



Barrow Airport Master Plan Update

Project No. 61974

MEETING NOTES

SUBJECT: Barrow Airport Master Plan Update

PROJECT NO.: ADOT&PF: 61974

GROUP: Public

DATE: Monday, August 19, 2013

TIME: 11 a.m. to 12 p.m. for local government and utilities, 1 p.m. to 1:45 p.m. for tribal entities, 2 p.m. to 2:45 p.m. for adjacent landowners, and 6 pm to 8 pm for the general public, presentations were made at each meeting.

LOCATION: North Slope Borough Assembly Chambers

MEETING OUTREACH: See Table 1. Meeting Outreach

MEETING ATTENDANCE: 54 people signed in

MEETING MATERIALS: Aerial photo with movable cut-outs of components, aerial photos with concepts, comment sheets, fact sheet, sign-in sheet, PowerPoint presentation

STAFF PRESENT: *ADOT&PF:* Jeff Roach, John Olsen, Tom Kowalczyk
FAA: Pat Oien, Patricia Sullivan
PDC Engineers: Patrick Cotter, Royce Conlon
Brooks & Associates: Camden Yehle, Public Involvement
ABR, Inc.: Wendy Davis
NLUR Alaska, LLC: Richard Stern

MEETING INFORMATION:

Attendees were greeted at the door, asked to sign-in, and briefed on the meeting format. A series of meetings were held at 11 a.m. for Local Government; at 1 p.m. for Tribal Entities and at 2:00 p.m. for Adjacent Landowners. Patrick Cotter made a presentation at the beginning of each meeting and answered questions throughout. Pizza and beverages were provided for the meeting at 6 p.m.

The team received no written comments at the meetings.

The following verbal comments, questions and the team's responses were captured by project team at the meeting and are sorted by topic. The comments and questions are in regular type, with the team responses in *italic*.

Airport Relocation

- Why is moving the airport not being considered in this master plan update? *It would cost upwards of \$600,000,000 and the state of Alaska only gets about \$200,000,000 annually? for all aviation projects statewide. This makes moving the runway cost prohibitive. There are also the serious environmental factors of covering up a big piece of undisturbed*

tundra.

- If the airport were to be relocated – where would that be? *Airport relocation is not part of our analysis for this master plan update; therefore, we didn't look at specific locations.*
- That isn't true – relocation options were considered in the past. *In the previous Barrow Airport Master Plan (AMP) studies relocation was considered, but is not part of this update.*
- The shoreline is eroding at a foot per year. The end of the runway will disappear. Shouldn't you be considering relocation so the community could build on the existing runway and move away from flood prone areas? *This is not something that the project team has looked at specifically, however there has been no indication that this is an immediate or even a long-term risk.*
- Have you consulted FEMA? More and more flooding has been happening. *The airport is built above the 100-year flood level so barring a natural disaster no immediate risks are foreseen.*
- Given the mega money that the oil industry is proposing to get out of this area doesn't it make sense to invest money now into relocation rather than pouring little bits in that end up amounting to lots of money over long term?
- If Barrow explodes, will moving the airport be on the table? *If there are significant changes in circumstances the master plan will be revisited. A new master plan is typically completed every 10-15 years.*

Runway Length

- Is it possible to extend the runway? *Extending the runway is no longer under consideration because of the ocean on one side and the lagoon on the other. Extending the runway either way would present serious engineering challenges and would be prohibitively expensive. Issues include:*
 - *There is a drop-off on the ocean side that would take a lot of material to fill in.*
 - *An extension on the ocean side could block vehicle access to the south.*
 - *With an extension on the lagoon side there is a risk of contamination to drinking water during construction, use, and maintenance.*

Operational and technological changes will have to be considered instead to effectively lengthen the runway. These options include:

- *An Engineered Materials Arrestor System (EMAS) that uses a crushable material to stop planes that have overshoot the runway would effectively lengthen the available runway by reducing the runway safety area needed.*
- *Using more sand and de-icing so that carriers can fly heavier in worse weather.*
- *Carriers can fly lighter when the weather is worse. This is how they are flying currently because their heavier loads are in the summer when the weather is better.*

- The length of the runway could be impacting the economy and people who live here. There is already a three-week backlog of supplies. *No cargo carriers so far have expressed an interest in flying bigger planes to Barrow.*
- Has building a small-craft (general aviation) airport been considered? *No it has not been considered because the current airport is only at 14% of its operational capacity.*

South Side Development

- UIC would like to develop its lands in tandem with the airport and possibly share a road or trade materials for land. *This scenario makes a lot of sense from a practical point of view, however if FAA funding is used to build the road they require that it be used for aviation purposes only. That being said, there are other funding sources available.*



Suggested shared road with the airport and UIC with potential lease lots and private property shown.

