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# **APPENDIX A**

## **AVIATION ACTIVITY AND FORECAST**

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**From:** [Roach, Jeffery A \(DOT\)](#)  
**To:** [Patrick Cotter](#)  
**Cc:** [Royce Conlon](#); [Greene, Alexa J \(DOT\)](#)  
**Subject:** FW: Kotzebue forecast - edited  
**Date:** Monday, January 05, 2015 8:57:47 AM  
**Attachments:** [image001.png](#)

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Patrick,

The FAA approves the Kotzebue AMP Update Forecast of Aviation Activity as modified. See you at 1:30 pm today at my office.

Jeff

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Jeff Roach, MSS, Northern Region Planning Manager, Aviation and Highways Alaska Dept. of Transportation & Public Facilities  
2301 Peger Road Fairbanks, AK 99709 | Office: 907.451.2381 | FAX: 907.451.2313 | Email: [jeff.roach@alaska.gov](mailto:jeff.roach@alaska.gov)

"Keep Alaska Moving through service and infrastructure"



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**From:** [Katrina.Moss@faa.gov](mailto:Katrina.Moss@faa.gov) [mailto:[Katrina.Moss@faa.gov](mailto:Katrina.Moss@faa.gov)]  
**Sent:** Monday, January 05, 2015 8:18 AM  
**To:** Roach, Jeffery A (DOT)  
**Subject:** RE: Kotzebue forecast - edited

Hi Jeff,

FAA approves the Kotzebue Forecast of Aviation Activity as presented in the edited November 2014 document.

Regards,

**Katrina Moss, AICP, PMP**  
Community Planner  
FAA Alaskan Region Airports Division  
222 West 7<sup>th</sup> Avenue #14  
Anchorage, AK 99513  
907.271.5448

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**From:** [jeff.roach@alaska.gov](mailto:jeff.roach@alaska.gov)

**Sent:** Friday, January 02, 2015 11:12 AM  
**To:** Moss, Katrina (FAA)  
**Subject:** FW: Kotzebue forecast - edited

Katrina,

Does the FAA approve the attached Kotzebue AMP Update Forecast of Aviation Activity?

Thank you and Happy New Year,

Jeff

---

Jeff Roach, MSS, Northern Region Planning Manager, Aviation and Highways Alaska Dept. of Transportation & Public Facilities  
2301 Peger Road Fairbanks, AK 99709 | Office: 907.451.2381 | FAX: 907.451.2313 | Email: [jeff.roach@alaska.gov](mailto:jeff.roach@alaska.gov)

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**From:** Patrick Cotter [<mailto:PatrickCotter@pdceng.com>]  
**Sent:** Friday, November 21, 2014 9:48 AM  
**To:** Roach, Jeffery A (DOT)  
**Cc:** Royce Conlon  
**Subject:** Kotzebue forecast - edited

Jeff,

Attached is the updated Kotzebue aviation forecast and a summary of the technical committee comments and how they were addressed.

-Pat

**Patrick Cotter, AICP, GISP**  
Associate | Planner – GIS Specialist

**PDC INC. ENGINEERS**

*Transforming Challenges into Solutions*  
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## **APPENDIX B**

### **FACILITY REQUIREMENTS**

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**From:** [Roach, Jeffery A \(DOT\)](#)  
**To:** [Patrick Cotter](#); [Maybrier, Scott L \(DOT\)](#); [Hall, Ivet \(DOT\)](#); [Werneke, Alvin E \(DOT\)](#); [Maggard, Roger K \(DOT\)](#)  
**Cc:** [Royce Conlon](#); [Beck, Albert M L \(DOT\)](#)  
**Subject:** FW: Runway visibility memo  
**Date:** Tuesday, January 20, 2015 1:29:07 PM  
**Attachments:** [image001.png](#)

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All,

The FAA's response to the Kotzebue AMP Update RVZ question is below.

Jeff

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**From:** Katrina.Moss@faa.gov [mailto:Katrina.Moss@faa.gov]  
**Sent:** Tuesday, January 20, 2015 1:25 PM  
**To:** Roach, Jeffery A (DOT)  
**Cc:** Maggard, Roger K (DOT); Greene, Alexa J (DOT); pat.oien@faa.gov  
**Subject:** RE: Runway visibility memo

Hi Jeff,

Thank you for providing the documentation on the existing Runway Visibility Zone on the current Kotzebue ALP. FAA concurs with the deletion of the RVZ as it is not necessary since the two runways do not intersect and there is no overlap of either runway's safety areas or object free areas.

Best regards,

**Katrina Moss, AICP, PMP**  
Community Planner  
FAA Alaskan Region Airports Division  
222 West 7<sup>th</sup> Avenue #14  
Anchorage, AK 99513  
907.271.5448

---

**From:** [jeff.roach@alaska.gov](mailto:jeff.roach@alaska.gov)  
**Sent:** Friday, January 16, 2015 3:41 PM  
**To:** Moss, Katrina (FAA)  
**Cc:** [roger.maggard@alaska.gov](mailto:roger.maggard@alaska.gov); Greene, Alexa J (DOT)  
**Subject:** FW: Runway visibility memo

Katrina,

Attached is the technical memo from PDC Inc. Engineers that we discussed at the Kotzebue AMP Update Technical Committee meeting on Wednesday. It does not appear that a RVZ is required between the non-intersecting runways at the Kotzebue Airport. Please provide a determination on this issue, so we can continue to move forward with the AMP.

Thank you,

Jeff

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Jeff Roach, MSS, Northern Region Planning Manager, Aviation and Highways Alaska Dept. of  
Transportation & Public Facilities  
2301 Peger Road Fairbanks, AK 99709 | Office: 907.451.2381 | FAX: 907.451.2313 | Email:  
[jeff.roach@alaska.gov](mailto:jeff.roach@alaska.gov)

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**PDC INC. ENGINEERS**

**TECHNICAL MEMORANDUM**

<b>Client #</b>	AKSAS#62960	<b>Date</b>	January 15, 2015
<b>PDC #</b>	14065FB	<b>Prepared by</b>	Ken Risse, PE Patrick Cotter, AICP
<b>Project Name</b>	Kotzebue Airport Master Plan Update	<b>Reviewed by</b>	Royce Conlon, PE
<b>Subject</b>	<b><i>Runway Visibility Zone (RVZ) guidance</i></b>		

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<b>Topic</b>	<b>Discussion</b>
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**Introduction** During the development of alternatives for the Kotzebue Airport (OTZ) Master Plan update, the need for maintaining visibility between the two runways came up.

If inter-visibility is not required, then additional land is available for development. For OTZ, developable airport land is a limiting factor to airport improvements. This tech memo summarizes the existing guidance on runway inter-visibility and suggests that the RVZ is not necessary for OTZ. Development between the runways would still be limited by Runway Safety Areas and the Glide Slope Critical Area.

FAA concurrence with the deletion of the RVZ would ensure that development between the runways would be acceptable to the FAA.

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**Background** On the current ALP for Kotzebue Airport, the Building Restriction Line (BRL) restricts the use of the land between the runways. The BRL is labeled BRL/RVZ. A snapshot of the current ALP Ultimate Airport Layout Plan is shown below:

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**Topic**                      **Discussion**

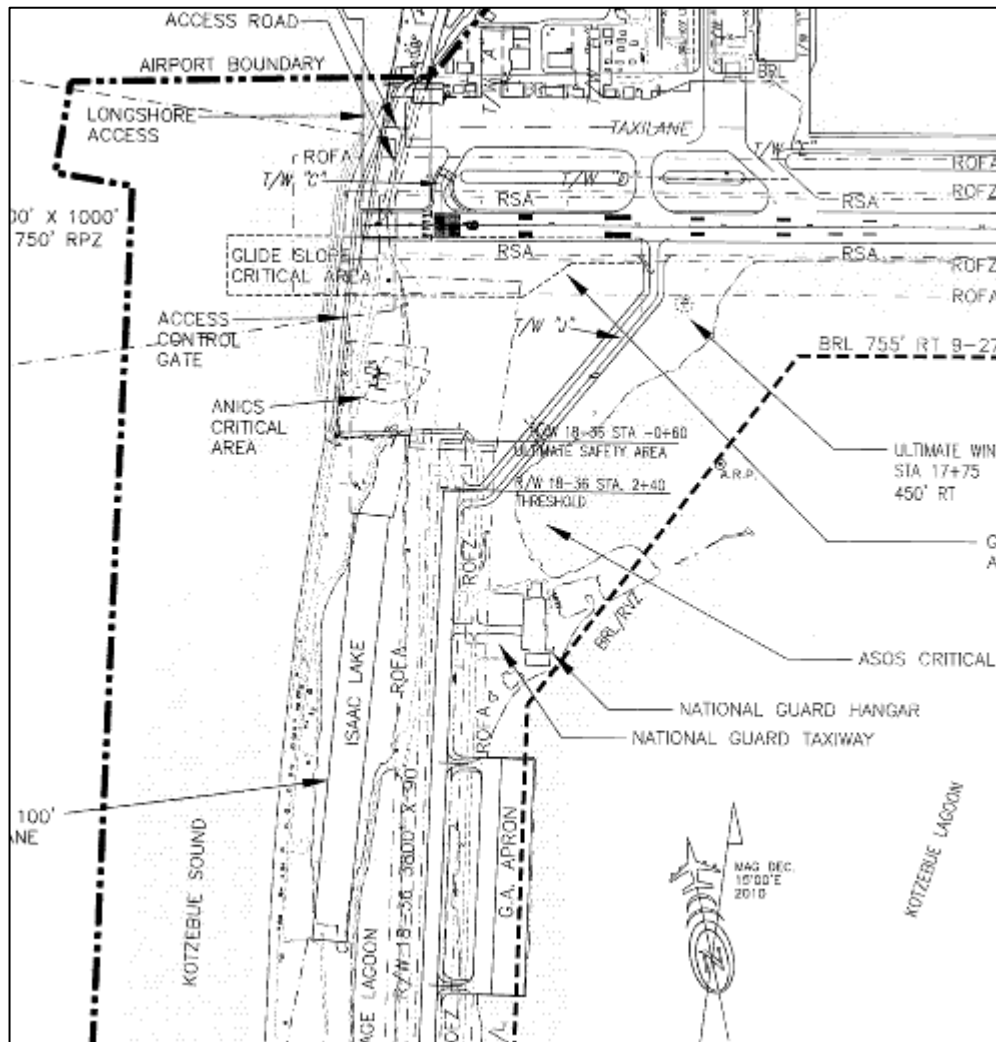


Figure 1 - Snapshot of current OTZ ALP

FAA Advisory Circular (AC) 150/5300-13A provides guidance on the runway visibility zones under Section 305 - *runway line of sight requirements*. For **intersecting runways**, the guidance specifies where the line of sight between runways is required, based on the ends of the runways or the runway extensions. The AC does not address when runways considered “intersecting”.

In searching for guidance on when to consider runways to be intersecting, we found a Policy and Procedures Memorandum from the Great Lakes Region of the FAA (PPM 5320.1G). It states:





1. Non-intersecting runways **should** be designed so that the runway safety areas do not overlap. If RSA’s intersect, the runway visibility zone described in paragraph 503, of AC 150/5300-13, **should** be applied using a theoretical intersection point. This point could be determined by extending the runway centerlines to a point of intersection.

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Topic	Discussion
	<p>2. When the OFZ of a non-intersecting runway violates the OFZ of another runway the runway visibility zone described in paragraph 503, of AC 150/5300-13, <b>must</b> be applied using a theoretical intersection point. This point <b>must</b> be determined by extending the runway centerlines to a point of intersection.</p>

When we were working on the Nome Airport Master plan we had a similar question when we were planning for non-intersecting runways and trying to determine whether there were visibility requirements between runways or how much separation was required between runways. The question was posed as follows:

*For the Nome Airport Master Plan, we are looking at line of sight requirements for several runway configurations.*

- 1)  For intersecting runways, AC 150/5300-13 provides clear guidance in Figure 5-6.
- 2)  For parallel runways, I assume that if there is no intervisibility, the separation requirements for simultaneous runways would apply. Would intervisibility between the runways allow for less separation, or is an air traffic control tower needed to assure the operations are not simultaneous?
- 3)  If runways have an approach over another runway, is there any guidance on visibility requirements or separation between runways?
- 4)  If crosswind runways are separate, and flight paths intersect, is there any guidance on visibility or separation requirements?

Pat Oien (FAA Alaska Region) provided the following reply:

*Item 2 refer to section 207..requires special studies to reduce separation on case by case basis*  
*Item 3 and 4...FAA is looking at these types of runways and it appears the recommendation will likely be to separate them so their runway safety areas are separated.*

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<b>Conclusion</b>	<p>The FAA guidance does not appear to require the RVZ between the non-intersecting runways at Kotzebue.</p> <p>The OFZ's at Kotzebue do not overlap. The RSAs do not overlap. It appears the runways can be treated as non-intersecting, and no RVZ is required. This would allow for development in the area between the runways.</p>
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<b>Attachments</b>	<ol style="list-style-type: none"><li>1. FAA Great Lakes Region, Policy and Procedures Memorandum 5320.1G</li><li>2. Email correspondence with Pat Oien, FAA Alaska Region, dated May 25, 2010</li></ol>
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U. S. Department  
of Transportation  
**Federal Aviation  
Administration**

Great Lakes Region  
Illinois, Indiana, Michigan  
Minnesota, North Dakota,  
Ohio, South Dakota,  
Wisconsin

2300 East Devon Avenue  
Des Plaines, Illinois 60018

POLICY AND PROCEDURES MEMORANDUM - AIRPORTS DIVISION

NUMBER: 5320.1G

DATE: **FEB 13 2001**

SUBJECT: General Processing of Modifications to Agency Airport Design  
and Construction Standards

CANCELLATION: PPM 5320.1F, dated February 26, 1996

REFERENCE: FAA Order 5300.1F, Approval Level for Modification of Agency  
Airport Design and Construction Standards

Advisory Circular (AC) 150/5300-13, Airport Design

Advisory Circular 150/5100-13A, Development of State  
Standards for Nonprimary Airports

Advisory Circular 150/5345-53, Airport Lighting Equipment  
Certification program.

