedule a formal public meeting. After some discussion, Fred Joe said that the 3rd week in August would work. I told him I would keep in contact, and work at scheduling a meeting for the week of August 21st. He asked if it would be possible to get Rep. Richard Foster to attend, since he is in Nome. I suggested that both Fred and Paul write letters to him from their respective councils to that effect, and told them that I would contact his aide, John Walsh, and pass the request along verbally. (John Walsh had been invited on this trip and was planning on coming, but was unable to do so).

On our way back to the airport, we looked at the area where the river is cutting over towards the access road. At one spot it is within 25 feet of the road. The bank has been cut away on both sides of what was once one of the truck turnarounds, leaving the turnaround fill protruding into the river. Should the river cut into the road here, a temporary fix could be achieved relatively easily by simply moving a short stretch of the road over to the northeast. If a more permanent fix is deemed appropriate, gabions may be required.

We left Nightmute early that evening via Yute Air and flew over to Tununak for a similar reconnaissance at that site.

MM/mm

cc: D. Urbach, P.E., Airport Design Group Chief, Northern Region
S. Van Horn, P.E., Section Chief, Aviation Design, Central Region
J. Miller, P.E., Chief, ROW, Northern Region
D. Bloom, P.E., Environmental Engineering Manager, Northern Region
M. Ott, Chief, Planning & Administrative Services, Northern Region

MEMORANDUM

TO: Earl Wellen, P.E.
District Engineering Manager
Western District

DATE: July 18, 1995

FILE NO: 51809

FROM: Matthew J. Morrow *MJM*
Airport Design
Western District

ROUTING / INSTRUCTIONS	
B. Gannon _____	K. Matien _____
E. Gerke _____	C. Storey _____
R. Homer _____	P. Wightman _____
T.R. Homer _____	G. Zimmerman _____
Initial and _____	File: _____
cc: _____	
Return to: _____	

TELEPHONE NO: 443-3412

SUBJECT: Nightmute Airport
Proj. No. 51809
Trip Report

On June 28, Hal Livingston, Northern Region Sr. Geologist, Jim Lomen, FAA planner, John Alvis, Western District Designer, and myself traveled to Nightmute for a preliminary reconnaissance. We left Nome about 9 a.m. via Cape Smythe Air Service aboard their Cheyenne and arrived in Nightmute approximately 10:30 a.m. We took the Cheyenne as it is a twin turbo prop capable of generating reverse thrust, an important consideration when landing with a twin engine aircraft on Nightmute's 1600 foot runway.

Our landing was uneventful, with the pilot bringing the aircraft into the taxiway without using the full 1600' of available runway. There is a fairly substantial rolling dip on the southwest end of the runway near the threshold, but our pilot said it was not severe enough to prevent use of that end of the runway.

We spent the morning looking over the airport, access road to town, and the material site just behind the village.

The surface of the runway proper was firm and relatively smooth, although lacking in crown. The shoulders of the safety area have undergone differential settlement, in places over a foot, with frequent longitudinal cracks up to two inches wide. The entire embankment is surrounded by a marshy zone from 15 to 30 feet wide. It appears to be at least two feet thick, as in one spot a 55 gallon drum on its side was just barely showing. Hal thinks this is a function of thawing/snow accumulation over time that has resulted in a wet zone that favors marsh type vegetation rather than that found on the slightly higher surrounding tundra. I was able to walk out on this area, but it was a little like walking on a trampoline.

The equipment storage garage was locked, but we could see a Champion grader inside. It appeared to be functional (Mayor Fred Joe told me later that it was).

The access road into town was not in bad shape. It looks like it has settled, in places level with the surrounding tundra, but nowhere did it show signs of pumping. In its present state it is ok for ATVs, but it is definitely too rough for dump trucks.

Hal and I walked through the pit area, which is directly behind and above the village. Previous use has left a 70 degree slope directly behind the church and several houses. Boulders up to 4 feet in diameter are scattered along the bottom of this slope. The toe of this steep slope lies between 50 and 100 feet from the nearest buildings. The easternmost