- It is challenging to get utilities to the south side of the runway. Where would the easements be? *You are right, the utilities would need to be extended and it would be challenging. The easements locations have not been established because the new lease lots have not been established.*
- Hunters could be impacted by any development on the south side of the airport.
- Have any environmental studies been completed for the gravel sites? Geese heavily use the east site. *An environmental document would be necessary for either site to be developed, but this stage has not been reached yet.*
- Could you get an exemption to the taxiway requirement as in the past? Because obviously we have the exemption in place now. *It is highly unlikely that the exemption would be given again. The FAA confirmed this at the meeting*
- .Who owns the land that the east material site is on? *UIC owns the land.*

- The west materials site means pulling materials out where you really want to be putting materials in.
- There would be less impact by developing the south side.
- What is the timeline for getting you UIC's input on their preferred alternative? *In the next couple weeks would be best. The whole master plan update will be completed by the end of the year, but there will be one more public meeting in November to look at the proposed preferred alternative. Comments will be taken into consideration at that time as well.*
- Are you collaborating with UIC about the material sites? *Yes, they provided the permits to do the test drilling.*
- Consider the Corps of Engineers' material site because birds use both of the proposed material sites.
- How many flights would be waved off if there were south-side development and not south-side taxiway? *We don't have that information at this time.*
- Why not move all the new lease lots to one end on the south side of the runway? That way there could be just a small section of taxiway built on the south side. *According to FAA regulations, in order to maintain the current approach minimum, a full-length taxiway would have to be built if there was any development on the south side of the runway.*

Northeast Development

- Is the full-length taxiway required on the north side of the runway? *The taxiway is mostly there, but if more lease lots were to be developed on the northeast end, the taxiway would most likely need to be extended.*
- In Concept 2 (where new lease lots are being proposed in the northeast corner) it looks like a lot of new traffic pushed into a residential neighborhood.
- Three years ago the Borough tried to develop this northeast area but was quickly told due to noise and traffic impacts to the residential it wasn't good idea. Has that changed? *No, it is possibly still a concern due to the residential use, but we are presenting it to see if it is still a concern.*

Relocation of Ahkovak Street

- One commenter expressed support for Concept 3 (moving Ahkovak Street to the northern airport property line) because it would mean more parking, snow storage space, and safer equipment use.
- How many buildings would have to be relocated if Ahkovak Street was moved to the north? *Five to six buildings would need to be relocated. Many of the buildings are already empty and three of the lots are parking reserves.*
- What would happen to the leaseholders if the road is moved? *ADOT&PF and those leaseholders would go through the formal right of way (ROW) acquisition process that includes helping businesses find suitable locations and compensating them fairly.*

- There would be more noise and the road would be closer to the residences on the next road to the north if Ahkovak Street were moved north.

Leaseholders and Lease Lots

- Is combining the terminals part of the master plan? *The carriers would have to decide to build a common terminal. ADOT&PF can't force leaseholders to share a building.*
- What would the effect be on current leaseholders under the proposed concepts? *There would be no effect on the current leaseholders other than that under some of the concepts there would be the potential for them to expand.*
- Will there be a hanger for small planes? *It would take state funding to build a pad for a small plane hangar and it would have to be requested through the state legislature.*
- Next time please bring a close up of the lease lots. *There are opportunities to relocate parking reserves that are in bad places or are otherwise under-utilized or under-developed.*
- Is ADOT&PF going to make sure that leaseholders have enough parking, snow storage, etc.? *No, ADOT&PF only considers aviation use when deciding to lease a lot. We are not allowed to tell leaseholders what or how to build.*
- Does ADOT&PF have any ability to enforce fire marshal codes for terminals? *It is up to the lessee to comply with the fire codes.*
- How much land is available for expansion and development? *The airport property is over 700 acres. Under the concepts that are currently being discussed, new lease lots will be 300 by 300 feet. Under some of the concepts the existing lease lots will also be able to expand.*
- Will there be a crackdown on folks using their lease lots for non-aviation uses? *Anyone with a concern about misuse of lease lots can report it to the airport manager or ADOT&PF.*