Great Lakes Region Planning and Coordination Procedures -  
Desk Guide

FAA Authorization Act, Recodified a 49 USC Section 47105

FAA Authorization Act, Recodified a 49 USC Section  
47114(d)(5) as amended by P.L. 106-181 (April 2000)

APPENDIX 1. Changes from prior PPM

APPENDIX 2. Sample Consultant Request Letter for AAS-1 Approval with  
Checklist

APPENDIX 3. 49 USC Section 47105(c) and 49 USC 47114(d)(5)

APPENDIX 4. Modification to Standards Approval Authority Table

1. Background. Generally, Airports District Offices (ADO)/block grant  
states may approve all design and construction standards except for those  
standards set forth in paragraphs 2.c. and 3.a. of this Policy and Procedures  
Memorandum (PPM), which have been specifically retained by the Office of

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Distribution: AGL-600/601/602/603/610/620 Originated by: AGL-620  
BIS-ADO; CHI-ADO; DET-ADO; MSP-ADO/AGL-200/400/500/CHI FPO  
Block Grant States (through ADO's)  
Other State Aviation Directors (information through ADO's)



Airport Safety and Standards, AAS-1, or delegated to the Manager, Airports Division, AGL-600 (runway safety area (RSA) will not meet standards). Coordination with other AGL divisions should not be initiated until the ADO/block grant state has received concurrence of AAS-1, when applicable. On certificated airports, coordination with AGL-620 is to determine the applicability of FAR Part 139 requirements [See paragraph 2.f.]. Authority to approve airport design and construction standard modifications is delegated to the ADOs/block grant states by separate policy documents, i.e., Delegation of Authority, Order GL 1100.55A, dated October 1, 1990.

AGL-620 has an oversight responsibility through audit or evaluation of the modifications that are being approved, to assure consistent and prudent use of the approval authority, to assist the ADOs/block grant states with the coordination of more complex proposals, and to provide advice and assistance as may be required by the ADOs/block grant states. FAA Order 5300.1F, dated June 30, 2000, provides the guidance for processing modifications to design and construction standards in the Great lakes Region, except as specifically limited by this PPM.

## 2. Policy - Design Standards Modifications

a. Variances to the current FAA design standards for an RSA will be the subject of an RSA determination in accordance with FAA Order 5200.8. Also, see PPM 5300.4A, "General Guidance on Runway/Taxiway Safety Areas".

*NOTE: FAA encourages any state/sponsor/consultant who may wish to propose special research and development demonstration activity in association with an AIP investment project. These activities are generally initial proposals to AAS-1 through the Great Lakes Region, Airports Division. The Great Lakes Region, Airports Division places a high priority on any AAS-1 endorsement to include R&D demonstration activity in any AIP project. All R&D project costs (testing equipment, monitoring, and etc.) may not be eligible for federal funding and may be the responsibility of the state/sponsor/consultant.*

b. FAA airport design standards represent the minimum requirements and recommendations for safe airport operations PLUS a safety margin based upon airport research and past agency experiences. These FAA airport design standards are contained in the advisory circulars listed in Paragraph 34 of the Grant Assurances and are binding for an airport sponsor via the grant agreement subject to FAA RSA determinations and an FAA approved Airport Layout Plan (ALP) which represent the "Agency Standard for that airport". However, FAA RSA determinations and modifications to standards will always take precedence over the approved ALP. The approved ALP will take precedence over the Airport Certification Manual (ACM)/Airport Certification Specifications (ACS), however the safety areas in the ACM/ACS will meet FAR Part 139 requirements.

(1) A modification to a design standard, outside the ALP approval process or through the ALP approval process, may involve a reduction in the margin of safety, while maintaining a safe acceptable operational environment. If there is any dispute the RSA determination and a modification to FAA design standards will always govern, irrespective of any other document. All RSA determinations and/or modification to FAA design standards **must** be included on the approve ALP and airport owners should be encouraged to

incorporate them into the ACM/ACS, for airports certificated under FAR Part 139.

(2) AC 150/5300-13, Tables 2-1, 2-2, 2-3, 3-1, 3-2, 3-3, 4-1, 4-2, and 4-3 depict the **FAA design standards** for various items based on airplane design groups. These same design standards are listed in the extreme right column on the example design program printout (see Appendix 11, of the AC).

(a) The values for taxiway and taxilane separations and clearances derived from the formulas on the bottom of Tables 2-3, 4-1, and 4-3, provide for an **acceptable level of safety**. However, prior to implementing these operationally acceptable values, a modification to standards shall be processed in accordance with this PPM. The computer program shown in Appendix 11 may be used to calculate these values in lieu of the formulas. The values, depicted in the column to the left of the design standards (extreme right column), on the computer design program printout, will provide an acceptable level of safety for the specified conditions, including the type of aircraft.

(b) The separation standards presented in Tables 2-1, 2-2, and 2-3, of the AC, may need to be increased with airport elevation to meet the runway safety area (RSA) and runway obstacle free zone (OFZ) standards. The inner-transitional OFZ varies with airport elevation for precision instrument runways serving large airplanes, as described in paragraph 306., of the AC.

(c) The RSA width design standard for airport reference codes of C-I and C-II is 400 feet and for C-III through C-VI, as well as aircraft in approach category D, the RSA width design standard is 500 feet (See Note 4, Table 3-3 of the AC). The design program printout depicts the appropriate RSA width design standard in the extreme right-hand column.

(d) Paragraph 306 suggests that taxiing, holding, and parked aircraft may be permitted if the aircraft does not penetrate the runway OFZ as defined, i.e., the OFZ is the most restrictive criterion. However, other design standards and criteria may place more restrictive runway separation criteria on taxiing, holding, and parked aircraft than the runway OFZ standard. The following restrictions may be **more critical than the runway OFZ** standard:

1. Paragraph 209 provides taxiway and taxilane separations that would not allow any part of an aircraft, on the taxiway/taxilane centerline, to be within the RSA or to penetrate the runway OFZ.

2. Tables 2-1 and 2-2 provide the separation standards for parked aircraft that can be more restrictive than the runway OFZ.

3. It is possible for aircraft to penetrate TERPS criteria for approach and departure clearance planes even though the aircraft does not penetrate the runway OFZ. These TERPS violations may result in minimum changes and/or the denial of certain approach and departure procedures. The Chicago Flight Procedures Office (CHI FPO) through an aeronautical airspace study must determine the impacts, due to violations of TERPS criteria.

(e) Table 2-4 provides standard dimensions for runway protection zones (RPZs) that enhance the protection of people and property on the ground. The standard RPZ dimensions vary with the visibility minimums for the runway end and therefore do not always correspond to a specific FAR Part 77 approach surface. FAR Part 77 obstruction standards help us to identify obstructions. RPZs identify areas that require land use controls in addition to the object clearing criteria of paragraph 211. The RPZ may be different for each runway end. Also, separate approach and departure RPZs may be necessary when declared distances are utilized (See Appendix 14). It is possible for a single runway end to have two different RPZs (approach and departure), a separate FAR Part 77 approach surface, and a threshold siting surface (Appendix 2). The land acquisition and object clearing requirements for the RPZ and approach protection are set forth in PPM 5300.1B, "Runway Protection Zone and Airport Object Clearing Policy".

(f) Paragraph 503 "Line of Sight Standards". If it can be determined that a 24 hour ATCT will be provided at an airport without any variances in the future, there is no feasible alternative, and a satisfactory level of safety will be provided then a modification to the line-of-sight standard may be approved.

1. Non-intersecting runways **should** be designed so that the runway safety areas do not overlap. If RSA's intersect, the runway visibility zone described in paragraph 503, of AC 150/5300-13, **should** be applied using a theoretical intersection point. This point could be determined by extending the runway centerlines to a point of intersection.

2. When the OFZ of a non-intersecting runway violates the OFZ of another runway the runway visibility zone described in paragraph 503, of AC 150/5300-13, **must** be applied using a theoretical intersection point. This point **must** be determined by extending the runway centerlines to a point of intersection.

c. Modification to standards for siting navigational or lighting aids that are common to the facilities and equipment (F&E) program and standards for marking, lighting, and signing on runways, taxiways, and aprons require approval by the Office of Airport Safety and Standards (AAS-1) through the Great Lakes Region, Airports Division, Safety/Standards Branch, AGL-620. The ADOs/block grant states will not issue approval or denial for any of these modifications without communication from AAS-1.

d. Airport development under the AIP shall conform to FAA design standards, whenever possible.

(1) For a specific project, where unique local conditions preclude compliance with airport design standards, modifications to these standards may be approved by the ADOs/block grant states, except for RSA's (see PPM 5300.4A) and those items reserved for AAS-1 approval (See paragraph 2.c. above).

(2) Approval of the modification of a design standard is contingent on the assurance that the modification will provide an acceptable level of safety, and provide an economical and feasible alternative.

e. Modifications to design standards that are not normally depicted on the ALP and have been successfully used on a previous FAA funded airport project, with prior FAA approval, may be used on subsequent projects without further FAA action and are considered to have specific FAA approval provided:

(1) The airport owner (or designated agent) verifies that the proposed project conditions are similar to those of the project for which FAA previously approved a modification.

(2) The airport owner (or designated agent) include on the project plans or in the project specifications a certification that the proposed modification to standards was previously approved by FAA on (specific date) for an FAA funded project which had similar conditions requiring the same modification as the proposed project.

f. If a certificated airport wishes to deviate from an FAA design standard as an alternative means of complying with a Part 139 requirement, the airport owner must document the justification for the modification, the proposed methods to provide an acceptable level of safety, and why the AC standard cannot be achieved.

(1) The Airport Certification/Safety Inspector, in consultation with the ADO and other appropriate regional staff, will make a determination of acceptability.

(2) Deviations from AC standards will be allowed only in unique circumstances where a clear need dictates, and where FAA believes an acceptable level of safety will be achieved.

g. AAS-1 shall approve **all state and local design standards** for use on federally funded projects (see paragraph 4).

### 3. Policy - Construction Methods and Material Specification Modifications

a. Modification to standards in the following areas requires prior consultation by the proponent directly with the Office of Airport Safety and Standards (AAS-1) through the Great Lakes Region, Airports Division, AGL-620. The ADOs/block grant states will not issue approval or denial for a modification of any of the following areas without communication from AAS-1.

(1) Construction methods and material specifications, to be used in aircraft operational areas of the airport, for which AAS-1 has not previously approved a modification for use within the region.

(2) Equipment specifications listed in AC 150/5345-53, Airport Lighting equipment Certification Program.

(3) Criteria used to **control the quality or determine the acceptability** of materials and finished products.

(a) Quality control criteria include all the tests performed to determine if adjustments to operations are necessary to stay within specification limits. They include the following: aggregate gradation within tolerance for subbase, base, and surface courses; asphalt content for bituminous mixes; slump and air content for concrete mixes.

(b) Acceptance testing includes all criteria and the tests performed to determine acceptability of the material or finished product and includes the following: density and thickness for subgrade, subbase, base and bituminous pavement; flexural strength and thickness for concrete pavement; and surface tolerances for subbase, base and surface courses and use of nuclear gauge for density acceptance in lieu of cores or borings. For example, use of a nuclear gauge for density acceptance of P-401 Plant Mix Bituminous Pavements, in lieu of taking cores, is currently not acceptable, although use of a nuclear gauge is acceptable for P-152, P-154, P-208, and P-209 (see Appendix 4).

(4) AAS-1 shall approve all state and local construction standards for use on federally funded projects (see paragraph 4).

b. The ADO/block grant state may approve all construction methods and material specification modifications to construction standards that have not been reserved for approval by AAS-1. These approvals are contingent on the assurance that the modification to construction standards will provide an economical and feasible alternative, will provide a product that conforms to FAA acceptance criteria, and will perform for its intended design life, based on historical data. This approval authority includes but is not necessarily limited to:

(1) Those addressed in engineering briefs,

(2) Those local construction methods, practices or material specifications that are routinely and successfully utilized in that area and have been previously found acceptable by the AAS-1.

(3) Those FAA non-standard construction methods and material specifications covered by ASTM and AASHTO specifications that have been successfully used during previous airport construction in similar applications (in the sole judgment of the ADO/block grant state).

(4) Any other construction method or material specification modification, which in the judgment of the ADO/block grant state, is to primarily "...accommodate unique local conditions...", except for those items reserved for approval by AAS-1.

(5) Any material specification when locally available materials cannot meet the requirements of that standard, except those standards reserved for AAS-1 approval.

(6) All modifications to the FAA standard specifications, except those reserved for approval by AAS-1. Examples include, but are not limited to:

(a) Approving modification to aggregate gradation and bandwidths, aggregate material test (soundness, abrasion, fracture faces, etc.).

(b) Approving construction equipment and methods, which are not first time, experimental or controversial.

(c) Weather limitations.

(7) The General Provisions of AC 150/5370-10 may be approved, if necessary to make them compliant with local laws and regulations.

c. Modifications to a construction method and material specification with prior FAA approval and that has been successfully used on a previous FAA funded airport project may be used on subsequent projects without further FAA approval provided:

(1) The airport owner (or designated agent) verifies that the proposed project conditions are similar to those of the project for which FAA previously approved a modification.

(2) The airport owner (or designated agent) include on the project plans or in the project specifications, a certification that the proposed modification to standards was previously approved by FAA on (specific date) for an FAA funded project which has similar conditions requiring the same modification as the proposed project.

e. Modifications to construction methods and material specifications that have been previously approved by FAA and adopted as "local Standards" must be revised to be consistent with national standards and the precepts of this PPM at the next regularly scheduled revision of that adopted standard.

4. State design, construction methods, and material specification standards may be developed for airports that are not primary airports in accordance with 49 USC 47105 (c) and AC 150/5100-13A, Development of State Standards for Nonprimary Airports. State highway specifications may be permitted for airfield pavement construction at nonprimary airports in accordance with 49 USC 47114(d)(5) as amended by P.L. 106-181 (April 2000).

a. AAS-1 must approve all state standards.

b. State standards approved by AAS-1 must be updated periodically and reflect FAA standards where applicable.

5. Procedures - Design Standard Modifications

a. The following procedures will be followed by the ADOs/block grant states in processing a request for modifications to airport design standards:

(1) Review the request for consistency with the current approved ALP. If the current approved ALP incorporates RSA determinations for all runways at the airport, the proposal is consistent with that ALP, and approval is not retained by AAS-1 a modification is not applicable. This review shall include a determination that the ALP provides a safe operating environment for aircraft.

(2) Requests for design standard modifications shall normally be requested during the design phase of the project. Request for design modifications shall not be accepted after completion of construction.

(3) In an attempt to achieve standardization, modifications to the AC standards should only be allowed in unique circumstances where a clear need dictates them and where FAA believes an acceptable level of safety will be achieved. For airports with a FAR Part 139 Certificate, other means of compliance not in accordance with AC standards that are acceptable to the Administrator, the airport operator shall be encouraged to document the modification to standards or RSA determination in the Airport Certification Manual/Specifications. For airports with a FAA Part 139 Certificate some AC standards are not subject to "other means of compliance acceptable to the Administrator." Modifications to these AC's (current edition) require AAS-1 approval. The AC's are as follows:

- (a) AC 150/5340-1, Standards for Airport Marking
- (b) AC 150/5340-4, Installation Details for Runway Centerline Touchdown Zone Lighting Systems
- (c) AC 150/5340-18, Standards for Airport Sign Systems
- (d) AC 15-5340-24, Runway and Taxiway Edge Lighting System
- (e) AC 150/5340-28, Low Visibility Taxiway Lighting Systems
- (f) AC 150/5345-12, Specification for Airport and Heliport Beacon.

(4) Upon finding the request acceptable, the ADO/block grant state will initiate the coordination process (if determined appropriate by the ADOs/block grant states, some modifications will not require any coordination with regional divisions). All requests for modifications from national/regional design standards shall be forwarded directly to the other divisions. Coordination with the other operating divisions will be effected as set forth in paragraph 13 of the "Desk Guide". Refer to paragraph 5.b., of this PPM, for AAS-1 coordination.

**NOTE:** Any modification to design standards which may result in a request for exemption to an aircraft operational rule or the establishment of an instrument flight procedure are of special interest to the Flight Standards (AGL-205), Flight Procedures Office (CHI FPO), and Air Traffic Division (AGL-500). The ADO/block grant state should highlight any known concerns in this area.

(5) In order to minimize reviews, proposed modifications to design standards will be identified in the transmittal letters accompanying airport layout and construction plans that are submitted for airspace coordination. Appropriate justification by the Sponsor (including costs) for the approval of the design modification will be included in the transmittal.

(6) If the coordinated review of the proposal reveals no objections, the modification may be approved. All recommendations regarding reasonableness of cost will be made by the Sponsor, and will be included in the original package coordinated with CHI FPO/AGL-205/470/520. The ADO/block

grant state will provide expert advisory comment on the sponsor's proposal when forwarding to the other divisions. In providing advice regarding whether the cost is reasonable, some factors to be considered by the Sponsor are:

- (a) Future role of the airport.
  - (b) Cost versus benefit of conformance as opposed to modification of the design standards.
  - (c) Level of present and future aeronautical activity at the airport.
- (7) The approved modifications to design standards shall be included in the ALP approval per PPM 5050.5.

b. If the modification to design standards requires approval by AAS-1, per paragraph 2.c., the ADO/block grant state will direct the proponent to submit the proposal to AAS-1 through AGL-620. Prior to the ADO issuing approval or denial for these modifications, communication must be received from AAS-1. A sample letter for the airport owner's/consultant's request to AAS-1 through AGL-620 is included as Appendix 5.

#### 6. Procedures - Construction Method and Material Specification Modifications

a. Airport owners/consultants who desire a modification to a construction method or a material specification that requires (in the sole judgment of the ADO/block grant state) AAS-1 approval in accordance with paragraph 3.a., shall be referred by the ADO/block grant state, with the necessary guidance, to the appropriate AAS Division or individual for approval/advice/assistance, through AGL-620 of the Great Lakes Region, Airports Division. A sample letter for airport owner's/consultant's request to the AAS Division AAS is included as Appendix 5. Upon receipt of AAS-1 approval/advice/assistance and the sponsor/consultant documentation, the ADO/block grant state may consider the appropriateness of a modification action. The ADO/block grant state will issue the appropriate approval/denial to the airport owner/consultant.

b. The following procedures will be followed in the Great Lakes Region to handle requests for modifications to airport construction methods and material specifications not requiring AAS-1 approval:

(1) The ADO/block grant state may approve first-time use of non-standard construction methods and material specifications that are covered in paragraph 3.b. (1) through (7).

(2) The airport owner (or authorized agent) must be agreeable to use a non-standard construction method and/or material specification and must request, in writing, a modification to standards from the ADO/block grant state.

(3) The ADO/block grant state shall review the written proposal and issue the FAA appropriate approval/denial to the airport owner (or authorized agent).



(4) A modification to an airport construction method and material specification is not required for subsequent use of non-standard construction method and material specification for similar applications provided the airport owner (or authorized agent) appropriately document the similar condition [see paragraph 3.c.].

7. Proposal Package for Modifications to Standards - Airport owner's (or authorized agent) requests for modification to standards to accommodate a unique local condition shall contain the following:

- a. A list of standards requiring modification and a discussion of why the standards cannot be met.
- b. A description of the proposed modifications.
- c. A discussion of viable alternatives for accommodating the unique conditions.
- d. Assurances that the proposed modifications conform to the requirement of paragraphs 2.d.(2) and 3.b.

8. FAA Approval Letter for a Modification to Standards - All ADO/block grant state and AGL-620 approval letters for modifications, shall contain the following:

- a. Date of approval for the modification.
- b. Project description and grant number (if appropriate).
- c. Conditions requiring the modification.
- d. Conditions and rationale for approving the modification.
- e. A statement that FAA will not retain a record of the modification and that the **airport owner (or authorized agent) is considered the office of record for the modification.** Failure to retain proper records may require the request for modification to be re-submitted for FAA consideration.

f. Copies of all ADO/block grant state approval letters for modifications shall be forwarded to AGL-620 for entry onto the **Airports Division Modification to Standards File**. It is anticipated AGL-620 will develop a database that airport operators would utilize to determine if FAA previously approved a similar modification and therefore will not require additional FAA action.

A handwritten signature in cursive script that reads "Jeri Alles".

Jeri Alles  
Manager, Airports Division

APPENDIX 1

CHANGES FROM PRIOR PPM

1. Information contained in FAA Order 5300.1F has been incorporated into this PPM.
2. Format has been changed to enhance clarity and understanding.
3. Deleted appendices 2, 3, 4, 5, and 6 and added new appendices 2, 3, and 4.

APPENDIX 2

SAMPLE CONSULTANT REQUEST LETTER FOR AAS-1 APPROVAL WITH CHECKLIST

(Date)

(For all AAS-1 approvals except for marking, lighting, and sign modifications)

Mr. John Rice  
Manager, Engineering Specifications  
Division, AAS-200  
or

(For AAS-1 approvals of marking, lighting, and sign modifications)

Mr. Bob David  
Manager, Airport Safety and Operations  
Division, AAS-300

FAA  
National Headquarters  
800 Independence Avenue, S.W.  
Washington, D.C. 20591

THROUGH:

Manager, Safety/Standards Branch, AGL-620

RE: (Airport Name), (Associate City), (State) (brief description of modification to standard, revised construction procedure, or new material), (AIP project No.).

Attached are the Modifications to Standards Checklist and the justification and supporting documentation for the (detailed description of modification of standards, revised construction method, or new material specification) at the (Airport Name).

The subject project is to begin in (month & year) with completion scheduled for (month & year). If you have any questions and/or concerns regarding this, please call our office (telephone number).

Sincerely,  
(signature)  
(name)  
(title)

Great Lakes Region Concurs in the above proposal.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

MODIFICATIONS TO STANDARDS CHECKLIST

Checklist For Modification to Standards Requiring  
Office of Airports Standards (AAS-1) Approval

This checklist shall be completed and attached to all sponsor's requests for a modification of standards that require AAS-1 approval. An explanation must be provided for any item that is not checked on the checklist and not included in the submittal package.

- \_\_\_\_\_ Description of the type of modification of standards per PPM 5320.1G is included.
- \_\_\_\_\_ Description of unique local conditions requiring the modification to standards, revised procedure, or new material is included.
- \_\_\_\_\_ Discussion that explains how (modification, revised procedure, or new material) will provide an economical and feasible alternative is included.
- \_\_\_\_\_ Discussion that explains how (modification, revised procedure, or new material) will provide an acceptable level of safety and service life is included.
- \_\_\_\_\_ Documentation to support that (modification, revised procedure, or new material) was successfully utilized under similar conditions is included.
- \_\_\_\_\_ Discussion that explains previous FAA approvals, Engineering Brief coordination, and coverage by other specification (ASTM, AASHTO, & etc.) is included.

FEB 13 2001

APPENDIX 3

US Code : Title 49, Section 47105

US Code as of: 01/26/98

**Sec. 47105. Project grant applications**

- (a) Submission and Consultation. - (1) An application for a project grant under this subchapter may be submitted to the Secretary of Transportation by -
  - (A) a sponsor; or
  - (B) a State, as the only sponsor, for an airport development project benefitting 1 or more airports in the State or for airport planning for projects for 1 or more airports in the State if -
    - (i) the sponsor of each airport gives written consent that the State be the applicant;
    - (ii) the Secretary is satisfied there is administrative merit and aeronautical benefit in the State being the sponsor; and
    - (iii) an acceptable agreement exists that ensures that the State will comply with appropriate grant conditions and other assurances the Secretary requires.
      - (2) Before deciding to undertake an airport development project at an airport under this subchapter, a sponsor shall consult with the airport users that will be affected by the project.
      - (3) This subsection does not authorize a public agency that is subject to the laws of a State to apply for a project grant in violation of a law of the State.
- (b) Contents and Form. - An application for a project grant under this subchapter -
  - (1) shall describe the project proposed to be undertaken;
  - (2) may propose a project only for a public-use airport included in the current national plan of integrated airport systems;
  - (3) may propose airport development only if the development complies with standards the Secretary prescribes or approves, including standards for site location, airport layout, site preparation, paving, lighting, and safety of approaches; and
  - (4) shall be in the form and contain other information the Secretary prescribes.
- (c) State Standards for Airport Development. - The Secretary may approve standards (except standards for safety of approaches) that a State prescribes for airport development at nonprimary public-use airports in the State. On approval under this subsection, a State's standards apply to the nonprimary public-use airports in the State instead of the comparable standards prescribed by the Secretary under subsection (b)(3) of this section. The Secretary, or the State with the approval of the Secretary, may revise standards approved under this subsection.

FEB 13 2001

US Code : Title 49, Section 47114(d)(5)

“(5) USE OF STATE HIGHWAY SPECIFICATIONS.—

“(A) IN GENERAL.—The Secretary may permit the use of State highway specifications for airfield pavement construction using funds made available under this subsection at nonprimary airports with runways of 5,000 feet or shorter serving aircraft that do not exceed 60,000 pounds gross weight if the Secretary determines that—

“(i) safety will not be negatively affected; and

“(ii) the life of the pavement will not be shorter than it would be if constructed using Administration standards.

“(B) LIMITATION.—An airport may not seek funds under this subchapter for runway rehabilitation or reconstruction of any such airfield pavement constructed using State highway specifications for a period of 10 years after construction is completed unless the Secretary determines that the rehabilitation or reconstruction is required for safety reasons.

**Modifications to Standards Approval Authority Table**  
Appendix 4

MODIFICATION ITEM	APPROVAL AUTHORITY			
	ADO	Block Grant State	AAS-1	Remarks
<b><u>I. Design Standards</u></b>				
A. All design standards including separation and vertical clearances except the following:	X			Coordinate with AGL-620 for FAR Part 139 items
1. Standards for marking, lighting and signing			X	
2. Standards for siting Nav aids and lighting aids			X	
3. Electrical equipment specifications listed in AC 150/5345-53			X	
4. State design standards for nonprimary airports (in accordance with 49 USC 47105 (c) and AC 150/500-13A)			X	
<b><u>II. Construction Methods and Material Specifications</u></b>				
A. First time use in region			X	
B. Quality control criteria and acceptance testing			X	
C. State construction standards for nonprimary airports (in accordance with 49 USC 47105 (c) and AC 150/500-13A and 49 USC 47114(d)(5) for airfield pavements)			X	
<b><u>D. Items previously found acceptable by AAS-1:</u></b>				
1. Addressed in Engineering Briefs	X	X		Copy to AGL-620 & AAS-200
2. Local construction methods and material specifications except those reserved for approval by AAS-1	X	X		Copy to AGL-620 & AAS-200
3. Construction method and material specification needed for unique local condition except those reserved for approval by AAS-1	X	X		Copy to AGL-620 & AAS-200
4. Modification to material specifications when local material cannot meet the standards except those reserved for approval by AAS-1	X	X		Copy to AGL-620 & AAS-200
5. All modifications to standard specifications except those reserved for approval by AAS-1 [modification of aggregate gradation, material tests (soundness, abrasion, fractured faces), construction equipment specifications, and weather limitations]	X	X		Copy to AGL-620 & AAS-200
6. General Provisions of AC 150/5370-10 to meet local laws.	X	X		Copy to AGL-620 & AAS-200
E. Modifications to a construction method or a material specification with prior FAA approval and meets the same field conditions.				If successfully used may be used without further approval (see Para. 3.c. this PPM)



**From:** [Ken Risse](#)  
**To:** [Patrick Cotter](#)  
**Subject:** FW: Line of sight between runways  
**Date:** Wednesday, January 14, 2015 4:34:47 PM

---

**From:** pat.oien@faa.gov [mailto:pat.oien@faa.gov]  
**Sent:** Tuesday, May 25, 2010 7:46 AM  
**To:** Ken Risse  
**Subject:** Re: Line of sight between runways

Hi Ken,

Item 2 refer to section 207..requires special studies to reduce separation on case by case basis  
Item 3 and 4...FAA is looking at these types of runways and it appears the recommendation will likely  
be to separate them so their runway safety areas are separated.

Apologize for the delay in answering....

Pat Oien, P.E.

Lead Planner

FAA Alaska Region

(907)271-5445

From: "Ken Risse" <[KenRisse@PDCENG.US](mailto:KenRisse@PDCENG.US)>  
To: John Lovett/AAL/FAA@FAA  
Cc: "Royce Conlon" <[RoyceConlon@PDCENG.US](mailto:RoyceConlon@PDCENG.US)>, "Patrick Cotter" <[PatrickCotter@PDCENG.US](mailto:PatrickCotter@PDCENG.US)>, Pat Oien/AAL/FAA@FAA,  
"Stumpf, RJ (DOT)" <[rj.stumpf@alaska.gov](mailto:rj.stumpf@alaska.gov)>, "Hall, Ivet (DOT)" <[ivet.hall@alaska.gov](mailto:ivet.hall@alaska.gov)>  
Date: 05/18/2010 01:50 PM  
Subject: Line of sight between runways

---

John,

For the Nome Airport Master Plan, we are looking at line of sight requirements for several runway configurations.

- 1)  $\times$  For intersecting runways, AC 150/5300-13 provides clear guidance in Figure 5-6.
  
- 2)  $=$  For parallel runways, I assume that if there is no intervisibility, the separation requirements for simultaneous runways would apply. Would intervisibility between the runways allow for less separation, or is an air traffic control tower needed to assure the operations are not simultaneous?
  
- 3)  $\perp$  If runways have an approach over another runway, is there any guidance on visibility requirements or separation between runways?
  
- 4)  $/ \backslash$  If crosswind runways are separate, and flight paths intersect, is there any guidance on visibility or separation requirements?

I'll be down in the Aleutians for a few days, but plan to return by Monday. If you know of any guidance we should be following, please pass it on to Royce or Patrick. If I don't get an email reply, I'll call you after I get back.

Thanks,

**Ken Risse, PE, Senior Associate**  
**Civil Engineer**

**PDC Inc. Engineers**  
**Planning Design Construction**

1028 Aurora Drive | Fairbanks, Alaska 99709  
v 907.452.1414 | f 907.456.2707 | [www.pdceng.com](http://www.pdceng.com)

*"Transforming Challenges into Solutions"*

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## **APPENDIX C**

### **PUBLIC INVOLVEMENT**

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# Kotzebue Airport

## Master Plan Update



AKSAS Project No. 62960, Federal Project No. 3-02-0160-013-2009

**Public Open House**  
**Wednesday**  
**January 28, 2015, 4-7 pm**  
 Presentations at 4:30 & 5:30 pm

Northwest Arctic Borough  
 Assembly Chambers  
 163 Lagoon Street, Kotzebue

*Refreshments will  
 be provided!*

The Alaska Department of Transportation & Public Facilities (ADOT&PF) is updating the Kotzebue Airport Master Plan and holding a public meeting to gather feedback on proposed alternatives. Background on the project can be found at <http://dot.alaska.gov/nreg/kotzebuemp/>. This project builds on the 2008 Airport Relocation Feasibility Study to identify improvements to the existing airport and focuses on evaluating the use, role and impact of the Kotzebue Airport in supporting aviation and the local economy. Public input is critical for the success of this project. As a user of the airport, please share your local knowledge with us and help make the new master plan responsive to the needs of the community.

**For more information or to submit a comment contact:**

Anne Brooks, Public Involvement Coordinator  
 Brooks & Associate, 1704 Rogers Park Court, Anchorage, AK 99503  
 Toll free: 1-866-535-1877, Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

ADOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: [dot.alaska.gov/tvi\\_statement.shtml](http://dot.alaska.gov/tvi_statement.shtml). To file a complaint go to: [dot.alaska.gov/cvrlts/titlevi.s.html](http://dot.alaska.gov/cvrlts/titlevi.s.html). ADOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this event should contact Anne Brooks at (907) 272-1877 to make necessary arrangements. Individuals with a hearing impairment can contact Relay Alaska at 711 for assistance.

**Also visit:** [dot.alaska.gov/nreg/kotzebuemp](http://dot.alaska.gov/nreg/kotzebuemp)

Brooks & Associates  
 1704 Rogers Park Court  
 Anchorage, AK 99508-4070

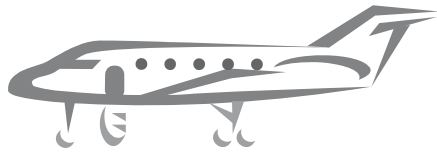
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# Kotzebue Airport

## Master Plan Update

Public Open House  
**Wednesday, January 28, 2015, 4-7 pm**



# Kotzebue Airport *Master Plan Update*

AKSAS Project No. 62960, Federal Project No. 3-02-0160-013-2009

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Northwest Arctic Borough Assembly Chambers  
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*Refreshments will be provided!*

### For more information or to submit a comment contact:

Anne Brooks, Public Involvement Coordinator  
Brooks & Associates  
1704 Rogers Park Court, Anchorage, AK 99503  
Toll free: 1-866-535-1877,  
Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)



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Kotzebue Airport Master Plan Update - Public Involvement Appendix

IRIS No. Z629600000, Federal Project No. 3-02-0160-013-2009

c-2 **Website:** [dot.alaska.gov/nreg/kotzebuemp](http://dot.alaska.gov/nreg/kotzebuemp)

268714  
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#0001356814-01

# AFFIDAVIT OF PUBLICATION

STATE OF ALASKA  
THIRD JUDICIAL DISTRICT

Ryan Estrada

being first duly sworn on oath deposes and says that he/she is an representative of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

01/14/15

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed

Subscribed and sworn to before

Me this 11 day of Feb

20 15

Britney Thompson

Notary Public in and for  
The State of Alaska.  
Third Division  
Anchorage, Alaska  
MY COMMISSION EXPIRES

05/18/2015



**Kotzebue Airport Master Plan Update**  
AKSAS Project No. 62960, Federal Project No. 3-02-0160-013-2009

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**Website:** [dot.alaska.gov/nreg/kotzebuemp](http://dot.alaska.gov/nreg/kotzebuemp)








CASE/PO/AIO: Brooks & Associates Ref Kotzebue 2925.10  
 AD# or identifier: Kotzebue Airport Master Plan Update

REMIT TO: Alaska Media, LLC  
 P.O. Box 241582  
 Anchorage, AK 99524  
 Ph: (907) 770-0836  
 Fax: (907) 770-0822

INVOICE(S): 11897

### AFFIDAVIT OF PUBLICATION

<p>UNITED STATES OF AMERICA          STATE OF ALASKA, THIRD DISTRICT BEFORE ME, THE          UNDERSIGNED, A NOTARY PUBLIC, THIS DAY PERSONALLY          APPEARED <u>Steve Sauder</u> WHO, BEING FIRST DULY          SWORN, ACCORDING TO LAW, SAYS THAT HE IS <u>General          Manager Of The Arctic Sounder</u> PUBLISHED AT <u>500 W          International Airport Rd, Ste F, Anchorage, AK</u>, IN SAID          THIRD DISTRICT AND STATE OF ALASKA AND THAT THE          ADVERTISEMENT, OF WHICH THE ANNEXED OR ATTACHED          IS A TRUE COPY, WHICH WAS PUBLISHED IN SAID          PUBLICATION <u>1/15/15</u> AND THEREAFTER FOR          A TOTAL OF <u>1</u> CONSECUTIVE ISSUE(S), THE LAST          PUBLICATION APPEARING ON  <u>1/15/15</u>.</p>	<p>ATTACH PROOF OF PUBLICATION HERE</p>
<p>  <b>STEVE SAUDER</b>  <b>GENERAL MANAGER</b></p> <p>SUBSCRIBED AND SWORN BEFORE ME THIS <u>15<sup>th</sup></u>          day of <u>January</u>, 2015</p>	
<p>  <b>KATHLEEN L SEWARD</b>          NOTARY PUBLIC STATE OF ALASKA          MY COMMISSION EXPIRES ON FEBRUARY 1, 2017</p>	
<p></p>	



# Meetings slated for federal subsistence councils

## Federal Subsistence Regional Advisory Councils to meet in February, March

For the Arctic Sounder

The 10 Federal Subsistence Regional Advisory Councils will meet February through March 2015 to discuss subsistence wildlife issues and review proposals to change Federal subsistence hunting and trapping regulations for 2016-2018, as well as other issues affecting subsistence in their regions. The public is encouraged to participate in these meetings in person or by teleconference.

### The meeting schedule:

**Feb. 10-11**  
Kodiak/Aleutians Subsistence Regional Advisory Council  
Kodiak Best Western Hotel, Kodiak  
Contact: Eva Patton  
(800) 478-1456  
eva\_patton@fws.gov

**Feb. 18-19**  
Southcentral Alaska Subsistence Regional Advisory Council  
Dimond Hotel, Anchorage  
Contact: Donald Mike  
(800) 478-1456  
donald\_mike@fws.gov

**Feb. 18-19**  
Seward Peninsula Subsistence Regional Advisory Council  
Old St. Joe's Hall, Nome  
Contact: Adrienne Fleek  
(800) 478-1456  
adrienne\_fleek@fws.gov

**Feb. 24-25**  
Bristol Bay Subsistence Regional Advisory Council  
Naknek Native Village Council Hall, Naknek  
Contact: Donald Mike  
(800) 478-1456  
donald\_mike@fws.gov

**Feb. 25-26**  
Yukon-Kuskokwim Delta Subsistence Regional Advisory Council  
Yupit Piciryait Cultural Center, Bethel  
Contact: Adrienne Fleek  
(800) 478-1456  
adrienne\_fleek@fws.gov

**Mar. 3-4**  
Western Interior Alaska Subsistence Regional Advisory Council  
Pike's Waterfront Lodge, Fairbanks  
Contact: Melinda Burke  
(800) 478-1456  
melinda\_burke@fws.gov

**Mar. 4-5**  
Eastern Interior Alaska Subsistence Regional Advisory Council  
Pike's Waterfront Lodge, Fairbanks  
Contact: Karen Deatherage  
(800) 478-1456  
karen\_deatherage@fws.gov

**Mar. 9-10**  
Northwest Arctic Subsistence Regional Advisory Council

Borough Chambers, Kotzebue  
Contact: Melinda Burke  
(800) 478-1456  
melinda\_burke@fws.gov

**Mar. 17-19**  
Southeast Alaska Subsistence Regional Advisory Council  
Sitka Tribal Community House, Sitka  
Contact: Robert Larson  
(907) 772-5930  
robertlarson@fws.fed.us

**Mar. 17-18**  
North Slope Subsistence Regional Advisory Council  
Inupiat Heritage Center, Barrow  
Contact: Eva Patton  
(800) 478-1456  
eva\_patton@fws.gov

Meeting dates and locations are subject to change. For additional information regarding each meeting, contact the Office of Subsistence Management at 800-478-1456, 907-786-3888 or by e-mail, [subsistence@fws.gov](mailto:subsistence@fws.gov). The meeting materials and teleconference information for each meeting will be posted on the Federal Subsistence Management Program's website, [www.doi.gov/subsistence/councils/index.cfm](http://www.doi.gov/subsistence/councils/index.cfm) approximately two-weeks prior to each meeting.

The Federal Subsistence Board is committed to providing access to these meetings for all participants. Please direct all requests for sign language interpreting services, closed captioning, or other accommodation needs to the Office of Subsistence Management at 800-478-1456, [subsistence@fws.gov](mailto:subsistence@fws.gov) or 800-877-8339 (TTY), at least seven business days prior to the meeting you wish to attend. More information on the Federal Subsistence Management Program can be found at [www.doi.gov/subsistence/index.cfm](http://www.doi.gov/subsistence/index.cfm).

**DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES NORTHERN REGION**

**Notice of Extension of Scoping Period and Rescheduled Public Scoping Meetings Point Hope Runway Realignment Project (DOT&PF Project # 63842)**

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to realign the existing runway and construct other improvements at the Point Hope Airport in Point Hope, Alaska. The improvements are necessary to reestablish standard Runway Safety Area (RSA) dimensions and maintain the existing level of service for the community. As existing runway pavement has exceeded its design life and will require rehabilitation independent of runway realignment, the proposed action will also reestablish safe and efficient surfacing for aviation operations. The overall need for the proposed action is to maintain the existing level of safe, reliable year round air access to the community of Point Hope.

Due to weather-related postponement of the December 11, 2014 public scoping meeting, the scoping period supporting FAA preparation of a project Environmental Assessment (EA) has been extended until February 6, 2015. Additionally, DOT&PF will host two rescheduled public scoping meetings. The first will be held on Tuesday, January 20<sup>th</sup>, 2015 from 7:00 p.m. – 10:00 p.m.; followed by another on Wednesday, January 21<sup>st</sup>, 2015 from 1:00 p.m. - 4:00 p.m. Both meetings will be held at the Qaigi Building at 530 Qaigi Ave, Point Hope, AK 99786. The proposed action will be presented, and public comment and information sought to develop a final project design that avoids or minimizes environmental impacts.

This project is being developed in accordance with the following special purpose Regulations including Sections 4(f) of the Department of Transportation Act, 106 of the National Historic Preservation Act; 7 of the Endangered Species Act, and Executive Order 11988 (Floodplain Management); 1090 (Wetlands Protection); 12898 (Environmental Justice); 11593 (Protection and Enhancement of the Cultural Environment); and 13112 (Invasive Species).

Details of the proposed project, preliminary research on environmental impacts, figures of the project area and comment forms can be viewed at the DOT&PF website at: <http://dot.alaska.gov/nreg/pointhope/>. If you desire to provide comments you may submit them by U.S. Mail or via email to the Project Manager Ivett Hall, P.E. at the address below by February 6, 2015.

Ivett Hall, P.E., Project Manager  
Alaska Department of Transportation & Public Facilities  
2301 Peger Road • Fairbanks, AK 99709  
Phone: (907) 451-5386 • Fax: (907) 451-5126 • E-mail: [ivh@alaska.gov](mailto:ivh@alaska.gov)

Persons with a hearing impairment can contact the Department at our Telephone Device for the Deaf; number 907 451-2383. Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment including your personal identifying information may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

**Kotzebue Airport Master Plan Update**

AKSAS Project No. 62960, Federal Project No. 3-02-0160-013-2009

The Alaska Department of Transportation & Public Facilities (ADOT&PF) is updating the Kotzebue Airport Master Plan and holding a public meeting to gather feedback on the proposed alternatives. Background on the project can be found at [dot.alaska.gov/nreg/kotzebuemp](http://dot.alaska.gov/nreg/kotzebuemp).

**Public Open House**  
Wednesday, January 28, 2015, 4-7 pm  
Presentations at 4:30 & 5:30 pm

Northwest Arctic Borough Assembly Chambers,  
163 Lagoon Street, Kotzebue  
*Refreshments will be provided!*

**For more information or to submit a comment contact:**  
Anne Brooks, Public Involvement Coordinator  
Brooks & Associate, 1704 Rogers Park Court, Anchorage, AK 99503  
Toll free: 1-866-535-1877, Email: [comments.brooks@alaska.gov](mailto:comments.brooks@alaska.gov)

**Project website:** [dot.alaska.gov/nreg/kotzebuemp](http://dot.alaska.gov/nreg/kotzebuemp)

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**Know your responsibilities**

Alaskan FAA Team Field Office  
Toll Free (866) 357-4704  
[www.faa.gov/go/flyalaska](http://www.faa.gov/go/flyalaska)

**As a passenger, take responsibility for your safety**

- Wear appropriate clothing for the weather
- Pay attention during the safety briefing
- Don't ask the pilot to exceed the weight limits
- Be alert for pilot fatigue
- Don't ask pilots to fly low
- Accept a cancellation or delay

**Circle of Safety**

- ASK IF THE CABIN IS AN OVERWEIGHT LIMIT
- ASK IF THE CABIN IS A MEDICAL MEMBER
- WEAR APPROPRIATE CLOTHING FOR THE WEATHER
- BE ALERT FOR PILOT FATIGUE
- DO NOT ASK THE PILOT TO EXCEED WEIGHT LIMITS
- DO NOT ASK THE PILOT TO FLY LOW
- ACCEPT A CANCELLATION OR DELAY
- DO NOT DRINK THE SAFETY BEVERAGE
- ASK ABOUT PILOT COUNSELING
- ASK IF THE PILOT HELD A FLIGHT PLAN
- ASK FOR A COMPLETE SAFETY BRIEFING
- ASK IF THE CABIN HAS AN AIR MAIL DEL







Camden Yehle &lt;camden.brooksalaska@gmail.com&gt;

## Reminder: Kotzebue Airport Master Plan Update - Open House, January 28

**Anne Brooks** <comments.brooksalaska@gmail.com>

Tue, Jan 27, 2015 at 8:05 AM

Reply-To: comments.brooksalaska@gmail.com

To: camden.brooksalaska@gmail.com



## Kotzebue Airport Master Plan Update

AKSAS Project No. 62960/Federal Project No. 3-02-0160-013-2009

### Open House

When: Wednesday, January 28, 2015

4 to 7 p.m., Presentations at 4:30 and 5:30 p.m.

Where: Northwest Arctic Borough Assembly Chambers, 163 Lagoon St, Kotzebue, AK

Refreshments will be provided

The Alaska Department of Transportation & Public Facilities (ADOT&PF) is updating the Kotzebue Airport Master Plan and holding a public meeting to gather feedback on proposed alternatives. Background on the project can be found at <http://dot.alaska.gov/nreg/kotzebuemp/>. This project builds on the 2008 Airport Relocation Feasibility Study to identify improvements to the existing airport and focuses on evaluating the use, role and impact of the Kotzebue Airport in supporting aviation and the local economy.

### For more information contact:

**Anne Brooks**, Public Involvement Coordinator

Brooks & Associates

Toll Free Phone: 866-535-1877

E-mail: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

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## Kotzebue Airport Master Plan Update-Public Open House

State of Alaska Online Notice

Upcoming Public Meeting

Kotzebue Airport Master Plan Update — AKSAS Project No. 62960, Federal Project No. 3-02-0160-013-2009

The Alaska Department of Transportation & Public Facilities (ADOT&PF) is updating the Kotzebue Airport Master Plan and holding a public meeting to gather feedback on proposed alternatives. Background on the project can be found at <http://dot.alaska.gov/nreg/kotzebuemp/>. This project builds on the 2008 Airport Relocation Feasibility Study to identify improvements to the existing airport and focuses on evaluating the use, role and impact of the Kotzebue Airport in supporting aviation and the local economy.

### Public Open House

When: 4 - 7 p.m. Wednesday, January 28, 2015

Presentations at 4:30 and 5:30 p.m.

Where: Northwest Arctic Borough Assembly Chambers, 163 Lagoon St, Kotzebue, AK

Refreshments will be provided

Public input is critical for the success of this project. As a user of the airport, please share your local knowledge with us and help make the new master plan responsive to the needs of the community.

For more information or to submit a comment contact:

Brooks & Associates

Anne Brooks, P.E., Public Involvement Specialist

1704 Rogers Park Court

Anchorage, AK 99503

Toll free: 1-866-535-1877

Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

-

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For Immediate Release  
Contact: Anne Brooks, Public Involvement Coordinator  
Toll Free Telephone: 1-866-535-1877  
Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

**PUBLIC SERVICE ANNOUNCEMENT**  
**KOTZEBUE AIRPORT MASTER PLAN UPDATE**  
**KOTZEBUE, ALASKA**

30 SECOND SPOT

(Kotzebue, Alaska) – The Alaska Department of Transportation & Public Facilities (ADOT&PF) is updating the Kotzebue Airport Master Plan and holding a public meeting to gather feedback on proposed alternatives. The meeting will be on Wednesday, January 28th, between 4 and 7 p.m. with presentations at 4:30 and 5:30 p.m. at the Northwest Arctic Borough Assembly Chambers, which is at 163 Lagoon Street in Kotzebue. For more information call Anne Brooks toll free at 866-535-1877.

###

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The Alaska Department of Transportation and Public Facilities oversees 254 airports, 11 ferries serving 35 communities, 5,619 miles of highway and 720 public facilities throughout the state of Alaska. The mission of the department is to “*Keep Alaska Moving through service and infrastructure.*”



THE STATE  
of **ALASKA**  
GOVERNOR BILL WALKER

## Department of Transportation and Public Facilities

NORTHERN REGION  
Planning  
2301 Peger Road  
Fairbanks, Alaska 99709-5316  
Main: 907-451-2237  
TDD: 907-451-2363  
Fax: 907-451-5126

January 5, 2015

Name  
Company  
Address Line 1  
City, State Zip

Dear Name:

Re: Kotzebue Airport Master Plan Update  
AKSAS Project No. 62960, Federal Project No. 3-02-0160-013-2009

The Alaska Department of Transportation and Public Facilities (ADOT&PF) invites you to a briefing on the Kotzebue Airport Master Plan update. This is an opportunity to review features of the airport and its operation and plan for the future. The master plan update is an important requirement enabling ADOT&PF to continue receiving Federal Aviation Administration funding to support current and future projects at the Kotzebue airport.

This project builds on the 2008 Airport Relocation Feasibility Study to identify improvements to the existing airport and recognizes that relocating the airport is not feasible due to funding constraints.

The project team has completed the following portions of the update:

- Inventory & Issues Summary
- Aviation Demand Forecast
- Requirements Analysis
- Alternatives Development

The team will be in Kotzebue to collect feedback on alternatives on January 28, 2015. We would like to brief local government and tribal officials at 2 p.m. January 28, 2015 in the Northwest Arctic Borough Assembly Chambers. At this time, you will be able to view our work, ask questions and help the team shape the master plan.

We also invite you to attend the public meeting on January 28, 2015 from 4 to 7 p.m., in the Northwest Arctic Borough Assembly Chambers. The team will make presentations at 4:30 and 5:30 p.m.

*"Keep Alaska Moving through service and infrastructure."*

Kotzebue Airport Master Plan Update - Public Involvement Appendix  
IRIS No. Z629600000, Federal Project No. 3-02-0160-013-2009

We look forward to working with you.

Sincerely,

Jeffery A. Roach  
Project Manager

Project website: <http://dot.alaska.gov/nreg/kotzebuemp/>

Attachments: Letter Distribution List

Kotzebue Airport Master Plan Update  
January 5, 2015, Letter Distribution List

Name	Title	Organization	Address	City	ST	Zip
Wayne Westlake	President	NANA Development Corporation	909 West 9th Avenue	Anchorage	AK	99501
Timothy Schuerch	President	Maniilaq Association	PO Box 256	Kotzebue	AK	99752
Virginia Commack	General Manager	Ambler Traditional Council	PO Box 47	Ambler	AK	99786
Percy Ballot	President	Buckland IRA Council	PO Box 67	Buckland	AK	99727
Mona Washington	Administrator	Buckland IRA Council	PO Box 67	Buckland	AK	99727
Carolyn Ballot	Ambler Mayor	City of Ambler	PO Box 9	Ambler	AK	99786
Martha Woods	Administrator	City of Ambler	PO Box 9	Ambler	AK	99786
Tim Gavin	Buckland Mayor	City of Buckland	PO Box 49	Buckland	AK	99727
Raymond Lee Jr.	Village Coordinator	City of Buckland	PO Box 49	Buckland	AK	99727
Clarence Thomas	Administrator	City of Buckland	PO Box 49	Buckland	AK	99727
Mike Jones	Administrator	City of Deering	PO Box 36049	Deering	AK	99736
Ron Moto	Mayor	City of Deering	PO Box 36049	Deering	AK	99736
Nelson Walker	Administrator	City of Kiana	PO Box 150	Kiana	AK	99749
Daniel Douglas	Mayor	City of Kiana	PO Box 150	Kiana	AK	99749
Janet Mitchell	Administrator	City of Kivalina	PO Box 50079	Kivalina	AK	99750
Austin Swan Sr.	Mayor	City of Kivalina	PO Box 50079	Kivalina	AK	99750
Ed Gooden	Mayor	City of Kobuk	PO Box 51020	Kobuk	AK	99751
Billie Jo Lie	Acting Administrator	City of Kobuk	PO Box 51020	Kobuk	AK	99751
Linda Greene	City Clerk	City of Kotzebue	PO Box 46	Kotzebue	AK	99752
Leo Greene	City Council Member	City of Kotzebue	PO Box 46	Kotzebue	AK	99752
Nathan Kotch	City Council Member	City of Kotzebue	PO Box 46	Kotzebue	AK	99752
Maija Lukin	City Mayor	City of Kotzebue	PO Box 46	Kotzebue	AK	99752
Lewis Pagel	City Council Member	City of Kotzebue	PO Box 46	Kotzebue	AK	99752
Gayle Ralston	City Council Member	City of Kotzebue	PO Box 46	Kotzebue	AK	99752
Sean Ralston	City Fire Chief	City of Kotzebue	600 Bison St	Kotzebue	AK	99752
Eric Swisher	Chief of Police	City of Kotzebue	PO Box 550	Kotzebue	AK	99752
Matthew Tekker	Vice Mayor	City of Kotzebue	PO Box 46	Kotzebue	AK	99752
Randy Walker	Public Works Director	City of Kotzebue	PO Box 46	Kotzebue	AK	99752
Claude Wilson Jr.	City Council Member	City of Kotzebue	PO Box 46	Kotzebue	AK	99752
Roger Brown	Administrator	City of Noorvik	PO Box 146	Noorvik	AK	99763



Kotzebue Airport Master Plan Update  
January 5, 2015, Letter Distribution List

Name	Title	Organization	Address	City	ST	Zip
Bobby Wells	Mayor	City of Noorvik	PO Box 146	Noorvik	AK	99763
James Beylund	Administrator	City of Selawik	PO Box 99	Selawik	AK	99770
Raven Sheldon	Mayor	City of Selawik	PO Box 99	Selawik	AK	99770
Helen Mitchell	Administrator	City of Shungnak	PO Box 59	Shungnak	AK	99773
Deloris Iyatunguk	Administrator	Deering IRA Council	PO Box 36089	Deering	AK	99736
Dale Stotts	Tribe Director	Kiana Traditional Council	PO Box 69	Kiana	AK	99749
Stanley Hawley	Administrator	Kivalina IRA Council	PO Box 50051	Kivalina	AK	99750
Millie Hawley	President	Kivalina IRA Council	PO Box 50051	Kivalina	AK	99750
Colleen Sheldon	Administrator	Kobuk IRA Council	PO Box 51039	Kobuk	AK	99751
Alex Sheldon, Sr.	President	Kobuk IRA Council	PO Box 51039	Kobuk	AK	99751
Ukallaysaak Tom Okleasik	Village Executive Director	Native Village of Kotzebue	PO Box 296	Kotzebue	AK	99752
Vernon Adams	President	Native Village of Noatak	PO Box 89	Noatak	AK	99761
Alvin Ashby	Village Coordinator	Native Village of Noatak	PO Box 89	Noatak	AK	99761
Herbert Walton Sr.	Administrator	Native Village of Noatak	PO Box 89	Noatak	AK	99761
Lee Ballot Sr.	General Manager	Noorvik IRA Council	PO Box 209	Noorvik	AK	99763
Joshua Melton	President	Noorvik IRA Council	PO Box 209	Noorvik	AK	99763
Stella Atoruk	Borough Clerk	Northwest Arctic Borough	PO Box 1110	Kotzebue	AK	99752
Hendy Ballot Sr.	Borough Assembly Member	Northwest Arctic Borough	PO Box 1110	Kotzebue	AK	99752
Vern Cleveland Sr.	Borough Assembly Member	Northwest Arctic Borough	PO Box 1110	Kotzebue	AK	99752
Miles Cleveland Sr.	Borough Assembly Member	Northwest Arctic Borough	PO Box 1110	Kotzebue	AK	99752
Lena Ferguson	Borough Fire Chief	Northwest Arctic Borough	PO Box 1110	Kotzebue	AK	99752
Frank Greene	Borough Assembly Member	Northwest Arctic Borough	PO Box 1110	Kotzebue	AK	99752
Nathan Hadley Jr.	Borough Assembly Member	Northwest Arctic Borough	PO Box 1110	Kotzebue	AK	99752
Winona Hawley	Borough Assembly Elder Representative	Northwest Arctic Borough	PO Box 1110	Kotzebue	AK	99752
Reggie Joule	Borough Mayor	Northwest Arctic Borough	PO Box 1110	Kotzebue	AK	99752
Noah Naylor	Planning	Northwest Arctic Borough	PO Box 1110	Kotzebue	AK	99752
Lucy Nelson	Borough Assembly Member	Northwest Arctic Borough	PO Box 1110	Kotzebue	AK	99752
Clyde Ramoth	Borough Assembly Member	Northwest Arctic Borough	PO Box 1110	Kotzebue	AK	99752
Walter Sampson	Borough Assembly Member	Northwest Arctic Borough	PO Box 1110	Kotzebue	AK	99752

Kotzebue Airport Master Plan Update  
January 5, 2015, Letter Distribution List

Name	Title	Organization	Address	City	ST	Zip
Peter Schaeffer	Borough Assembly Member	Northwest Arctic Borough	PO Box 1110	Kotzebue	AK	99752
Wendie Shaeffer	Public Services Director	Northwest Arctic Borough	PO Box 1110	Kotzebue	AK	99752
Fred Smith	Director of Economic Development	Northwest Arctic Borough	PO Box 1110	Kotzebue	AK	99752
Nasruuk Carl Weisner	Borough Assembly Member	Northwest Arctic Borough	PO Box 1110	Kotzebue	AK	99752
Larry Westlake Sr.	Borough Assembly Member	Northwest Arctic Borough	PO Box 1110	Kotzebue	AK	99752
	Chair	Northwest Arctic Borough Economic Development Commission	PO Box 1110	Kotzebue	AK	99752
Eunice Hadley	School Board Member	Northwest Arctic Borough School District	PO Box 14	Buckland	AK	99727
Margaret Hansen	School Board Treasurer	Northwest Arctic Borough School District	PO Box 562	Kotzebue	AK	99752
Lawrence Jones Sr.	School Board Member	Northwest Arctic Borough School District	PO Box 86	Ambler	AK	99786
David Miller	School Board Parliamentarian	Northwest Arctic Borough School District	PO Box 569	Kotzebue	AK	99752
Paula Mills	School Board Vice President	Northwest Arctic Borough School District	PO Box 21	Noatak	AK	99761
Erica Nelson	School Board Member	Northwest Arctic Borough School District	PO Box 657	Kotzebue	AK	99752
Sandy Shroyer-Beaver	School Board President	Northwest Arctic Borough School District	PO Box 986	Kotzebue	AK	99752
Tillie Ticket	School Board Secretary	Northwest Arctic Borough School District	PO Box 53	Selawik	AK	99770
Angela Washington	School Board Member	Northwest Arctic Borough School District	PO Box 103	Kotzebue	AK	99752
Robert Wells	School Board Member	Northwest Arctic Borough School District	PO Box 68	Noorvik	AK	99763
Tanya Ballot	Administrator	Selawik IRA Council	PO Box 59	Selawik	AK	99770
Vida Coaltrain	Chairman	Selawik IRA Council	PO Box 59	Selawik	AK	99770
George Douglas	President	Shungnak IRA Council	PO Box 64	Shungnak	AK	99773
Billy Lee	Administrator	Shungnak IRA Council	PO Box 64	Shungnak	AK	99773
		Alaska Legal Services Corp (Kotzebue Office)	PO Box 526	Kotzebue	AK	99752
		Arctic Sounder	PO Box 241582	Anchorage	AK	99524
		June Nelson Elementary School	PO Box 264	Kotzebue	AK	99752
		Kikiktagrug Inupiat Corporation	PO Box 1050	Kotzebue	AK	99752
		Kotzebue Electric Association	PO Box 44	Kotzebue	AK	99752
	Executive Director	Northwest Inupiat Housing Authority	PO Box 331	Kotzebue	AK	99752

## Roach, Jeffery A (DOT)

---

**From:** Bailey, Meadow P (DOT)  
**Sent:** Monday, September 08, 2014 2:38 PM  
**To:** Roach, Jeffery A (DOT)  
**Subject:** RE: Robert C. Iyatunguk commented on a link Alaska Department of Transportation & Public Facilities shared.

These are running in rotation. M



**Alaska Department of Transportation & Public Facilities**  
Sponsored - 

We're updating the Kotzebue Airport master plan for the next 20 years. We want your input!



**Kotzebue Airport Update**  
DOT.ALASKA.GOV

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Alaska Department of Transportation & Public Facilities

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We're updating the Kotzebue Airport master plan for the next 20 years. We want your input!



### Kotzebue Airport Update

DOT.ALASKA.GOV

Boost Post

Like · Comment · Share · 5 1

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**From:** Roach, Jeffery A (DOT)

**Sent:** Monday, September 08, 2014 1:17 PM

**To:** Bailey, Meadow P (DOT)

**Subject:** RE: Robert C. Iyatunguk commented on a link Alaska Department of Transportation & Public Facilities shared.

Meadow,

Please provide me a screen shot of the Facebook ad for my files.

Thank you,

Jeff

---

**From:** Bailey, Meadow P (DOT)

**Sent:** Monday, September 08, 2014 12:39 PM

**To:** Roach, Jeffery A (DOT)

**Subject:** Fwd: Robert C. Iyatunguk commented on a link Alaska Department of Transportation & Public Facilities shared.

Jeff, would you like me to post responses to comments on the Facebook post or would you prefer to leave them alone? Below is the first comment that we've received. Thank you!



## Arctic airport master plans seeking public input

January 23rd 2:26 pm | By **Jillian Rogers**

print email link

The general public probably doesn't give airports in the Arctic much of a second thought. You get on the plane, you get off the plane, you had pretzels or peanuts, and that's the end of it.

But in reality, the everyday life in communities can impact the local airport, especially in the bigger hubs.

Public meetings in Barrow and Kotzebue help planners learn what the community needs most. And while master plans for airport improvements and upgrades are set years in advance, there's always a little wiggle room if residents come up with some great ideas or have pressing concerns.

Last week in Barrow, the Alaska Department of Transportation and Public Facilities hosted a meeting on a proposed maintenance and operations building, and improvements and expansions at the Wiley Post-Will Rogers Memorial Airport.

According to the DOT, the new combined maintenance facility will be located on the south side of the airport. The facility will include an aircraft rescue and firefighting facility, snow removal equipment building, heated sand storage, de-icing chemical storage, dispensing vehicle and other associated chemical handling equipment, and living quarters for airport personnel.

The north apron will also be extended to the south by 20 feet to allow planes to pass while the big jets are parked, and extended to the east about 400 feet.

Both projects will be funded by the Federal Aviation Administration and the State of Alaska and work will optimistically begin work this summer.

The cost as outlined in the master plan for the facility is scheduled to cost around \$12 million, though more recent estimates are lower, said Royce Conlon, the consultant project manager with PDC Engineers, Inc.

The original cost estimate for the apron expansion was \$13.5 million, though it will cost more, she said, adding that 93 percent of the money will come from the FAA and will be matched by the state.

Interest at the meetings in Barrow was high, with about 30 people attending. There were no major worries about the projects, though comments were made about the material to be used for the upgrades, as gravel is in short supply there. DOT will use its existing material for the project, Conlon said.

"We didn't have any big concerns that might hold up the project or cause delays."

Master plan updates for the airports in both Barrow and Kotzebue were recently completed, outlining upcoming projects and projections. Updates to the master plans are done approximately every 10 years and look 20 years into the future.

"We're asking the public for some ideas about what kind of development alternatives they would like to see at the airport in the future," said Jeff Roach, the planning manager for aviation and highways with the DOT&PF Northern Region.

A public meeting in Kotzebue is slated for Jan. 28 from 4-7 p.m. at the borough chambers.

"We bring those ideas back and we put them together with the requirements that we have and the future forecast for aviation activity," Roach said.

That draft is then brought back to the public for additional comment. The whole update takes about 18 months to complete.

Aviation activity — including the number of passengers, the number of aircraft, and the number of takeoffs and landings — in Kotzebue is expected to grow modestly (by about 1 percent) in the coming years with that projection based on many social and economic factors within the region.

"That forecast drives a lot of what our future development plans will be," he said.

The ongoing expansion in Kotzebue is expected to be completed this summer with the general aviation apron expansion up for construction bid in 2016, Roach said.

A previous idea to relocate the airport has been ditched after a study found that it's not financially feasible.

"But we'll be looking at ways to improve operations and meet standards at the existing airport," he said.

More aviation parking, a venue and ramp to house seaplanes, improved taxiways and increased vehicle parking are all potential upcoming developments in the updated plan.

"We're always looking for public input in order to ensure that we're developing the airport for the maximization of the public," Roach said.

The current airport master plan itself will cost around \$300,000 to update.

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# Kotzebue Airport Master Plan Update

AKSAS Project No. 62960, Federal Project No. 3-02-0160-013-2009

## Project Scope

The purpose of this project is to reevaluate the future use, role, and impact of the Kotzebue airport over the next 20 years. The master plan update provides an opportunity to review all features of the airport, its operation, and plan for the future. In addition, the master plan update is an important requirement enabling ADOT&PF to receive Federal Aviation Administration funding to support current and future projects at the Kotzebue airport.

Public comment and input will be accepted and considered throughout the planning process.

## Project Schedule

The following table shows team work products and schedule.



Figure 1 Kotzebue Overview

Deliverable or Milestone	Schedule	Status
Inventory & Issues summary	July 29, 2014	Complete
Aviation demand forecast	October, 2014	Complete
Requirements analysis chapter	December, 2014	Complete
Public Meeting #1	January 28, 2015	On schedule
Alternatives	February, 2015	On schedule
Implementation Plan	February, 2015	On schedule
Financial Implementation	March, 2015	On schedule
Draft Master Plan document	April, 2015	On schedule
Public meeting #2	May, 2015	On schedule
Airport Layout Plan	July, 2015	On schedule
Final Master Plan document	July, 2015	On schedule

## For more information contact:

**Anne Brooks, P.E.**  
 Public Involvement Coordinator  
 Brooks & Associates  
 Tel: (907) 272-1877  
 E-mail: [anne.brooksalaska@gmail.com](mailto:anne.brooksalaska@gmail.com)

**Jeff Roach, P.E.**  
 Project Manager  
 ADOT&PF Northern Region  
 Tel: (907) 451-2381  
 E-mail: [jeff.roach@alaska.gov](mailto:jeff.roach@alaska.gov)









**Alaska Department of  
Transportation & Public Facilities**

**Kotzebue Airport Master Plan Update**  
Ralph Wien Memorial Airport


January 28, 2015



**Welcome!**

- Introductions
- Project background
- Timeline & process
- Public involvement opportunities
- Next steps


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## Project team

- **ADOT&PF**
  - Jeff Roach
  - Al Beck, PE
  - Alexa Greene
  - Alvin Werneke
- **PDC Engineers**
  - Royce Conlon, PE
  - Patrick Cotter
  - Bryan Hill
- **Brooks & Associates**
  - Anne Brooks, PE
  - Camden Yehle
- **Technical advisors**

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## Scope and Funding

- **Prepare an update to the Airport Master Plan**
  - **Previous master plan update in 1998**
    - Considerable changes since then
    - Relocation study 2008
  - **Guide funding decisions for 20 years**
  - **Provides basis for prioritizing improvements**
- **Funded by FAA & ADOT&PF**

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## Other related projects

- Runway Safety Area Expansion
  - In construction
- Apron Expansion
  - Waiting for outcome of master plan

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## Schedule & Process



2014 July October 2015 January May

**INVESTIGATION**

- Data collection
- Aviation forecast

**SOLUTIONS**

- Facility requirements
- Alternatives
- Environmental review

**IMPLEMENTATION**

- Phasing
- Financing
- Documentation

Public Involvement      OPEN HOUSE January 2015      OPEN HOUSE May 2015

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## Master Planning Steps

- Identify issues
- Inventory facilities
- Forecast aviation activity
- Determine facility requirements
- Develop and evaluate alternatives
- Prepare Implementation Plan



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## Public Participation Throughout

- We seek public input from airport users, businesses, air carriers, and you
  - Talk to Project Team
  - Watch web site:  
<http://dot.alaska.gov/nreg/kotzebuemp/>
  - Attend public meetings, provide written or oral comments




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## Identify Issues & Needs

- Airport user interviews
- Previous projects:
  - 1998 Master Plan
  - Relocation Feasibility
  - RSA Feasibility



Public Involvement




Issues   Inventory   Forecast   Facilities   Alternatives   Implementation

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## Inventory (Completed)

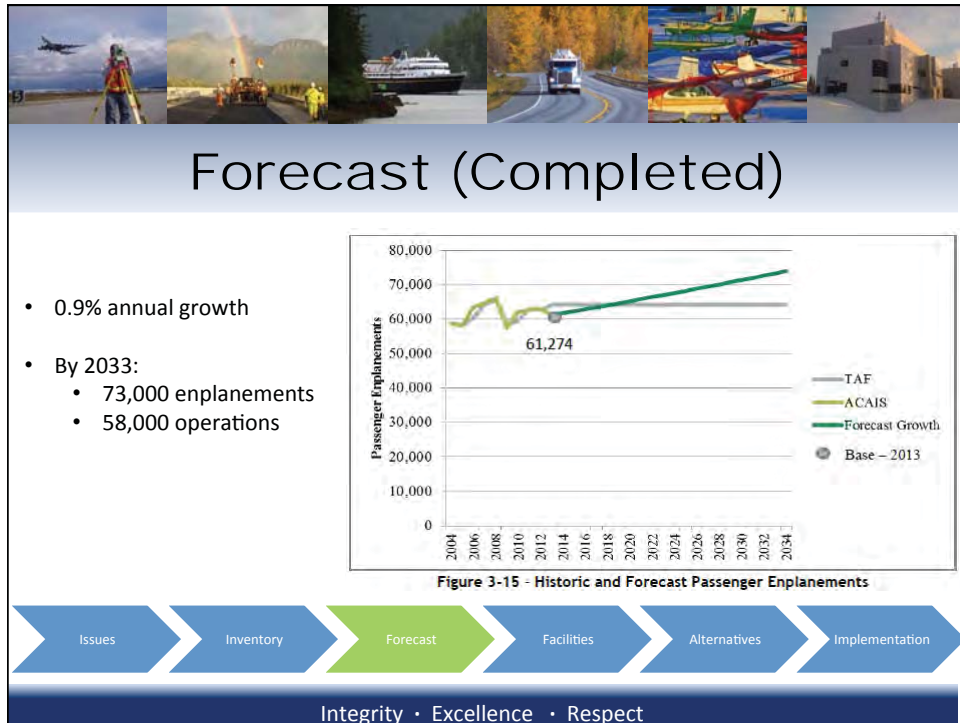
- Airfield
- Lease lots
- Maintenance & operations
- Parking/access
- Security
- Natural environment






Issues   Inventory   Forecast   Facilities   Alternatives   Implementation

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## Alternatives

- Develop alternative concepts
- Evaluate impacts of each alternative
  - Environmental
  - Financial
  - Socioeconomic
- Select preferred alternative



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## Alternatives

- Primary Elements:
  - Taxiways
  - Aprons:
    - Tie-downs
    - Transient parking



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**Apron Alternatives**


APRON ALTERNATIVES

APRON ALTERNATIVE 1

APRON ALTERNATIVE 2

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This slide features a header with six small images: an airplane on a runway, a person with a surveying instrument, a construction site at night, a boat on a lake, a truck on a road, and a modern building. Below the header, two aerial maps show apron alternatives. The left map, labeled 'APRON ALTERNATIVE 1', shows a large apron area with numbered callouts 1 through 8. The right map, labeled 'APRON ALTERNATIVE 2', shows a different layout for the same area with numbered callouts 1 through 8. A blue footer contains the text 'Integrity · Excellence · Respect'.



**Crosswind Alternatives**

- Relocate tie-downs
- Develop floatplane facilities

This slide features a header with a background image of a modern building. Below the header, an aerial map shows crosswind alternatives with numbered callouts 1 through 8. Callout 1 points to 'floatplane facilities, option 4'. Callout 2 points to 'GA parking, option 2'. Callout 3 points to 'Floatplane facilities, option 2'. Callout 4 points to 'Remove Taxiway F'. Callout 5 points to 'GA parking, option 3'. Callout 6 points to 'Floatplane facilities, option 1'. Callout 7 points to 'GA parking, option 1'. Callout 8 points to 'Floatplane facilities, option 3'. A blue footer is present at the bottom of the slide.



## Implementation Plan

- Short-, mid-, and long-term projects
- Project cost estimates
- Funding options & eligibility



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## Master Plan Document

- Draft master plan
  - Expected May 2015
  - Second open house
- Final master plan



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## Next Steps

- Refine alternatives
- Select preferred alternative
- Develop implementation plan

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## Direct comments to:

<b>Jeff Roach</b> ADOT&PF Project Manager 451-2381 <a href="mailto:Jeff.roach@alaska.gov">Jeff.roach@alaska.gov</a>	<b>Patrick Cotter</b> Lead Planner 452-1414 <a href="mailto:patrickcotter@pdceng.com">patrickcotter@pdceng.com</a>
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**Anne Brooks**  
Public Involvement Lead  
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[a.brooks@brooks-alaska.com](mailto:a.brooks@brooks-alaska.com)

Website:  
<http://dot.alaska.gov/nreg/kotzebuemp>

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# Kotzebue Airport Master Plan Update

AKSAS Project No. 62960, Federal Project No. 3-02-0160-013-2009

## MEETING NOTES

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**SUBJECT:** Kotzebue Airport Master Plan Update

**PROJECT NO.:** AKSAS Project No. 62960  
Federal Project No. 3-02-0160-013-2009

**GROUP:** Public

**DATE:** Wednesday, January 28, 2015

**TIME:** Agencies: 2 to 3 p.m.  
Public: 4 to 7 p.m., presentations at 4:30 and 5:30 p.m.

**LOCATION:** Northwest Arctic Borough Assembly Chambers

**MEETING OUTREACH:** See Table 1. Meeting Outreach

**MEETING ATTENDANCE:** 31 people signed in

**MEETING MATERIALS:** Aerial photo, comment sheets, PowerPoint presentation, boards with improvement alternatives

**STAFF PRESENT:** *ADOT&PF:* Jeff Roach, Alvin Werneke  
*PDC Engineers:* Patrick Cotter, Bryan Hill  
*Brooks & Associates:* Camden Yehle

### MEETING INFORMATION:

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Two meetings were held, one in the afternoon for agency representatives, and one in the evening for members of the community. At both meetings attendees were greeted at the door and asked to sign-in. Staff members were on hand to answer questions. An overview presentation of the project was given and questions from attendees were answered throughout.

The project team recorded the following comments, which have been categorized and alphabetized by subject. Team responses are in *italics*.

#### Access

One person asked if the road would remain around the west end of the airport. *Pat Cotter (PDC) responded that this project would not affect the road.*

#### Emergency Response

One person discussed safety issues about loose gravel at the Kotzebue Airport that caused the U.S. Coast Guard to not want to develop a base in Kotzebue. *Jeff Roach (ADOT&PF) explained the U.S. Coast Guard was using the crosswind runway, which has a gravel surface. They*

*indicated they are interested in building a base of assistance further north than Kotzebue at this time.*

An attendee wanted to make sure that medical evacuation (medevac) operations had enough space at the airport. *Pat Cotter responded that medevac personnel are currently met on the East Ramp and occasionally on the West Ramp and the team has not heard of a need for more space.*

### Floatplanes

A question was asked about which floatplane area would be more economical. *Pat Cotter responded that the lagoon would be more economical because no land would need to be purchased and no dredging would have to be done. Alvin Werneke (ADOT&PF) added that pilots would like to keep the floatplane area at the lagoon because it is more protected from inclement weather.*

### Funding

One person asked about the improvement schedule and if funding is secured for these improvements. *Pat Cotter answered that the team will be back in May to present the revised alternatives and the proposed timeline for prioritized improvements. The Master Plan Update would be completed this summer. Funding would have to be secured for each project.*

One person was concerned that the current fiscal situation with the Alaska government might affect funding for the projects in the Master Plan. *Jeff Roach responded that the FAA funds most of the projects and the state match is small enough that we have not had difficulty obtaining it.*

### Lease Lots

Several people expressed concern about the capacity of the Alaska Airlines terminal and available vehicle parking. *Jeff Roach explained that ADOT&PF couldn't invest in private lease lots, including the Alaska Airlines lease lot. He added that the amount of parking is sufficient, according to FAA standards, for the current use even though it is very busy when full planes come in.*

Several people asked if there is room for Alaska Airlines to expand. *Jeff Roach answered that there is some room for expansion on the existing lease lot, even if it is not the expansion that the community would like to see. Pat Cotter added that in the past a combined terminal has been looked at that could house multiple carriers, but it does not seem to be an option without support from the air carriers. Jeff Roach added that because of state leasing rules ADOT&PF could not force companies to move from one lease lot to another. The northeast apron with a new taxiway would open up space for development of new lease lots. Moving the current small aircraft parking would open up a new apron-front lease lot as well.*

Most of the improvements being suggested are for smaller aircraft. The commenter wanted to know if any of the commercial airlines were considering expanding operations. *Jeff Roach*

*replied that space at the airport for smaller aircraft is currently limited and demand is increasing by about 1% per year, but large aircraft operators have not indicated they have any plans for expansion.*

Several questions were asked about possible uses for airport property. A restaurant, a fish processing operation, and meat freezers were mentioned. *Pat Cotter explained that because it is airport property, which is supported by FAA funding, all lease lots and other airport property must be used strictly for aviation purposes. The exception is if the restaurant or other amenities are inside the terminal and supported by the leaseholder. There are also exceptions for non-aviation use areas on airports.*

One person wanted the team to evaluate alternatives based on which one encourages airlines to provide a better experience for passengers. *Pat Cotter explained that comments would be taken under consideration as alternatives are revised. Improvements in the master plan would be designed to facilitate expansion of lease lots. Therefore if companies choose to do so, they could expand or improve their operations.*

One person asked about moving the large aircraft parking instead of moving the transient aircraft parking. There was concern about safety of passengers. *Pat Cotter asked if he meant adding a combined use terminal. He said yes. Pat Cotter explained that Alaska Airlines seems disinclined to invest money in a new terminal.*

A commenter asked if a fire lane is required in front of the Alaska Airlines buildings because when cars are parked in front there is not room for emergency response vehicles. *Jeff Roach responded that the fire marshal is responsible for approving building plans for lease lots and all of the building plans have been approved.*

A question was asked about where airport/airline employees are supposed to park. *Jeff Roach responded that airport/airline leaseholders are required to provide employee parking on their lease lots. Lease lots are inspected to ensure parking rules are followed.*

Two people expressed concerns that the master plan does not take a community-oriented look at the airport that would encourage airlines to make flying in and out of Kotzebue airport more pleasant for passengers. *Pat Cotter answered that the team will be looking at optimizing available lease lots as part of the update, but they cannot force leaseholders to make improvements.*

An attendee asked if anything will be done to increase efficiency at the airport and if it is possible to move buildings. *Jeff Roach responded that it is usually not practical to relocate leaseholders. Lease lots cannot be restricted, which can result in cargo operations alternating with passenger operations.*

One person asked if the two big hangers would stay. *Jeff Roach responded that they would*



*remain.*

### Material Sites

One person asked where the materials would come from to build the improvements identified in the airport master plan. *Jeff Roach said that the construction contractor typically chooses the material site. The sites would be known after each project is bid and the construction contractor chosen.*

### Miscellaneous Issues

How does the 1% growth rate in aircraft traffic compare to other hub communities? *Pat Cotter responded that Barrow's growth rate is a bit higher due to oil industry growth in that area.*

An attendee asked what an apron is. *Pat Cotter responded that it is a generic term that means where airplanes park.*

A question was asked about freight costs. *Pat Cotter responded that is not likely that any of the projects outlined by the Master Plan Update will affect the cost to ship freight. Typically the cost of freight responds to other factors, like fuel cost.*

### Navigation Aids

An attendee asked if the navigation towers on the hill were still in use and if any could be removed because they are limiting development on the hill. *Jeff Roach explained that as non-directional beacons (NDB) stop working the FAA decommissions them. The Very High Frequency Omni-directional Range (VOR) equipment will be in place for the next five to ten years, but after that satellite based Global Positioning System (GPS) units will be the preferred navigational method. GPS does not depend on ground-based equipment.*

### Other Airport Projects

One person asked what remains of construction that has been occurring at the airport. *Jeff Roach responded there are gates and lighting to be installed and the hillside must be stabilized, but the majority of the construction is complete.*

One commenter arrived late and expressed concerns about making a road in his back yard, which is where he sets a salmon net. He also did not want blocks where there is gravel because that is where he sets his net. He indicated he would like to attend more meetings. *The team reassured him that the road is not going through as part of this project and he will still be able to set net near his home.*

### Parking

One person asked what the definition of "adequate parking" is. *Jeff Roach answered that the FAA has a formula for the number of parking spaces for a particular lease facility type. If we try to build more parking than the formula calls for, the FAA may not want to fund the project.*

One person asked if more long-term parking would be in the plan. *Pat Cotter answered that long-term and common area parking is being looked at in the Master Plan Update. Alvin added that the 5th Avenue extension parking lots always have spaces but people don't like to walk far.*

### Runway Length

One person asked if there was a way to use a heavy-duty culvert to extend the runway on the east end of the lagoon. *Pat Cotter responded that it is actually the hill with the cemetery that limits the length of the runway because it is in the way of the approach.*

One person commented that ADOT&PF did the right thing keeping the channel open at the east end of the runway.

An attendee asked why ADOT&PF is only providing a 6000-foot runway. Providing a regulation runway is part of providing a public service and it is disappointing to not see it in the Master Plan. *Pat Cotter responded that airlines would like to have 7000 feet of runway but the option was explored in a previous study and was determined to not be a feasible option. The current runway length meets the requirements for the design aircraft, 737-700, used for the update. The team asked Alaska Airlines if they plan to fly bigger aircraft into Kotzebue and they do not at this time. If the runway surface is contaminated with ice, snow, or water they have to either cancel the flight or fly in with a lighter load to accommodate the increased stopping distance.*

An attendee asked if Boeing 747 jets would be flying into Kotzebue in 20 years. *Pat Cotter responded that Boeing 747's are not part of the current 20 year forecast at this time.*

### Safety

Airport Way is fully developed up to the airport but there is a narrow 300-foot section that connects to 3rd Avenue. 50-75% of traffic comes to the airport from 3th Avenue, not from 5th Avenue, through this section including cars, freight, and pedestrians. The commenter stated that he had nearly been run over there. *Jeff Roach responded that Airport Way is on airport property and can be evaluated as part of the Master Plan Update.*

An attendee asked which projects would be the near-term projects. *Pat Cotter suggested realigning the taxiway would likely be a near term project. Jeff Roach added that projects related to safety and non-standard geometry issues, like aircraft parking adjacent to the crosswind runway, would be addressed first.*

One person was concerned about airplanes hitting birds. *Pat Cotter discussed the challenges of having water all around the airport. Jeff Roach added that a wildlife management plan is in*



*place, but there are other things that might be done. For example the space between the apron and the runway could be filled in to mitigate some concerns about bird strikes.*

Utilities

Planning should include upgrading and rerouting utilities. The utility systems are aging and some are built on filled-in tundra. Coordination with ADOT&PF and the FAA on rerouting the force main last summer was appreciated. *Pat Cotter replied that as the planning process moves forward, budget estimates will be done and the utility improvements will be evaluated at that time.*

Email comment about lighting

Email comment: For the last five years I have been in regular contact with both the Airport Manager, Calvin Schaeffer, and the Western Operations Maintenance Manager, Evan Booth, regarding the lighting on the approach roads and parking areas on the public side of the airport. At any given time half or more of the streetlights are burned out. Even the NW [north west] facing light on the Sand Storage Building which helps illuminate the Fifth Avenue approach went for months without re lamping. Currently there are three (3) street lights out as well as the one on the Sand Storage Building.

Let me point out that these are NOT Kotzebue Electric Assn./City of Kotzebue street lights, KEA is quick at re lamping their burned out street lights.

The explanation I have gotten was that there was an underground cable problem and wait until Summer. But then the following Fall they were still out. The last explanation was that DOT/PF was relying upon the leaseholders to illuminate their areas. The irony of this excuse is that as soon as DOT/PF installed the central street light in front of Alaska Airlines, the building side-light on Bering Air was removed, Frontier turned one of their two lights off, and FBX permanently turned off their outside light.

These are, frankly, lame excuses. But the problem has not been fixed and this is a public safety hazard and only gets worse as the airport traffic increases.

There also needs to be better illumination of Airport Way from the Third Avenue side. A street light was added to an existing pole which contains the heat trace control box and service which helped (it was really a dark morass before) but there is a need for another light at the intersection and possibly a third by the Bering Air Brown Hanger.

Table 1. Meeting Outreach

Date	Outreach method	Description
1/7/2015	Postcard mailer	Inviting the public to the open house
1/12/2015	State of Alaska Online	Inviting the public to the open house

Date	Outreach method	Description
	Notice	
1/14/2015	Display advertising in <i>Anchorage Daily News</i>	Inviting the public to the open house
1/14/2015	Public service announcement request sent to GCI Cable, KINU-FM, and KOTZ-AM	Sent with request to broadcast announcement inviting public to meeting
1/14/2015 1/27/2015	Constant Contact email	Provide email invitation to the meeting to project stakeholders
1/14/2015	Facebook ad	Inviting the public to the open house
1/15/2015	Display advertising in <i>Arctic Sounder</i>	Inviting the public to the open house
1/16/2015	Display advertising in <i>Fairbanks Daily News Miner</i>	Inviting the public to the open house
12/15/2015	Project website	Project specific website hosted by ADOT&PF & formatted in accordance with Department specifications

**Related documents on file:**

- Advertising
- Display Boards
- Handouts (Comment Sheet, Fact Sheet)
- Letter to Agencies
- Postcard Mailer
- PowerPoint presentation
- Public Service Announcement
- Sign in Sheets

\*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 Master Plan Update, AKSAS Project No. 62960, Federal Project No. 3-02-0160-013-2009**  
 Date: **Wednesday, January 28, 2015**

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Charlene Simpson	Box 67 Buckland Alaska	444-2171	F	AN
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ERNIE NORTON	ENORTON@LIKIKTAGUK.COM	442-6101	M	E
Dick Curtis Jr.	P.O. Box 386 Kotzebue Ak, 99752	—	M	AN
WILL ANDERSON	WANDERSON@LIKIKTAGUK.COM	832-0163	M	AN

← agency

**C-339**  
 \*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

Kotzebue Airport Master Plan Update - Public Involvement Appendix  
 IRIS No. Z629600000, Federal Project No. 3-02-0160-013-2009

revised: March 2005



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Jillian Rogers	jrogers@reportalaska.com	378- 4046	F	W



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Jason Jessup	City	3401	M	AN
Grant Hilbreth	City	442- 3401	M	AN
Derek Martin	City of Kotzebue <small>d.martin@kotzebue.org</small>	3401	M	AN
Ernest Berger Sr.	NATIVE Village of Buckland <small>cityofnordvik@yahoo.com</small>	499 2121	M	AN
Bobby Wells	Alborvik			
Bryan Hill	bryanhill@pdaceng.com	540 250 7157	M	W
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Alice Davis	local			

Agency



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Jack Frankson		995 3041	M	AK, Native
Elizabeth Ferguson		782- 8717	F	AN
Pat Peacock	otr.peacock@gmail.com	442- 3676	F	/
Al Peacock	peacockal@hotmail.com	442- 3676	M	/
Dawn Carl	dawn.carl@duskair.com	714 832'45	F	W



# Kotzebue Airport

## Master Plan Update



AKSAS Project No. 62960, Federal Project No. 3-02-0160-013-2009

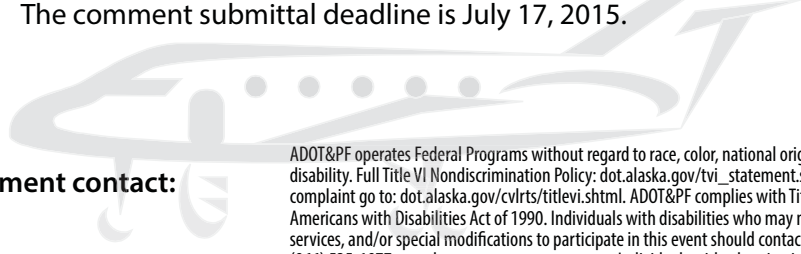
**Public Open House**  
**Tuesday**  
**June 16, 2015, 4-7 pm**

Presentations at 4:30 & 5:30 pm

Northwest Arctic Borough  
Assembly Chambers  
163 Lagoon Street, Kotzebue

*Refreshments will  
be provided!*

The Alaska Department of Transportation & Public Facilities (ADOT&PF) is updating the Kotzebue Airport Master Plan and holding a public meeting to gather feedback on the draft document. This project identifies improvements to the existing airport and focuses on evaluating the use, role and impact of the Kotzebue Airport in supporting aviation and the local economy. Please review the Draft Master Plan document on the website <http://dot.alaska.gov/nreg/kotzebuemp/> and bring your questions to the meeting. The document will be posted the week of June 8, 2015. The comment submittal deadline is July 17, 2015.



**For more information or to submit a comment contact:**

Brooks & Associates, Attn: Kotzebue AMP  
1704 Rogers Park Court, Anchorage, AK 99503  
Toll free: 1-866-535-1877, Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

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**Also visit:** [dot.alaska.gov/nreg/kotzebuemp](http://dot.alaska.gov/nreg/kotzebuemp)

Brooks & Associates  
1704 Rogers Park Court  
Anchorage, AK 99508-4070

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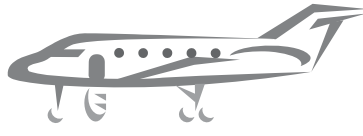


# Kotzebue Airport

## Master Plan Update

Public Open House  
**Tuesday, June 16, 2015, 4-7 pm**





# Kotzebue Airport

## *Master Plan Update*

AKSAS Project No. 62960, Federal Project No. 3-02-0160-013-2009

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Kotzebue Airport Master Plan Update - Public Involvement Appendix  
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**Website:** [dot.alaska.gov/nreg/kotzebuemp](http://dot.alaska.gov/nreg/kotzebuemp)



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# AFFIDAVIT OF PUBLICATION

STATE OF ALASKA  
THIRD JUDICIAL DISTRICT

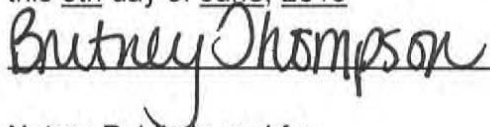
Leesa Little  
being first duly sworn on oath deposes and says that he/she is a representative of the Alaska Dispatch News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

June 09, 2015

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed 

Subscribed and sworn to before me  
this 9th day of June, 2015



Notary Public in and for  
The State of Alaska.  
Third Division  
Anchorage, Alaska  
MY COMMISSION EXPIRES

02/23/2019

Notary Public  
**BRITNEY L. THOMPSON**  
State of Alaska  
My Commission Expires Feb 23, 2019



**Kotzebue Airport Master Plan Update**  
AKSAS Project No. 62960, Federal Project No. 3-02-0160-013-2009

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Toll free telephone: 1-866-535-1877  
Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)



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Website: [dot.alaska.gov/nreg/kotzebuemp](http://dot.alaska.gov/nreg/kotzebuemp)

AFFP

Kotzebue 2925.10

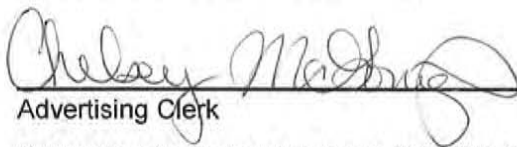
## Affidavit of Publication

UNITED STATES OF AMERICA  
STATE OF ALASKA  
FOURTH DISTRICT } SS.


Before me, the undersigned, a notary public, this day personally appeared Chelsey McGonigle, who, being first duly sworn, according to law, says that he/she is an Advertising Clerk of the Fairbanks Daily News-Miner, a newspaper (i) published in newspaper format, (ii) distributed daily more than 50 weeks per year, (iii) with a total circulation of more than 500 and more than 10% of the population of the Fourth Judicial District, (iv) holding a second class mailing permit from the United States Postal Service, (v) not published primarily to distribute advertising, and (vi) not intended for a particular professional or occupational group. The advertisement which is attached is a true copy of the advertisement published in said paper on the following day(s):

June 10, 2015

and that the rate charged thereon is not excess of the rate charged private individuals, with the usual discounts.

  
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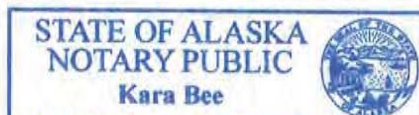
Subscribed to and sworn to me this 10th day of June 2015.


  
\_\_\_\_\_  
Kara Bee, Notary Public in and for the State Alaska.

My commission expires: November 20, 2018

00007638 00027857

CAMDEN YEHLE  
BROOKS & ASSOCIATES  
1704 ROGERS PARK CT  
ANCHORAGE, AK 99508




 **Kotzebue Airport**  
**Master Plan Update**

AKSAS Project No. 62960, Federal Project No. 3-02-0160-013-2009

The Alaska Department of Transportation & Public Facilities (ADOT&PF) is updating the Kotzebue Airport Master Plan and holding a public meeting to gather feedback on the draft document. This project identifies improvements to the existing airport and focuses on evaluating the use, role and impact of the Kotzebue Airport in supporting aviation and the local economy. Please review the Draft Master Plan document on the website <http://dot.alaska.gov/nreg/kotzebuamp/> and bring your questions to the meeting. The document will be posted the week of June 8, 2015. The comment submittal deadline is July 17, 2015.

**Public Open House**  
**Tuesday, June 16, 2015**  
4-7 pm, Presentations at 4:30 & 5:30 pm  
Northwest Arctic Borough Assembly Chambers  
163 Lagoon Street, Kotzebue  
*Refreshments will be provided!*

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**For more information or to submit a comment contact:**  
Brooks & Associate, Attn: Kotzebue AMP  
1704 Rogers Park Court, Anchorage, AK 99503  
Toll free: 1-866-535-1877  
Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

**Project website:**  
[dot.alaska.gov/nreg/kotzebuamp](http://dot.alaska.gov/nreg/kotzebuamp)





CASE/PO/AIO: Brooks & Associates Ref #2925-10  
 AD# or Identifier: Fed Project #3-02-0160-013-2009 AKSAS  
 Project #62960 Kotzebue Airport Master Plan Update

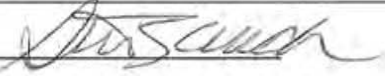
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 Anchorage, AK 99524  
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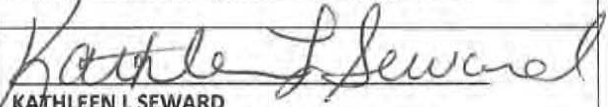
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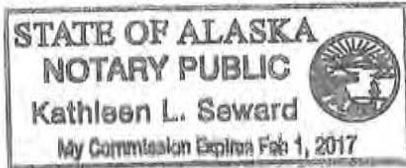
UNITED STATES OF AMERICA  
 STATE OF ALASKA, THIRD DISTRICT BEFORE ME, THE  
 UNDERSIGNED, A NOTARY PUBLIC, THIS DAY PERSONALLY  
 APPEARED Steve Sauder WHO, BEING FIRST DULY  
 SWORN, ACCORDING TO LAW, SAYS THAT HE IS General  
 Manager OF The Arctic Sounder PUBLISHED AT 500 W  
 International Airport Rd, Ste F, Anchorage, AK, IN SAID  
 THIRD DISTRICT AND STATE OF ALASKA AND THAT THE  
 ADVERTISEMENT, OF WHICH THE ANNEXED OR ATTACHED  
 IS A TRUE COPY, WHICH WAS PUBLISHED IN SAID  
 PUBLICATION 6/11/15 AND THEREAFTER  
 FOR A TOTAL OF 1 CONSECUTIVE ISSUE(S), THE  
 LAST PUBLICATION APPEARING ON  
6/11/15.

ATTACH PROOF OF PUBLICATION HERE

  
 STEVE SAUDER  
 GENERAL MANAGER

SUBSCRIBED AND SWORN BEFORE ME THIS 11th  
 day of June, 2015

  
 KATHLEEN L SEWARD  
 NOTARY PUBLIC STATE OF ALASKA  
 MY COMMISSION EXPIRES ON FEBRUARY 1, 2017





# ELDERS

From Page 14

*an elder featured in most of the books. Do you feel urgency for your work?*

John: It's like a library dying when they pass away. They have that knowledge up in their heads. It's not written down. We have been blessed with the opportunity to put it in books.

*ADN: In capturing the culture and history, are you finding anything that is resonating with young people?*

John: With songs and dances and the gatherings, the big dances they have in different villages, more and more young people are realizing that "They, we need to learn that too, we need to participate in that."

In the past, for myself, I wasn't so concerned because we lived it. It was part of our lives. Now that we are losing more and more of that way of life.

Rearden: I feel that all the things the elders have shared have a relevancy today and can be practiced today. Traditional moral lessons, the cautionary lessons they have to give. They still apply to today's world. That's the reason why the elders share what they share, because they feel that the best way to prepare young people to live a good life in the future is to know those lessons and rules for living, qanruyut. It is going to give all the Yup'iks a chance to have a better future.

*ADN: An example or two?*

Rearden: I follow a lot of them I've learned from elders. Especially when it comes to raising children. Not to bring them visiting because they become restless and unsettled. Not to bring them here or there but raise them in your home and use a calm voice to tell them what's right and wrong. And also to not always say "yes" to them.

Or when it comes to sharing, the more you give away the more you get back.

Fienup-Riordan: One that applied to kass'ags (white people) that I always held onto was braid your anger in your hair so it won't become loose. Don't just react.

I heard it and it changed how our family interacted. They are not only making Yup'ik people better. By talking about the past, they are shaping the future.

John: Having a background in social work, in so many of our gatherings, I recognize ways of healing that come out from their teachings, and ways to prevent problems. Our traditional way of being comes with a lot of sharing. Looking out for each other. Making sure others are taken care of.

*ADN: What stands out in your work?*

Rearden: We found a theme. Subsistence, we started with that. Talk about how you subsisted back in the day. Talk about how your parents raised you.

John: In coastal areas, the focus is on sea mammals, things that come from the Bering Sea. Once you go in-river you are focused on what comes out of the river. Moose, otter, beaver. All those different things. Freshwater fish, white fish, pike, lush fish.

The way you prepare for them is different. The seasons are different.

Fienup-Riordan: And the words are different.

*ADN: How have you seen life change in remote villages?*

John: In my time we played out. There was no TV. We had to gather other kids from the village and play lap game or ka'utaq. Something close to hockey but you didn't have skates.

When we were growing up, we were taken on subsistence trips. We were small so they didn't expect much from us. The idea was for us to see what was going on, to start to see and understand what was taking place.

Rearden: Even when I was small we moved to fish camp. Even if it was across from Napakiak, across the slough. We got to experience living at fish camp where all they did was cut salmon, the different kinds of salmon - king, chum, red, silvers - for the whole summer and live there.

These days I don't hardly see anyone doing that. I don't see people moving to fish camp. The motors have gotten so fast. They can get there in one day. People are more living within the village. Their fish camps are right there, right next to their houses sometimes.

There are a lot of people who still do go. Pike fishing in springtime right before summer for a weekend. Berry-picking camps. They are trying to fill not just one little bucket but seven five-gallon buckets.

Nowadays when somebody does something, they know instantaneously what goes on, through social media. People are posting, "This is the food I gathered today!"

John: I go back for walrus. I hunt here, too.

*ADN: What do you hunt?*

John: I go for seal over in Prince William Sound. I fish Bristol Bay so I get my fish from down there. It will be my 46th commercial fishing season this summer.

Fienup-Riordan: And he shares what he brings home.

Rearden: And he cooks.

Fienup-Riordan: When we have these gatherings, Mark brings seal and beluga and all these good foods.

John: The cultural values that go along with subsistence are still very much alive, like sharing the first catch and celebrating the first catch. Teaching the youth how to hunt and fish so they can take care of themselves, so they can feed themselves, so they can feed the elders or the ones that don't have hunters or providers.

When I went home earlier in the winter, just about every elder's house I went to there was (seal). They were sharing them with everyone around, meat and seal oil, skins if they want to take care of the skins.

Rearden: It's just that feeling you get when fishing is almost coming. You feel anxious. My hands get kind of restless. Because I like working on fish. I like learning to do things.

I pick blackberries here. I make egamaar-riuk here, half-dried and then boiled salmon. I made strips here. I canned fish here.

It's a strong urge when you are a Native to do the things you grew up with, to eat the things you grew up with. If I eat too much kass'ag food every single day I don't feel like

I'm satisfied. When you finally eat that Native food, it's really satisfying.

*ADN: Are you dealing with the devastating parts, the devastating things that have happened?*

Fienup-Riordan: (She talked about how an elder in the village of Alakanuk, Lawrence Edmund, shared a story about how two aunts dealt with death.)

They were removing a corpse from a house during an epidemic. They were taking it to a burial place. Just when they got to the top, the body rolled down. They started to laugh. They laughed and they laughed and they couldn't control it. They were laughing death away.

People at Alakanuk met as a group and decided to share that story with the young people. It's part of the healing. They laughed and they threw out the deaths from suicide. His message was the solutions to suicide have to be local.

They made it four years with no suicide.

*ADN: Did you always understand the Yup'ik language at a high level?*

Rearden: The elders that we interview, they do have a much higher level of Yup'ik. In the beginning I had a really hard time understanding, transcribing and translating. I had to look up a lot of stuff. Even our work has added to the dictionary. Ice terms. Things that people stopped using when they stopped practicing the way of life.

Fienup-Riordan: Detailed names for land features.

John: The sea and the land. There were names and they were talked about all the time because of safety and also the need to know location. Fish hit certain places. Seals hit certain places. You just don't find them all over.

Rearden: I didn't realize there was such a complexity of our language. I didn't grow up in a community that dances and sings. So I refuse to translate, transcribe songs. They are too difficult. The endings are too hard for me. Even prayers, sometimes I don't do them because they are a little too complex.

Ella allamek yuitug. I finally figured out what does that mean after a long, long explanation. You can't just literally take words and think that you are going to know what they mean. The world, another thing, there's nobody else. There's nobody else in this world than us. We are all related. We should treat each other well.

John: They use words that are very deep, that are not commonly used in conversation. (He described a song by the late Dick Anthony of Nightmute about being grateful beyond words.) About his grandchildren, first time out to catch food to bring home. