



APPENDIX F

COORDINATION

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Web Site



Kotzebue Airport Relocation Feasibility Study

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Welcome to the website for the Kotzebue Airport Relocation Feasibility Study. This website is provided to help you stay informed about the project. We will be updating the content of the site during the project, so keep checking back. We thank you in advance for your interest and input which will help the project team identify the best possible solution for Kotzebue – its residents, visitors and all airport users.

The November 2007 draft Kotzebue Airport Relocation Feasibility Study Report is available. The report documents office and field studies undertaken to assess potential airport relocation areas on the Baldwin Peninsula.

Evaluation criteria were used to identify the pros and cons of the general areas on the Baldwin Peninsula and the existing airport. Evaluation criteria included:

- Proximity to community
- Airspace and approach limitations
- Land status and land use
- Meteorological conditions
- Environmental conditions
- Development cost



November 2007 Draft Feasibility Study Summary Report is available
[Click Here](#)




The evaluation of the relocation alternatives also identified the need for additional studies to allow more detailed analysis of the alternatives. Additional studies may include geotechnical investigations, topographic mapping, wind studies or environmental studies, such as wildlife hazards, cultural resources and wetland delineations.

Following this analysis, a draft feasibility report was prepared that addressed the feasibility of the potential relocation.

[Read the November 2007 Draft Feasibility Report](#)

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www.kotzebueairport.info



The banner features a sunset over water on the left, a yellow 'HOME' button on the right, and a central graphic of an airplane with the text 'Kotzebue Airport Relocation Feasibility Study'. Below the banner is a navigation menu with links for Project Scope, Schedule, Public Involvement, Photos & Maps, Reports, Links, and Contact Us.

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[Project Scope](#) [Schedule](#) [Public Involvement](#) [Photos & Maps](#) [Reports](#) [Links](#) [Contact Us](#)

PROJECT SCOPE

The Alaska Department of Transportation and Public Facilities (ADOT&PF) is conducting a study to examine the feasibility of relocating the Kotzebue Airport (Ralph Wien Memorial Airport). The Kotzebue Airport is a regional hub that serves 11 area communities and a growing need for air transportation of supplies, fuel, and passengers.

The objective of this study is to examine Cape Blossom and other potential relocation sites to determine the costs, benefits and potential impacts of the relocation. Relocating this airport is a serious consideration.

This project will provide a basis for an update to the Kotzebue Airport Master Plan and will provide guidelines for future airport development which will satisfy aviation demand in a financially feasible manner, while at the same time resolving the aviation, safety, capacity, environmental, and socioeconomic issues existing with this regional airport and the Kotzebue community.

There will be four parts to the feasibility study:

- Issues and Existing Conditions Assessment
- Aviation Forecast
- Requirements Analysis and Concept Layout Development
- Airport Site Selection, including an Environmental Overview

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Kotzebue Airport Relocation Feasibility Study

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Photos & Maps

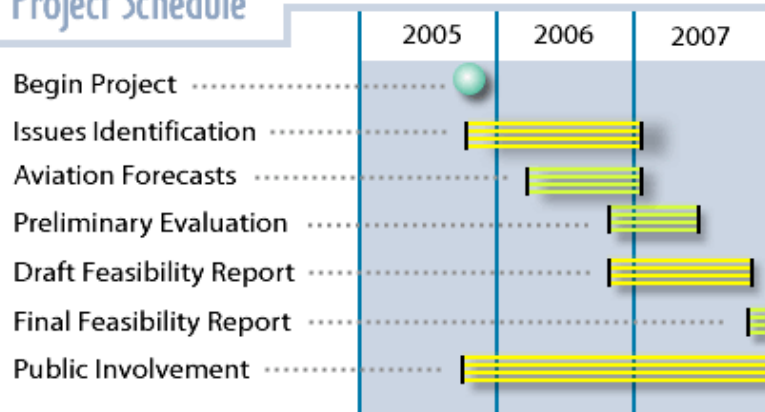
Reports

Links

Contact Us

Project Schedule

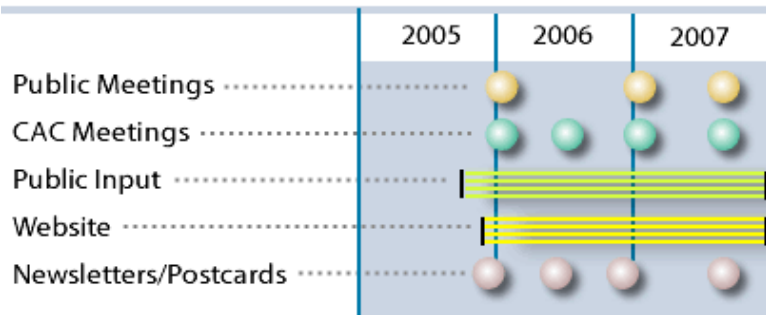
SCHEDULE



"Finding The Balance"

Graphic depicting the balance between a number of objectives (PDF Format)

Public Involvement Milestones



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Kotzebue Airport Relocation Feasibility Study

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Our goal for the Kotzebue Airport Relocation Feasibility Study public process is --

To work directly with you throughout the process to ensure that your concerns and opinions are consistently understood and considered.

We promise --

We will work with you to ensure that your concerns and issues are directly reflected in the alternatives developed and provide feedback on how your input influenced the decision.

It is important that the people who use the Kotzebue Airport contribute their local knowledge and experience to help the project team with the study. There are many ways you may make your ideas and opinions known. It is best to comment as early in the process as possible. However, your comments are welcome at any time.

Please get involved by:

- Visiting this Project Web Site often
- Read our Newsletters and Other Print Media
- Attend our Public Meetings
- Listen for our Public Service Announcements
- Watch for the *Arctic Sounder* Advertising

Meetings:

PAST MEETINGS	
11/14/07	Public Meeting #3 Ad Agenda Handout Presentation Comment Sheet Meeting Minutes Newsletter
11/14/07	Citizens' Advisory Committee Meeting #4 Agenda Handout Presentation Meeting Minutes
1/9/07	Public Meeting #2 Meeting Notes Agenda Presentation Evaluation Sheet
1/9/07	Citizens' Advisory Committee Meeting #3 Meeting Notes Agenda Presentation Evaluation Sheet Comment Sheet
7/31/06	Citizens' Advisory Committee Meeting #2 Meeting Notes Agenda Presentation

PUBLIC INVOLVEMENT

November 2007 Draft Feasibility Study Summary Report is available
[Click Here](#)



Send us your comments! [GO](#)

[April 2006 Survey Results](#)

[Community and Regional Users Questionnaire Response](#) - PDF

[Pilot Questionnaire Response](#) - PDF

[Airport User Questionnaire Response](#) - 2 MB PDF

7/31/06	Kikiktagruk Inupiat Corporation (KIC) Meeting Notes
1/18/06	Public Meeting #1 Meeting Notes Agenda Postcard Advertisement
1/18/06	Citizens' Advisory Committee Meeting #1 Meeting Notes Agenda

Newsletters:

[Newsletter #2 - November 2007](#)

[Newsletter #1 - April 2006](#)

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Kotzebue Airport Relocation

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PHOTOS & MAPS

NEW! [Land Status Map](#)

384 KB Pdf







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REPORTS / DOCUMENTS

- Draft Study Report - November 2007

Click on each chapter to view or download PDF File - some are LARGE files.

- [Cover and Table of Contents](#)
- [Executive Summary](#)
- [Chapter 1 - Introduction](#)
- [Chapter 2 - Existing Conditions](#) Large File
- [Chapter 3 - Aviation Activity and Forecast](#)
- [Chapter 4 - Facility Requirements](#)
- [Chapter 5 - Alternatives Development and Analysis](#) Large File
- [Chapter 6 - Financial Analysis](#) Large File
- [Chapter 7 - Feasibility and Recommendations](#)
- [Chapter 8 - Coordination](#)
- [Chapter 9 - References](#)
- [Appendix A - Existing Conditions](#)
- [Appendix B - Aviation Activity and Forecast](#) Large File
- [Appendix C - Facility Requirements](#)
- [Appendix D - Alternatives Development and Analysis](#)
- [Appendix E - Financial Analysis](#)
- [Appendix F - Coordination](#)

- Draft Interim Summary Report - January 2007

Click on each chapter to view or download PDF File - some are LARGE files.

- [Cover](#)
- [Table of Contents](#)
- [Introduction](#)
- [Community Profile](#)
- [Land Status and Land Use Inventory](#) Large File
- [Regional Transportation Facilities](#)
- [Aviation Facilities Inventory](#) Large File
- [Interim Geotechnical Overview](#) Large File
- [Environmental Overview](#)
- [Airspace Conflicts](#)
- [Financial Data Summary](#)
- [Population Forecast](#)
- [Coordination](#)
- [Air Traffic Forecast](#)

REPORTS

We want to hear from you about the draft findings in the report. You can send us an e-mail [Email](#), print a [comment sheet](#) and fax it to us at 907-743-6087, or call us toll-free at 1-866-535-1877.

The deadline to submit public comments about the draft report is December 5, 2007.

[Comment Sheet](#)

- [Airport Facility Standards and Demand-Capacity Analysis](#)
- [Development Alternative](#)
- [Appendix A - Facilities Inventory](#)
- [Appendix B - Coordination](#) Large File
- [Appendix C - Air Traffic Forecast](#)
- [Appendix D - Airport Facility Standards & Demand-Capacity Analysis](#) Large File
- [Appendix E - August Site Visit Report](#)

- ["Finding the Balance"](#) - PDF
Graphic depicting the balance between a number of objectives

- [April 2006 Community and Regional Users Questionnaire Response](#) - PDF

- [April 2006 Pilot Questionnaire Response](#) - 779 KB PDF

- [April 2006 Airport User Questionnaire Response](#) - 60 KB PDF

- [Blank Questionnaire](#) - 1.0 MB LARGE PDF

NEWSLETTERS

- [November 2007](#) - 1.5 MB PDF
- [April 2006](#) - 500 KB PDF

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LINKS

[Alaska Department of Transportation and Public Facilities \(ADOT&PF\)](#)

[City of Kotzebue](#)

[Federal Aviation Administration \(FAA\)](#)

[Northwest Arctic Borough](#)

[Northwest Arctic Borough School District](#)



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*Send us your
comments! [GO](#)*

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Web design by [Homestead Graphics](#) with coordination by [Brooks & Associates](#)

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Public Notices

Kotzebue Airport Relocation Feasibility Study

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We want your input for our study. Please come to a public meeting to review maps and provide your input on the existing airport as well as knowledge of potential relocation sites.

Public Open House
Wednesday, January 18, 2006

6:00 – 8:00 p.m.

Team Presentation at 6:30 p.m.

Northwest Arctic Borough Assembly
Chambers, Kotzebue

Refreshments
Door Prizes

For more information contact:
Judy Chapman, ADOT Project Planner
Tel: 907-451-2386
Email: judy_chapman@dot.state.ak.us



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*

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ANNE BROOKS
1704 BANISTER RD
ANCHORAGE, AK 99508

Date: January 13, 2006
CASE/PO:
INVOICE :AS217058

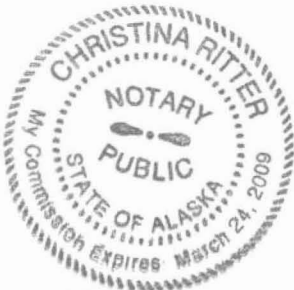
AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA, STATE OF ALASKA, THIRD DIVISION.
BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC THIS DAY
PERSONALLY APPEARED SHANNON MOONEY WHO, BEING FIRST DULY
SWORN, ACCORDING TO LAW, SAYS THAT SHE IS THE BILLING CLERK FOR:

THE ARCTIC SOUNDER,

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 1/5/2006 AND
THEREAFTER FOR A TOTAL OF 1 CONSECUTIVE ISSUE(S), THE LAST
PUBLICATION APPEARING ON 1/5/2006, AND THAT THE RATE CHARGED
THEREON IS NOT IN EXCESS OF THE RATE CHARGED TO PRIVATE
INDIVIDUALS.

STAMP



SHANNON D. MOONEY
BILLING CLERK, ALASKA NEWSPAPERS

SUBSCRIBED AND SWORN TO ME ON January 13, 2006

CHRISTINA RITTER
MY COMMISSION EXPIRES ON MARCH 24, 2009

Naneng said he hopes people in the villages who are trying to get a loan are not going to be restricted to using only fossil fuel to heat their homes. A remedy needs to be found to allow use of alternative energy.

AVCP Housing builds houses for people in the villages that include alternative heating systems that pay a deductible to fix whatever happened in my home, because I had no alternative heating source in my home," he said.

"I think a lot of people don't realize that when you buy fuel across the nation. Naneng expressed concern that it might not pass. This would create problems for Alaska's rural families, especially this winter.

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growth of on-going governmental spending, they are likely to support a transfer directly to them that takes a portion of the surplus off the table." The bill will be circulated during the first release of pre-filed bills on Friday, Dec. 30.

in the village in the fall, the price of that fuel or gasoline does not decrease like it does in the Lower 48 or in Anchorage," Naneng said. "It stays fixed through the winter time until the next barge arrives in the

spring. And that does not necessarily mean that the prices are going to be lower, it could be higher." It costs twice as much to fly fuel out to the villages if one of them runs out of fuel, he said.

ADOT&PF Project No. 61317

Kotzebue Airport Relocation Feasibility Study

The Alaska Department of Transportation and Public Facilities (ADOT&PF) and Federal Aviation Administration (FAA) is beginning a project to examine the feasibility of relocating the Kotzebue Airport—a regional hub that serves 11 area communities and a growing need for air transportation of supplies, fuel, and passengers. The objective of this study is to examine Cape Blossom and other potential relocation sites to determine the costs, benefits and potential impacts of the relocation. Relocating this airport is a serious consideration.

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Sunday, February 5
10:30 a.m. & 12:30 p.m.
Kincaid Park, Anchorage

Benefiting Abused Women's Aid in Crisis (AWAIC).



Sign-up today!

Registration begins January 1

Register online
www.alaskaskiforwomen.org

- Fill out an online secure form
- Deadline January 31 at midnight

Mail-in forms

- Pick up forms at AMH, REI, Kincaid Chalet, Barney's, The Sport Shop & more

- Print out pdf form from web site

Mail to

Alaska Ski for Women/AWAIC
 100 W. 13th Ave. Anch, AK 99501
 (postmarked no later than 1/25/06)

Late registration

February 1-2 at REI
 noon - 8 p.m.

Entry fee donation

Suggested minimum \$25



Kotzebue Airport Relocation *Feasibility Study*

FOR IMMEDIATE RELEASE

Attention: PSA Director

Contact: Judy Chapman, ADOT Project Manager
Telephone: 907-451-2386
Email: judy_chapman@dot.state.ak.us

Anne Brooks, Public Involvement Coordinator
Telephone: 907-272-1877
Email: comments@brooksandassociates.info

Please broadcast the following Public Service Announcement:

If you live or travel on to and from the Kotzebue Airport, you will be interested in a study just getting underway. The State Department of Transportation and the Federal Aviation Administration are beginning a study to determine the feasibility of relocating the Kotzebue airport. They will look at the Cape Blossom area and other potential relocation sites to determine the costs, benefits and potential impacts of relocating the Kotzebue Airport. Stop by the Borough Assembly Chambers in Kotzebue between 6 and 8 pm on Wednesday, January 18 for more information. The project team will do a formal presentation at 6:30 p.m.

For more information you can visit the project web site at www.kotzebueairport.info.

Lead Agency: Alaska Department of Transportation and Public Facilities
Northern Region
2301 Peger Road, Fairbanks, AK
Judy Chapman, ADOT Project Manager
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Email: judy_chapman@dot.state.ak.us

Distribution: KOTZ-AM, 907-442-2292

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Door Prizes

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PUBLIC OPENHOUSE
Wednesday, Jan. 18, 2006

**Kotzebue Airport Relocation
Feasibility Study**

PUBLIC OPENHOUSE
Wednesday, Jan. 18, 2006

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PUBLIC OPENHOUSE
Wednesday, Jan. 18, 2006

**Kotzebue Airport Relocation
Feasibility Study**

PUBLIC OPENHOUSE
Wednesday, Jan. 18, 2006

**Kotzebue Airport Relocation
Feasibility Study**



Kotzebue Airport Relocation *Feasibility Study*

ADOT&PF Project No. 61317

The Alaska Department of Transportation and Public Facilities (ADOT&PF) and Federal Aviation Administration (FAA) would like to update Northwest Arctic Borough and Kotzebue residents on the current status of the Kotzebue Airport Relocation Feasibility Study.

The project team will be in Kotzebue on January 9th to meet with the Citizens' Advisory Committee and the public to present the Interim Summary Report containing aviation forecasts, land status, facilities requirements and identification of initial sites for the airport relocation. The team's next tasks will focus on a detailed technical and financial analysis of relocating the airport or upgrading the current facility to better meet standards. The results of the analysis will be presented at a future public meeting.

Please come to the public meeting to review maps and provide your input on the existing airport as well as knowledge of identified relocation sites.

**OPEN
HOUSE**

Tuesday, January 9, 2007
6 to 8 pm

Presentation at 6:30 pm

Northwest Arctic Borough Assembly
Chambers

For more information contact:

Donna J. Gardino
Alaska Department of Transportation & Public Facilities
Northern Region; Phone 907-451-2375
Email: donna_gardino@dot.state.ak.us

*Door prizes & light
refreshments to be
provided!*

Or visit the project web site: www.kotzebueairport.info

Persons with hearing impairment can contact Relay Alaska at their Telephone Device for the Deaf (TDD/TTY) number, 800-770-8973 and they will assist in contacting the project team. We are able, up request, reasonable accommodations for special needs related to other disabilities.



Kotzebue Airport Relocation *Feasibility Study*

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For more information contact:

Donna J. Gardino, Alaska Department of Transportation and Public Facilities Northern Region
Phone 907-451-2375; Email: donna_gardino@dot.state.ak.us

Persons with hearing impairment can contact Relay Alaska at their Telephone Device for the Deaf (TDD/TTY) number, 800-770-8973 and they will assist in contacting the project team. We are able, up request, reasonable accommodations for special needs related to other disabilities.

OPEN HOUSE | Tuesday, January 9, 2007
6 to 8 pm
Presentation at 6:30 pm
Northwest Arctic Borough Assembly Chambers

Door prizes & light refreshments to be provided!

www.kotzebueairport.info

Brooks & Associates

301 W. Northern Lights Blvd, Suite 440
Anchorage, AK 99503

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Kotzebue Airport Relocation
Feasibility Study

Please attend the OPEN HOUSE MEETING January 9th!

Royce Conlon

From: Betty Caudle [betty@brooksandassociates.info]
Sent: Monday, December 11, 2006 4:18 PM
To: walter.sampson@nana.com; sshroyerbeaver@nana.com; mayor@nwabor.org;
kfranklin@nwabor.org; linda.joule@qira.org; jackie.hill@maniilaq.org; hreich@kotzebue.org
Cc: Royce Conlon; donna_gardino@dot.state.ak.us; Patty Dalley-Miller; Anne Brooks; Kathy Burgess;
Betty Caudle
Subject: Kotzebue Airport - CAC Meeting 01/09/2007

Hello Everyone!

This will confirm that we will be holding the next Citizens' Advisory Committee Meeting for the Kotzebue Airport Study on **Tuesday, January 9, 2007, 2-4 pm** in the Assembly Chambers. Please save this date.

There will also be a public meeting/open house later that evening from 6-8 pm with a presentation at 6:30 also in the Assembly Chambers.

Flyers announcing the public meeting are being mailed this week and should reach Kotzebue residents within the next week or two. If folks would like additional information, they can also go to the project web site at www.kotzebueairport.info.

--

Betty L. Caudle
Brooks & Associates
301 W. Northern Lights Boulevard, Suite 440
Anchorage, AK 99503
Tel: 907.272.1877 Fax: 907.743.6087
Email: betty@brooksandassociates.info

FOR IMMEDIATE RELEASE

Attention: **PSA Director**

Contact: **Anne Brooks**
Public Involvement Coordinator
Brooks & Associates
Voice: 272-1877; Fax 743-6087; email: anne@brooksandassociates.info

Please broadcast or publish the following Public Service Announcement:

Kotzebue businesses this public service announcement is for you. Part of the Kotzebue Airport Relocation Feasibility Study team, economists and researchers from Northern Economics, will be in Kotzebue on March 12 and 13. They will be interviewing owners of businesses most affected by possible airport relocation. After March 13, there will be follow-up telephone interviews and a survey will be sent to business owners that Northern Economics staff does not interview.

If you are a business owner and would like to meet with Northern Economics staff while they are in Kotzebue, give Kim Franklin at the Northwest Arctic Borough a call at 442-2500 by NOON this Friday, March 9. Kim has graciously agreed to assist the project team.

If Kim is unavailable, contact Mike Fisher or Leah Cuyno (sounds like kwee-noh) at Northern Economics. Telephone number (907) 274-5600. That's Mike Fisher or Leah Cuyno (sounds like kwee-noh) at 907-274-5600. You can also send an e-mail to mail@norecon.com. The Borough Planning office will have a copy of the contact information, as does this radio station.

You may also visit the project web site at [www dot Kotzebue airport dot info](http://www.kotzebueairport.info). That's www.kotzebueairport.info

Lead Agency: **Alaska Department of Transportation and Public Facilities**
Northern Region
Fairbanks, AK 99709
Project Manager: Donna J. Gardino
donna_gardino@dot.state.ak.us

Distribution:

Radio:

KOTZ-AM

Kotzebue Broadcasting, Inc.

ATTN: Suzy Erlich

Fax: (907) 442-2292

e-mail: serlich@kotz.net

Newspaper:

ARCTIC SOUNDER

Alaska Newspapers, Inc.

ATTN: Randall Howell

Fax: (907) 442-2654

e-mail: rhowell@alaskanewspapers.com



Kotzebue Survey
FIELD INTERVIEW...



Kotzebue AIR
CARRIER Interview...



Kotzebue Business
Contact List...

From: M. Anne Brooks [mailto:annebrooks@ak.net]

Sent: Friday, March 09, 2007 4:25 PM

To: Frank Greene; Sandy Schroyer-Beaver; Ross Shaeffer, Sr.; Linda Joule; Jackie Hill; Herman Reich; Royce Conlon; Donna Gardino; Kim Franklin

Cc: Michael Fisher

Subject: Kotzebue Airport Relocation Feasibility Study

Citizen's Advisory Committee Members --

We wanted to let you know that members of the project team from Northern Economics will be in Kotzebue next week to interview Kotzebue businesses to glean information important to the economics of the airport relocation feasibility study.

The attached documents contain the interview questions being asked of local businesses and a list of businesses being contacted. If we have missed important businesses, please let us know.

The following is the text of a public service announcement letting local businesses know that the survey is underway. Thanks for taking the time to review this information.

-----Public Service Announcement-----

Kotzebue businesses this public service announcement is for you. Part of the Kotzebue Airport Relocation Feasibility Study team, economists and researchers from Northern Economics, will be in Kotzebue on March 12 and 13. They will be interviewing owners of businesses most affected by possible airport relocation. After March 13, there will be follow-up telephone interviews and a survey will be sent to business owners that Northern Economics staff does not interview.

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You may also visit the project web site at [www dot Kotzebue airport dot info](http://www.kotzebueairport.info). That's www.kotzebueairport.info <<http://www.kotzebueairport.info>>

Anne Brooks, P.E.
Brooks & Associates
301 W. Northern Lights Blvd Ste 440
Anchorage, AK 99503
Tel: 907-272-1877
Fax: 907-743-6087

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Kotzebue Business Contact List

Government and Tribal Entities

Alaska Department of Fish and Game
Alaska State Troopers
Ambulance
City of Kotzebue
Fire Department
National Park Service
Northwest Arctic Native Association
Northwest Arctic Borough
Police Department
Search and Rescue

General Businesses – Highest Priority

Alaska Commercial Company
B&D Cab Company
Bison Street Store (store plus “to go” restaurant)
Crowley
Kobuk Cab Company
Kotzebue Electric
Maniilaq Medical Center
Uutuku Store (store plus “to go” restaurant)

General Businesses – Other

Arctic Blues Espresso, Internet, Café, and Gifts
Arctic Maintenance and Auto
Arctic Sun Toys
Arctic Tern Restaurant and Espresso
Bayside Inn
Bayside Inn Restaurant
Bibbers B&B
Empress Chinese Restaurant
E-Z Market
E-Z Trade
KIC Sports and Hardware
Nullagvik Hotel
Rotman’s Store
Sue’s B&B

Air Carriers (Passengers, Cargo, Flightseeing, and Other)

Alaska Airlines
Arctic Air Guides
Arctic Transportation Service
Baker Aviation
Bering Air
Everts / Everts Air Cargo
FBX
Frontier Flying Service
Guardian Flight
Hageland Aviation Service
Lynden Air Cargo
Marvrik Air
Northern Air Cargo
Northwestern Aviation
Village Aviation, Inc.

Kotzebue Business Survey

The Alaska Department of Transportation and Public Facilities is studying the feasibility of relocating Kotzebue's Ralph Wien Airport to a new location outside of the community in order to bring the airport up to FAA safety standards. The new airport could be located up to 15 miles away from the community. As part of this study, Northern Economics, Inc. is surveying local businesses to learn how relocating the airport might affect their revenues and expenses. This survey will help us to understand the effects on your business.

We ask that you review this survey and answer all of the questions to the best of your ability and knowledge. If you have any questions about how to respond, we are happy to talk with you and help you. You can call us at (907) 274-5600, send a fax to us at (907) 274-5601, or write an e-mail to Mike Fisher, Northern Economics' project manager, at michael.fisher@norecon.com.

Your responses to this survey will be treated as confidential. We are asking for the name of each business, your name, and some other information to help us track your response. However, when we write our report, we will combine your responses with the responses from other businesses to look at the overall picture. Our report won't have any personally identifiable information.

Thank you for filling out the survey.

(1) Name of Business: _____

(2) Name of person answering survey: _____

(3) Position or title of person answering the survey: _____

(4) Where is the business located? *Please give a street address or the nearest street intersection.* _____

(5) What is your line of business, as shown by the 2-digit code on your business license(s)? *Please select all that apply.*

Forestry, fishing & hunting, and agricultural support services (11)

Mining (21)

Utilities (22)

Construction (23)

Manufacturing (31-33)

Wholesale trade (42)

Retail trade (44-45)

Transportation and warehousing (48-49)

Information (51)

Finance and insurance (52)

Real estate, rental, and leasing (53)

Professional, scientific, and technical services (54)

Management of companies and enterprises (55)

Administrative, support, waste management and remediation service (56)

Educational services (61)

Health care and social assistance (62)

Arts, entertainment, and recreation (71)

Accommodation and food services (72)

Other services (except public administration) (81)

(6) In what year was this business founded? _____

(7) How is your business affected by Kotzebue's airport?

Provide service to passengers

Please explain (*serve meals, provide transportation, etc.*) _____

Provide service to commercial air carriers

Please explain (provide supplies, conduct maintenance, etc.) _____

____ Provide service to general aviation

Please explain (provide supplies, conduct maintenance, etc.) _____

____ Handle cargo

____ Send/receive materials by plane

____ Use the airport to travel to job sites

____ Other (please explain)

(8) Is your business located near the Kotzebue airport?

____ Yes

____ No

(9) How important is it for your business to be located near the airport?

____ Not Important

____ Somewhat Important

____ Very Important

Please think about business-related trips you or your employees make to the airport, where a trip is one or more people traveling at the same time. These trips could be to drop off or pick up passengers, to drop off or pick up cargo, to send out packages or items you produce, to pick up packages or supplies for your business, etc.

(10) How many trips do you or your employees make to the airport per week, on average? _____

(11) How many company employees (including the owner) go on each of these trips, on average? _____

(12) How much time does it take to get to the airport, round trip, on average? _____

(13) Do the number of trips, duration of trips, or number of personnel involved on each trip vary by season?

____ No

____ Yes

If yes, please explain how the trips vary with each season: _____

(14) What is the average hourly wage or salary for the persons who travel to the airport? \$ _____ per hour

(15) What percentage of your business' revenues (sales) come directly from the airport's...

____ Passengers

____ Cargo

____ Other operations (please explain) _____

(16) What percentage of your business' revenues (sales) come from...