US Coast Guard

- What kind of presence would the Coast Guard have? *They need a place to house their planes and helicopters on the northern coast of Alaska. They need to monitor any offshore drilling and increased use of the Bering Strait. This base could be in Barrow, however it hasn't been determined yet.*
- Is a residential military facility being considered in the master plan? *The State Department of Military and Veterans Affairs and the US Coast Guard have been working with us to establish how much space they would need.*
- Can you speak to the Coast Guard presence in Barrow? *Yes we have been working with them – at this point the Department of Military and Veterans Affairs has no means to get lease.*

Master Plan Development and Forecasts

- If it weren't for the oil companies would ADOT&PF be doing the master plan update? *Yes, there is an immediate need for storage of a new de-icing chemical and a projected*

increase of use and size of aircraft. If the oil industry was not planning on investing, the proposed developments would be scaled back.

- *Is there a correlation between oil industry science activities and research that impacts the forecast? We did get numbers related to the Shell travel last year from Miami Air, but it is difficult to sort out the travel directly related to science & research.*
- *The forecast only showed 2012 but we are in 2013. The base year is 2012 because the 2012 data is complete.*
- *Are you just looking at passengers and facilities? We forecast based on passengers and cargo.*
- *Which airport growth rate are you using to establish the alternatives? We are using the medium growth forecast because it fits the current level of use and development the most accurately.*
- *How did you calculate the growth rate? The growth rate was calculated from a combination of factors including passenger enplanements, Gross Domestic Product (GDP), population, price of oil, and tourism.*
- *How does this forecast compare to the forecast in the last master plan? The high growth rate for this master plan is 3%, the high growth rate for the last master plan was 2%.*
- *Has tourism been considered? We have them by busloads. A new three-story hotel with 70 rooms will be built next year so that Barrow can accommodate more visitors. Yes, tourism has been taken into account; we received tourist numbers from local tour companies and the visitor center. It represents a small percentage of the enplanements at this time.*
- *Who are the key stakeholders involved in the master plan to date? UIC, USFW, Local Government, Native Groups...DEC etc.*

Preferred Alternative

- *How is the preferred alternative picked? An evaluation process considering various factors such as cost, environmental, etc., A matrix with weights and scores will be used during a day long work session with ADOT&PF and the consultant team. The team will rank the alternatives.*
- *Where does the preferred alternative go and is it what is going to happen? Ultimately the preferred alternative will go into the new master plan, but the alternatives are not set in stone and there are many factors that could be cause to revisit the plan. These factors could be the start of onshore or offshore oil and gas production, decreased exploration, population trend change, etc.*

Funding

- *Where does the funding originate? More than 90% of new construction is federally funded; maintenance and operations is funded by the state.*
- *Has the industry been asked to foot some of the bill for improvements or for building a crosswind airstrip? No, there is no landing fee here, unlike Anchorage and Fairbanks. Also a crosswind airstrip would be useful only 7% of the time. The wind lines up with the*

existing airstrip 93% of the time. If the industry decided to build a facility it would be driven by industry not ADOT&PF.

Emergency Use of Barrow Airport

- *Can a Coast Guard C-17 land on the existing runway? Yes, they are designed for short landing and takeoff.*
- *Can big jets land here in an emergency during over-pole flights? Airlines are working on their own emergency plans, but we know that Barrow and Deadhorse are under consideration for emergency landings. Jeff indicated that ADOT&PF has been in contact with an Asian carrier and are working with them to identify emergency landing areas such as Barrow.*

Security

- *Will increased use of the airport change FAA security requirements or procedures? What is stopping terrorist attacks? The current numbers don't change the level of security. A substantial increase in the number of passengers per plane would warrant a security increase. The FAA decides when to put in a control tower and they are not planning on adding any towers. The master plan update will consider more fencing for security.*

Other comments:

- One commenter pointed out that in Barrow nothing is cost effective.

Comments received by social media:

- Total there were 24 shares, 109 likes, and 6 comments on the ADOT&PF Facebook page. There were no re-tweets on Twitter.
- Sounds like an evening of interesting topics.
- What we need is a bigger airport and a bigger parking area.
- Yep. Need to relocate the airport building, but make a bigger one with a jet way. And bigger parking area too.
- As long as we able to fly and land off the runway it's all good. So what's wrong with this strip?
- Wish we had a jet way instead of always going outside. I keep seeing Elders having to go out in the cold and usually wet conditions, and people with small children too. It would be nicer to load and unload in a building.
- Runway is good they just need a bigger building the layout is bad.

Email comments received prior to and immediately after the meeting:

- One person requested information about how to get the meeting notes because he will miss the meeting. He was directed to the project website <http://dot.alaska.gov/nreg/barrowmp/>.

- One email expressed excitement “about the opportunities a new facility could bring for all.”
- [As] a pilot at Search and Rescue on the field. Helicopters are particularly noisy and obnoxious at times. I am guilty of making helicopter noise at all hours, and I truly understand their frustration. However, some vocal complainers and activists should be tolerant of the increased activity, for the following reasons:
 1. Our aircraft are often used to search and rescue their friends, relatives, and medevac family members. Generally late at night. We risk our lives sometimes to push the weather to serve our Slope. Often after an exhausting mission to serve our neighbors, we hear angry complaints about noise.
 2. Increased oil activity produces increased traffic. Often this work utilizes Native Corporations, which they certainly enjoy the increased dividend checks.
 3. Generally no one is forced to relocate near the airport. Then complain about aircraft noise?
 4. Part of living off the road system is dependence on aircraft. This is a choice.
 5. Some training must be done in the dark or twilight. Late hours is required at times to produce the proper conditions. We truly attempt to mitigate noise, and I try to leave the Barrow area for training when able. But there are times it must be done near the runway.
 6. Aircraft maintenance sometimes requires run-ups at late hours. This is done to get the aircraft back into service, and operational for public safety missions.
 7. As stated, we honestly try to mitigate noise. When noise is heard, it is a legitimate mission for public safety.

Table 1. Meeting Outreach

Date	Outreach method	Description
8/1/2013	Letter mailed to official stakeholders	A letter was mailed to all government officials, utilities, tribal entities, UIC, and SKW to invite them to small group meetings preceding the public meeting.
8/7/2013	Project website	Project specific website hosted on the Brooks and Associates server and be formatted in accordance with Department specifications.
8/7/2013	Postcard mailer	Inviting the public to the 8/19/13 meeting
8/8/2013	State of Alaska Online Notice	Inviting the public to the 8/19/13 public meeting
8/10/2013	Display advertising in	Inviting the public to the 8/19/13 meeting

	<i>Fairbanks Daily News Miner</i>	
8/12/2013	Display advertising in <i>Anchorage Daily News</i>	Inviting the public to the 8/19/13 meeting
8/15/2013	Display advertising in <i>Arctic Sounder</i>	Inviting the public to the 8/19/13 meeting
8/9/2013 8/16/2013	Constant Contact email and reminder	Provide email invitation to the meeting to project stakeholders
8/15/2013 – 8/18/2013	Facebook ad campaign	Facebook ad campaign inviting people to the public meeting and referring them to the project website.
8/12/2013 to 8/18/2013	Public service announcement request sent to GCI, KBRW-FM, and KBRW-AM	Sent with request to broadcast announcement inviting public to meeting.
8/15/2013 8/19/2013	Facebook update	Facebook post on the ADOT&PF page inviting people to the public meeting.
8/15/2013 8/19/2013	Twitter	Tweet on the ADOT&PF feed inviting people to the public meeting.

Related documents on file:

- Aerial Graphics with Concepts
- Comment Sheet
- Display Advertising
- Fact Sheet
- Mailing List
- Postcard Mailer
- PowerPoint Presentation
- Public Service Announcements
- Sign in Sheets
- Social Media Posts and Comments