____ Residents of Kotzebue

____ Residents of the Northwest Arctic Borough (not living in Kotzebue)

____ Residents of other locations

____ Commercial, government, or other customers

(17) Do your customers typically make reservations, seek service contracts, or plan purchases in advance, or do they purchase from you as needed, without prior planning, or at the spur of the moment?

- All planned purchases
- Mostly planned purchases
- Even split between planned and unplanned purchases
- Mostly unplanned purchases
- All planned purchased

As you may be aware, there is a DOT study to determine the feasibility of relocating Kotzebue's airport to meet FAA safety standards. Potential locations for a new airport are up to fifteen miles away from the current location.

(18) If the airport were relocated to a new site, which of the following would you plan to do? Please answer with one option for each potential distance to the airport.

<i>New Airport's Distance from the Community</i>	<i>Relocate your operations to the new airport</i>	<i>Open a new branch of your business at the new airport</i>	<i>Shut down your business</i>	<i>Do nothing</i>
0 to 5 miles	_____	_____	_____	_____
5 to 10 miles	_____	_____	_____	_____
10 to 15 miles	_____	_____	_____	_____

(19) If you would plan to relocate or build a new branch, please provide information about the building type, square footage, and estimated construction cost for each of the structures needed to operate at the new location.

Structure 1

Type of Structure (please circle one): Warehouse, Retail, Office, Hangar, Other (please explain: _____)
 What is the square footage of the structure specified above? _____ square feet
 How much do you estimate the new structure would cost to construct, in dollars? \$ _____

Structure 2

Type of Structure (please circle one): Warehouse, Retail, Office, Hangar, Other (please explain: _____)
 What is the square footage of the structure specified above? _____ square feet
 How much do you estimate the new structure would cost to construct, in dollars? \$ _____

Structure 3

Type of Structure (please circle one): Warehouse, Retail, Office, Hangar, Other (please explain: _____)
 What is the square footage of the structure specified above? _____ square feet
 How much do you estimate the new structure would cost to construct, in dollars? \$ _____

(20) If you would require more than three structures to be built, please provide a brief summary of them here: _____

(21) Based on what you would do if the airport was relocated, how much do you think your annual operating revenues (sales) and expenses would change? Please estimate how much of an increase or decrease you would expect in your annual revenues and expenses.

Change in operating revenues increase / decrease (please circle one) \$ _____ per year
 Change in operating expenses increase / decrease (please circle one) \$ _____ per year

(22) If the airport were relocated, do you think this would affect your ability to find and retain employees? Please explain. _____

(23) If the airport were relocated, what effect would this have on your employees and their personal costs? _____

(24) If the airport were relocated, how would you recommend the old airport land be used? _____

(25) Please provide any other comments you feel are appropriate. _____

Thank you for completing this survey.

**Please return it by mail or fax to
Mike Fisher at Northern Economics.**

Mailing Address:
Northern Economics, Inc.
Attn: Mike Fisher
880 H Street, Suite 210
Anchorage, AK 99502

Fax: (907) 274-5601

Kotzebue Air Carrier Interview Questions: _____

(1) Name of Business: _____

(2) Name of person answering survey: _____

(3) Position or title of person answering the survey: _____

(4) Where is the business located? *Please give a street address or the nearest street intersection.* _____

(5) In what year did this business begin its operations in Kotzebue? _____

Please think about business-related trips you or your employees make from the airport, not including your flights, where a trip is one or more people traveling at the same time. These trips could be to drop off or pick up passengers, to drop off or pick up cargo, etc.

(6) How many trips do you or your employees make from the airport per week, on average? _____

(7) How many company employees (including the owner) go on each of these trips, on average? _____

(8) How much time does it take for each round trip, on average? _____

(9) Do the number of trips, duration of trips, or number of personnel involved on each trip vary by season?

___ No

___ Yes

If yes, please explain how the trips vary with each season: _____

(10) What is the average hourly wage or salary for the persons who travel on each trip? \$_____ per hour

(11) What percentage of your business' revenues (sales) come directly from each of the following types of activity?

_____ % Passengers

_____ % Cargo

_____ % Other operations (please explain) _____

(12) As you may be aware, there is a DOT study to determine the feasibility of relocating Kotzebue's airport to meet FAA safety standards. Potential locations for a new airport are up to fifteen miles away from the current location. If the airport were relocated to a new site, how would this affect your business? _____

(13) Please provide information about the building type, square footage, and estimated construction cost for each of the structures you would need to construct at the new airport location.

Structure 1

Type of Structure (*please circle one*): Warehouse, Office, Hangar, Other (*please explain:* _____)
What is the square footage of the structure specified above? _____ square feet
How much do you estimate the new structure would cost to construct, in dollars? \$ _____

Structure 2

Type of Structure (*please circle one*): Warehouse, Office, Hangar, Other (*please explain:* _____)
What is the square footage of the structure specified above? _____ square feet
How much do you estimate the new structure would cost to construct, in dollars? \$ _____

Structure 3

Type of Structure (*please circle one*): Warehouse, Office, Hangar, Other (*please explain:* _____)
What is the square footage of the structure specified above? _____ square feet
How much do you estimate the new structure would cost to construct, in dollars? \$ _____

(14) If you would require more than three structures to be built, please provide a brief summary of them here: _____

(15) If the airport was relocated, how much do you think your annual operating revenues (sales) and expenses would *change*? Please estimate how much of an increase or decrease you would expect in your annual revenues and expenses.

Change in operating <i>revenues</i>	increase / decrease (<i>please circle one</i>)	\$ _____ per year
Change in operating <i>expenses</i>	increase / decrease (<i>please circle one</i>)	\$ _____ per year

(16) If the airport were relocated, do you think this would affect your ability to find and retain employees? Please explain. _____

(17) If the airport were relocated, what effect would this have on your employees and their personal costs? _____

(18) If the airport were relocated, how would you recommend the old airport land be used? _____

(19) Please provide any other comments you feel are appropriate. _____

Attention: **PSA Director**

Contact: **Donna Gardino, ADOT Area Planner**
Telephone: 907-451-2375
Email: donna.gardino@alaska.gov

Anne Brooks
Public Involvement Coordinator
Brooks & Associates
Voice: 907-272-1877; Fax 907-743-6087
Email: anne@brooksandassociates.info

Please broadcast or publish the following Public Service Announcement:

If you live or work in Kotzebue, or travel to and from the Kotzebue Airport, you will be interested to know that the State Department of Transportation and the Federal Aviation Administration are presenting the draft Kotzebue Airport Relocation Feasibility Study. The study considers the costs, benefits and potential impacts of both relocating the airport or making major upgrades to the existing airport.

To learn about the study findings, and to provide your feedback, stop by the Borough Assembly Chambers in Kotzebue between 6 and 8 pm on Wednesday, November 14. The project team will do a formal presentation at 6:30 pm.

You may also visit the project web site at [www dot Kotzebue airport dot info](http://www.dot Kotzebue airport dot info). That's www.kotzebueairport.info

Lead Agency: **Alaska Department of Transportation and Public Facilities**
Northern Region
Fairbanks, AK 99709
Project Manager: Donna J. Gardino
donna.gardino@alaska.gov

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e-mail: serlich@kotz.net

Newspaper:

ARCTIC SOUNDER

Alaska Newspapers, Inc.

ATTN: Randall Howell

Fax: (907) 442-2654

e-mail: rhowell@alaskanewspapers.com

Kotzebue Airport Relocation Feasibility Study PROJECT NEWS

DOT&PF Project No. 61317

November 2007

COME TO THE

Public Information Meeting on the Kotzebue Airport Relocation Feasibility Study

**The draft study report has been released for
review and comment by the public. The
Project Team Is Returning To Discuss the Draft
Findings of the Feasibility Study And
Wants Your Input!**

**Wednesday, November 14, 2007
6:00 to 8:00 pm
Presentation at 6:30 pm
Northwest Arctic Borough Assembly Chambers**

project web site: www.kotzebueairport.info

For more information contact:

Donna Gardino, DOT&PF Project Manager

Tel: 907-451-2375

Email: donna.gardino@alaska.gov

Persons with a hearing or speech impairment can contact Relay Alaska at their Telephone Device for the Deaf (TDD/TTY) number, 800-770-8973 and they will assist you in contacting the project team. We are able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

Niles talks about the writing of '30 Days of Night'

ALEX DeMARBAN
alex@alaskanewspapers.com

It's not every day you can talk to the brains behind one of the nation's biggest movies.

But, with "30 Days of Darkness" haunting theatres across the country, and with ghouls and witches walking streets last week, it sounded like a good time to call horror comic writer Steve Niles at his California home.

During the easy-going conversation, the 42-year-old wanted to know what residents thought of the movie. He knows Barrow has no movie theatre, but he knew some residents had seen the flick in big cities.

In the movie, vampires that look like addicts from anti-meth posters flock to Barrow for a dark winter of feeding and breeding, Niles, who helped write the movie script, said he's gotten a lot of positive e-mails from Alaskans who liked the movie, including a few Barrow residents who saw it. But not all the e-mails have been positive.

A starving artist not long ago, Niles has never been to Alaska. He'd like to be in Barrow when the DVD debuts, maybe in a few months, but has no plans to do so now. He also drops clues about his next Arctic creation, a horror comic set in the North Slope wilderness.

(Editor's note: Steve Niles refers to Barrow residents as Inuit. That's the general term for indigenous people from the Arctic in Alaska, Greenland and Canada. More specifically, Natives from Barrow are Inupiat. The interview has been edited for length and clarity.)

AS: One thing I wanted to talk about are the names of characters in the comic. The sheriff is Eben Olemaun, the same name as a teenager from Barrow.

SN: I know, I know. I'd never been to Barrow. I had to do all my research online and I really tried to avoid naming a character after a real person. It killed me when I found out there was an Eben Olemaun. I got the last name off one of the City Council Websites.



AS: Nate Olemaun was the mayor.

SN: Yeah, and Eben is the name of a friend of mine from D.C. and I was like, OK, this has to be safe, and the movie companies being the way they are, they have to be very safe, so they changed the name. To me that takes away some of the authenticity. In the comic, all of the names were local, and I definitely wanted to nod to the fact that there are a lot of Inuit in Alaska. I didn't want all the names to be John Smith.

I also know there's no sheriffs up there. I've gotten letters about that, but the biggest one was there's no trees in Barrow, but the (series) artist Ben Templesmith lives in Australia, and they have trees there so we put a few trees in (the comic).

I had someone very angrily tell me there were no trees in Barrow. Just a very rude letter. They were like, "No trees. You should do your research." I was like I did my research and there's also no vampires in Alaska. People get so into the minutia.

One guy who from Barrow said I stole his

idea. He said, "I've been working on a novel for two years." This was recently. He said I'll show you what a real thriller is. I wanted to write back and say, "Check the copyright on the comic book, dude." (The copyright is 2002.) I didn't rip anybody off.

His subject line was, "You are a rip off." He said there has never been a sheriff in this or any other Alaska town or villages. I'm like I know that, I know, but it's a movie, you make stuff up. Getting angry about it is a little silly.

AS: Do you remember Chastity Olemaun e-mailing you to say you had taken her family's name?

SN: I think she e-mailed me years ago. Why am I doing this to them was the point of her e-mail. I was like, "I am so sorry."

And I wrote in the letter that all the Olemauns in this story are heroes, and we're treating them with respect. I hope everyone in Barrow thinks that. It's impossible to be 100 percent accurate, but I hope everyone thinks we treated them well enough.

I was a little concerned because the idea of vampires invading your town isn't the most positive spin. I was afraid people would be like, "Great, you just did for Barrow what 'Jaws' did for the ocean."

AS: One person from Barrow told me the movie might bring more tourists to town.

SN: I did notice if you go to the Wikipedia page for Barrow, one of the facts is it's the setting for "30 Days of Night." Awareness is definitely helpful.

What's been the most shocking part is the mainstream reaction to the fact that the sun sets for so long in the Arctic. People don't know that really happens in the world.

AS: Have you gotten a lot of positive letters from Alaskans?

SN: Oh yeah, mostly really positive stuff. About 40 or 50, it's all been e-mails. Just a lot of thanks. They say no one knew we existed before the movie, now it put us on the map, thanks for using a lot of Native names

and places. I've gotten a lot of invitations to come up. People want screenings, but my schedule doesn't allow it.

AS: How'd you get the idea for vampires in Barrow?

SN: It was an article in the newspaper. It was in November, a human interest piece. I was living in Minnesota at time, I was going through one of their six-month winters and I saw it. I thought it was fascinating that alcohol has to be brought in but isn't sold because they're careful about depression, and UV lights are used there. I was like, "Huh, vampires." I lugged the idea around for years, packed it to movie writers and publishing companies and no one wanted to buy it so we did it as a comic. And the day the comic book came out all the same companies wanted to buy the rights.

AS: Have you been to Barrow?

SN: I've never been to Alaska. I'm a writer. I'm lucky to leave my house.

AS: So when are you coming to Barrow?

SN: It'd be really great if they'd send me when the DVD came out. That's when everyone in Barrow will have access to it.

AS: When is the DVD coming out?

SN: They're organizing it now. I'm just trying to get dates. They usually delay it for three or four months.

AS: What's your next creation?

SN: I just wrote a new (comic) called "Beyond Barrow." The second issue is coming out now. I did a Google search for Arctic disappearances and there are thousands, and for my purposes it sure looks good that entire ships have disappeared. So I'm saying there's a long history of people disappearing in the Arctic. It's set outside Barrow, out in the wilderness.

The story is about a person like Richard Branson, the millionaire adventurer, who hears there's vampires in Alaska and he's going to find it out and prove it and he's a big jackass. He got himself a billion-dollar snow Hummer with tank treads. He'll find there's something much worse out there than vampires.

AS: Do these creatures have a name?

SN: I did name them, I used some Inuit terms. I have no intention of translating it, so I hope I got it right. I think it turns out to be it means something like midnight bear.

AS: You found this online.

SN: Believe it or not, there's an American Eskimo dictionary out there. I went through there and found some words that mean meat or flesh and the second one means blood. Blood is spelled aok. Those are the only words they speak.

AS: That's their whole vocabulary?

SN: Yeah, that's what's so fun with comic books. It's a little soap opera. You have to keep doing new things and evolving. The (comic) company really wanted me to do another "30 Days," a sequel, and I said I don't want Barrow to keep getting attacked and I said as long as it takes place outside Barrow I'll do it.

Alex DeMarban can be reached at (907) 348-2444 or toll free at (800) 770-9830, ext. 444.

Olgoonik

Olgoonik Corporation requests Olgoonik Shareholders interested in running for a seat on the following Boards or Management Committees to submit both a Statement of Interest Form and Questionnaire. Contact Virginia Tagarook at 907-763-2613.

Kuk Construction, LLC - Seat 2
Olgoonik Specialty Contractors, LLC - Seat 2
Olgoonik Technical Services, LLC - Seat 2
Olgoonik Global Security, LLC - Seat 2
O.E.S., Inc. - Seat 2
Deadline: November 30, 2007

Olgoonik Development, LLC - Seat 2
Deadline: December 3, 2007

Olgoonik Corporation - Seats 3 and 4
Deadline: January 18, 2008

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UNALAKLEET
624-3200

Arctic Transportation Service is a Native-Owned company, leading the way in innovative freight services in Alaska.

ADOTY&PF Project No. 61317

Kotzebue Airport Relocation Feasibility Study

The Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Aviation Administration (FAA) have released a draft report discussing the feasibility of relocating Kotzebue's Ralph Wien Memorial Airport. A copy of the report is available at the City and Borough offices for public review and comment. The feasibility study determined that either moving or upgrading the Kotzebue Airport would be cost prohibitive. The study recommends improvement of the existing facility, updating the master plan, and researching material availability to further refine costs of the alternatives.

Come to the public meeting for further information and to provide your feedback about the draft study findings.

Public Open House

Wednesday, November 14, 2007

6:00 - 8:00 p.m.; Team Presentation at 6:30 p.m.
Northwest Arctic Borough Assembly Chambers, Kotzebue

For more information contact:
Donna Gardino, ADOT Project Planner
Tel: 907-451-2375
Email: donna.gardino@alaska.gov

Refreshments
Door Prizes

website: www.kotzebueairport.info

FOR IMMEDIATE RELEASE

Attention: **PSA Director**

Contact: **Donna Gardino, ADOT Area Planner**
Telephone: 907-451-2375
Email: donna.gardino@alaska.gov

Anne Brooks
Public Involvement Coordinator
Brooks & Associates
Voice: 907-272-1877; Fax 907-743-6087
Email: anne@brooksandassociates.info

Please broadcast or publish the following Public Service Announcement:

If you live or work in Kotzebue, or travel to and from the Kotzebue Airport, you will be interested to know that the State Department of Transportation and the Federal Aviation Administration have released the Draft Kotzebue Airport Relocation Feasibility Study Report. The study considers the costs, benefits and potential impacts of both relocating the airport or making major upgrades to the existing airport.

A review copy of the report is located at both the City of Kotzebue and Northwest Arctic Borough offices. You can provide your feedback on a Comment Sheet or call the toll-free project Hotline at 1-866-535-1877. That's 1-866-535-1877.

The last day to submit your comments is Wednesday, December 5.

You may also visit the project web site at [www dot Kotzebue airport dot info](http://www.dot Kotzebue airport dot info). That's www.kotzebueairport.info

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Northern Region
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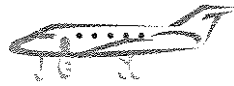
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e-mail: rhowell@alaskanewspapers.com



Newsletters



Kotzebue Airport Relocation Feasibility Study

ADOT&PF Project No. 61317



introduction

The Alaska Department of Transportation and Public Facilities (ADOT&PF) and Federal Aviation Administration (FAA) is examining the feasibility of relocating the Kotzebue Airport--a regional hub that serves 11 area communities and a growing need for air transportation of supplies, fuel, and passengers.

The objective of this study is to examine potential relocation sites to determine the costs, benefits and potential impacts of the relocation. Relocating this airport is a serious consideration because transition to a new site will be costly.

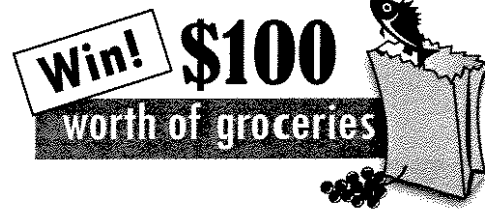
We want your input for the study. We have included a community survey in this newsletter and ask that you fill it out and return it to the project team. To encourage you to return the surveys, the design team is sponsoring a drawing for \$100 in groceries at a local store. Each household returning the survey will get one drawing ticket. Look inside for the survey.



citizen's advisory committee established!

A Citizen's Advisory Committee established to assist the Alaska Department of Transportation and Public Facilities (DOT) and their consultants, PDC Engineers, to develop the Kotzebue Airport Relocation Feasibility Study met on January 18, 2006 to begin their work. The committee consisting of the following Kotzebue residents will meet with the project team while the feasibility study is completed. We thank them all for a willingness to work with us to develop the study.

- Frank "Obbie" Greene, NANA Corporation
- Sandy Schroyer-Beaver, Kikiktagruk Inupiat Corporation
- Roswell "Ross" Schaeffer, Sr., Northwest Arctic Borough
- Walter Porter, Northwest Arctic Borough
- Linda Joule, Kotzebue IRA Council
- Paulette Schuerch, Maniilaq Corporation
- Herman Reich, City of Kotzebue



Details inside!

what we heard at our January 18, 2006 public meeting



The project team came to Kotzebue in January to meet with the Citizen's Advisory Committee and Kotzebue residents to get early input on the airport relocation feasibility study. The team had questions about how the current airport was working for the community and how the airport was working for air carriers and businesses. They asked about problems with the existing airport. They asked about possible relocation sites such as Cape Blossom. They asked about other potential relocation sites. They asked whether sites or areas should be avoided because of cultural resources or subsistence activities.

... see inside for details



What we heard (cont'd from front page)

Here is some of what we learned (full meeting summaries are available on the project web site at www.kotzebueairport.info).

1

about the existing airport...

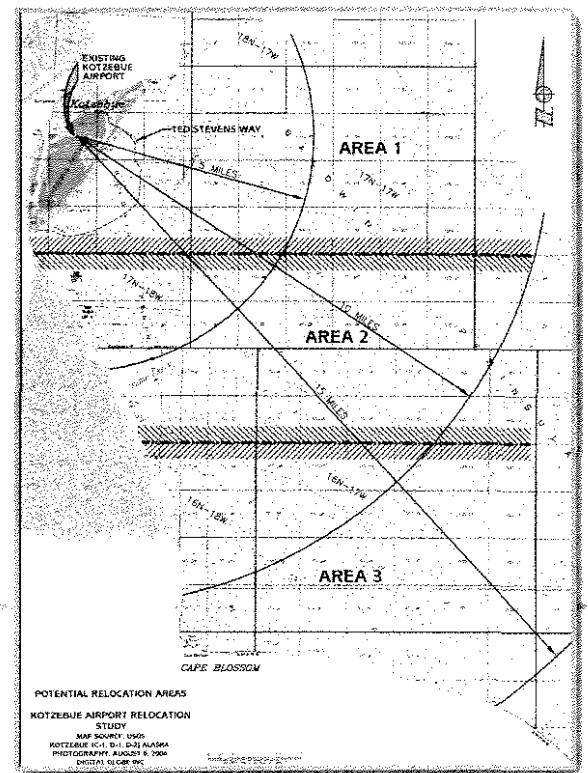
- Airport security is difficult to enforce with visiting hunters, traffic across the west end, etc.
- There are obstructions on the east end.
- The airport's proximity to the water makes it susceptible to fog.
- People do not need vehicles to get around the Kotzebue community, so the airport should remain close to town. Quality of life is better with airport nearby.
- Planes cannot land when there are strong west and north winds.
- Planes approach Kotzebue by heading towards community buildings and then they veer off before landing.
- Kotzebue will require more goods [and thus more cargo plane space/traffic] in the future. Larger aircraft will be needed to fly into Kotzebue.
- The runway is not level because it was built on a marsh and thawing has created uneven settling. An insulated pad over permafrost might have a better chance of survival than a runway built over a lagoon.
- The airport is used frequently/daily.
- Sometimes weather prohibits driving to the existing airport. For an airport out of the community, the road probably couldn't be kept open.
- After 9/11, there was talk about closing off Second Avenue at the west end of the runway, but that thoroughway and the beach front have been used for thousands of years. It is a historic indigenous trail.

2

about long-term community growth and development...

- The airport's location near town restricts private property owners' uses for their property because of navigation safety.
- The location of the VOR inhibits or prohibits community development. Community development and growth needs to stay nearby utilities and infrastructure. Moving the airport opens greater opportunities and development potential for Kotzebue.
- A second community is starting to develop on the other side of the lagoon because the airport limits community expansion.
- Kotzebue fuel is expensive, with the hub fuel price at \$3.50 per gallon and the pump fuel price at \$4.60 or \$4.70, so creating a distant community or moving the airport will be expensive residents.
- The sea level is rising with global warming.
- The community is not growing
- Future growth is possible due to Ambler Mining District

While meeting attendance was light, we received great input. We learned a lot about the area and the concerns of the community. However, we believe that there is a lot more to learn.



for more information, log on www.kotzebueairport.info

3

about upgrading the existing airport and potential new locations and their issues...

- A new airport should be built in the East/West direction and should use the old airport's material for construction.
- The estimated costs of a new airport must include both development and long-term maintenance.
- If the airport remains at the existing location, residents may protest angrily if gravesite moving becomes part of a potential plan
- If the airport remains at the existing location, removal of the hill (at the east end) will expose permafrost, increasing the potential for erosion problems.
- Look further north and at the entire peninsula.
- Cape Blossom is a potential site 13 miles away.

4

about airport relocation issues

- Critical issues to consider when determining relocation feasibility include:
 - ✓ Cost of an access road and its maintenance
 - ✓ Availability of utilities for the airport
 - ✓ Proximity to town – to reduce distance needed to transport cargo and passengers to and from the community
- Another goal is to keep local residents' lives simple.
- Get feedback from villagers (outside of Kotzebue) about walking to the airport, costs if the airport beyond walking distance and the airports' influence and importance to the community
- The airport move has been discussed for years. There was a comprehensive plan to move the airport to Cape Blossom and build the deepwater port there as well.
- Look at other possibilities in conjunction with this project: a road to Cape Blossom would cut some expense of road to a new airport or deep-water port.
- These projects have the same goal: to help Kotzebue's future development.

5

study methods...

- The borough and city have an interest in getting this study underway.
- Those planning need to talk to many community members, not just a few.
- Have Citizen's Advisory Committee (CAC) review the questionnaire and hire local folks to do the survey.
- This survey can be used to validate what was said in previous studies.
- Thanks for involving community
 - ✓ Public involvement is important in planning because it fosters community ownership.
 - ✓ If outsiders do all the planning, community members end up having to live with the problems.
- Study should be a partnership with community. Citizens and experts should be working together and combining ideas to find a true solution.
- A solution needs to satisfy everyone: the public, environmental concerns, technical feasibility.
- Outside villages should have a chance to comment on this project because they fly into Kotzebue and do not have ground transportation.



We still need your input – please complete the Community Questionnaire enclosed in this newsletter.

By completing and returning your comments, you will be entered in our drawing!



What is a "feasibility" study?

A feasibility study is an investigation that tries to clearly establish whether a project (like relocation of the Kotzebue airport) will work and achieve its expected results. Such a study usually evaluates in detail a project's technical design, its costs and benefits, social and environmental aspects, institutional issues, financial aspects, etc. Feasibility studies are usually carried-out in the very early stages of project development.

Next Steps in Study Development

The project team will summarize information from the enclosed questionnaires returned by community members. Plan a field trip for Summer 2006 to look at the area to determine environmental concerns. Complete a financial analysis including development and operational costs of a relocated airport.

Next Steps in Public Involvement

We are planning another meeting in Kotzebue in June/July timeframe to share the results of the survey (enclosed for you to fill out). A similar survey is being sent to pilots and air carriers that use the Kotzebue airport and Kotzebue airport leaseholders. We'll share what we are hearing from these folks too. We'll also let you know what environmental and scientific studies will begin this summer.



www.kotzebueairport.info

log on 

for more information contact:

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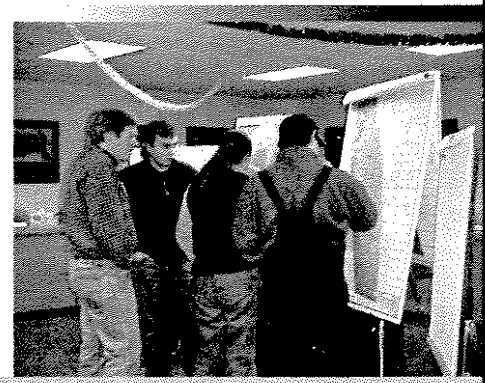


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PROJECT UPDATE!



Enter to win!
Details inside!



Kotzebue Airport Relocation
Feasibility Study



Kotzebue Airport Relocation Feasibility Study

DOT&PF Project No. 61317

▼ PUBLIC MEETING

What's a feasibility study?

A feasibility study helps answer the question "is the proposed project reasonable?"

To consider the feasibility of relocating the Kotzebue Airport this project asked three basic questions:

- Are potential areas available for relocation?
- How do these areas compare with each other and with the existing facility?
- Is the cost to move the airport reasonable?

November 14, 2007, 6-8 p.m.
Northwest Arctic Borough
Assembly Chambers

Door Prizes

gift certificates



Draft Airport Relocation Feasibility Study Report Released

In November 2007, the DOT&PF and the FAA released the Draft Kotzebue Airport Relocation Feasibility Study Report for public review and comment. **The draft report concludes that constructing a relocated facility or making significant improvements to the existing facility to meet the ultimate needs is not considered financially feasible.** The report recommends maintaining the functionality of the existing airport through incremental safety enhancements.

Estimated Costs...

1 Move the Airport

The estimated cost of moving the Kotzebue airport ranges from \$760 million to more than \$1.2 billion (this is more than \$100,000 per resident in the Northwest Arctic Borough). This wide range is due partly to location and partly to factors that are unknown without further study (soil and permafrost conditions, topography, availability of material, etc.).

2 Expanding the Airport

Expanding the existing airport to meet most of the FAA facility requirements is estimated to cost \$560 million, but the airport would still have approach limitations after the expansion. Also, any further improvements at the existing site beyond those considered in this study would be extremely difficult to accomplish.

Relocation of three communities—Newtok, Shishmaref, and Kivalina—out of reach of coastal storms is expected to cost approximately \$355 million, which is much less than our airport costs. [See Page 7-2, Draft Kotzebue Airport Relocation Feasibility Study]

The \$1.2 billion estimate is equal to ALL the funding provided to Alaska airports between 1946 and 2000 from the primary federal airport funding source, the Airport Improvement Program. [See Page 2-16, Draft Kotzebue Airport Relocation Feasibility Study]

To finance an airport project, Kotzebue would need to draw on every possible avenue for financing—federal, state, corporate, higher lease rates, passenger facility charges, etc. Typically, to fund a project of this magnitude, federal earmarks would be needed. However, since the Kotzebue project is not an urgent project, such as storm relocation, nor would it benefit a high percentage of the US or Alaskan population, federal earmarks would be unlikely for this project.

Putting the Cost Estimates in Perspective



✈️ **How To Move Forward**



While neither relocating the airport or making significant improvements to the existing airport is considered feasible at this time, the study recommends establishing a plan for future airport improvements that can be funded in a financially responsible manner. This plan would consider:

- The effect of less demanding aircraft servicing Kotzebue
- The effect of continued beach access
- The effect of airport improvements on the local watershed (Vortac Lake and Devils Lake)
- The impacts of climate change on embankment stability and flooding risk
- Safety at the airport
- Material availability

This long-term improvement plan will require thoughtful planning and discussion with FAA and major air carriers such as Alaska Airlines and Northern Air Cargo, as well as the residents of Kotzebue and area communities.

✈️ **Background**

Kotzebue's Ralph Wien Memorial Airport is a regional hub that serves 11 area communities in the Northwest Arctic Borough as well the Red Dog Mine. The airport is the principal means of transporting people to these communities, and plays a significant role in the transportation of mail and cargo to Kotzebue and the outlying communities.

The Kotzebue Airport as it is today does not meet current Federal Aviation Administration (FAA) standards. The airport has a 5,900-foot primary runway with 100 and 200 feet of safety area on the two ends of the runway. The facility requirement for serving a Boeing 737-200 aircraft is a 7,500-foot runway with 1,000 feet of safety area at both ends of the runway. The hillside and Kotzebue Sound limit runway expansion.

The Alaska Department of Transportation and Public Facilities (DOT&PF) hired PDC Consulting Engineers to perform a feasibility study to determine whether relocating the airport would be a reasonable solution to the airport's need for improvements to bring it to current FAA standards.

The project team recognizes the value of local knowledge and has kept the public engaged in this study by having one-on-one conversations, holding public meetings, seeking input through questionnaires, and exploring issues in depth with a Citizen's Advisory Committee. The team asked how the local residents use the airport, their concerns about the airport as it is today, what should be changed, etc. The project team also sought information about the long-term growth and economic development of Kotzebue. They asked for information about possible relocation sites, and the location of cultural sites and subsistence activity areas that the team should be aware of when looking at possible relocation sites. (Detailed responses to the questionnaires can be found on the project web site: www.kotzebueairport.info)

Residents told the project team that they like having the airport close to the community, but the airport's location also limits community development and raises safety concerns. While relocation would allow for expansion, they value the convenience of the current location and have concerns about the safety of driving in bad weather and the cost to move the facility.

✈ **It's Your Turn**

Let us know what you think 

A copy of the report is available for you to review at the at the Borough and City of Kotzebue offices. Check with your local Village Coordinator to review an electronic copy. It is also on the project web site (www.kotzebueairport.info). **The deadline to submit public comments is December 5, 2007.**

Come to the Public Meeting on November 14, 6-8 pm at the Northwest Arctic Borough Assembly Chambers. The project team will make a presentation about the findings of the draft feasibility study report at 6:30 pm and then open the meeting to questions and comments. The meeting will be broadcast live on KOTZ-AM radio.



The project team needs to hear from you! These are DRAFT feasibility findings and recommendations... your input can make a difference.

✈ **Citizens' Advisory Committee**

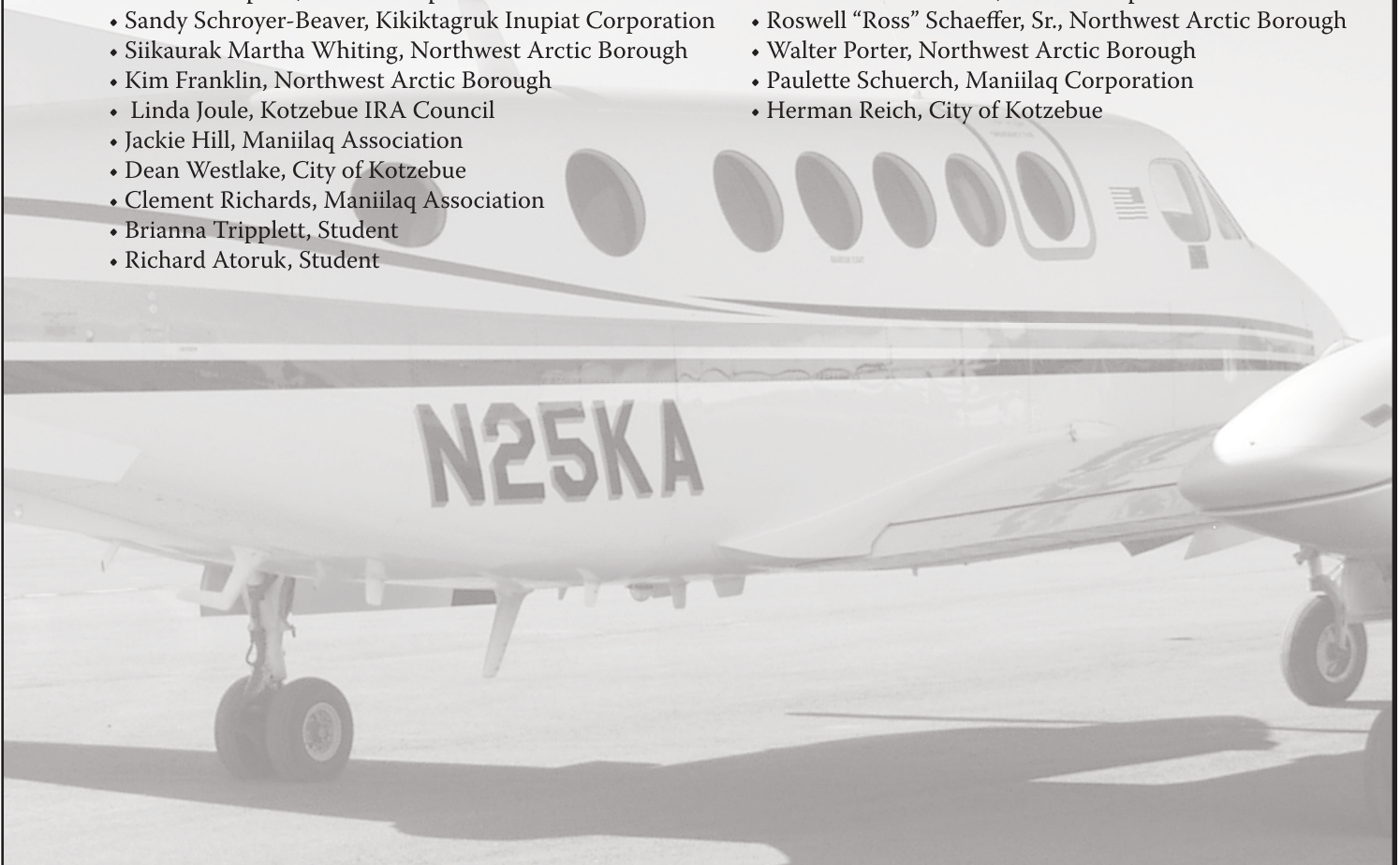
A Citizens' Advisory Committee was established to assist the Alaska Department of Transportation and Public Facilities (DOT&PF) and their consultants through the course of Kotzebue Airport Relocation Feasibility Study. Our sincere thanks to the past and present members serving on this committee for their willingness to work with the project team. Their insights and feedback were key in helping us understand local issues, cultural activities, and concerns connected with the airport so we could complete this feasibility study.

Current Members

- Walter Sampson, NANA Corporation
- Sandy Schroyer-Beaver, Kikiktagruk Inupiat Corporation
- Siikaurak Martha Whiting, Northwest Arctic Borough
- Kim Franklin, Northwest Arctic Borough
- Linda Joule, Kotzebue IRA Council
- Jackie Hill, Maniilaq Association
- Dean Westlake, City of Kotzebue
- Clement Richards, Maniilaq Association
- Brianna Tripplett, Student
- Richard Atoruk, Student

Former Members

- Frank "Obbie" Greene, NANA Corporation
- Roswell "Ross" Schaeffer, Sr., Northwest Arctic Borough
- Walter Porter, Northwest Arctic Borough
- Paulette Schuerch, Maniilaq Corporation
- Herman Reich, City of Kotzebue





www.kotzebueairport.info

For more information contact:

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Anne Brooks, P.E., Public Involvement Specialist
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Please come to our Open House
November 14th

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Kotzebue Airport Relocation
Feasibility Study

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November 2007
PROJECT
UPDATE!

Meeting November 14th

Door Prizes!



Meetings



Kotzebue Airport Relocation

Feasibility Study

January 18, 2005
Public Meeting

Agenda

6:00 pm Doors Open

Please come in and look over the photos, maps and drawings available. If you have questions, please ask any project team member. The team will also answer questions after the presentation.

6:30 pm Welcome
Judy Chapman, Project Manager
Alaska Department of Transportation and Public Facilities

Team Presentation
Royce Conlon, P.E., Project Manager
PDC, Inc., Consulting Engineers

7:00 pm Questions and Comments

Door Prizes

8:00 pm Adjournment

Thank you for coming to this important meeting!

For more information contact:

Judy Chapman, ADOT Project Manager
Telephone: 907-451-2386
Email: judy_chapman@dot.state.ak.us

Project web site: www.kotzebueairport.info (site should be ready by 1/30/06)



Kotzebue Airport Relocation Feasibility Study

Kotzebue Airport Relocation Feasibility Study ADOT&PF Project No. 61317

Public and Citizen's Advisory Group Meeting Notes

SUBJECT: Kotzebue Airport Relocation Feasibility Study
GROUP: Public
DATE: January 18th, 2006
TIME: 6:00 pm – 8:30 pm
LOCATION: Kotzebue School Multipurpose Room

MEETING OUTREACH:

Two notices in the *Arctic Sounder* newspaper announced the meeting in the January 5 and January 12, 2006 weekly editions; display advertising in the *Anchorage Daily News* on January 10, 2006; public service announcements on KOTZ radio; postcard mailer to all Kotzebue box holders mailed on December 26, 2006; and posters were also displayed at local businesses. The meeting itself was broadcast live on KOTZ radio to the community and surrounding villages within the KOTZ listening area.

MEETING ATTENDANCE: 24 (total for both meetings)

MEETING MATERIALS: 1) Handouts: comment sheet; 2) meeting graphics consisting of aerial photos of the study area from Kotzebue south to Cape Blossom and land use in the study area. The project's web address was provided to the attendees: www.kotzebueairport.info

STAFF PRESENT:

ADOT&PF: Judy Chapman, ADOT&PF Project Manager; Donna Gardino, ADOT&PF Northern Region Planner, Ryan Anderson, ADOT&PF Northern Region Designer; PDC Engineering: Royce Conlon, Consultant Project Manager, Heather Estabrook, Consultant Project Engineer; Brooks & Associates: Anne Brooks, Public Involvement Coordinator

MEETING INFORMATION

Attendees were greeted at the door and asked to sign the sign-in sheets. The meetings consisted of a presentation followed by a question and answer session. The evening meeting was broadcast by KOTZ radio to the community and villages within the KOTZ listening area. Meeting graphics were available for review prior to the team's presentation. Judy Chapman welcomed everyone at the beginning of the presentation and explained how the project had originated in the City of Kotzebue's Comprehensive Plan. Project Manager, Royce Conlon describing the project in general terms and then ask if there were any comments from the group on existing airport issues and potential locations for a new airport. Participants also commented on planning methods.



Kotzebue Airport Relocation

Feasibility Study

COMMENTS

Existing Airport Issues

- There is no way to make the airport longer to accommodate larger planes.
- Airport security is difficult to enforce (visiting hunters, traffic across the west end, etc).
- There are problems with safety because of obstructions on the east end.
- There are many safety issues at the old airport. A new site would provide better safety all around.
- Fog problems exist because of the airport's proximity to the water. There is much less fog on the hill.
- (Instrument Landing System) ILS precision approaches required: planes cannot get in when there are strong west and north winds.
- The ILS approach is offset: planes head towards buildings and then veer off before landing.
- The landfill and lagoons are too close to the airport.
- Some floatplane operations take place at the existing airport. A new airport should have these as well.
- At the current airport, there are no good ski-landing sites. Pilots set down on lagoon sea ice (Kotzebue Lagoon). A new airport should have a new ski strip.
- The buildings are located far enough on the North/South runway, but small aircraft park close to the runway. Aircraft parked on runway 17-35 are obstructions.
- Birds around the airport area are hazardous. They flew into engines of an Alaska Airlines jet.
- The location of the VOR inhibits or prohibits community development.
- Community development and growth needs to stay nearby utilities and infrastructure.
- Roads and power lines are nearby the VOR.
- Kotzebue is growing, but only about a half-dozen lots in Kotzebue are truly developable, with sewer and water services available.
- Housing is a big factor. There is no place to expand the housing. Three to four families are sharing homes, piling on top of each other.
- Housing is terrible and many homes have been abandoned (130). Former Kotzebue residents own many of these lots.
- There is no space for the town to expand.
- The airport's land could be useful for expansion.
- During fall, high water affects homes near lakes on the east side of the community.
- The community is being forced to consider creating a 2nd community nearby.
- Kotzebue fuel is expensive, with the hub fuel price at \$3.50 per gallon and the pump fuel price at \$4.60 or \$4.70, so creating a distant community will be expensive for residents moving homes far from Kotzebue's center.



Kotzebue Airport Relocation

Feasibility Study

- Hillside road is a location at the end of the airport with water and power.
- Moving the airport opens greater opportunities and development potential for Kotzebue.
- The runway is not level because it was built on a marsh and thawing has created uneven settling. An insulated pad over permafrost might have a better chance of survival than a runway built over a lagoon.
- The airport's gravel was dredged from the lagoon.
- Between the mid 80s and 2005, 38 million dollars were invested in the airport.
- Kotzebue will require more goods [and thus more cargo plane space/traffic] in the future. Larger aircraft will be needed to fly into Kotzebue.
- During summer each year, cracks appear in the runway.
- The asphalt runway is a heat sink and thus unstable. A dryer site would be more stable.
- The airport's location near town restricts private property owners' uses for their property because of navigation safety.

Potential locations and their issues:

- A new airport should be built in the East/West direction and should use the old airport's material for construction.
- The estimated costs of a new airport must include both development and long-term maintenance.
- Residents may protest angrily if gravesite moving becomes part of a potential plan.
- Removal of the hill (at the east end) will expose permafrost, increasing the potential for erosion problems.
- A location at the east end of the airport restricts private property.
- Look further north and at the entire peninsula.
- Cape Blossom is a potential site 13 miles away.
- Distance of the airport from the community is relative.
- Critical issues:
 - Road/maintenance
 - Utilities
 - Proximity to town – to reduce distance needed to transport cargo and passengers to and from the community
- The airport is used frequently/daily.
- People do not need vehicles to get around the Kotzebue community, so the airport should remain close to town. Quality of life is better with airport nearby.
- Maintenance of access roads to airport is a long-term cost and concern.
- Another goal is to keep local residents' lives simple.
- Sometimes weather prohibits driving to the existing airport.
- Get feedback from villagers about
 - Walking and the cost consideration of an airport beyond walking distance



Kotzebue Airport Relocation

Feasibility Study

- The airports' influence and importance to the community
- Look to Ambler, Manokotak and North Pole for other examples of hub airports.
- Problems are associated with jet services, not the smaller regional commuter operations. How do you get them to move? What about moving jet traffic and not commuter traffic?
- The airport move has been discussed for years. There was a comprehensive plan to move the airport to Cape Blossom and build the deepwater port there as well.
- After 9/11, there was talk about closing off Second Avenue at the west end of the runway, but that thoroughway and the beach front have been used for thousands of years. It is a historic indigenous trail.
- Look at other possibilities in conjunction with this project: a road to Cape Blossom would cut some expense of road to a new airport or deep-water port.
- These projects have the same goal: to help Kotzebue's future development.

Study methodology

- Why are we all here? The 1998 Master Plan looked at relocation. We are undertaking a separate study. The borough and city have an interest in getting this study underway.
- Those planning need to talk to many community members, not just a few.
- Have Citizen's Advisory Committee (CAC) redraft the questionnaire and hire local folks to do the survey.
- This survey can be used to validate what was said in previous studies.
- Thanks for involving community
 - Public involvement is important in planning because it fosters community ownership.
 - If outsiders do all the planning, community members end up having to live with the problems.
- A questionnaire created by the community and state, distributed door to door, would be a good way to compile the knowledge of Kotzebue residents.
- The next step is to ask residents what they think about new potential areas and the issues, distances, and impacts surrounding them.
- There will be confusion if potential sites are identified without local input.
- Use CAC to identify locations and survey the community.
- Study should be a partnership with community. Citizens and experts should be working together and combining ideas to find a true solution.
- A solution needs to satisfy everyone: the public, environmental concerns, technical feasibility.
- Outside villages should have a chance to comment on this project because they fly into Kotzebue and do not have ground transportation.

Kotzebue Airport Relocation Feasibility Study
ADOT&PF Project No. 61317

Citizen's Advisory Committee Meeting Notes

SUBJECT: Kotzebue Airport Relocation Feasibility Study
GROUP: Citizen's Advisory Committee
DATE: January 18th, 2006
TIME: 2:00 pm – 4:00 pm
LOCATION: Kotzebue School Multipurpose Room

MEETING OUTREACH:

Two notices in the *Arctic Sounder* newspaper announced the meeting in the January 5 and January 12, 2006 weekly editions; display advertising in the *Anchorage Daily News* on January 10, 2006; public service announcements on KOTZ radio; postcard mailer to all Kotzebue box holders mailed on December 26, 2006; and posters were also displayed at local businesses. A personal letter was sent to all CAC members inviting them to the meeting.

MEETING ATTENDANCE: 8

MEETING MATERIALS: 1) Handouts: comment sheet; 2) meeting graphics consisting of aerial photos of the study area from Kotzebue south to Cape Blossom and land use in the study area. The project's web address was provided to the attendees: www.kotzebueairport.info

STAFF PRESENT:

ADOT&PF: Judy Chapman, ADOT&PF Project Manager; Donna Gardino, ADOT&PF Northern Region Planner, Ryan Anderson, ADOT&PF Northern Region Designer; PDC Engineering: Royce Conlon, Consultant Project Manager, Heather Estabrook, Consultant Project Engineer; Brooks & Associates: Anne Brooks, Public Involvement Coordinator

CITIZEN'S ADVISORY GROUP MEMBERS PRESENT:

Frank P. Greene, NANA	Linda Joule, Native Village of Kotzebue
Herman T. Reich, City of Kotzebue	Michael D. Tabor,
Homer Mills, Sr., Kikiktagruk Inupiat Corporation	Paulette Schuerch, Maniilaq Association
Jason Jessup, City of Kotzebue	Walter Porter – Planning Director, Northwest Arctic Borough

MEETING INFORMATION

Attendees were greeted at the door and asked to sign the sign-in sheets. The meetings consisted of a presentation followed by a question and answer session. Meeting graphics were available for review prior to the team's presentation. Judy Chapman welcomed everyone at the beginning of the presentation and explained how the project had originated in the City of Kotzebue's Comprehensive Plan. Project Manager, Royce Conlon describing the project in general terms and then ask if there were any comments

from the group on existing airport issues and potential locations for a new airport. Participants also commented on planning methods. Highlights of the discussion are shown below with answers from the project team in *italics*.

Comments and Questions

- Is relocation limited to the grey area of the graphics? *No, this is the limit of our aerial photography.*
- Is it the responsibility of the State to maintain a new road to a relocated airport? *Don't know at this point, that is something that gets negotiated.*
- How is the land acquired? *DOT ROW department negotiates for the land that's needed.*
- Is a perpetual lease a possibility?
- What is the value of the recent airport improvements? *\$38,700,000*

Existing Airport

- There is no security. There is no fence on one side of the airport.
- Hunting groups come to the airport with rifles loaded. Hunters are not local. A letter was sent to DOT Airport Leasing to request that one carrier be denied lease renewal due to their lack of security precautions.
- Biggest concern is a possible Motor Vehicle/Aircraft collision. The road to the subsistence camps crosses the end of the runway. Airport Maintenance blocks traffic when jets arrive at the airport. In the summer there are pedestrians that walk that road.
- The elevation of the airport and entire community is a concern. The community is at sea level. The polar ice caps are melting. There has been water on the road near the west side of the lagoon.
- There is a cemetery on the hill at the east end of the runway. The obstruction removal project will remove some of this hill, but not enough to meet FAA standards. If the hill erodes, the cemetery may need moved.
- The city can't expand to the east of the airport due to FAA Airspace requirements. This is where the existing infrastructure is.
- Smoke kept jets from landing for a week one summer. Fog is common in the spring.
- Prevailing winds are to the east; crosswinds are to the northeast, and west in the summer.

Possible Relocation

- Road maintenance is a big issue in the winter. Devil's Lake Road is not maintained. It is a BIA road.
- KIC wants to survey along the new road and offer lots to shareholders. KIC is a for-profit organization, and land is available.
- There are windmills in the Sadie Creek area. They generate power, and are 5-10 years old.
- Material Sources – KIC is developing some. Noorvik is another option.

Ideas for the Public Meeting

- The photo is distracting on the map
- Don't show the 3 previous options until the public shares their ideas on relocation.
- Draw relocation ideas on the map.
- Next time – show an airspace figure.



Kotzebue Airport Relocation Feasibility Study

Citizens' Advisory Committee
July 31, 2006, 3 to 5 p.m. -- NWAB Assembly Chambers

Agenda

Purpose of Today's Meeting:

Discuss survey results, community demographics, anticipated field program and narrow study boundaries.

Welcome	Donna Gardino, Project Manager ADOT&PF
Project Re-Introduction	Royce Conlon, P.E., Project Manager PDC, Inc., Consulting Engineers
	What the project team has done so far Public and CAC Meeting Survey & Questionnaire Wind Analysis Community Demographics (Current and Future)
Summary of Input from Questionnaires	Anne Brooks, P.E., Public Involvement Coordinator Brooks & Associates
What's Next	Office and Field Work Aviation Forecast Facility Requirements Local Government/Corporation/Agency Input Field Reconnaissance <i>Where? Who to contact?</i> Financial Analysis Feasibility Study
	August Public Meeting <i>What is the best time and location for this meeting?</i> <i>How do we engage more Kotzebue residents?</i>
	Next CAC Meeting: November 2006 (date?)
Questions & Comments from Committee	
Adjournment	

Thanks for all your assistance!

For more information contact:

Donna Gardino, ADOT Project Manager

Telephone: 907-451-2375

Fax: 907-451-2313

Email: donna_gardino@dot.state.ak.us

Project web site: www.kotzebueairport.info

For Federal Aviation Administration Guidelines on Airport Master Planning check the following link on the web:

http://www.faa.gov/arp/publications/acs/5070_6b.pdf



Kotzebue Airport Relocation Feasibility Study

Meeting Notes

SUBJECT: Kotzebue Airport Relocation Feasibility Study
ADOT PROJECT NO.: 61317
GROUP: Citizens' Advisory Committee
DATE: July 31, 2006
TIME: 3:00 to 5:00 PM
LOCATION: Northwest Arctic Borough Assembly Chambers
MEETING OUTREACH: Email and telephone calls to committee members; telephone follow-up by Kim Franklin, NWAB
MEETING ATTENDANCE: See Below
MEETING MATERIALS: Land Use Map, PowerPoint presentation, Agenda
STAFF PRESENT: ADOT& PF: Donna Gardino;
PDC, Inc.: Royce Conlon;
Brooks & Associates: Anne Brooks
MEETING INFORMATION:

Donna Gardino, ADOT&PF, opened the meeting. She noted that she was replacing Judy Chapman as Project Manager for ADOT. She asked everyone to introduce themselves.

Royce Conlon then provided an overview of the project scope and the steps taken by the project team thus far using a PowerPoint presentation. She mentioned the January public and advisory group meetings; the survey and questionnaire mailed to the community, airport users and aircraft operators. She talked about the wind analysis and finally, provided a brief overview of the community demographics report completed by Northern Economics.

Anne Brooks, Public Involvement Coordinator, provided a summary of the input received from questionnaires distributed to the various user groups. Ms. Brooks then went through the input sub area by sub area as they corresponded to the map attached to the survey. Details are included in the copy of the presentation on file and available on the project web site.

Ms. Conlon then discussed the work that will be taking place over the next several months – Aviation forecasting—to determine the number and type of aircraft to use Kotzebue airport in the future; the facility requirements that will be overlaid on the Baldwin Peninsula when identifying possible locations for the airport; the upcoming agency meeting and field program. She also noted the financial analysis that would take place and outlined what is included in a feasibility study.

The following are questions or comments recorded by the project team during the meeting. The committee's comments/questions are shown in *italics* and the team responses are shown in regular type. These questions were asked and answered during the presentation.

Is it possible to bring the current Kotzebue airport up to standards? It is possible, however, it could be very expensive. This will be analyzed in this project.

We are concerned about the low ground around the existing airport. Water has risen 2.5 to 3 feet in the last three years. High areas of the Baldwin Peninsula are at 24-90 feet, which would be a better place for an airport. The tides are eating at places and eroding the shoreline. There is an area where cliffs are eroding – one about a ¼ mile long. Sometimes at high tide, we barely see the airport. It might be under water within 5 years.

One member noted that in 1982 he hunted belugas at Elephant Point. Jets started service at the Kotzebue airport in 1984 and 1985. Belugas avoided Kotzebue Sound since then. He had confirmation of the belugas reacting to air traffic noise because a friend spotted them and watched them turn when a jet was approaching the airport – this was the first confirmation of a correlation between the belugas and the airport. In 1996 DNA testing found that the Belugas in the area were not from Kotzebue stock.

Have there been any coastal erosion studies that the team should be aware of? To our knowledge, none have been completed.

If everything goes well, how long would it take [to get a new airport]? The length of time to develop a new airport will depend on availability of funding to move the airport, construct the access road and relocate tenants, etc. We do not know at this time, but at best likely 10 years before first stage could be constructed. Re-location would be a long-term plan.

Ms. Conlon noted that the current airport loses about \$188,000 per year—it does not pay for itself.

Consider siting the airport close to a gravel source because it would keep the costs down.

Regarding the wind data, what you have presented is the “historic normal” weather pattern – what we’ve seen over the last 15 years. Southeast winds are more normal with variations by season – summer different than winter. Ms. Conlon noted that the data presented was from over 10 years worth of data and that based on the data, Kotzebue could get by with a single runway for jets—one without a crosswind runway. The crosswind runway, however, would be appropriate for the smaller aircraft that service the outlying villages.

Wind is from the west in the summer and east in the winter. Another commenter said it was southeast in the summer and consistent across the Baldwin Peninsula.

The wind blown drifting is huge and a real problem on Ted Steven's Way.

When the team talked about the community demographics, the committee indicated that there were about 12 homes for sale at this time. Folks are always moving in and out of Kotzebue. The committee indicated that the primary economic activities listed for Kotzebue should also include services (banking/commerce, etc).

For clarification, Ms. Conlon indicated that the Gold in the Arctic Deposit was at Ambler and also included copper, zinc and silver. The Coal at Deadfall Syncline was at Point Lay. The committee suggested we add Natural Gas to the “Other major activities considered:”

Ms. Conlon spoke about the field program scheduled for August of this year – about two (2) days of time with a biologist, archaeologist, and geologist. She asked if a helicopter flying the area would be an issue for subsistence users. *The committee indicated that it would not, they advised the team to issue public service announcements before and during the field programs to make local residents aware of the helicopter use.*

Have you ever considered small planes in town and larger planes in the new location? No. Generally, the DOT only wants to operate one airport in a community. This might be possible if the community wants to take over ownership and management of the small airport.

Does the project team need permission to access KIC and/or NANA lands for their field work? The committee suggested that Ernie Norton accompany the project team on the field reconnaissance. No other permissions were mentioned as being required.

The financial analysis would look at the cumulative effect of activities in the area – the KIC land distribution, the extension of city water/sewer, road to Cape Blossom and port in the Cape Blossom area.

Do we need to stay away from native allotments? *Generally yes, it depends on ownership. Some owners don't have a problem, others might.*

When the team spoke about the evaluation criteria to be used to determine feasibility, the committee suggested we add “compliance with FAA safety standards.”

Working with a overlay provided by the team, committee members suggested several potential airport locations to be evaluated. The committee suggested that the team avoid water or land with lots of islands in them as these provide plenty of nesting habitat for swans and other waterfowl. The committee suggested that if the airport impacted the Noorvik/Kiana trail, the trail could be re-routed around it. One area that the committee thought we should consider is located near the 5 mile radius (as shown on the map) south of Kotzebue in T17N, R18W sections 25, 26, 35 and 36. Flat spots on either side of Sadie Creek Camp areas near Cape Blossom - were also identified.

In closing, the team talked about next steps and discussed the next meeting date. Most committee members felt that August was too soon for a public meeting and suggested that November would be a better month for a public meeting. The team passed on a request from Kotzebue middle school teacher, Walt Maslen, that we add a student member to our committee.

The committee endorsed this suggestion fully. They suggested that we consider connecting with students at their spring job fair and in the classroom, if possible.

Attendance:

Committee Members Present:

Sandy Schroyer-Beaver, KIC; Ross Schaeffer, Sr, NWAB Mayor; Kim Franklin, NWAB Planning; Linda Joule, Kotzebue IRA Council; Herman Reich, City of Kotzebue; Ernest Norton, KIC.

Committee Members Unable to attend:

Walter Sampson, NANA Corporation; Paulette Schuerch, Maniilaq Association

Committee Membership Changes:

Jackie Hill will replace Paulette Schuerch to represent Maniilaq Association

Related documents on file:

Sign in Sheets
Handouts (Comment Sheet)
Meeting graphics
PowerPoint Presentation
Contact List



Kotzebue Airport Relocation Feasibility Study

Meeting Notes

SUBJECT: Kotzebue Airport Relocation Feasibility Study
ADOT PROJECT NO.: 61317
GROUP: Kikiktagruk Inupiat Corporation (KIC)
DATE: July 31, 2006
TIME: 1:45 PM
LOCATION: KIC Board Room
MEETING OUTREACH: Telephone call to Timothy Schuerch, President/CEO
MEETING ATTENDANCE: 7, From KIC: Timothy Schuerch, President/CEO; Bish
Gallahorn, Chief Operating Officer; Grant Hildreth, Special
Projects Director, and Ernie Norton, General Manager – Lands
MEETING MATERIALS: Land Use Map
STAFF PRESENT: ADOT& PF: Donna Gardino;
PDC, Inc.: Royce Conlon;
Brooks & Associates: Anne Brooks
MEETING INFORMATION:

The team had an opportunity to stop by and visit with KIC to discuss the Kotzebue Airport Relocation Feasibility Study and KIC lands. We met with the KIC staff noted above.

The following is a summary of the information provided at this meeting.

KIC is in the process of conveying the Devil's Lake drainage area to the City of Kotzebue. This would not be a good area for the airport because it encompasses the City's drinking water source.

NANA has subsurface rights on all KIC lands. The transfer is not yet complete for all these lands. The Department of Interior has to transfer to NANA. NANA transfers to KIC and then KIC transfers to the City of Kotzebue.

Mr. Schuerch let us know that Ernie Norton was the person to contact regarding maps of KIC lands.

Mr. Gallahorn said they are working on a land distribution.

Mr. Schuerch indicated that KIC had permitted gravel sources that might be usable for the airport construction if a decision is made to relocate the airport. He mentioned the Niniuk Point gravel pit with has approximately 300,000 to 400,000 cubic yards of material remaining. The group did a quick calculation of the amount of fill required for a new airport assuming 7500-foot length, 500-foot width and 10-feet of embankment and came up with about 1.6 million cubic yards of

material would be required. KIC is pursuing getting permits for a pit in the Arctic Circle area and Pipe Spit.

The KIC folks indicated that most of Baldwin Peninsula is ice rich and all permafrost. Possible locations for an airport might be the area south of the wind mills. There are expansions of the wind mill planned with more added every couple of years. Ms. Conlon ask if this area was foggy. The KIC folks indicated that the fog generally holds west of the hills and that the westerly winds bring in the fog.

KIC wants the road to Cape Blossom because this is the only place with reasonable access to deep water for a port facility. Ms. Gardino noted that a feasibility study of the road to Cape Blossom, funded in the state capital budget, would begin the end of 2006. KIC noted that if the airport were located somewhere along the road to Cape Blossom this would be beneficial.

Ms. Conlon asked the group if we needed to relocate the airport. The reasons KIC gave for relocation include concerns about security; the need to maintain access along the spit for traditional uses; the fact that the airport cuts the community in half; the community is worried about high water because storm surges have worsened in recent years and the runway may soon be underwater; and that in the long term the airport doesn't work in its present location.

As evidence of high water, the 18-plex teacher housing constructed by UIC was flooded in the past by storm surges. KIC purchased this unit because the price was low due to the flooding.

It was mentioned that Alaska Airlines is flying 400's into Kotzebue. The obstruction removal has helped remove obstructions at the end of the airport. In terms of transportation to the community, four (4) barges come to Kotzebue but aircraft fly almost daily to the community.

What kind of area would you be looking for? Ms. Conlon said we were looking for something that is high and flat and an area that is about 2 miles square to accommodate all the FAA requirements regarding obstructions and penetrations into the approach zones.

There was some talk about how to get the gravel from existing sources to the new airport location and all agreed that this detail would be worked out in the future should relocation be deemed feasible and depending on whether the re-location site is inland or along the shoreline.

Ms. Conlon indicated that R&M Consultants will be doing some reconnaissance level material investigations and that we would need permission to access the KIC gravel sources. KIC asked that this be coordinated with Ernie Norton.

In closing, KIC indicated that relocation of the airport would open additional lands for subsistence and make other projects more feasible.

Related documents on file:
Meeting graphics



Kotzebue Airport Relocation Feasibility Study

Agency Scoping Meeting
August 23, 2006, 1:30 – DOT&PF Building at 2301 Peger Road,
Main Conference Room

Agenda

Purpose of Today's Meeting:

Discuss airport needs, project process, agency knowledge of potential resources, agency concerns, and anticipated field program.

Welcome	Donna Gardino, Project Manager DOT&PF
Project Introduction	Royce Conlon, P.E., Project Manager PDC, Inc., Consulting Engineers
	Why consider relocation?
	Project process and finding the balance
	What the project team has done so far
Review of Areas for Viability	Identification of high value resources
	Geotechnical and hydrological considerations
Agency Input	What information does the agency have?
	Are you currently conducting any studies that may be beneficial to this project?
Questions & Comments	What concerns do you (the agency) have?
Adjournment	

Thanks for all of your assistance!

For more information contact:

Donna Gardino, DOT&PF Project Manager
Telephone: 907-451-2375
Fax: 907-451-2313
Email: donna_gardino@dot.state.ak.us

Project web site: www.kotzebueairport.info

For Federal Aviation Administration Guidelines on Airport Master Planning check the following link on the web: http://www.faa.gov/arp/publications/acs/5070_6b.pdf



MEETING MINUTES

Location:	Fairbanks, AK	Meeting Date:	August 23, 2006
Attendees:	<p><i>In Fairbanks:</i> Donna Gardino, Chuck Howe – DOT&PF Royce Conlon, Heather Estabrook – PDC Betty Anderson – ABR Nancy Ihlenfeldt – ADNR-OHMP</p> <p><i>Teleconference:</i> John Eurlich, Jeff Hadley – City of Kotzebue Mike Tabor – Native Village of Kotzebue Larry Peltz – NMFS Nicole Allison – ACMP Chuck Green – NANA Development Gabriel Maas – FAA Ernie Norton, Grant _____ – KIC</p>	PDC #	F05077
		Client #	61317
		Name:	Kotzebue Airport Relocation Feasibility Study
		Minutes Prepared:	Heather Estabrook 8/23/06
Subject:	Agency Scoping Meeting		

COMMENTS AND QUESTIONS

NMFS

- Not a lot of concerns
- Don't impact anadromous fish streams

Royce brought up option to build runway off land in Area 2

- Coastal erosion concerns
- Building in Sound
- Doesn't think it would be any better than a land alternative

ACMP

- Will be in touch – no concerns at this time
- Will be concerned with area/habitat affected when a site is narrowed down
- Alterations to surface flow

City of Kotzebue (Jeff Hadley)

- Would like to participate in field recon (coordinate with John Eurlich)
- Hope to study in coordination with Cape Blossom
- What is time frame? → July-October 2007 feasibility study will be complete

Donna:

- Yes, DOT&PF anticipates starting the Cape Blossom Road project at the end of the year. Will coordinate.

NANA (Chuck Green)

- Ask Walter if he wants to go on recon
- NANA – Major landowner, he is with the development section
- Keep in mind deep water port
- Military presence increasing? (Air National Guard trying to re-establish presence) Would they be interested in helping with the project?

Donna:

- Will try to touch base with ANG
-

**KIC
(Ernie)**

- Major landowner
- Road by Sadie Creek
- Other things already mentioned during CAC meeting
- Coastal erosion – won't be a concern for the areas they picked (on land)

**KIC
(Grant)**

- Subdivision along hillside road
- Potential expansion if a road goes to Cape Blossom
- There is nowhere to expand now
- What does recon say about potential material source sites? They have a few areas they are interested in mining, such as Arctic Circle.

Royce:

- Approximately 4 million cy required, ballpark
-

**ADNR-
OHMP**

- No streams are anadromous
 - Resident only
 - Permits for gravel sources / haul route may be required
-

**NVK
(Mike)**

- No comments
 - Add to contact list – 442-3467
-

FAA

- No comments at this time
-



Kotzebue Airport Relocation Feasibility Study

Citizens' Advisory Group
January 9, 2 to 4 p.m. -- NWAB Assembly Chambers

Agenda

Purpose of Today's Meeting: Discuss results of office and fieldwork, analysis to date, evaluation criteria, and the financial analysis to come.

Welcome	Donna Gardino, Project Manager ADOT&PF
	Welcome to new members of the advisory group –
Project Re-Introduction	Royce Conlon, P.E., Project Manager PDC, Inc., Consulting Engineers
	What the project team has done so far Public Involvement Wind Analysis Community Demographics (Current and Future) Aviation Forecast Facility Requirements Agency Input Field Reconnaissance
Summary of Public Input to Date	Anne Brooks, P.E., Public Involvement Coordinator Brooks & Associates
Group Discussion	Feasibility Evaluation Criteria
What's Next	Financial Analysis
	Next CAC Meeting: _____
Questions & Comments from Committee	
Adjournment	

Thanks for all your assistance!



Kotzebue Airport Relocation *Feasibility Study*

Meeting Notes

SUBJECT: Kotzebue Airport Relocation Feasibility Study
ADOT PROJECT NO.: 61317
GROUP: Citizens' Advisory Committee
DATE: January 9, 2007
TIME: 2:00 to 4:00 PM
LOCATION: Northwest Arctic Borough Assembly Chambers
MEETING OUTREACH: Email and telephone calls to committee members
MEETING ATTENDANCE: See below
MEETING MATERIALS: *Handouts:* Agenda; PowerPoint Presentation slides; Evaluation Criteria Worksheet; Comment Sheet
Graphics: Land Use Map, PowerPoint Presentation
STAFF PRESENT: *ADOT & PF:* Donna Gardino;
PDC, Inc.: Royce Conlon;
Brooks & Associates: Anne Brooks

MEETING INFORMATION:

Donna provided introductory remarks. Royce Conlon thanked the group for their assistance and then started a round of self-introductions. Committee members received a copy of the *Kotzebue Airport Relocation Feasibility Study Interim Report*. Royce noted that since there are new members, she would be presenting some refresher information in her PowerPoint presentation.

Royce went through the PowerPoint presentation and noted that comments on the Kotzebue Airport Relocation Feasibility Study Interim Report are needed by February 1, 2007.

The following is a summary of the comments, statements, questions and answers made by committee members, community members or project team members at the meeting. The comments are alphabetical by topic. Where appropriate, quotes from the committee members are presented in *italics*.

Aircraft and Airport Requirements

- It was noted that Alaska Airlines is phasing out the 737-200 series jets. They will be replaced with 737-400 in a passenger/cargo configuration, which will impact the runway requirements.
- The current airport runway is 5900-foot in length. We could use 6500-feet but have to add another 15% [in length] for safety according to proposed FAA requirements, which leads to a 7500-foot long airport. The team is working with FAA and DOT to evaluate different ways of providing a safer airport. Without improvement to the runway, air carriers might be required to come in to Kotzebue with lighter loads. Our options are to

plan and build for it or invest more in maintenance to make sure that in bad weather conditions the runway is in good operating condition.

- The FAA is concerned about the safety of both large and small aircraft.
- Kotzebue airport needs to meet the requirements for the most demanding aircraft. While Alaska Airlines is phasing out the 737-200 aircraft and planning to use the 737-400 or 737-700, the 737-200 requires the larger facility and is considered the design aircraft. Northern Air Cargo plans to continue using 737-200s.
- The safety area length requirement is 1000 feet.
- Engineering Materials Arresting System (EMAS) will be considered in Kotzebue at the end of the runway. It has been determined practical to use and raises the level of safety of passengers when the aircraft goes off the end of the runway.
- The project team commented that width is desired, and FAA is slowly requiring the RSA width on the airports. We have been fortunate that we haven't had any dangerous crashes. A couple of times aircraft ran off the end of the runway.
- If the length were increased, would it decrease the cost of goods and services? The team responded that maybe. A longer airport may be able to accommodate different types of aircraft, which may cause a decrease in the cost of goods and services. However, access during the poor weather months of the year would still be a factor in the cost of goods and services.

Airport Safety

- Committee members expressed concerns about safety. Specifically regarding the hill at the end of the airport; the times when the aircraft can't land because of snow on the runway; and when they have experienced landing at Kotzebue with one engine.
- They are concerned about the proximity of the road to the airport.
- They are concerned about the hunters who traverse the airport to get to small planes taking them on hunting trips—especially when they are carrying firearms.

Airport Layout

- A drawing of an idealized airport layout was shared with the committee members. The idealized layout had not been applied to the Kotzebue Airport yet. Committee members asked how far is the runway in Bethel from the community? It is quite a ways, maybe 3 miles.
- Committee members understand that the runway is constrained. They are very concerned about jets crashing and hope it doesn't take too long to come up with a solution.
- Lots of people travel in small planes – not just jets.
- We want to look at some options for constructing a new airport.
- Determining flight minimums will be part of either a new relocated airport or improved airport in the existing location.

Airport Location

- Locate the airport along the road to the deep-water port. Material for the airport might be available from dredging the deep-water port.
- Add criteria for combined facilities making it more attractive if facilities are combined.
- Currently the state is getting federal funds for the road to Cape Blossom--\$3.5 million.

- Regarding Area 3: If eventually there will be a road to Cape Blossom, what does the city have planned for long-term relocation and housing relocation? Does Kotzebue want the airport relocated? Has the City had any discussion about developing any housing relocations?
- The community is planning to expand up on the hill where costs are greater for folks. If we move the airport, we could fill the lagoon to provide more space for growth and then the services are closer.
- Committee members noted that the entire beach area might be eroding away because of global warming. We have to look at a certain elevation for future. Two years ago in the fall, the water rose high enough that there was about two inches of water over the end of the runway.
- Committee members discussed the airport location. Were they really serious about moving the airport? Should they move ahead with a desire to move the runway? It isn't black and white that the community wants to move the runway. The project team confirmed that the community has said that they want the airport to remain where it is.
- Committee members wanted to know if the analysis will consider an airport further out, one close to the community and changing the existing airport? All three ideas will be considered.

Cost /Funding

- A new runway will be costly and will depend on where the gravel comes from.
- Costs for an extra 1000 feet of runway are expected to be significant.
- Future phases of the project will fund additional geotechnical explorations in this area.
- Committee members wanted to know who would end up paying for the cost of the airport. How will DOT look at structure of financing and whether the City of Kotzebue is willing to contribute to the airport relocation? The project team responded that the community could put some money into the airport project. If the community puts money into the project then it increases the score of the APEP. It can be in-kind donations, such as gravel.
- Is Kotzebue in competition with other communities? Yes, Kotzebue will be competing with other facilities throughout the state for funds with each airport competing within a common class of facilities. For example, regional transportation hubs like Kotzebue compete against other regional transportation hubs like Nome, Barrow, Prudhoe, etc. The funding follows the high scoring projects. The group scoring the projects is comprised of individuals from the ADOT regions, i.e., Southeast, Central and Northern.
- About \$70-90 million goes to airport projects in Alaska annually. This airport relocation cost could be two to three times the annual amount budgeted for all of Alaska. Deficiencies of the airport would cause the airport to be scored high. In addition, a cost benefit analysis would be completed, which is a ratio of the number of folks in the community relative to the cost of the project
- Concern was expressed that this project is low on the list of community priorities. The community needs to let the DOT planners know how important their project is by writing letters of support. In addition, if the cost of relocation and improvement is the same, then it might be ranked high.
- A committee member stated, *“\$79 million dollars has been invested in the Kotzebue Airport to date. It is a huge investment to walk away from. Does it make sense to move*

away from this investment? It is time to be part of the planning process; we are as concerned as the FAA and the State about the airport. The fact is that if we are going to do planning, we, as a community, want to participate in the planning process. In the end, we want to have ownership in the product. Every day, we have to live with the road, airport, fence, etc. We are tired of reacting to the plans. We want to move forward with getting a new runway. We have to go through the process.”

Economic Development

- There might be economic development potential for KIC or NANA or others.
- Committee members noted that they should be looking at economic development – KIC or NANA or others wanted to know who gets the revenues from the airport? The team responded that a portion of the revenues stays with the landowners. The State will acquire the land for the airport through a right of way acquisition process. The leasehold revenues at the airport pay for some of the airport maintenance. DOT would need to retain these revenues.
- The City could look at options for KIC to own the runway. However, it would mean that in addition to the community receiving airport revenues, they would incur the operating costs too and share in the liability. If some catastrophe happens, the landowner becomes liable for the costs.
- A committee member asked if the state could consider building the runway and KIC could lease property to the facility owner.
- It was noted that there are some villages that maintain their own airports. Venetie and Arctic Village – they do the projects for FAA. The villages are responsible for maintaining their airport and they get their revenues. However, they are finding it more difficult to continue operations. Juneau and Kenai are airports that take care of their own costs.
- Committee members asked about the ownership of the airports in Fairbanks and Anchorage. The DOT generally doesn't like to operate more than one airport in a community. Generally, the city operates the General Aviation (GA) airport and the DOT operates the air carrier airport.

Evaluation Criteria

- Add floodplain or watershed impacts to the evaluation criteria.
- Consider global warming and its implications on the feasibility of moving the airport.
- Add utilities (water and sewer extension) to evaluation criteria.

Firearms/Hunters

- Concern was expressed about firearms, especially a way to control the small air taxi operations whose passengers are carrying munitions and firearms. Especially during the hunting season, hunters are on the ramp and there is no way to secure the airport.
- NANA offices are too close to the airport and safety is a concern.
- Separating the hunters from the rest of the passenger operations is important.
- Our challenge is to determine how you separate the cultural aspects of the concerns—airport requirements versus cultural needs.

Future Growth

- The project team shared information about future growth of the community and needs of the airport. The aviation forecast, or the number of trips projected in the future, is accomplished by looking at historic operations and passenger enplanements (people getting on and off of the airplanes), cargo and Kotzebue-based aircraft.
- Enplanements have only grown 0.1%, the population has grown at 1%. The project team used a growth projection rate of 1.4% growth per year, which shows that we do not anticipate huge growth at the airport.
- Students who participated in the survey will be young adults when the results of this study are implemented.

General Aviation Airport Road Access

- Committee members brought up for discussion the road at the end of the runway.
- A committee member commented that people who don't have transportation would have to walk a longer distance, if they could not use the beach access near the airport.
- Attempts have been made to block beach access before and people would run into the barriers with their trucks.
- Concern was expressed about what the community would do if the state [DOT] or FAA said that they wouldn't pay unless the road is closed. The FAA would have to find an alternative for the beach access. The alternative the project team is currently pursuing is to shift the runway towards the hillside to reduce the conflict between the runway and the road.
- The DOT would maintain the access road to the relocated airport. However, in the future, as the community grows along the road to the airport, the responsibility for the maintenance might change.

Security

- A committee member asked about security at the existing airport. The project team responded that it is an issue and needs to be improved. We will be considering it in the study.

Utilities

- Sewer and water are needed at the airport and will be considered as part of the evaluation.
- Power requirements will be considered, for example, the smaller airports use 1.5kVA. Terminal buildings, leaseholder improvements, etc., have electrical needs.

Coordination

- One committee member suggested that Kotzebue governing organizations meet quarterly to discuss common issues.

Attendance:

Committee Members Present:

Brianna Triplett, Student; Herman Reich, City of Kotzebue; Kim Franklin, NWAB Planning; Martha Whiting, NWAB Mayor; Sandy Shroyer-Beaver, KIC; Walter Sampson, NANA Corporation

Committee Members Unable to attend:

Jackie Hill, Maniilaq Association; Linda Joule, Kotzebue IRA Council; Richard Atoruk, Student

Committee Membership Changes:

Brianna Triplett, Student and Richard Atoruk, Student were added as new members to the committee.

Related documents on file:

Sign in Sheets

Agenda

Handouts

Meeting Graphics

Contact List



Kotzebue Airport Relocation *Feasibility Study*

Public Meeting
January 9, 6 to 8 p.m. -- NWAB Assembly Chambers

Agenda

Purpose of Tonight's Meeting: Discuss results of office and fieldwork, analysis to date, evaluation criteria, and the financial analysis to come.

Welcome	Donna Gardino, Project Manager ADOT&PF
Project Presentation 6:30 p.m.	Royce Conlon, P.E., Project Manager PDC, Inc., Consulting Engineers
Question & Answer	Project Team
What's Next	Financial Analysis
Door Prizes	
	Next Public Meeting: _____
Adjournment 8:00 p.m.	

Thanks for all your input!

For more information contact:

Donna Gardino, ADOT Project Manager
Telephone: 907-451-2375
Fax: 907-451-2313
Email: donna_gardino@dot.state.ak.us

Project web site: www.kotzebueairport.info

For Federal Aviation Administration Guidelines on Airport Master Planning check the following link on the web: http://www.faa.gov/arp/publications/acs/5070_6b.pdf



Kotzebue Airport Relocation *Feasibility Study*

Meeting Notes

SUBJECT:	Kotzebue Airport Relocation Feasibility Study
ADOT PROJECT NO.:	61317
GROUP:	Public
DATE:	January 9, 2007
TIME:	6:00 to 8:30 pm
LOCATION:	Northwest Arctic Borough Assembly Chambers
MEETING OUTREACH:	Post card mailed to every resident in Kotzebue; Small supply given to outlying villages; <i>Public Service Announcement on KOTZ-FM radio</i>
MEETING ATTENDANCE:	19
MEETING MATERIALS:	<i>Handouts:</i> Agenda; PowerPoint Presentation slides; Evaluation Criteria Worksheet; Comment Sheet <i>Graphics:</i> Land Use Map, PowerPoint Presentation
STAFF PRESENT:	<i>ADOT & PF:</i> Donna Gardino; <i>PDC, Inc.:</i> Royce Conlon; <i>Brooks & Associates:</i> Anne Brooks
MEETING INFORMATION:	

The meeting was broadcast on KOTZ-FM radio.

Donna Gardino provided an introduction of project team members, Royce Conlon with PDC and Anne Brooks with Brooks & Associates, the public involvement coordinator. Royce Conlon narrated a PowerPoint presentation, which provided an overview of the work accomplished to date and the project team's next steps in the project development.

Following the presentation, there was a question and answer session between the community members and the project team. A summary of the general comments is provided below. The comments are alphabetical by topic.

Airport Leases

- Concern was expressed about how the existing leases at the Kotzebue airport will be handled. The project team responded that the leases of the existing buildings will be valued based on an appraisal and the FAA will participate in the relocation costs should the airport be relocated.
- The public wanted to know how existing airport leases at the airport would be handled. The project team responded that many of the airport leases have a 50-year term. If a lease renews during this study or before a final decision, it will be up to the leasing folks at DOT to determine how the period of the lease will be handled. It is generally tied to the amount of

time that the lease has on it and how long it will be extended. They might extend it for a shorter amount of time. It also depends on the amount of the improvements. If the airport is relocated the lease period will have to be worked out.

Cost/Funding

- The public noted that the community is considering a deep-water port at Cape Blossom that will require a 12-18 mile road. The newly constructed Ted Stevens Way is already heaving and falling apart. The cost of a new road will be rising as time passes.
- The public wanted to know who would pay for the airport relocation and the access road. The team responded that the project would fund the airport relocation, if it is feasible, and the road to the relocated airport.
- A member of the public noted that the cost of relocation could be high because of high ice concentration in area soils.
- The project team noted that the airport is expensive whether we improve the existing airport or relocate the airport. Many factors need to weigh into the decision process. The project team is gathering information to help with the relocation feasibility analysis.
- The public wanted to know what the team meant by “cost to users” in the evaluation criteria. The project team reported that the surveys completed by Kotzebue residents indicate that some residents think that their travel costs will increase if the airport is moved. For example, they will have to take a longer cab ride, which will cost more.
- The DOT has invested over \$79 million at the Kotzebue airport and other Kotzebue airport projects are in the planning stage. DOT will continue to maintain the existing runway while we plan, design and construct the airport in a new location—if it is feasible to relocate.
- DOT has never funded an airport project of this size and has asked the consultant to consider innovative funding techniques.
- The project team noted that the FAA would fund capital projects but not maintenance for the projects once they are completed. The DOT would assume maintenance of the airport and access roads.

FAA Requirements

- Community member noted that projects are often justified in the name of safety, no matter what the cost. Which planes have a problem with the less than 1000-foot safety area and how often do these problems occur? Does the FAA always get what they want everywhere?
- The FAA requires that for any improvements or upgrades made to the airport, they want the safety areas improved.
- One aircraft landing or one aircraft take off is counted as an enplanement. So for one typical trip, 2 enplanements are counted.

Future Growth

- The project team shared information about future growth of the community and needs of the airport. The aviation forecast, or the number of trips projected in the future, is accomplished by looking at historic operations and passenger enplanements (people getting on and off of the airplanes), cargo and Kotzebue-based aircraft.

Location

- The public commented on global warming, relocation of communities that might be necessary with rising sea levels and noted that the airport relocation feasibility is part of a larger community discussion. They noted that the community is making decisions and the location of the airport is important.
- A community member commented that in her experience, when you move a major facility, such as an airport, everything goes or moves with it. Most of the town will eventually move nearby, if not all of it.
- One commenter noted that this is a subsistence community. The folks here like their subsistence lifestyle. If you move the airport to the coast, it will impact a lot of the environment that this community loves the most. There are other places where we have high ground. Any location suggested may be a favorite spot to go for subsistence activities.
- A commenter noted that if the airport is relocated, the community will want to move with it.
- A community member commented that the relocation cost is high due to high ice concentration in the area soils. Consider relocation where the soils are not as ice rich.

Community Relocation/Global Warming

- Commenters raised the issue of rising sea levels and Kotzebue's vulnerability since it is a coastal community. The study should be looking at the implications of a warming climate and the potential airport relocation.
- One commenter felt the study should expand beyond the relocation of the airport because if sea level rises the whole community may need to be relocated. Kivalina, Deering, Kotzebue, Noatak...are coastal communities that will be impacted by global warming. Residents have seen the affects of rising sea levels and recorded it in the last few years and some feel that everything needs to be studied. The project team stated that this was outside the scope of the project and noted that the Corps of Engineers (COE) has a program to move communities. Newtok, Shishmaref, Kivalina and others are looking for relocation dollars.

Runway

- If we assume jets will continue to fly to Kotzebue, extending the existing runway will be necessary, and this may affect the cemetery and the water source.
- The runway does not meet FAA standards. To fully meet FAA standards it would need to be longer and wider, for example. It will take a significant investment to make the existing airport meet standards. It would also take a significant investment to relocate the airport. Someone will have to come up with the relocation funds, construct the new runway and relocate businesses all while maintaining the existing airport.

Related documents on file:

- Sign in Sheets
- Handouts
- Meeting Graphics
- Contact List



Kotzebue Airport Relocation *Feasibility Study*

Citizens' Advisory Group
November 7, 2007 2 to 4 p.m.
Northwest Arctic Borough Assembly Chambers

Agenda

Purpose of Today's Meeting: Discuss the draft Kotzebue Airport Relocation Feasibility Study findings and recommendations.

Welcome	Donna Gardino, Project Manager ADOT&PF
	Welcome and introduction of project team
Project Overview	Royce Conlon, P.E., Project Manager PDC, Inc., Consulting Engineers
	Where project originated? What was studied in feasibility study? Results of feasibility study?
Group Discussion	Draft Feasibility Study Questions & Answers
What's Next	Royce Conlon, P.E., Project Manager Kotzebue Airport Master Plan
Public Input Desired	Anne Brooks, P.E., Public Involvement Coordinator Brooks & Associates
	Comment Deadline: December 5, 2007 – Call our toll free number – 1-866-535-1877
Adjournment	

Thanks for all your assistance!

For more information contact:

Donna Gardino, ADOT Project Manager
Telephone: 907-451-2375
Fax: 907-451-2313 Email: donna.gardino@alaska.gov

Project web site: www.kotzebueairport.info

For Federal Aviation Administration Guidelines on Airport Master Planning check the following link on the web: http://www.faa.gov/arp/publications/acs/5070_6b.pdf

Table 5-1 – Alternative Evaluation Matrix

Criteria are listed in order of importance. The alternative that best fulfills each evaluation criterion is shown in bold.

	Alternative 1 Relocate Airport to Area 1	Alternative 2 Relocate Airport to Area 2	Alternative 3 Relocate Airport to Area 3	Alternative 4 Improve Existing Airport
Safety				
Approach Capabilities	Good approach capabilities; potential airport site is nearly the highest point on the peninsula	Approach capability downgraded because of windmills and radio tower in proximity to potential approaches	Good approach capability; potential airport site in lowland area	Improvements would clear a TERPS approach, but Part 77 terrain obstructions would remain off of the east end of Runway 8-26 Kotzebue Sound prevents approach lighting on the west end of Runway 8-26
Wind Coverage and Other Meteorological Conditions	Wind coverage with 12 knot crosswind Main runway = 89.8% coverage Combined runway = 95.2% coverage Fog unlikely	Wind coverage with 12 knot crosswind Main runway = 84.7% coverage Combined runway = 95.5% coverage Fog is likely because of Sadie Creek Combination of terrain and runway alignments may lead to snow drifting on runways	Wind coverage with 12 knot crosswind Main runway = 90.2% coverage Combined runway = 96.9% coverage Fog unknown, but suspected unlikely	Wind coverage with 12 knot crosswind Main runway = 90.4% coverage Combined runway = 96.8% coverage Fog cover common
Distance from Bird Attractants	Located in low-value wetlands	Located near high-value wetlands	Located between two high-value wetland areas	Located near Kotzebue Lagoon, landfill, high-value wetlands, and fish drying racks
Air Space and Land Use Compatibility/Obstructions	Site located in undeveloped area; airspace and land use conflicts unlikely	Same as Alternative 1	Same as Alternative 1	Airport conflicts with the community over land use; terrain and community development limit airspace
Safe Access	Potential airport site 6.6 road miles from community	Potential airport site 5.9 road miles from community	Potential airport site 12.8 road miles from community	Airport in close proximity to community
Airport Security	Sufficient land at potential airport site to put security measures in place	Same as Alternative 1	Same as Alternative 1	Security hindered by lack of space for airport expansion and community subsistence activities at the beach
Environmental Impacts				
Convenience of Access/Proximity to Community	Airport a short distance from community; not as convenient for residents and visitors, but provides room for community expansion on spit, encourages the development of a transit industry, and provides access to new land	Same as Alternative 1	Airport a considerable distance from community, which would be inconvenient for airport users	Airport remains within walking distance; community values the proximity of the existing airport
User Costs	Airport relocated 6.6 road miles from community center; estimated upper limit for air carriers' and local businesses' additional costs from the increased travel distance to the airport is approximately \$479,100/year	Airport relocated 5.9 road miles from community center; estimated upper limit for air carriers' and local businesses' additional costs from the increased travel distance to the airport is approximately \$479,100/year	Airport relocated 12.8 road miles from community center; estimated upper limit for air carriers' and local businesses' additional costs from the increased travel distance to the airport is approximately \$1,262,400/year	Airport stays at existing location; user cost increase is minimal
Cultural Resources/Subsistence Impacts	Likely to have impacts on subsistence resources; cover is heavily used for subsistence activities; relocation may indirectly impact cultural resources and subsistence camps along shoreline	Least likely to impact cultural resources or subsistence activities because of inland location; access road may aid in reaching berries and other resources	Likely to have impact on subsistence resources, especially birds; airport access road also likely to impact cultural resources and subsistence activities along shoreline	Community's access to subsistence resources will be improved by making room for the road at the west end of Runway 8-26; burial ground will be near the extension of Runway 8-26; cultural resource and subsistence conflicts are inevitable because of proximity to community
Floodplain and Watershed (Water Source) Impacts	Flooding unlikely Airport site about 2.5 miles from Devil's Lake; water source protection may be necessary	Flooding unlikely Airport site about 2.0 miles from Devil's Lake; water source protection may not be necessary	Flooding unlikely Airport site located 8.8 miles from Devil's Lake	Potential for flooding issues Improvements will impact Vortac Lake
Land Ownership	Will require sizeable land purchase; may require private land purchase for access road.	Will require sizeable land purchase; unlikely to impact private land holdings.	Will require sizeable land purchase; likely to require private land purchase for access road.	Land purchase for improving the airport would be limited; unfortunately, land close to the airport, such as the beach area, is not owned by the airport
Wetlands/Fish & Wildlife Impacts	Development avoids high-value wetlands and areas of high wildlife use; large game may be attracted to ridge tops, which are potential runway sites	Development in close proximity to high-value wetlands; highest wildlife use on the peninsula occurs in Area 2	Development between two high-value wetland areas; low wildlife potential, but long airport access road will travel through wildlife/wetland areas	Located in high-value wetland area Airport noise may affect seals and other marine life

Quality Design				
Geology/Long-Term Stability	Most likely of the three relocation areas to have stable foundation soils	Surface features suggest variable permafrost and massive ice formations; variable terrain may result in abrupt and dramatic changes in fill thickness	Surface features suggest variable permafrost and massive ice formations; runway may be placed on dry lake beds which would limit permafrost issues	Primary runway extension likely to be relatively stable because cut will be deep enough to reach glacial till. A significant portion of runways and airport infrastructure have already settled and are mostly stable.
Maintenance & Operation Costs (2006 \$; see Appendix D)	\$2.78 million/year Relatively stable soil conditions	\$2.68 million/year Largely unstable foundation soils	\$2.83 million/year Somewhat stable foundation soils	\$2.63 million/year Most initial settlement has already occurred
Construction Costs for 7,500' Runway (2006 \$; see Appendix D)	\$760 million to \$1,290 million, depending on availability of local borrow Airport borrow quantity: 8,400,000 cy (\$490/\$980 million) Access road construction: 5.6 miles (\$54/\$86 million)	\$950 million Airport borrow quantity: 4,800,000 cy (\$570 million) Access road construction: 3.1 miles (\$60 million)	\$810 million Airport borrow quantity: 4,000,000 cy (\$470 million) Access road construction: 9.7 miles (\$190 million)	\$560 million Excavation quantity: 11,100,000 cy (\$280 million) Airport borrow quantity: 300,000 cy (\$40 million)
Future Expansion Possibilities	Somewhat limited by topography	Same as Alternative 1	Not limited by topography; somewhat limited by prevalence of high-value wetlands.	Severely limited by community & topography
Utility Extension	6.6 mile utility extension; fair soil conditions	5.9 mile utility extension; fair to poor soil conditions	12.8 mile utility extension; fair to poor soil conditions	Minimal utility extension is needed

Kotzebuë Airport Relocation Feasibility Study

November 2007

- Project Recap – What are we doing and why
- Alternative Development & Evaluation
- Funding Airport Construction
- Relocation Feasibility

Project Recap

- **What:** Examine the feasibility or reasonableness of relocating the Kotzebuë Airport by answering 3 questions:
 - Are potential areas available for relocation?
 - How do these areas compare with each other and the existing facility and are the alternatives environmentally and socially acceptable?
 - Is the cost to move the airport reasonable?
- **Why:**
 - City of Kotzebuë Comprehensive Plan identified "Move Airport" as the 1st Goal.
 - The 1998 Airport Master Plan indicated the need to consider relocation as a means to meet long term needs

Project Process

- Identify issues at the airport
- Study potential relocation areas & existing airport
- Forecast aviation activity & identify design aircraft
- Airport alternatives development & evaluation
- Financial analysis

Finding The Balance

The goal of this project is to find the balance between a number of objectives.

Cost

- Development costs
- Facility relocation costs
- M&O costs
- Costs to public

Safety

- Meets FAA safety standards
- Obstruction-free approaches
- No interference with other airports
- Unimpeded vehicle/aircraft conflict potential
- Orientation to winds

Community (Human Environment)

- Community disruption
- Relocation of businesses
- Proximity to community
- Land use/Subsistence impacts
- Cultural resources

Natural Environment

- Wetlands
- Wildlife habitat
- Kotzebuë Saur
- Kotzebuë Lagoon

Finding The Balance

The goal of this project is to find the balance between a number of objectives.

Cost

- Development costs
- Facility relocation costs
- M&O costs
- Costs to public

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- Meets FAA safety standards
- Obstruction-free approaches
- No interference with other airports
- Unimpeded vehicle/aircraft conflict potential
- Orientation to winds

Community (Human Environment)

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- Relocation of businesses
- Proximity to community
- Land use/Subsistence impacts
- Cultural resources

Natural Environment

- Wetlands
- Wildlife habitat
- Kotzebuë Saur
- Kotzebuë Lagoon

Airport Alternatives

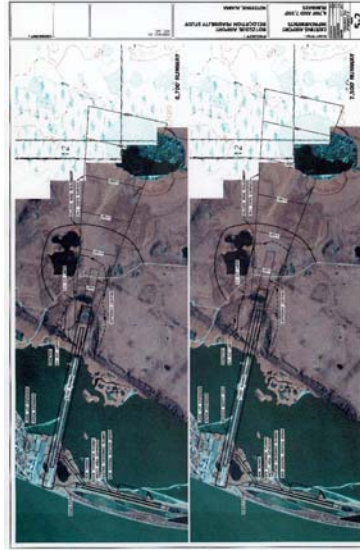
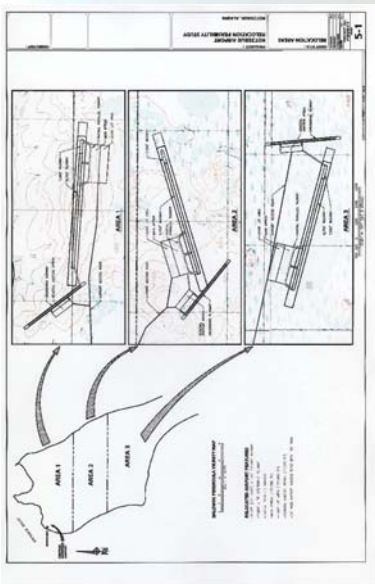
- Expand the existing airport
- Relocate airport to a new site within Areas 1, 2, or 3

Developing Alternatives

- Conceptual airport layout developed in each relocation area and at existing airport
- Layouts show basic airport features
- Layouts help to estimate the cost of building these facilities

Key Airport Elements

Element	Dimensions	Notes
<i>Primary Runway</i>		
Runway Length	7,500' and 6,700'	Ultimate and interim lengths based on FAA standards
Runway Width	150'	FAA standards
Safety Area	9,500' x 500' and 8,700' x 500'	FAA standards based on ultimate and interim runway lengths
<i>Crosswind Runway</i>		
Runway Length	3,800'	Existing crosswind runway length
Runway Width	75'	FAA standards
Safety Area	4,400' x 1,150'	FAA standards
<i>Other Features</i>		
Apron & Lease Lot Sizes	As shown on Figure 5-1	Same as AIP ultimate layout
Parallel Taxiway	Partial	Same as AIP ultimate layout



Alternative Evaluation

- **Safety**
 - Approach capabilities
 - Wind coverage and other meteorological conditions
 - Distance from bird attractants
 - Air space and land use compatibility/obstructions
 - Safe access
- **Environmental Impacts**
 - Airport security
 - Convenience of access/proximity to community
 - User costs
 - Cultural resources/subsistence impacts
 - Floodplain and water source impacts
 - Land ownership
 - Wetlands/fish & wildlife impacts

Alternative Evaluation (cont.)

- **Design Quality**
 - Geology/long-term stability
 - Maintenance & operations cost
 - Construction costs
 - Future expansion possibilities
 - Utility extension
- **Alternative evaluation showed . . .**
 - Alternatives are constructible, but prohibitively expensive
 - What additional studies are needed for further alternative evaluation

Funding Sources – State Funds

- Most capital improvement \$ comes from the FAA and is allocated by the state
- State money is used to match federal funds (95% federal/5% state) to provide greater leverage

Competing State Interests

- State funding of any magnitude is unlikely
- State funding capabilities are based on declining oil revenues
 - Increased construction costs = funding for fewer projects
 - Intense competition between regional transportation priorities
 - Another regional funding priority: Relocation of Kivalina, Newtok, & Shishmaref out of reach of coastal storms

Funding Sources Explored

- Bonds issued by the city or borough backed by taxes
 - \$760 million = \$100,000 per NWAB resident (without interest)
- Passenger Facility Charge
 - Minimum required passenger capacity of 60 people per plane
 - In 2005, \$98,000 could have been raised, if this requirement had been met by all flights

Funding Sources Explored

- Operating Surplus
 - Kotzebue like most Alaskan airports operates at a loss each year
 - Over the last 4 years, M&O expenses have ranged between \$500,000 and \$1 million more than the revenue received from lease lots and tie-downs.

Funding Sources Explored (cont.)

- Selling or leasing existing airport property
 - Leases unlikely to generate significant revenue in light of airport construction costs
 - Probable contamination at airport would reduce revenue from airport property sale
- Public/private partnerships
 - Projects are scored as a higher priority when community contributes to the project
 - Land or gravel contributions

Funding Sources - Earmarks

- Federal and state earmarks may be available when other typical funding sources are insufficient for a priority project
- Public outcry over “bridges to nowhere” suggests this magnitude of money would be difficult to acquire
- The state earmarks are also unlikely, as stated above, because of the tight state transportation budgets and intense competition between regional transportation priorities

Feasibility

- Environmental impacts, safety considerations, and land availability support airport relocation
- Mixed public acceptance of airport relocation
- However it all comes down to costs . . .

Constructing a relocated facility or making large-scale improvements to the existing facility is not considered feasible.



How to Move Forward

- This study is part of the Kotzebue Airport Master Plan Update
 - Alaskan primary airport's master plans are updated every 5-10 years
 - Master plans typically set goals for the next 20 years
 - Master plans allow airports to obtain federal funding



Kotzebue Airport Master Plan

- Kotzebue Airport Master Plan will
 - Indicate that relocating the airport is financially infeasible
 - Define projects and a timeline for improving the functionality of the existing airport
- This study provides a basis for educated decision-making in regards to development at the Kotzebue Airport



Improving the Kotzebue Airport

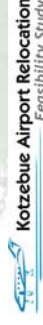
How can we create a financially viable airport improvement plan?

1. Identify reasonable funding expectations for the next 20 years
2. Develop an improvement plan for this funding
3. Evaluate impacts of improvement plan on Kotzebue and the surrounding communities



Developing the Improvement Plan

- Discussion with FAA, major air carriers, and community
- Evaluate effects of less demanding aircraft servicing Kotzebue and the region
- Decision making on the priority of improvements
 - safety area improvements, runway lengthening, increasing apron and lease lot sizes, beach access road safety measures



Developing the Improvement Plan

- Additional factors to consider
 - Material source availability
 - Effect on local watershed (Vortac Lake & Devils Lake)
 - Impacts of climate change on embankment stability and flooding risk



Finishing Up the Study

What

Public Comment Period

Final feasibility report released
with revisions based on public
comments

When

Until December 5

January 2007

Questions & Comments

- Let us know . . .
 - If we are missing key information in the study
 - If there are any points we need to clarify

Thank you for your participation!



Kotzebue Airport Relocation *Feasibility Study*

Meeting Notes

SUBJECT: Kotzebue Airport Relocation Feasibility Study
ADOT PROJECT NO.: 61317
GROUP: Citizens' Advisory Committee
DATE: November 14, 2007
TIME: 2:00 to 4:00 PM
LOCATION: Northwest Arctic Borough Assembly Chambers
MEETING OUTREACH: Email and telephone calls to committee members
MEETING ATTENDANCE: See below
MEETING MATERIALS: *Handouts:* Agenda; PowerPoint Presentation slides; Alternative Evaluation Matrix; Comment Sheet
Graphics: Relocation Areas Map, Existing Airport Improvements Map, PowerPoint Presentation
STAFF PRESENT: *DOT&PF:* Donna Gardino, Project Manager; Judy Chapman, Aviation Planner; Ryan Anderson; Patty Miller
PDC Inc.: Royce Conlon, Project Manager; Rachel Armstrong
Brooks & Associates: Anne Brooks, Public Involvement Coordinator

MEETING INFORMATION:

Donna introduced the project by explaining selection of the consultant, PDC. She noted that this is the final meeting of the Citizens' Advisory Committee for the project. The purpose of the meeting is to present the results and seek input on the Draft Kotzebue Airport Feasibility Study Report.

Everyone then introduced themselves.

The following are questions or comments directed to the project team during and after the presentation. The questions or comments from the CAC are shown in *italics* and the team responses in regular type. Statements in < > were added to provide context or clarification to the questions or comments.

What is a reasonable cost? We will get into that in the presentation.

I read in the report somewhere where the FAA is making a new rule regarding runway lengths. Where does this figure into the balancing of cost, safety, natural environment, and community? It fits in the Safety category as part of the FAA requirements. FAA has issued a Safety Alert to Operators and is planning to make it a regulation to increase the runway length requirement by

15% when runway conditions are poor. <This is outfall from the aircraft crash in Chicago a couple years back>.

The design aircraft is determined based on the number of operations by the most demanding aircraft with 500 operations or more. An operation is one take off or one landing.

Is FAA making the runway length requirement change nationwide or are they prioritizing the airports based on the history of accidents at airports? They are applying the standard nationwide and the history of accidents is not a factor.

Is this for any rural airport in the USA? These requirements apply to primary or hub airports. They do not apply to smaller airports – Selawik, Buckland, etc. They only apply to airports receiving jet service.

How much did the hillside removal project improve the glide patterns? The slope was improved from a 20:1 to a 34:1. With the 15% rule it doesn't seem to be gaining us much. We don't have data about missed approaches before and after the excavation.

The cost of extending the airport the full 7,500 feet is in the \$560 million dollar range. We used unit prices from the obstruction removal project in Kotzebue.

Did I tell you about having FAA here last spring. They came and pulled up what they had on Kotzebue—their drawings didn't show water on both sides of the airport. These are the people you are dealing with.

<Related to the value of the improvements at the airport being brought forward to 2006 dollars on individual comments> *If it was paid in full back then – it is 1950's dollars.* True, however, the costs have been adjusted to present worth for comparison purposes.

How much money is going into the Fairbanks and Anchorage airports? Multi-millions however, Fairbanks and Anchorage projects are funded with fees collected by the airports including revenue from passenger tickets.

What would happen if you should structure this into a phased structure? Doing one part, and then the following year, doing another increment, etc. The project could be phased, however, the overall available funding is still not likely enough to make it work. We discussed other funding options.

The cost estimates assume barged material, except for Area 1, where the cost for using local or barged material was estimated. Area 1 is on a ridge, but the apron and lease lot area fall off the side of the ridge and require a significant amount of fill.

The fill doesn't have to be gravel. You could use sandy material in the core.

KIC has a permit pending for the Pipe Spit area and has plans to conduct a geotechnical survey to confirm the presence and amount of gravel available. KIC estimates that 100 million yards of gravel are available at this site.

What material costs were used for cost estimating? \$75 per cubic yard based on barging material to the site and \$35 per cubic yard based on using local materials.

If you are looking at the needs based on safety – safety is a priority. Then why worry about the dollar? Sure I would worry about the dollars – but we need to concentrate on the safety. Do what needs to be done. I know money is short – being spent on Iraq war. It seems like we could work with the existing runway. Doesn't have to be done tomorrow. Continue to use the old runway and start the process on constructing the new runway.

If FAA adopts the increased runway length requirements and makes them a new rule, what are the repercussions for not complying with the new rule? The rule would be directed to the aircraft operators and any repercussions would apply to them, but they in turn could lighten loads (not desirable) or put pressure on DOT to lengthen the runway

If FAA is so concerned about the safety they should come up with the \$? FAA allows hunters to carry firearms across the runway.

The point about approving the safety is a good one. We will be doing the project one step at a time.

Noatak airport – is that going to be a jet strip? That way Red Dog workers can come directly to work rather than going through Kotzebue. Will it be 4000-feet long? It is ultimately planned for 4000' but whether it gets constructed to 4000' is based on available funding. We understand this could be an alternate to the Kotzebue airport when the weather is poor.

Fuel is being flown into Noatak. If we could get fuel flown into Kotzebue it would cost us less.

We've done better job lengthening airports in the Northern Region area than other parts of the state.

How is Noorvik maintained? I believe we have a contractor that bids on the contract to maintain the airport. They are on contract to DOT as long as their contract allows them. In the Northern Region – we have 50-60 contracts. At the smaller airport we have a couple of pieces of equipment to maintain the airports. FAA fund the purchase of equipment used for Snow Removal.

<Still related to Noatak> *In the spring –there is a lot of water is on the runway and a compactor would be useful. Why don't you get a compactor? The state doesn't have a source of funding for that equipment. We know there are more needs than funding available.*

What was the FAA's Airport Improvement Program funding level 5 years ago? It was about the same as now, but construction costs have increased. <Meaning less overall improvements are being made>

For Part 135 and Part 121 – do we pay a fee on Part 121? The carriers are certified, the Part 121 applies the larger jets, Part 135 the smaller planes. They do not pay a fee for this certification.

Why not partner with local folks? Deal with them, make this \$\$ available and start working on the airport.

When is the Airport Master Plan scheduled for completion? In Federal fiscal year 2008 – October 2008 would be when the master plan update project will begin.

Wouldn't raising the runway about 10-feet, make it easier to achieve a 7,500-foot runway and to provide for the beach access road? It could be done, however it becomes complicated with existing buildings, aprons that would have to be raised too. There are grade requirements for aprons, taxiways, etc.

The first thing to go when we have a flood would be the airport. Raising the runway would allow the airplanes in and out during a flood.

I did some calculations -- thinking to raise it about 10 feet – 640,000 cubic feet of material would be needed.

Royce pointed to the sketches and talked about why the threshold was placed in different places to allow use of the beach road.

Why don't we put some sort of a tunnel for the airport beach road? It could be looked at it. It just can't go too deep because of Kotzebue Sound. We can look at that as an option to be considered <in the MP update>.

There is a watershed to the east of the runway and properties on the north and south side of the runway that will need to be considered in the master plan update.

How long will it take to complete the master plan update? About one year.

Coordinate the Area 1 exploration with KIC. Ernie Norton will help to discuss.

Clarify for me when you would do the drill work? It couldn't be done this winter, the earliest would be winter 2009.

Who is coordinating the Cape Blossom Road? Ryan Anderson – he needs to coordinate with Dean Westlake from the City of Kotzebue.

Donna handed out a summary of DOT projects underway within the Northwest Arctic Borough. Everyone was thanked for their time and attention. Thank you gifts were provided to the committee members, past and present.

Attendance:

Committee Members Present:

Dean Westlake, City of Kotzebue; Kim Franklin, NWAB Planning; Noah Naylor, Kotzebue IRA Council; Walter Sampson, NANA Corporation; Hazel Apok, Maniilaq Association

Committee Members Unable to attend:

Brianna Triplett, Student; Clement Richards, NWAB Assembly President; Jackie Hill, Maniilaq Association; Linda Joule, Kotzebue IRA Council; Martha Whiting, Mayor, NWAB; Richard Atoruk, Student; Sandy Schroyer-Beaver, KIC;

Related documents on file:

Sign in Sheets

Handouts (Agenda, PowerPoint Presentation printout, Table 5-1, Alternative Evaluation Matrix from the Feasibility Study)

Meeting graphics

Contact List



Kotzebue Airport Relocation *Feasibility Study*

Public Meeting
November 14, 2007 6-8 p.m.
Northwest Arctic Borough Assembly Chambers

Agenda

Purpose of Today's Meeting: Discuss the draft Kotzebue Airport Relocation Feasibility Study findings and recommendations.

Welcome	Donna Gardino, Project Manager ADOT&PF
	Welcome and introduction of project team
Project Overview	Royce Conlon, P.E., Project Manager PDC, Inc., Consulting Engineers
	Where project originated? What was studied in feasibility study? Results of feasibility study?
What's Next	Royce Conlon, P.E., Project Manager Kotzebue Airport Master Plan
Group Discussion	Draft Feasibility Study Questions & Answers
Public Input Desired	Anne Brooks, P.E., Public Involvement Coordinator Brooks & Associates
	Comment Deadline: December 5, 2007 – Call our toll free number and provide comments – 1-866-535-1877
Adjournment	

Thanks for all your assistance!

For more information contact:

Donna Gardino, ADOT Project Manager
Telephone: 907-451-2375
Fax: 907-451-2313 Email: donna.gardino@alaska.gov

Project web site: www.kotzebueairport.info

For Federal Aviation Administration Guidelines on Airport Master Planning check the following link on the web: http://www.faa.gov/arp/publications/acs/5070_6b.pdf

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.



**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME Kotzebue Airport Relocation Feasibility Study (ADOT&PF Project No. 61317) **DATE** November 14, 2007

NAME (PLEASE PRINT)	ADDRESS (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Sign-In Sheets Available Upon Request				

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
1 of ____

revised: March 2005

PUBLIC MEETING

PROJECT NAME Kotzebue Airport Relocation Feasibility Study (ADOT&PF Project No. 61317) **DATE** November 14, 2007

NAME (PLEASE PRINT)	ADDRESS (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)

Sign-In Sheets Available Upon Request

***RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)**

Table 5-1 – Alternative Evaluation Matrix

Criteria are listed in order of importance. The alternative that best fulfills each evaluation criterion is shown in bold.

	Alternative 1 Relocate Airport to Area 1	Alternative 2 Relocate Airport to Area 2	Alternative 3 Relocate Airport to Area 3	Alternative 4 Improve Existing Airport
Safety				
Approach Capabilities	Good approach capabilities; potential airport site is nearly the highest point on the peninsula	Approach capability downgraded because of windmills and radio tower in proximity to potential approaches	Good approach capability; potential airport site in lowland area	Improvements would clear a TERPS approach, but Part 77 terrain obstructions would remain off of the east end of Runway 8-26 Kotzebue Sound prevents approach lighting on the west end of Runway 8-26
Wind Coverage and Other Meteorological Conditions	Wind coverage with 12 knot crosswind Main runway = 89.8% coverage Combined runway = 95.2% coverage Fog unlikely	Wind coverage with 12 knot crosswind Main runway = 84.7% coverage Combined runway = 95.5% coverage Fog is likely because of Sadie Creek Combination of terrain and runway alignments may lead to snow drifting on runways	Wind coverage with 12 knot crosswind Main runway = 90.2% coverage Combined runway = 96.9% coverage Fog unknown, but suspected unlikely	Wind coverage with 12 knot crosswind Main runway = 90.4% coverage Combined runway = 96.8% coverage Fog cover common
Distance from Bird Attractants	Located in low-value wetlands	Located near high-value wetlands	Located between two high-value wetland areas	Located near Kotzebue Lagoon, landfill, high-value wetlands, and fish drying racks
Air Space and Land Use Compatibility/Obstructions	Site located in undeveloped area; airspace and land use conflicts unlikely	Same as Alternative 1	Same as Alternative 1	Airport conflicts with the community over land use; terrain and community development limit airspace
Safe Access	Potential airport site 6.6 road miles from community	Potential airport site 5.9 road miles from community	Potential airport site 12.8 road miles from community	Airport in close proximity to community
Airport Security	Sufficient land at potential airport site to put security measures in place	Same as Alternative 1	Same as Alternative 1	Security hindered by lack of space for airport expansion and community subsistence activities at the beach
Environmental Impacts				
Convenience of Access/Proximity to Community	Airport a short distance from community; not as convenient for residents and visitors, but provides room for community expansion on spit, encourages the development of a transit industry, and provides access to new land	Same as Alternative 1	Airport a considerable distance from community, which would be inconvenient for airport users	Airport remains within walking distance; community values the proximity of the existing airport
User Costs	Airport relocated 6.6 road miles from community center; estimated upper limit for air carriers' and local businesses' additional costs from the increased travel distance to the airport is approximately \$479,100/year	Airport relocated 5.9 road miles from community center; estimated upper limit for air carriers' and local businesses' additional costs from the increased travel distance to the airport is approximately \$479,100/year	Airport relocated 12.8 road miles from community center; estimated upper limit for air carriers' and local businesses' additional costs from the increased travel distance to the airport is approximately \$1,262,400/year	Airport stays at existing location; user cost increase is minimal
Cultural Resources/Subsistence Impacts	Likely to have impacts on subsistence resources; cover is heavily used for subsistence activities; relocation may indirectly impact cultural resources and subsistence camps along shoreline	Least likely to impact cultural resources or subsistence activities because of inland location; access road may aid in reaching berries and other resources	Likely to have impact on subsistence resources, especially birds; airport access road also likely to impact cultural resources and subsistence activities along shoreline	Community's access to subsistence resources will be improved by making room for the road at the west end of Runway 8-26; burial ground will be near the extension of Runway 8-26; cultural resource and subsistence conflicts are inevitable because of proximity to community
Floodplain and Watershed (Water Source) Impacts	Flooding unlikely Airport site about 2.5 miles from Devil's Lake; water source protection may be necessary	Flooding unlikely Airport site about 2.0 miles from Devil's Lake; water source protection may not be necessary	Flooding unlikely Airport site located 8.8 miles from Devil's Lake	Potential for flooding issues Improvements will impact Vortac Lake
Land Ownership	Will require sizeable land purchase; may require private land purchase for access road.	Will require sizeable land purchase; unlikely to impact private land holdings.	Will require sizeable land purchase; likely to require private land purchase for access road.	Land purchase for improving the airport would be limited; unfortunately, land close to the airport, such as the beach area, is not owned by the airport
Wetlands/Fish & Wildlife Impacts	Development avoids high-value wetlands and areas of high wildlife use; large game may be attracted to ridge tops, which are potential runway sites	Development in close proximity to high-value wetlands; highest wildlife use on the peninsula occurs in Area 2	Development between two high-value wetland areas; low wildlife potential, but long airport access road will travel through wildlife/wetland areas	Located in high-value wetland area Airport noise may affect seals and other marine life

November 2007

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Quality Design				
Geology/Long-Term Stability	Most likely of the three relocation areas to have stable foundation soils	Surface features suggest variable permafrost and massive ice formations; variable terrain may result in abrupt and dramatic changes in fill thickness	Surface features suggest variable permafrost and massive ice formations; runway may be placed on dry lake beds which would limit permafrost issues	Primary runway extension likely to be relatively stable because cut will be deep enough to reach glacial till. A significant portion of runways and airport infrastructure have already settled and are mostly stable.
Maintenance & Operation Costs (2006 \$; see Appendix D)	\$2.78 million/year Relatively stable soil conditions	\$2.68 million/year Largely unstable foundation soils	\$2.83 million/year Somewhat stable foundation soils	\$2.63 million/year Most initial settlement has already occurred
Construction Costs for 7,500' Runway (2006 \$; see Appendix D)	\$760 million to \$1,290 million, depending on availability of local borrow Airport borrow quantity: 8,400,000 cy (\$490/\$980 million) Access road construction: 5.6 miles (\$54/\$86 million)	\$950 million Airport borrow quantity: 4,800,000 cy (\$570 million) Access road construction: 3.1 miles (\$60 million)	\$810 million Airport borrow quantity: 4,000,000 cy (\$470 million) Access road construction: 9.7 miles (\$190 million)	\$560 million Excavation quantity: 11,100,000 cy (\$280 million) Airport borrow quantity: 300,000 cy (\$40 million)
Future Expansion Possibilities	Somewhat limited by topography	Same as Alternative 1	Not limited by topography; somewhat limited by prevalence of high-value wetlands.	Severely limited by community & topography
Utility Extension	6.6 mile utility extension; fair soil conditions	5.9 mile utility extension; fair to poor soil conditions	12.8 mile utility extension; fair to poor soil conditions	Minimal utility extension is needed

Kotzebue Airport Relocation Feasibility Study

November 2007

- Project Recap – What are we doing and why
- Alternative Development & Evaluation
- Funding Airport Construction
- Relocation Feasibility

Project Recap

- **What:** Examine the feasibility or reasonableness of relocating the Kotzebue Airport by answering 3 questions:
 - Are potential areas available for relocation?
 - How do these areas compare with each other and the existing facility and are the alternatives environmentally and socially acceptable?
 - Is the cost to move the airport reasonable?
- **Why:**
 - City of Kotzebue Comprehensive Plan identified "Move Airport" as the 1st Goal.
 - The 1998 Airport Master Plan indicated the need to consider relocation as a means to meet long term needs

Project Process

- Identify issues at the airport
- Study potential relocation areas & existing airport
- Forecast aviation activity & identify design aircraft
- Airport alternatives development & evaluation
- Financial analysis

Finding The Balance

The goal of this project is to find the balance between a number of objectives.



Cost

- Development costs
- Facility relocation costs
- M&O costs
- Costs to public

Safety

- Meets FAA safety standards
- Obstruction-free approaches
- No hazardous terrain
- Unimpeded vehicle/aircraft conflict potential
- Orientation to winds

Community (Human Environment)

- Community disruption
- Relocation of businesses
- Proximity to community
- Land use/Subsistence impacts
- Cultural resources

Natural Environment

- Wetlands
- Wildlife habitat
- Kotzebue Sound
- Kotzebue Lagoon

Kotzebue Airport Relocation Feasibility Study

Finding The Balance

The goal of this project is to find the balance between a number of objectives.



Cost

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Natural Environment

- Wetlands
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- Kotzebue Lagoon

Kotzebue Airport Relocation Feasibility Study

Airport Alternatives

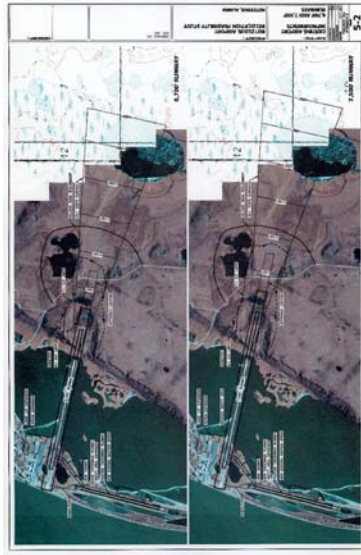
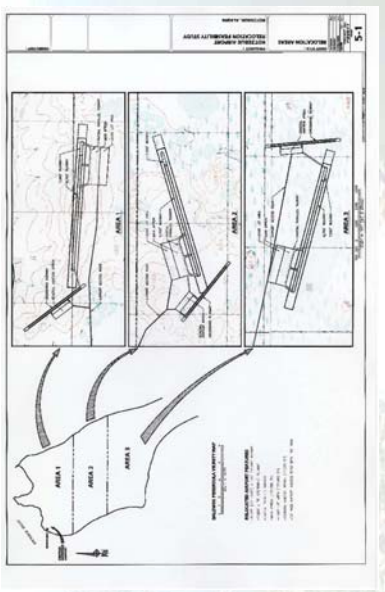
- Expand the existing airport
- Relocate airport to a new site within Areas 1, 2, or 3

Developing Alternatives

- Conceptual airport layout developed in each relocation area and at existing airport
- Layouts show basic airport features
- Layouts help to estimate the cost of building these facilities

Key Airport Elements

Element	Dimensions	Notes
<i>Primary Runway</i>		
Runway Length	7,500' and 6,700'	Ultimate and interim lengths based on FAA standards
Runway Width	150'	FAA standards
Safety Area	9,500' x 500' and 8,700' x 500'	FAA standards based on ultimate and interim runway lengths
<i>Crosswind Runway</i>		
Runway Length	3,800'	Existing crosswind runway length
Runway Width	75'	FAA standards
Safety Area	4,400' x 1,150'	FAA standards
<i>Other Features</i>		
Apron & Lease Lot Sizes	As shown on Figure 5-1	Same as AIP ultimate layout
Parallel Taxiway	Partial	Same as AIP ultimate layout



Alternative Evaluation

- **Safety**
 - Approach capabilities
 - Wind coverage and other meteorological conditions
 - Distance from bird attractants
 - Air space and land use compatibility/obstructions
 - Safe access
 - Airport security
- **Environmental Impacts**
 - Convenience of access/proximity to community
 - User costs
 - Cultural resources/subsistence impacts
 - Floodplain and water source impacts
 - Land ownership
 - Wetlands/fish & wildlife impacts

Alternative Evaluation (cont.)

- **Design Quality**
 - Geology/long-term stability
 - Maintenance & operations cost
 - Construction costs
 - Future expansion possibilities
 - Utility extension
- **Alternative evaluation showed**
 - Alternatives are constructible, but prohibitively expensive
 - What additional studies are needed for further alternative evaluation

Funding Sources – State Funds

- Most capital improvement \$ comes from the FAA and is allocated by the state
- State money is used to match federal funds (95% federal/5% state) to provide greater leverage

Competing State Interests

- State funding of any magnitude is unlikely
- State funding capabilities are based on declining oil revenues
 - Increased construction costs = funding for fewer projects
 - Intense competition between regional transportation priorities
 - Another regional funding priority: Relocation of Kivalina, Newtok, & Shishmaref out of reach of coastal storms

Funding Sources Explored

- Bonds issued by the city or borough backed by taxes
 - \$760 million = \$100,000 per NWAB resident (without interest)
- Passenger Facility Charge
 - Minimum required passenger capacity of 60 people per plane
 - In 2005, \$98,000 could have been raised, if this requirement had been met by all flights

Funding Sources Explored

- Operating Surplus
 - Kotzebue like most Alaskan airports operates at a loss each year
 - Over the last 4 years, M&O expenses have ranged between \$500,000 and \$1 million more than the revenue received from lease lots and tie-downs.

Funding Sources Explored (cont.)

- Selling or leasing existing airport property
 - Leases unlikely to generate significant revenue in light of airport construction costs
 - Probable contamination at airport would reduce revenue from airport property sale
- Public/private partnerships
 - Projects are scored as a higher priority when community contributes to the project
 - Land or gravel contributions

Funding Sources - Earmarks

- Federal and state earmarks may be available when other typical funding sources are insufficient for a priority project
- Public outcry over “bridges to nowhere” suggests this magnitude of money would be difficult to acquire
- The state earmarks are also unlikely, as stated above, because of the tight state transportation budgets and intense competition between regional transportation priorities

Feasibility

- Environmental impacts, safety considerations, and land availability support airport relocation
- Mixed public acceptance of airport relocation
- However it all comes down to costs . . .

Constructing a relocated facility or making large-scale improvements to the existing facility is not considered feasible.



How to Move Forward

- This study is part of the Kotzebue Airport Master Plan Update
 - Alaskan primary airport's master plans are updated every 5-10 years
 - Master plans typically set goals for the next 20 years
 - Master plans allow airports to obtain federal funding



Kotzebue Airport Master Plan

- Kotzebue Airport Master Plan will
 - Indicate that relocating the airport is financially infeasible
 - Define projects and a timeline for improving the functionality of the existing airport
- This study provides a basis for educated decision-making in regards to development at the Kotzebue Airport



Improving the Kotzebue Airport

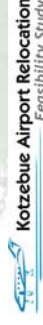
How can we create a financially viable airport improvement plan?

1. Identify reasonable funding expectations for the next 20 years
2. Develop an improvement plan for this funding
3. Evaluate impacts of improvement plan on Kotzebue and the surrounding communities



Developing the Improvement Plan

- Discussion with FAA, major air carriers, and community
- Evaluate effects of less demanding aircraft servicing Kotzebue and the region
- Decision making on the priority of improvements
 - safety area improvements, runway lengthening, increasing apron and lease lot sizes, beach access road safety measures



Developing the Improvement Plan

- Additional factors to consider
 - Material source availability
 - Effect on local watershed (Vortac Lake & Devils Lake)
 - Impacts of climate change on embankment stability and flooding risk



Finishing Up the Study

What

Public Comment Period

Final feasibility report released
with revisions based on public
comments

When

Until December 5

January 2007



Questions & Comments

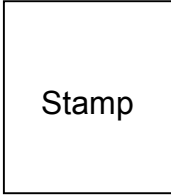
- Let us know . . .
 - If we are missing key information in the study
 - If there are any points we need to clarify



Thank you for your participation!



(To mail, fold in half. Tape open edges closed. Affix first class postage.)



Anne Brooks, P.E., Public Participation Coordinator
Brooks & Associates
301 W. Northern Lights Blvd, Suite 440
Anchorage, Alaska 99503

I'm already on your list. Please add my name to the project mailing list. Best time to contact me is: _____

Name
Street Address or PO Box
City, State, Zip
Email



Kotzebue Airport Relocation *Feasibility Study*

Meeting Notes

SUBJECT: Kotzebue Airport Relocation Feasibility Study

ADOT PROJECT NO.: 61317

GROUP: Public

DATE: November 14, 2007

TIME: 6:00 to 8:00 pm

LOCATION: Northwest Arctic Borough Assembly Chambers

MEETING OUTREACH: Newsletter mailed to every resident in Kotzebue; Small supply given to outlying villages; Meeting flyer given to Borough/City Staff and Village Coordinators to post on bulletin boards; Advertisement in *Arctic Sounder* 11/8/07 edition; Public Service Announcement on KOTZ-FM radio and Arctic Sounder

MEETING ATTENDANCE: 23 individuals signed in

MEETING MATERIALS: *Handouts:* Agenda; PowerPoint Presentation slides; Table 5-1, Alternative Evaluation Matrix from Draft Study Report; Comment Sheet
Graphics: Relocation Areas Map, Existing Airport Improvements Map, PowerPoint Presentation

STAFF PRESENT: *DOT&PF:* Donna Gardino, Project Manager; Judy Chapman, Aviation Planner; Ryan Anderson; Patty Miller
PDC Inc.: Royce Conlon, Project Manager; Rachel Armstrong, Project Engineer
Brooks & Associates: Anne Brooks, Public Involvement Coordinator
Northwest Arctic Borough: Tom Okleasik, Planning Director, moderator for the radio broadcast

MEETING INFORMATION:

The meeting was broadcast on KOTZ-FM radio beginning promptly at 6:30 p.m. Prior to this time, the project team members were available for one-on-one discussion with members of the public. Northwest Arctic Borough Planning Director, Tom Okleasik, explained the meeting schedule to gathering Kotzebue residents.

At 6:30 p.m., the team signed onto the radio and Donna Gardino welcomed the audience and then introduced and thanked the Citizen Advisory Committee members for their help with the project. The committee members were:

Current Members

- Walter Sampson, NANA Corporation
- Sandy Schroyer-Beaver, Kikiktagruk Inupiat Corporation
- Siikaurak Martha Whiting, Northwest Arctic Borough
- Kim Franklin, Northwest Arctic Borough
- Linda Joule, Kotzebue IRA Council
- Jackie Hill, Maniilaq Association
- Dean Westlake, City of Kotzebue
- Clement Richards, Maniilaq Association
- Brianna Tripplett, Student
- Richard Atoruk, Student

Former Members

- Frank "Obbie" Greene, NANA Corporation
- Roswell "Ross" Schaeffer, Sr., Northwest Arctic Borough
- Walter Porter, Northwest Arctic Borough
- Paulette Schuerch, Maniilaq Corporation
- Herman Reich, City of Kotzebue

Donna also recognized the Department of Transportation design folks in the room, Patty Miller and Ryan Anderson. She introduced the project team and Royce Conlon began her presentation by walking through a PowerPoint presentation. Members of the public received the presentation as a handout.

The following is a summary of the questions ask by members of the public (in *italics*) and team response to them (in regular type).

My name is Susan Georgette –It would be interesting to know exactly where in Areas 1, 2, and 3, the relocated airport facility is shown. The team did look at specific areas. Royce talked about each of these areas and pointed them out on a map.

Is Area 1 by Pipe Spit? Yes, it is near Pipe Spit. KIC has identified a potential gravel source in the area. If the gravel resource is confirmed, it could reduce the cost of airport relocation.

As you looked at the relocation areas, did you consider the community's gathering tea, medicine, berries, etc.? How was this considered? Yes, subsistence use was considered as part of the evaluation criteria.

Walter Sampson -- Based on analyses of considerations, funding is the key. Based on funding, it doesn't look like the airport will be relocated for some time. Where does this place Kotzebue on the list of projects? The DOT won't score Kotzebue relocation because we are not recommending relocation at this time. In the next phase, the Kotzebue Airport Master Plan, we will look develop a list of projects providing incremental improvements at the existing airport based on anticipated funding. These projects will then be prioritized and scored based on a competitive process with other primary airports.

Could you fund Kotzebue improvements in phases? Yes, we would also try to secure FAA discretionary funds for Kotzebue.

Creating employment opportunities for local and regional folks is always promoted. It is hard to tell contractors – you need to hire locally. When a contract is awarded, the contractor imports his workforce. We would like a push for local hire. This should be worked on. It would help the state if they work with local folks so that the project workforce is all local. The state is also

interested in seeing more local hire. With federal funds we have to leave hiring open to the contractor. If we had a state funded project it might be possible to encourage more local hire. Jon Dunham, for the DOT's Civil Rights Office has instituted post award conferences where the contractor and Union come to the community and discuss the employment opportunities for the project.

Tom Okleasik noted that on page 3-6 of the Draft Feasibility Study there are statistics about the number of passengers that enplane and deplane at Kotzebue. He felt we could use the numbers to justify the project.

Charlie Gregg inquired if the alternatives included a crosswind runway at all the locations. Royce indicated that crosswind runways were considered at all the locations.

How can you bring cost down? What type of in-kind contributions are you looking for from the community? We can bring the cost down. The most likely in-kind contributions from the community include the land needed and material (gravel). In-kind contributions often help the project rank higher when prioritized against other projects.

Alaska Airlines is flying AK 737-400s and 737-900s. Do the 737-900s have the same requirements as the 737-400? The team will be considering all the types of aircraft and their runway requirements in the airport Master Plan.

In the draft report you discuss population growth. The population projections for borough are only going up – in some communities 1%; in others 3-4%. The Borough is growing population wise. Is it possible the population growth may change other considerations like funding? Yes, population growth would be a consideration. This helps in the evaluation and scoring.

Do you also consider economic activities – such as what is happening with the Ambler mining districts – a major mine development; Teck Cominco is looking at an extension to 2034; freight and labor is important. The Borough is interested in improving infrastructure to attract investors. Yes, all these factors are considered in scoring for funding. In fact, we appreciate when local entities provide information for the applications.

The team asked all those present to read the document and provide comments by December 5th. They noted that the comments could be written on the comment sheets provided, sent to the web site via email or folks can call the toll free number on the agenda.

Taikuu – thanks.

Related documents on file:

- Sign in Sheets
- Handouts
- Meeting Graphics



Questionnaires

**KOTZEBUE AIRPORT MASTER PLAN STAGE I:
AIRPORT RELOCATION FEASIBILITY STUDY
Community and Regional Users Questionnaire**



Please return in the completed questionnaire to the Kotzebue offices of the Northwest Arctic Borough by **May 24, 2006**.

Name
Phone #
Address
E-mail

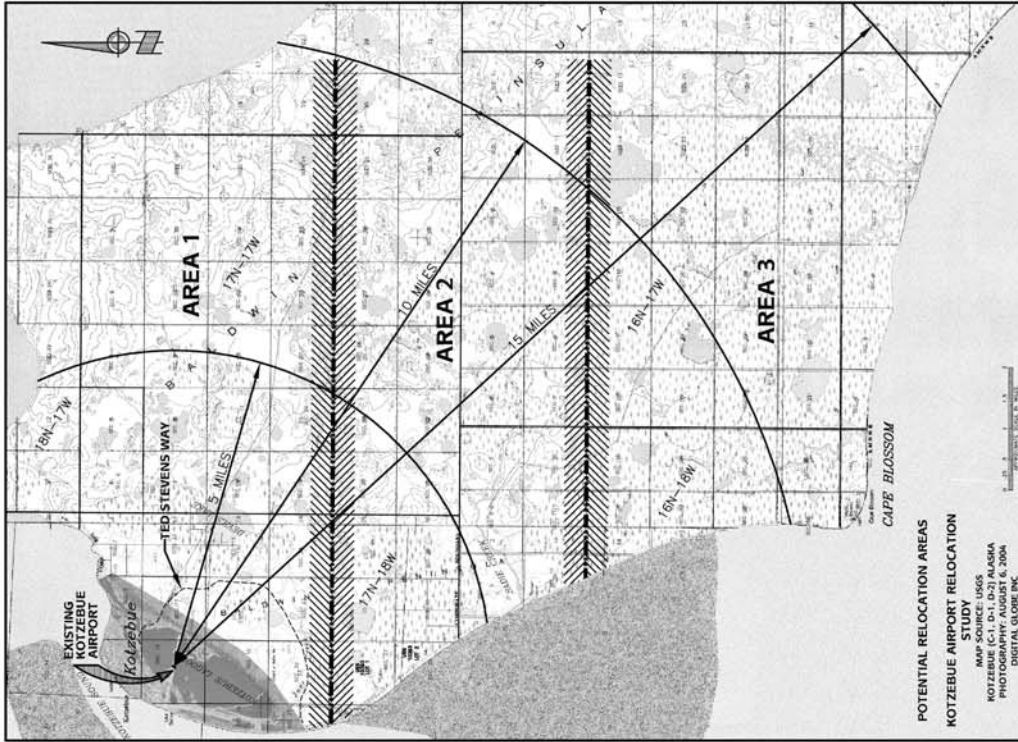
Your name will be entered in our drawing to win!



Please check here if you wish your name to remain confidential.

Please return in the completed questionnaire to the Kotzebue offices of the Northwest Arctic Borough by **May 24, 2006**.

Don't forget to send this questionnaire in so we can enter your name in the drawing for \$100 in groceries!



Thanks for taking the time to complete this survey. Your input is very important.

1. What could be done to improve the Kotzebue airport? Explain what improvements are needed and why.
2. If we can't accommodate improvements at the existing Kotzebue airport site, would relocation of the airport be acceptable? If yes, what factors should we consider when making a decision to relocate the airport (cost, distance, etc)?
3. Please describe the service the Kotzebue airport provides to you.
4. How would improvements to the existing Kotzebue airport affect your family and/or business?
5. How would relocation of the Kotzebue airport affect your family and/or business?

KOTZEBUE AIRPORT ISSUES (cont'd)

6. What, if any, problems do you have parking at the Kotzebue airport?

7. What difficulties, if any, do you have with Kotzebue airport security at the airport (getting onto the airfield property)?

8. If you believe the Kotzebue airport should be relocated, please tell us why?

AIRPORT RELOCATION

9. Please tell us about the following possible locations for the Kotzebue Airport—note their location on the map.
=>Area 1 (See map page 4)
- Is it a reasonable distance from Kotzebue? Yes No
Why? _____
 - Will cultural, historic or subsistence resources be impacted nearby? Yes No
If yes, what resources would be impacted? _____
 - Would maintenance of an access road to this facility be: high, moderate, or low.
Why? _____
- =>Area 2 (See map page 4)**
- Is it a reasonable distance from Kotzebue? Yes No
Why? _____
 - Will cultural, historic or subsistence resources be impacted nearby? Yes No
If yes, what resources would be impacted? _____

AIRPORT RELOCATION (cont'd)

- Would maintenance of an access road to this facility be: high, moderate, or low.
Why? _____
- =>Area 3 (See map page 4)**
- Is it a reasonable distance from Kotzebue? Yes No
Why? _____
 - Will cultural, historic or subsistence resources be impacted nearby? Yes No
Why? _____
 - Would maintenance of an access road to this facility be: high, moderate, or low.
Why? _____

10. Are there other locations that should be considered for the Kotzebue airport? Please circle the areas on the map (next page) and describe why they would be good location choices for the Kotzebue airport.

11. Show us any areas in and around 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 mark these areas on the attached map. (You can put a circle with a number in it and describe it below)
Please describe the subsistence, cultural or historic significance of this area:

12. Would you be concerned about the cost of building a new Kotzebue airport? Please explain why.

13. What other issues should be considered if the Kotzebue airport is relocated? Please tell us why they should be considered.



Responses to Community and Regional Users Questionnaire May, 2006

A total of 53 residents of Kotzebue and the surrounding villages responded to the questionnaire, which was mailed to them in April. Twenty-seven of the respondents were 8th grade students. The questionnaire was part of a week-long study of maps, the airport, and their culture by the students.

1.	What could be done to improve the Kotzebue airport? Explain what improvements are needed and why?
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The majority of responses (27) said runway improvements needed to be made, followed by accommodating bigger jets (7), which some felt would lower their freight costs and keep people from being bumped from their flights. They categorized the runway improvements to include a longer runway; a north-south runway and some mentioned a ski plane strip. Some of the reasons for lengthening the runway included safety, quality of landing and problems with the wind changing direction.

The remaining responses discussed terminal, amenities (tied with 4 responses) followed by access, growth, location, none, weather (tied with 3 responses each). Terminal improvements were described as a combined terminal for transfer from Alaska Airlines to Hageland, for example. Other ideas included more efficient luggage retrieval and cover from weather for passengers leaving the airport. Amenities include larger waiting area, food service and telephones. Weather was mentioned and all three responses mentioned “fog” as the issue with the current airport location.

2.	If we can't accommodate improvements at the existing Kotzebue airport site, would relocation of the airport be acceptable? If yes, what factors should we consider when making a decision to relocate the airport (cost, distance, etc.)?
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Respondents indicated that the most important factors to consider when making a decision about relocating the Kotzebue airport to be location (15 responses) and cost (14 responses). Five respondents indicated “No” to relocation. Five thought growth would be an important factor. These factors were followed by “access” (4 responses); and “transportation” and “wildlife” (tied with 3 responses each).

Responses mentioning “location” as a factor cited

- “Yes, It shouldn't be too far away from town;”
- “Yes, the relocation would be acceptable, but you should keep in mind the distance and cost (cost for gas to and from airport, cost of roads), road maintenance (plowing), and also if the distance is too long people can miss their flights.”

**Kotzebue Airport Master Plan Stage 1:
Airport Relocation Feasibility Study**

- “Yes, it would be acceptable if it was relocated within a 5-mile radius. If it was 13 miles out (Cape Blossom), then it would be unnecessary because of the cost of gas and the transportation.”

When speaking of “cost” the respondents said:

- “No. I think the cost would be outrageous to relocate hangars, and maintenance buildings as well as new roads, runways, and cost of driving back and forth even a few miles more. What about water, sewer, electricity? Way too much cost.”
- “Yes, when making a decision to relocate the airport we should consider the cost most of all. In relocating the airport, we would need more gravel for roads, the airport, and buildings. Since Kotzebue doesn’t have much gravel, it would cost a lot to get gravel from somewhere else (for digging, shipping and pay the workers for doing their jobs).”

3.	Please describe the service the Kotzebue airport provides to you.
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40 respondents indicated “passengers and freight” as the service provided by Kotzebue airport. Two indicated that the airport provides business opportunity or employment. Some further clarified the freight as “mail” and “groceries.” Others mentioned daily fish shipments in July and August. Some misunderstood the question and commented on the quality of service received from the airport. One said the service was “outstanding considering the challenges of arctic living.”

4.	How would improvements to the existing Kotzebue airport affect your family and/or business?
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Respondents indicated that improvements to the existing airport would have no affect on their family and/or business (10 respondents). Some indicated that access (5 responses) and runway and safety (4 responses each) would have an affect on their family and/or business.

Of the respondents that listed access as a factor affecting their family they noted “if the airport is moved out of town, I’ll utilize services much less” or “...we would have to find a ride every time we go out of town.”

Some felt that if the airport accommodated larger aircraft, it would be cheaper to fly. One student felt that relocation of the airport would make his father consume more gas because he works for Bering Air.

Other comments:

- It would be quieter.
- A longer airport wouldn’t be as scary.
- It would be expensive to get to if moved.
- Easier and safer access means less corners to maneuver around to and from the airport—more peace of mind leaving and returning to Kotzebue.

**Kotzebue Airport Master Plan Stage 1:
Airport Relocation Feasibility Study**

5.	How would relocation of the Kotzebue airport affect your family and/or business?
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Respondents indicated that relocation of the airport would impact their transportation to the airport (29 respondents). Many respondents mentioned the convenience of simply walking to the airport. While others commented that if the airport is relocated out of walking distance, then they would have to buy a vehicle and pay for gas for the vehicle or take a taxi cab to the airport. One respondent mentioned that even though the distance was a concern, "...it would be worth it because in the long run it will save us money".

The fish co-op expressed concern that the added cost of gas to drive their fish to the airport located far from town would in turn raise the cost of their fish to the markets in Anchorage. This would mean that they could not compete and would eventually shut the fish co-op down. Therefore people would lose a source of income and/or jobs.

One respondent commented that with more vehicles, parking would then be an issue.

A few respondents (3 respondents) thought that relocating the airport would help stimulate economic growth in Kotzebue, which would translate into more jobs for local residents.

6.	What, if any, problems do you have parking at the Kotzebue airport?
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Most of the respondents (37) had no problem parking at the existing airport. The next group (6) said they had no vehicle. If they had problems at the airport the respondents listed "congestion" was indicated by 5 responses that said that the parking lacked from proper planning, lack of overnight parking, and small space for parking.

One specific problem mentioned related to the fish co-op, the respondent wrote: "The co-op has had ongoing problems at the airport over parking, plane non- or late arrival and lack of a place at or near the airport to keep fish refrigerated. We have a refrigerated van."

Airport users from communities outside of Kotzebue noted that they did not have vehicles when in Kotzebue so this was not a problem.

7.	What difficulties, if any, do you have with Kotzebue airport security at the airport (getting onto the airfield property)
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35 respondents do not have any difficulties with the airport security.

Some respondents (11) commented that there is a road for vehicle traffic at the end of the runway to allow for traffic between Kotzebue and the Tent City area for subsistence activity. The vehicles traveling on this road have to wait for all air traffic to clear the runways before using the road. This can take a while. It also causes some concern for safety. However, if this road is closed, then they have to take a much longer road around the airport to get to the coast.

**Kotzebue Airport Master Plan Stage 1:
Airport Relocation Feasibility Study**

One respondent would like to see more screening of luggage for alcohol being brought in to dry villages.

8. If you believe the Kotzebue airport should be relocated, please tell us why?

Many respondents (23) believe that if the airport is relocated, it will make more room for housing and business growth. This would translate into more jobs for local residents. Some of the respondents (12) mentioned that if the airport is relocated, the runway would be longer, which would mean safer, more comfortable landings.

A few respondents also mentioned that a longer runway would allow for larger jets to land, which would mean cheaper goods for the residents.

11 respondents did state that they do not believe that the airport should be relocated.

9. Please tell us about the following possible locations for the Kotzebue Airport –note their location on the map.

AREA 1

Is it a reasonable distance from Kotzebue? Why?

Respondents believe that Area 1 is still within walking distance and easier to maintain in the winter than the other suggested areas (38 respondents). A few also mentioned that it would be easier to bring sewer/water/electricity to this area.

Other respondents (14) believe that Area 1 is too close to the town's water supply; it would be too noisy; and, it is too close. Kotzebue would grow out to the airport again.

AREA 1

Will cultural, historic or subsistence resources be impacted nearby? If yes, what resources would be impacted?

14 respondents believe that there will be no or minimal impacts.

38 respondents believe there will be impacts to the following:

- Subsistent picking of wild plants/berries
- Nesting areas of migratory birds/Animal habitats
- Hunting
- Kotzebue Water Source
- Graveyard

5 did not know of any impacts in this area.

**Kotzebue Airport Master Plan Stage 1:
Airport Relocation Feasibility Study**

AREA 1

Would maintenance of an access road to this facility be high, moderate or low? Why?

14 respondents indicated that the maintenance would be **high** because:

- The irregularities of the land
- Winter maintenance needed to make the road safe, snow and ice free
- Kotzebue area does not have a gravel pit nearby
- Gas [to fuel vehicles] is expensive

10 respondents indicated that the maintenance would be **moderate** because:

- The road will need constant maintenance in the wintertime
- The airport is not too far from town

20 respondents indicated the maintenance would be **low** because:

- The short length of road
- There is an existing road
- It could be done with proper equipment

6 respondents did not know.

AREA 2

Is it a reasonable distance from Kotzebue? Why?

Many respondents (35) indicated that this is not a reasonable distance from Kotzebue. Some stated that it is “just too far for passenger access for the elderly, children & people w/out transportation”; “too much infrastructure needed—costs would be high to prohibitive”; “...we would have to make a road and it would probably be like the new road: cracks, sides sloughing off, etc”

One respondent stated that the airport is still too close to Kotzebue. Another respondent mentioned that the wind mills [wind power generators] are in this area.

Other respondents (15) believe that it is a reasonable distance from Kotzebue. There is less fog in this area; there is better coastal access; it is still a short distance from town; and, it is far from the town’s water supply.

**Kotzebue Airport Master Plan Stage 1:
Airport Relocation Feasibility Study**

AREA 2

Will cultural, historic or subsistence resources be impacted nearby? If yes, what resources would be impacted?

18 respondents believe that there will be no or minimal impacts.

31 respondents believe there will be impacts to the following:

- Subsistent picking of wild plants/berries
- Nesting areas of migratory birds/Animal habitats
- Caribou migration
- Hunting
- Increased noise may impact sea mammals and other wildlife

4 did not know of any impacts to the area.

AREA 2

Would maintenance of an access road to this facility be High, Moderate or Low. Why?

27 respondents indicated that the maintenance would be **high** because:

- Cost of equipment and operators
- Winter maintenance to make the road safe, snow and ice free
- More road to maintain
- It will become a high traffic area

14 respondents indicated that the maintenance would be **moderate** because:

- Coastal approach easier to maintain
- 10 miles is still not too far from town
- Cost of gravel—but cement costs more

5 respondents indicated the maintenance would be **low** because:

- With proper equipment
- Road not too long

4 respondents did not know.

**Kotzebue Airport Master Plan Stage 1:
Airport Relocation Feasibility Study**

AREA 3

Is it a reasonable distance from Kotzebue? Why?

40 respondents believe that Area 3 is too far from Kotzebue. Most expressed concern about transportation to the airport—either they would have to buy a car (which most can't afford) or gas would cost too much. The other transportation option would be to take a cab to the airport. Again, they felt that this would cost money. A few respondents mentioned that winter road maintenance would be non-stop because of the distance. One respondent mentioned that the land is too marshy in this Area.

There were 10 respondents who believe that Area 3 is a reasonable distance. A few reasons mentioned by the respondents are the town would have room for further expansion; the airport would be out of the fog; "All jet noise, freight debris & trash will be isolated over the hill from Kotzebue."

AREA 3

Will cultural, historic or subsistence resources be impacted nearby? If yes, what resources would be impacted?

17 respondents believe that there will be no or minimal impacts.

29 respondents believe there will be impacts to the following:

- Subsistent picking of wild plants/berries
- Nesting areas of migratory birds/Animal habitats
- Caribou migration
- Hunting
- Old village sites in the area

2 did not know of any impacts to the area.

AREA 3

Would maintenance of an access road to this facility be High, Medium or Low. Why?

40 respondents indicated that the maintenance would be **high** because:

- The irregularities of the land due to marsh and two hills
- The road would move and subside
- Winter maintenance to make the road safe, snow and ice free—there is no budget
- Long distance/tough conditions

**Kotzebue Airport Master Plan Stage 1:
Airport Relocation Feasibility Study**

- Long, long winter
- Maintenance needs modern equipment
- The cost of gravel

2 respondents indicated that the maintenance would be **moderate** because:

- It would be easy to have one or two roads for access
- Not too far from town

4 respondents indicated the maintenance would be **low** because:

- Daily grading of road – nice!
- With proper equipment and good people

2 respondents did not know.

10.	Are there other locations that should be considered for the Kotzebue airport? Please circle the areas on the map (next page) and describe why they would be good location choices for the Kotzebue airport.
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14 respondents had no suggestions for a good location of the airport. A couple of respondents noted that they like the current airport location.

Some respondents suggested Lockhart Point (7) and Pike’s Spit (6). They mentioned that either of these locations are not that far away from town and there would be no important cultural, historic, or subsistence impacts at either of these locations.

One respondent would like to see the airport located near water so that a deep-water port can be developed to help the oil industry and the Kotzebue economy.

11.	Show us any areas in and around 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 mark these areas on the attached map. (You can put a circle with a number in it and describe it below) Please describe the subsistence, cultural or historic significance of this area:
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12 respondents did not have any information to share with us about this question.

16 respondents did mark up the maps and submitted them with their questionnaire responses. Please refer to the marked-up maps for the areas discussed. Below is a list of the subsistence, cultural or historic significance mentioned by the respondents:

**Kotzebue Airport Master Plan Stage 1:
Airport Relocation Feasibility Study**

Berry Picking	Hunting	Water Source
Fishing	Sadie Creek (fishing spot)	Wildlife
Gathering	Trails that people use	Wind Mills
Grave Sites	Caribou migrating trails	

12. Would you be concerned about the cost of building a new Kotzebue airport? Please explain why.

Respondents (33 respondents) do have a concern about the cost to build a new airport. Some respondents noted that the cost of living in Kotzebue is already high and the city is already in debt. Who will pay the building cost of a new airport? Will the city and the residents share the cost? Will it be paid for through new taxes or an increase in taxes?

The cost of material and labor will be high. However, one respondent noted that the sooner the airport can be built, the lower the cost will be.

Some residents are not concerned about the cost to build the airport (16 respondents). They believe that the economic growth generated by a new airport will offset much of the cost to build a new airport. They believe that in the long run it would pay for itself many times over and be well worth the effort.

Some respondents noted that they weren't too concerned about cost because the state and federal governments will pay for the construction costs.

13. What other issues should be considered if the Kotzebue airport is relocated? Please tell us why they should be considered.

Below is a list of other issues that should be considered, if the airport is relocated. Noted in parentheses is the number of respondents who mentioned that particular issue.

Access/Distance/Transportation (12)	Growth (1)
Wildlife (9)	Hunting (1)
Cost (7)	NANA (1)
Maintenance (6)	Need (1)
Air Quality (5)	Noise (1)
Terminal (4)	Public Outreach (1)
Environment (2)	Safety (1)
Jobs/Growth (3)	Security (1)
Amenities (1)	Utilities (1)
Change (1)	

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION PLANNING AND SUPPORT SERVICES

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

April 28, 2006

RE: Kotzebue Airport Relocation
Feasibility Study
Project# 61317

«AddressBlock»

«GreetingLine»

The Alaska Department of Transportation and Public Facilities (ADOT&PF) and Federal Aviation Administration (FAA) is examining the feasibility of relocating the Kotzebue Airport - a regional hub that serves 11 area communities with a growing need for air transportation of supplies, fuel, and passengers.

The objective of this study is to examine potential relocation sites to determine the costs, benefits, and potential impacts of the relocation. Relocating this airport requires careful consideration because transition to a new site will be costly.

We need your input for the study. We have included a Lease Holders or Other Airport Users Questionnaire and ask that you fill it out and return it by May 24, 2006. **Your input is critical to planning future improvements and/or the future relocation of the Kotzebue Airport.**

Please mail completed questionnaire to:

**Royce Conlon
PDC Inc. Engineers
1028 Aurora Dr.
Fairbanks, AK 99709
or fax to (907) 456-2707**

Sincerely,



Donna J. Gardino
ADOT&PF Project Manager

Attachment: Lease Holders or Other Airport Users Questionnaire

cc: Royce Conlon, PDC Inc. Engineers



KOTZEBUE AIRPORT MASTER PLAN STAGE I: AIRPORT RELOCATION FEASIBILITY STUDY

Leaseholders or Other Airport Users Questionnaire

EXISTING AIRPORT

*If the existing airport is to be improved, what concerns need to be addressed?
Please check one rating for each item.*

	Very Important	Important	Not Important
Improvement of Runway 8-26 safety area	4	3	1
Adequacy of itinerant/general aviation aircraft parking	3	3	1
Leaseholder tie-down areas within taxiway safety area	1	4	3
Condition of fire station	5	3	0
Runway security compromised by road at west end	1	3	4
Condition of maintenance equipment building	1	5	2
Expansion of automobile parking	1	3	4
Scarcity of gravel resources (for construction or maintenance)	6	2	0
Accommodation of future lease lot demand	2	5	1
Accommodation of float planes	1	4	3
Local difficulties with national security requirements	1	3	4
Community involvement in airport development and operation	3	3	2
Access to beach recreation west of the runway after Lagoon Road construction.	2	4	2
Aircraft fueling facilities' penetration of airspace	2	5	1
Multi-user passenger terminal building	2	0	6
Pavement maintenance	4	4	0
Funding for airport development	4	4	1
Funding for overall airport maintenance	5	5	0

Please list any other issues.

- ◆ Age and condition of NAV, lighting, power and communications equipment supporting air traffic operations 1
- ◆ Snow removal..... 1
- ◆ Paving ramp area for commercial operators.....
- ◆ GA aircraft need access to electricity 1
- ◆ Maintain ski strip in winter: ISSAC Lk access. 1
- ◆ Ski plane strip – development of 1
- ◆ Continued flight service manned station 1
- ◆ Approach and departure of 08/26 now avoids airspace over populated areas
- ◆ A crosswind airport over the present N/S surface should be favored.....

AIRPORT RELOCATION

If the airport is relocated, what concerns would you have? Please select one response and add any further explanation below.

*What is a reasonable distance from the community?
 On the attached map, what area do you feel may be the most appropriate for relocation of the Airport? (circle one).....*

	Area 1	Area 2	Area 3
	3	1	

Please explain:

- ◆ Noise, but yet it must be accessible, which means a costly road would have to be built and maintained.
- ◆ Do not relocate airport!
- ◆ Shorter distance to build ramp and maintain during winter, also shorter distance for fuel trucks to travel.
- ◆ I'd prefer to keep airport where it is, planes are accessible during storms and security is good.
- ◆ It should not be relocated. It is a waste of money, and very inconvenient.
- ◆ Close proximity to community; ease of snow removal for runway access in winter.

Are there other specific sites within the areas shown on the map that should be considered or avoided?.....

	Yes	No
	3	2

Where (also show on the attached map):

Please explain:

- ◆ Leave in present location
- ◆ US Lot #2, less costly as roadway is approximately 1/2 way to the site.
- ◆ Areas 2 & 3 – subsistence activities occur there.
- ◆ Avoided – during dark stormy winter months people would be racing out to the airport to make their flight in poor visibility, low temps and there will be deaths.

Is the cost of building a new facility a concern?

	Very Important	Important	Not Important
	7	1	

Please explain:

- ◆ For the number of passengers served would the millions of dollars be worth the investment?
- ◆ Astronomical costs - unnecessary - in fact relocation would cause more inconvenience, hazards, and problems.
- ◆ Expanding current airport costs should be weighed against building the new airport and its infrastructure (i.e. sewer, water, electric, etc.)
- ◆ It is a terrible waste of taxpayer money!

Is disruption of existing land use, or subsistence uses outside of Kotzebue a concern?.....

	3	1	3

Please explain:

- ◆ Airport has and will have minimal support
- ◆ Yes, but so land use is inevitable and must occur for the long term good of the area.
- ◆ Important, but if located correctly then would be minimal impact.
- ◆ Won't happen if not moved.

	Very Important	Important	Not Important
<i>Is maintenance of an access road to a new airport a concern?.....</i>	5	2	
<i>Please explain:</i>			
◆ Large amounts of gravel would be required. Snow plowing would also be very expensive and hard to do.			
◆ It would be, especially during winter.			
◆ All roads are hard to maintain in this area, so it has to be designed so nature will help.			
◆ For 5-7 months of the year the access would have to be plowed of snow on almost a daily basis and many times more than once a day.			
◆ During bad weather the road cannot be maintained. I think people will die on a 13-mile stretch of road trying to get to or from the airport.			
◆ Avoidable if not moved.			
<i>Is there a need for a float plane pond?.....</i>	2	2	3
<i>Please explain:</i>			
◆ Facilities already exist for this.			
◆ Yes, but it is adequately addressed by present use of lagoon and old lovebucket (??) (ISRAC) lakes.			
◆ There is still float work and a good float pond would help to increase float plane availability. The current system is dangerous.			
◆ Float planes could remain at current location.			
◆ But equally important is a ski plane strip, there are more folks on skis than floats.			
◆ Not informed.			
<i>What other issues should be considered if the airport is relocated?</i>			
◆ Existing facilities, current projects such as the ARFF building and runway safety area improvements	1		
◆ Relocation will create many problems.			
◆ Needs to be access for ski planes from tie down to a maintained ski strip.....			
◆ Runway lengths, should the runways be longer to accommodate larger planes, mainly cargo.		1	
◆ Who would maintain a road? The City and DOT have a hard time plowing the road and parking lot to Alaska Airlines after a blizzard, when the first flight arrives.			
◆ The real adequacy of the present site after improvements.....			
◆ Extension of Runway 8 and 26 may be worth consideration.			
◆ Direction of Runways – will runways continue to require planes to fly over town (noise).....	1		
◆ Extension of Runway 17 and 35 may be worth consideration.....			
◆ Disposal – what is the State plan for current runway, will plans help to offset costs on new facilities.	1		
◆ In future send surveys with pre-paid postage.			
◆ Type of Surface and Subsurface: Unstable permafrost would cause buildings and runway surface to shift – high maintenance costs	1		
◆ Valuation on Replacement of Existing Buildings: Acquisition of existing buildings on leased lots, fair market value acquisition or replacement without service interruptions	1		
◆ Service Interruptions Minimized: Ease of transition from old to new airport should be seamless	1		

Responders:	Phone	Fax	Email
John Jakobowski	271-2152	271-2222	
Martin Hansen, Nat'l Park Svc	(no choices made – just a note on use of lot)		
JP “Jake” Jacobsen, Arctic Rivers Guide Service			huntfish@ak.net
Frontier Flying Service	450-7250	450-7274	info@frontierflying.com
Paul J. Buckel, Aircraft Owner	442-2637	442-2048	
Dan Hodges, Crowley	257-2811	257-2828	Dan.hodges@crowley.com
Jim Dan	442-1711		
Randy Scherer	442-3058		bacon@otz.net
Patrick Thurston, Hageland	245-0119	245-5745	Patrick@hageland.com
Wilfred P. Ryan, Arctic Transportation Services Inc.	562-2227	563-8177	wryan@atsak.com



KOTZEBUE AIRPORT MASTER PLAN STAGE I:
AIRPORT RELOCATION FEASIBILITY STUDY
Lease Holders or Other Airport Users
Questionnaire

Name _____ Phone # _____

Company _____ Fax # _____

E-mail _____ Date _____

Please check here if you wish your name and company affiliation to remain confidential.

EXISTING AIRPORT

If the existing airport is to be improved, what concerns need to be addressed? Please check one rating for each item.

	Very Important	Important	Not Important
Improvement of Runway 8-26 safety area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Adequacy of itinerant/general aviation aircraft parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leaseholder tie-down areas within taxiway safety area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Condition of fire station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Runway security compromised by road at west end	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Condition of maintenance equipment building	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Expansion of automobile parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scarcity of gravel resources (for construction or maintenance)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Accommodation of future lease lot demand	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Accommodation of float planes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Local difficulties with national security requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community involvement in airport development and operation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access to beach recreation west of the runway after Lagoon Road construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Aircraft fueling facilities' penetration of airspace	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Multi-user passenger terminal building	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pavement maintenance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Funding for airport development	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Funding for overall airport maintenance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please list any other issues.

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AIRPORT RELOCATION

If the airport is relocated, what concerns would you have? Please select one response and add any further explanation below.

**What is a reasonable distance from the community?
 On the attached map, what area do you feel may be the most
 appropriate for relocation of the Airport? (circle one)**

Area 1 Area 2 Area 3

Please explain: _____

**Are there specific sites within the areas shown on the map that
 should be considered or avoided?**

Yes No

Where (also show on the attached map): _____

Please explain: _____

	Very Important	Important	Not Important
Is the cost of building a new facility a concern?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Please explain: _____			

Is disruption of existing land use, or subsistence uses outside of Kotzebue a concern?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Please explain: _____			

Is maintenance of an access road to a new airport a concern?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Please explain: _____			

Is there a need for a float plane pond?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Please explain: _____			

What other issues should be considered if the airport is relocated?

1. _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Please describe: _____			
2. _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Please describe: _____			
3. _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Please describe: _____			
4. _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Please describe: _____			

**Attach additional sheets if needed. Please return completed questionnaire to:
 Royce Conlon, PDC Inc. Engineers, 1028 Aurora Dr., Fairbanks, AK 99709 / FAX: (907) 456-2707**

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION PLANNING AND SUPPORT SERVICES

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

April 28, 2006

RE: Kotzebue Airport Relocation
Feasibility Study
Project# 61317

«AddressBlock»

«GreetingLine»

The Alaska Department of Transportation and Public Facilities (ADOT&PF) and Federal Aviation Administration (FAA) is examining the feasibility of relocating the Kotzebue Airport - a regional hub that serves 11 area communities with a growing need for air transportation of supplies, fuel, and passengers.

The objective of this study is to examine potential relocation sites to determine the costs, benefits, and potential impacts of the relocation. Relocating this airport requires careful consideration because transition to a new site will be costly.

We need your input for the study. We have included a Air Taxi Operators and GA Pilots Questionnaire and ask that you fill it out and return it by May 24, 2006. **Your input is critical to planning future improvements and/or the future relocation of the Kotzebue Airport.**

Please mail completed questionnaire to:

**Royce Conlon
PDC Inc. Engineers
1028 Aurora Dr.
Fairbanks, AK 99709
or fax to (907) 456-2707**

Sincerely,



Donna J. Gardino
ADOT&PF Project Manager

Enclosure: Air Taxi Operators and GA Pilots Questionnaire

cc: Royce Conlon, PDC Inc. Engineers



KOTZEBUE AIRPORT MASTER PLAN STAGE I:
AIRPORT RELOCATION FEASIBILITY STUDY
Air Taxi Operators and GA Pilots
Questionnaire

Pilot's Name _____ Phone # _____

Company _____ Fax # _____

E-mail _____ Date _____

Please check here if you wish your name and company affiliation to remain confidential.

AIRPORT USE

1. Please provide the following information (attach additional sheets if necessary):

Services Provided by Company (list FAR for operations)	
Services Provided by Airport (list FAR for operations)	
Arrival/Departure Schedule Summer/Winter	
Route/Destinations To/From OTZ	
Number of Employees at the Airport	
List of Facilities on Your Lease Lot	

2. How many weekly operations, by aircraft type, do you or your company have at Kotzebue?

SUMMER

Aircraft Make and Model	Weekly Operations	Runway Length Required

WINTER

Aircraft Make and Model	Weekly Operations	Runway Length Required

3. What are your reported operations per category at the Kotzebue airport in recent years?

Operations	2003	2004	2005 (Current)
Air Taxi			
Local GA			
Itinerant GA			
Military			

4. Do you expect your operations to increase?

Operations	0-5 years	5-10 years	10-20 years	What factors do you expect to cause a change?
Air Taxi				
Local GA				
Itinerant GA				
Military				

5. What are your reasons for flying to Kotzebue?

BUSINESS (Part 91)

Type of Business		Part 91	Yes <input type="checkbox"/>	No <input type="checkbox"/>
# of Monthly Trips				
Type of Business				
# of Monthly Trips				

PASSENGER

Scheduled Passenger Service:			
Annual			
Average Day – Peak Month			
Peak Hour			
List Your Peak Month	2003	2004	2005
Time of Day for Peak Enplanements			
Time of Day for Peak Deplanements			

Unscheduled Passenger Service:			
Annual			
Average Day – Peak Month			
Peak Hour			
List Your Peak Month	2003	2004	2005
Time of Day for Peak Enplanements			
Time of Day for Peak Deplanements			

CARGO

USPS Mail:			
Average Pounds per Month?	Inbound	Outbound	
Peak Month and Weight?	Inbound	Outbound	
Deplaned Cargo Shipment:			
Annual Pounds	2003	2004	2005
List Your Peak Month Has it changed?			
Average Day – Peak Month			
Time of Day for Peak			
Enplaned Cargo Shipment:			
Annual pounds	2003	2004	2005
List Your Peak Month Has it changed?			
Average Day – Peak Month			
Time of Day for Peak			
Fuel Shipment:			
Type / Pounds per Month?			

OTHER

Travel/Recreation/Private Pilots Part 91 GA:	
Number of Monthly Trips?	
Medevac:	
Number of Operations per Year?	
Other:	
Please List:	

6. What Precision or Non-Precision Instrument (NPI) capabilities do your aircraft/pilots have, if any?

What percentage of ILS operation/NPI operation do you estimate per month?

	% per month	Highest Month
ILS		
NPI		

7. Do you feel your operations are hindered by limitations of the airport (approach lights, parking, maintenance, air traffic control, procedures)? If so, why?

8. What aircraft would you, or your company, fly to Kotzebue if you were not limited by airport facilities?

9. What changes would you expect to occur if this airport were expanded or relocated (freight, fuel, passengers, number of flights, etc.)?

Expanded: _____

Relocated: _____

RUNWAY

The Kotzebue Airport primary runway 8-26 is 5,900' x 150' with an asphalt surface. The crosswind runway is 3,800' x 90' with a gravel surface.

10. Do you feel the existing Kotzebue Airport site will allow for future improvements to meet FAA requirements? Yes No

Why? _____

Would you favor relocation to a new site? Yes No

If "Yes," please also see Questions 30 and 31.

Please explain. _____

11. Do you experience delays in landing or takeoff? Yes No

Why? _____

12. Is the runway length (5,900') adequate? Yes No

13. If the runway is too short, what length should it be upgraded to? _____
Please explain (e.g., present or future aircraft type, safety concerns, weather).

14. What have you observed the prevailing wind direction to be? _____

15. Which end of the Kotzebue runway is your normal approach? _____

16. What factor is your approach most dependent upon (wind, obstructions, apron location, etc.)? Please list in order from most to least important.

17. Are there any seasonal problems with the Kotzebue Airport runways, such as soft surface, snow drifting, water ponding, icing, frost heave, etc.?

Runway 8-26: _____

Runway 17-35: _____

FACILITIES

18. Is the apron space adequate for future improvements? Yes No

If not, why and what apron improvements would you recommend?

19. Do you park a plane at Kotzebue Airport? Yes No
 If yes, please provide the number of days per year:
 Summer _____ (days/year) Winter _____ (days/year)

Aircraft Parking Positions:	
With loading bridges to terminal	
With at-grade terminal access	
Overnight	
Other	
Parking method (power out, tail-in drive-through, power back, or push back)	

20. Are the aircraft parking and tie downs adequate? Yes No
21. Are the airport roads adequate? Yes No
 Please explain: _____

22. Are the fueling facilities and utilities adequate? Yes No
 Please explain: _____

23. Are the Nav aids adequate? Yes No
 Please explain: _____

24. Would you or your company consider leasing a lot to support your operations? Yes No
- 25a. Do you or your company currently lease a lot? Yes No

25. Are the support facilities adequate? Yes No

What are your requirements?

Support Facilities	Short Term	Long Term
Building Area:		
Passenger Processing		
Cargo Processing		
Administrative		
Other (describe)		
Total		
Hangar/Maintenance Shop:		
Area		
Height		
Number of Aircraft		
Automobile Parking:		
Number of spaces		
Outdoor Area:		
Type		
Size		

26. Please describe your passenger/baggage processing. (Security screening required? Baggage claim device? Any change anticipated?)

GENERAL CONCERNS / IMPROVEMENTS

27. What improvements would you like to see at Kotzebue Airport? Please indicate order of preference with (1) as the most preferred.

_____ Longer Runway	_____ Wider Runway
_____ Runway Safety Area Length	_____ Runway Safety Area Width
_____ More Apron & Tie-Downs	_____ More area for Aviation Support Facilities
_____ Other (please specify) _____	

28. If the airport were to relocate, what would be your primary concern?

What do you see as the greatest advantage?



KOTZEBUE AIRPORT MASTER PLAN STAGE I: AIRPORT RELOCATION FEASIBILITY STUDY

Air Taxi Operators and GA Pilots Questionnaire

Pilot's Name LEE RYAN Phone # 907-442-3347
 Company ATS Fax # 907-442-2147
 E-mail flyinryan52800@yahoo.com Date 05/05/06

Please check here if you wish your name and company affiliation to remain confidential.

AIRPORT USE

1. Please provide the following information (attach additional sheets if necessary):

Services Provided by Company (list FAR for operations)	<u>FAR 135 SCHEDULED AIR-CARGO</u>
Services Provided by Airport (list FAR for operations)	
Arrival/Departure Schedule Summer/Winter	<u>W-SAT 9AM FIRST FLIGHT... OPERATE TILL 10PM</u>
Route/Destinations To/From OTZ	<u>OTZ ARL SHG OBU... BKC DRH... PHO KVL WTK RDB... WLK IAN ORV OTZ... DME...</u>
Number of Employees at the Airport	<u>7</u>
List of Facilities on Your Lease Lot	<u>2 STORE TERMINAL : HANGAR</u>

2. How many weekly operations, by aircraft type, do you or your company have at Kotzebue?

SUMMER

Aircraft Make and Model	Weekly Operations	Runway Length Required
<u>CASA 212</u>	<u>12 SCHEDULES/CHARTERS</u>	<u>1800 - 2500'</u>
<u>CESSNA 207</u>	<u>" "</u>	<u>1000'</u>

WINTER

Aircraft Make and Model	Weekly Operations	Runway Length Required
<u>CASA 212</u>	<u>12 SCHEDULES/CHARTERS</u>	<u>1800 - 2500'</u>
<u>CESSNA 207</u>	<u>" "</u>	<u>1000'</u>

RECEIVED
MAY 11 2006

3. What are your reported operations per category at the Kotzebue airport in recent years?

Operations	2003	2004	2005 (Current)
Air Taxi	✓	✓	✓
Local GA	✓	✓	✓
Itinerant GA			
Military			

4. Do you expect your operations to increase?

Operations	0-5 years	5-10 years	10-20 years	What factors do you expect to cause a change?
Air Taxi	YES	YES	YES	RED DOT / AMBER MINUTE
Local GA	✓	✓	✓	
Itinerant GA				
Military				

5. What are your reasons for flying to Kotzebue?

BUSINESS (Part 91)

Type of Business	NA	Part 91	Yes <input type="checkbox"/>	No <input type="checkbox"/>
# of Monthly Trips				
Type of Business				
# of Monthly Trips				

PASSENGER

Scheduled Passenger Service:	NA		
Annual			
Average Day – Peak Month			
Peak Hour			
List Your Peak Month	2003	2004	2005
Time of Day for Peak Enplanements			
Time of Day for Peak Deplanements			

Unscheduled Passenger Service:	NA		
Annual			
Average Day – Peak Month			
Peak Hour			
List Your Peak Month	2003	2004	2005
Time of Day for Peak Enplanements			
Time of Day for Peak Deplanements			

CARGO

USPS Mail:			
Average Pounds per Month?	Inbound	Outbound	
Peak Month and Weight?	Inbound	Outbound	
Deplaned Cargo Shipment:			
Annual Pounds	2003	2004	2005
List Your Peak Month Has it changed?			
Average Day – Peak Month			
Time of Day for Peak			
Enplaned Cargo Shipment:			
Annual pounds	2003	2004	2005
List Your Peak Month Has it changed?			
Average Day – Peak Month			
Time of Day for Peak			
Fuel Shipment:			
Type / Pounds per Month?			

OTHER

Travel/Recreation/Private Pilots Part 91 GA:	
Number of Monthly Trips?	
Medevac:	
Number of Operations per Year?	
Other:	
Please List:	

6. What Precision or Non-Precision Instrument (NPI) capabilities do your aircraft/pilots have, if any?

Full IFR... ILS, DME, VOR, ADF, GPS, LOC BC

What percentage of ILS operation/NPI operation do you estimate per month?

	% per month	Highest Month
ILS		
NPI		

7. Do you feel your operations are hindered by limitations of the airport (approach lights, parking, maintenance, air traffic control, procedures)? If so, why?

Yes, off-set ILS over the water... RWY 26 ILS would be ideal for localizer back course with an approach light system

8. What aircraft would you, or your company, fly to Kotzebue if you were not limited by airport facilities?

RISA limits the expansion: increases the barriers to entry to increase operations. We would like to operate larger A/C though.

9. What changes would you expect to occur if this airport were expanded or relocated (freight, fuel, passengers, number of flights, etc.)?

Expanded: Less missed approaches in spring fog w/ a approach light system to RWY 26

Relocated: Higher operating cost due to transportation to airport. New facilities would need to be made. less economical

RUNWAY

The Kotzebue Airport primary runway 8-26 is 5,900' x 150' with an asphalt surface. The crosswind runway is 3,800' x 90' with a gravel surface.

10. Do you feel the existing Kotzebue Airport site will allow for future improvements to meet FAA requirements?

Why? with fencing, an improved ILS/LOC, : Removing MORE of the hill @ the APP end of RWY 26 : possibly lengthing the runway, KOTZ airport could be great

Would you favor relocation to a new site?

Yes No

If "Yes," please also see Questions 30 and 31.

Please explain. Increased fuel costs would hinder air travel because PAX : freight would have a long way to travel from town to the airport.

11. Do you experience delays in landing or takeoff? Yes No

Why? Operations @ Kotzebue run smoothly

12. Is the runway length (5,900') adequate? Yes No

13. If the runway is too short, what length should it be upgraded to? 6500'

Please explain (e.g., present or future aircraft type, safety concerns, weather).

An extra 600' would widen the margin for error, especially if the hill @ the APP end of 26 was totally removed

14. What have you observed the prevailing wind direction to be? W in the Summer, E in the Winter

15. Which end of the Kotzebue runway is your normal approach? ↑ ↑

16. What factor is your approach most dependent upon (wind, obstructions, apron location, etc.)? Please list in order from most to least important.

Wind only. IFR Approaches leave adequate space for error.
OBSTRUCTIONS: The hill on a 26 Arrival
Apron. The apron is fine.

17. Are there any seasonal problems with the Kotzebue Airport runways, such as soft surface, snow drifting, water ponding, icing, frost heave, etc.?

Runway 8-26: Airport Mx & DOT does an excellent job year round.

Runway 17-35: Perfect as is. Gravel on this runway is ideal for GA Aircraft.

FACILITIES

18. Is the apron space adequate for future improvements? Yes No

If not, why and what apron improvements would you recommend?

19. Do you park a plane at Kotzebue Airport? Yes No
 If yes, please provide the number of days per year:
 Summer 90 days (days/year) Winter _____ (days/year)

Aircraft Parking Positions:	
With loading bridges to terminal	
With at-grade terminal access	
Overnight	
Other	
Parking method (power out, tail-in drive-through, power back, or push back)	Power in/out

20. Are the aircraft parking and tie downs adequate? Yes No
21. Are the airport roads adequate? Yes No
 Please explain: Access is easy w/ a security budge : approved trucks
22. Are the fueling facilities and utilities adequate? Yes No
 Please explain: I ~~FATB~~ would like to open a full service FBO on the KOTZ Airport
23. Are the Nav aids adequate? Yes No
 Please explain: The NDB is a very useful tool : has been decommissioned. A LOC/BC would aid in arrivals on RWY 26
24. Would you or your company consider leasing a lot to support your operations? Yes No
25. Do you or your company currently lease a lot? Yes No

26. Are the support facilities adequate?

Yes No

What are your requirements?

Support Facilities	Short Term	Long Term
Building Area:		
Passenger Processing	Sufficient	Full Service FBO
Cargo Processing	Need more Room	Lots more Room Req'd
Administrative		
Other (describe)		
Total		
Hangar/Maintenance Shop:		
Area		
Height		
Number of Aircraft		
Automobile Parking:		
Number of spaces	8	8
Outdoor Area:		
Type	Quansit Hot type Storage on Apron	
Size	40 X 80	

27. Please describe your passenger/baggage processing. (Security screening required? Baggage claim device? Any change anticipated?)

Standard TSA freight Acceptance procedures

GENERAL CONCERNS / IMPROVEMENTS

28. What improvements would you like to see at Kotzebue Airport? Please indicate order of preference with (1) as the most preferred.

- 3 Longer Runway
- 4 Runway Safety Area Length
- 7 More Apron & Tie-Downs
- 1 Other (please specify) ILS/LOC BC w/ approach light system
- 6 Wider Runway
- 5 Runway Safety Area Width
- 2 More area for Aviation Support Facilities

29. If the airport were to relocate, what would be your primary concern?

Initial Carrier Cost for new buildings. Ease of access for customers

What do you see as the greatest advantage?

If moved on the Peninsula... nothing. Cost too high : no major value added

30. Please consider factors that affect your operations and tell us what area(s) may be most appropriate for relocation of the Airport. (circle one)

Please explain: Moved toward Lockhart Point Area 1 Area 2 Area 3
less fog year round? easier access thru Area 2 & 3

31. Are there specific sites within these areas should be considered or avoided?

Yes No

Where (also show on the attached map):

Please explain: Valuable to subsistence life in Kotz.
MY Recommended Area for a new runway

Please provide any additional comments, concerns, or information in the space below.

Area 1 near 18N-17W would be optimal. Travel for customers would be reduced, and Obusled Fog is minimal. I like the existing RWY. It can be improved by Remany hill @ APP end of 26, lengthening Runway to 6500' w/ widening. Creating a full, centered ILS/DME w/ a Localizer Back Course to RWY 26; adding an Approach light System on RWY 26. Fencing in Airport could improve security. Allowing a full service FBO w/ fuel, and tie-down capabilities as well as transient hangar could improve airport operations. Currently, I like the Kotz Airport.

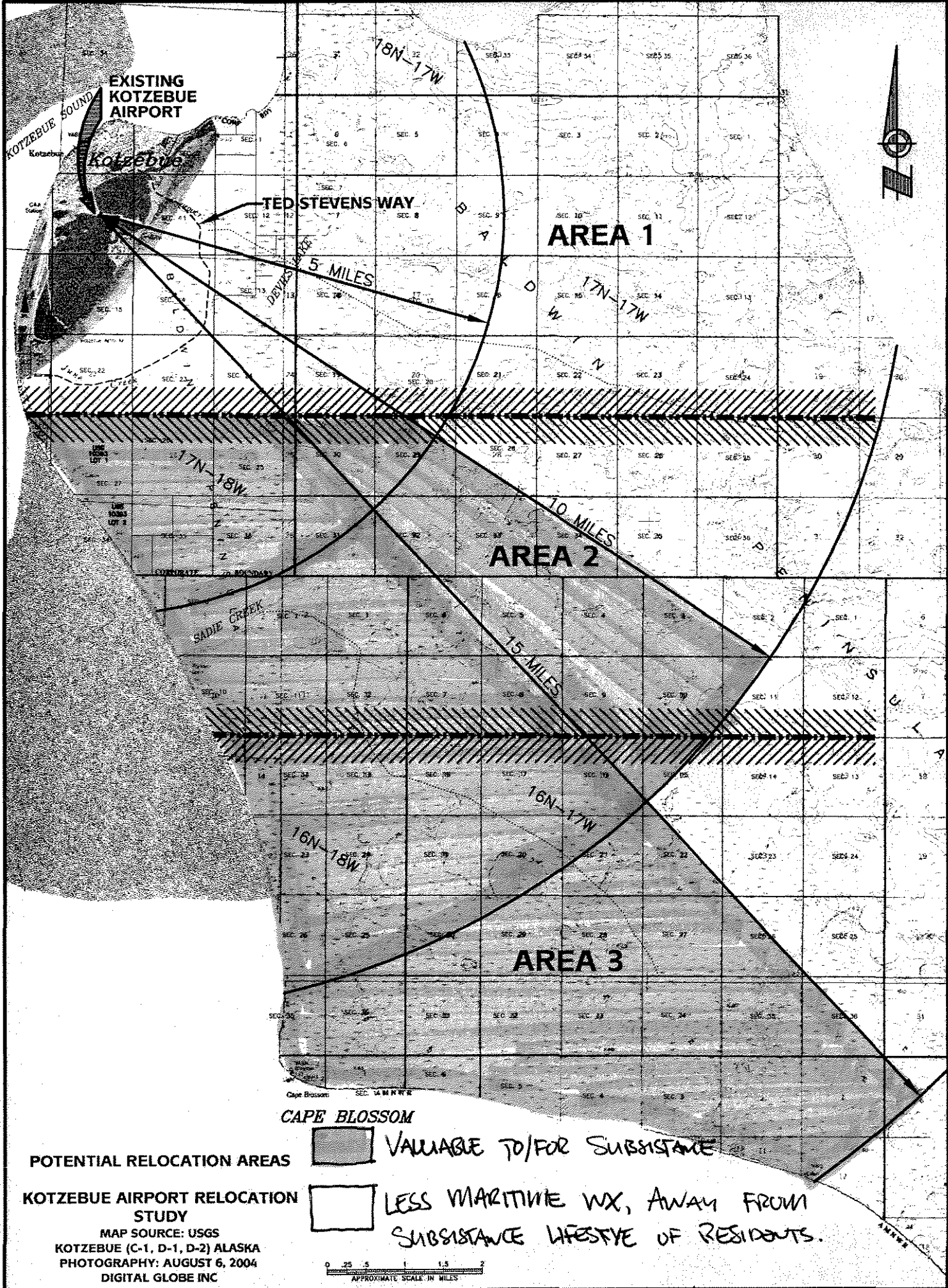
Jaffer

Please attach any additional sheets if necessary.

Please mail completed questionnaire to:

Royce Conlon
PDC Inc. Engineers
1028 Aurora Dr.
Fairbanks, AK 99709

or fax to (907) 456-2707



EXISTING
KOTZEBUE
AIRPORT

TED STEVENS WAY

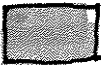
AREA 1

AREA 2

AREA 3

CAPE BLOSSOM

POTENTIAL RELOCATION AREAS



VALUABLE TO/FOR SUBSISTANCE

KOTZEBUE AIRPORT RELOCATION
STUDY



LESS MARITIME WX, AWAY FROM
SUBSISTANCE LIFESTYLE OF RESIDENTS.

MAP SOURCE: USGS
KOTZEBUE (C-1, D-1, D-2) ALASKA
PHOTOGRAPHY: AUGUST 6, 2004
DIGITAL GLOBE INC



P:\2005\2007\ALASKA\KOTZEBUE\KOTZEBUE.DWG 1/28/2006 1:33 AM



PDC INC. ENGINEERS

MEETING MINUTES

Location:	Kotzebue, AK	Meeting Date:	1/18/06
Attendees:	Royce Conlon, Heather Estabrook Anne Brooks, Judy Chapman Donna Gardino,	PDC #	F05077
		Client #	61317
		Name:	Kotzebue Airport Relocation Feasibility Study
		Minutes Prepared:	Heather Estabrook 1/20/06
Subject:	Northwest Arctic Borough Interviews		

Lee Stoops

Northwest Arctic Borough
Executive Director, Economic Development

Fuel

- Matt O'Keith - Fairbanks
- Fairbanks Fuel Products
- Cheaper transportation of fuel from Fairbanks to Villages
 - Stove oil
 - Gasoline
 - produce

Red Dog

- Workforce of 560 employees – NANA shareholders + spouses
 - 20 employees from Noatak
 - 20 employees from Kotzebue
 - 60% live in Anchorage
- The mines do not help the nearby communities. Even if locals are hired for jobs, they suddenly have so much money, they move to Anchorage. The mines fly employees in and out to Anchorage.

Nana

- 6.5 million for Borough in lieu of taxes
 - Most to schools bond
- 6% sales tax
- AIDA lent \$250,000,000
- NWB to get ownership of Red Dog once lease is up.
- Implement Borough wide law enforcement
- Could continue to bond
- Would build new schools
- Regional revenue share

Planning for the future

1028 Aurora Drive
Fairbanks, AK 99709
T: 907.452.1414
F: 907.456.2707

- If the land opens up – 40 units of housing
- Kobuk and Shingak combined
- Ambler District Mining – Copper, Gold, Silver world class
- Nova
- Feasibility Study if centralized Power
- (Tom) Need Transportation to get it to market – rail line from Fairbanks

Future Airport

- Community airports further out of town, need facilities at the end of the road.
- Need a common building
- Unakaleet – Trooper stationed at the airport in each community.
- Borough planning does the transportation planning.

Tourism in Kotzebue

- ? from tourism would have to remake the product
- Ecotourism
 - Fish, floats, pictures – June 15-August
 - Park Service – 20 employees
 - Wildlife museum will be a draw
- Hunters change the hunting pattern
- Stop the outfitters from Anchorage



PDC INC. ENGINEERS

MEETING MINUTES

Location:	Kotzebue, AK	Meeting Date:	1/18/06-1/19/06
Attendees:	Royce Conlon, Heather Estabrook	PDC #	F05077
		Client #	61317
		Name:	Kotzebue Airport Relocation Feasibility Study
		Minutes Prepared:	Heather Estabrook 1/20/06
Subject:	Lease Holder Interviews		

Bering Air – Thomas Gebhardt

- Raise the Runway about one foot. Every 3-4 years the lagoon water level rises close to the runway elevation.

Everts/Lynden/Northern – Mark Fairbanks

- There won't be any growth in town
- Alaska Air Mileage Plan seems to have put other passenger carriers out of business
- Next Year AK Air will have to fly new combo planes, 76 seats, plus cargo
- Everts/Lynden/Northern flies cargo only, to outlying villages
- Bypass Mail/Mail Transportation Act – all goods in stores (other than items like charcoal & lighter fluid) now considered US mail. To carry mail, must also carry 20% passengers or 25% goods.
- There is no need to relocate – How do you get to any new location? Who will maintain a 7-8 mile road out of town? Who will pay to keep the road open in the winter?

Baker Aviation – Andy Baker

- Baker Aviation was established in the 1950's. They currently use wheeled planes (no ski's or floats). Currently fly two 207's and one 206, and carry passengers, mail and cargo. They Service 11 communities outside of Kotzebue (no longer have service to Nome).
- In the summer he has seen 3-4 planes with floats.
- Frontier runs a special, free service to an outlying village with a ticket to Fairbanks or Anchorage.
- In the future, AK Air may pull out of Kotzebue, which may lead to smaller passenger jets, and no need for a longer runway.
- There is a plane stationed in Kotzebue for Medivac. King air run by Guardian (was Evergreen). There is an ambulance at the Hospital too.
- Currently has 4 buildings at the Airport with an appraised value of about 2 million dollars. Buildings are assessed for insurance or appraisals. Lease buildings to Bering, 2 to ATS, and the Baker Aviation building.
- Frontier bought the Cape Smyth building and equipment.
- There is a subdivision with land available northeast of town.
- In the future, Kotzebue will thrive due to mining. There is Coal to the north and copper to the east, being explored by Nova Gold. There could be 3 new mines within 10 years, with about 2000 jobs. He'll send info on the mines for economic projections/research.
- The barge currently lighters 10-12 miles now. Cape Blossom would have a much shorter lighter.
- Access Road – Probably couldn't keep it open in a storm, then it would take a day to open after the storm.

1028 Aurora Drive
Fairbanks, AK 99709
T: 907.452.1414
F: 907.456.2707



Results Summary

Show All Pages and Questions

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Total: 12
Visible: 12

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[Configure...](#)

Status: Enabled
Reports: Summary and Detail

2. First, Rank the Category

1. Rank each category by how important it is to you. #1 = Very Important #3 = Least Important

	1	2	3	Response Average
Safety	91% (10)	9% (1)	0% (0)	1.09
Quality Design	8% (1)	33% (4)	58% (7)	2.50
Environmental Impacts	9% (1)	64% (7)	27% (3)	2.18
Total Respondents				12
(skipped this question)				0

3. CATEGORY - Safety

2. Below are the individual criteria under the Safety Category. Please rank each criteria by how important it is to you. #1 = Very Important #6 = Least Important

	1	2	3	4	5	6	Response Average
Distance from Landfill and Lagoon - potential for bird and aircraft conflict farther the distance between the airport and bird attractant the better. FAA requires a minimum of 10,000'.	8% (1)	8% (1)	42% (5)	0% (0)	8% (1)	33% (4)	3.92
Approach Capabilities (Terrain Limitations) - makes a big difference for medevac and ability to land during poor weather condition and night operations, but not significant for day to day operations.	40% (4)	40% (4)	20% (2)	0% (0)	0% (0)	0% (0)	1.80
Wind Coverage and other Meteorological Conditions - affects day-to-day operations; higher % = better; FAA requires at least 95% Obstructions - for example, parked	33% (4)	33% (4)	25% (3)	8% (1)	0% (0)	0% (0)	2.08

aircraft, road at end of runway properties, etc.	0% (0)	30% (3)	0% (0)	40% (4)	10% (1)	20% (2)	3.90
Safe Access - the airport and fishing areas along the beach	18% (2)	0% (0)	0% (0)	45% (5)	36% (4)	0% (0)	3.82
Security - at the airport	0% (0)	0% (0)	17% (2)	17% (2)	42% (5)	25% (3)	4.75
	Total Respondents						12
	(skipped this question)						0

3. Have we missed anything? Are there any other evaluation criteria that we should consider?

View	Total Respondents	2
	(skipped this question)	10

4. CATEGORY - Quality Design

4. Below are the individual criteria under the Quality Design category. Please rank each criteria by how important is is to you. #1 = Very Important #5 = Least Important

	1	2	3	4	5	Response Average
Construction Costs - Availability of construction materials; Surface and Subsurface conditions; Distance from the community (cost to extend utility services; access road construction)	17% (2)	25% (3)	33% (4)	25% (3)	0% (0)	2.67
Maintenance & Operations Costs - considered on a cost per mile basis, including access road.	18% (2)	36% (4)	45% (5)	0% (0)	0% (0)	2.27
Geology/Long-Term Stability	50% (5)	20% (2)	20% (2)	0% (0)	10% (1)	2.00
Future Expansion Possibilities	18% (2)	18% (2)	9% (1)	27% (3)	27% (3)	3.27
Extend Utilities - water, sewer, electricity, etc. to new airport location	9% (1)	0% (0)	0% (0)	36% (4)	55% (6)	4.27
	Total Respondents					12
	(skipped this question)					0

5. Have we missed anything? Are there any other evaluation criteria that we should consider?

Total Respondents	0
(skipped this question)	12

5. CATEGORY - Environmental Impacts

6. Below are the individual criteria under the Environmental Impacts Category. Please rank each criteria by how important is is to you. #1 = Very Important #6 = Least Important

	1	2	3	4	5	6	Response Average
Convenience of Access/Proximity to Community - Development and							

Maintenance & Operations costs; is maintenance viable? Access to additional lands.	50% (6)	17% (2)	17% (2)	0% (0)	17% (2)	0% (0)	2.17
Cost of Access to users - additional cost to travelers should airport be relocated.	25% (3)	33% (4)	33% (4)	8% (1)	0% (0)	0% (0)	2.25
Wetlands/Fish and Wildlife	0% (0)	17% (2)	25% (3)	25% (3)	0% (0)	33% (4)	4.08
Cultural Resources/Subsistence	9% (1)	27% (3)	27% (3)	0% (0)	36% (4)	0% (0)	3.27
Land Acquisition - Village or Corporation Lands vs. Native Allotments	0% (0)	8% (1)	8% (1)	50% (6)	0% (0)	33% (4)	4.42
Floodplain and Watershed (water source) Impacts	17% (2)	0% (0)	50% (6)	17% (2)	17% (2)	0% (0)	3.17
						Total Respondents	12
						(skipped this question)	0

7. Have we missed anything? Are there any other evaluation criteria that we should consider?

Total Respondents	0
(skipped this question)	12

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Have we missed anything? Are there any other evaluation criteria that we should consider?

1. Approach Capability and obstruction are the same thing with and obstruction you can't get an approach it doesn't matter if it is a road or terrain. App and Obs should both be a 1
2. Noise?

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Comments

NORTHWEST ARCTIC BOROUGH

P.O. Box 1110

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November 30, 2007

Anne Brooks, P.E., Public Participation Coordinator

Brooks & Associates

301 W. Northern Lights Blvd, Suite 440

Anchorage, Alaska 99503

FAX: 907-743-6087

Dear Ms. Brooks:

Thank you for working with the Northwest Arctic Borough (NWAB) to hold a public meeting on November 14, 2007, to discuss the feasibility of the Kotzebue Airport Relocation. After reviewing the project information, this letter contains comments on behalf of the Northwest Arctic Borough regarding the project.

1. The NWAB disagrees with the State DOT PF findings that the Kotzebue Airport Relocations is infeasible per page 7-2 of the November 2007 document titled *Kotzebue Airport Relocation Feasibility Study – Draft*.

The NWAB believes the project's feasibility should be viewed in terms of the key issues identified in the study on page 1-2, particularly the existing airport not meeting FAA standards. The NWAB requests the state to consider the life and safety issues in having the main source of transportation not meeting FAA standards, including emergency transportation issues. This should elevate the project to a higher national/state standard to ensure the equal public health access of Alaska residents in the area.

2. The NWAB is concerned as the existing and future Kotzebue Airport serves as the main transportation system for the borough including the City of Kotzebue and 10 village communities.

As you know, the airport is the only commercial passenger service and main freight services year round for this region. Freight, including food, medical supplies and US mail, is a vital component as it provides store bought goods for all communities such as fresh produce, basic essential food items and large ticket items such as snow machines and outboard motors which are essential to subsistence hunting in this region.

As the relocation will accommodate current and future needs for the next 20 years, the borough encourages the enhancement and relocation of the airport to sustain the quality of life and promote economic growth.

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3. The NWAB encourages enhanced infrastructure in the area to support the current and future economic development of natural resources, particularly mining and tourism.

The Red Dog Mine is the world's largest zinc mine and operates within the borough. Accessible passenger and freight service is important to support NANA's and Teck Cominco's corporate operations which involve the area.


In addition, the Ambler Mining District and Candle areas are currently in the mine development stages and an enhanced airport transportation system is key to promote investment by companies for natural resource development with economic impacts for jobs. The NWAB is supportive of improving transportation infrastructure to enhance the efficient mobilization of personnel, equipment, supplies and products to/from markets.

In addition, the borough is supportive of the tourism industry that needs a safe and reliable airport to promote future growth.

4. The NWAB is experiencing population growth. The borough planning department estimates population growth for the next 20 years to be in the 2-5% annual growth rate, mainly from natural growth with young families and longer life spans among adults. This is an important feasibility factor as passenger and freight demands are projected to increase with a larger population.
5. The NWAB encourages the State of Alaska to utilize growing oil revenues to invest in public infrastructure within the borough such as the airport relocation that will improve public health, promote economic development, and provide the capacity to accommodate a growing population.

We look forward to the final feasibility study and opportunities for additional involvement. If you have any questions, please feel free to contact me at 442-2500 or via e-mail at tokleasik@nwabor.org. Quyaana.

Sincerely



Ukallaysaaq Tom R. Okleasik
Planning Director

Cc: Mayor Siikauraq Whiting
City of Kotzebue – Planning Department
Charlie Gregg, NWAB Planning Department, Land Specialist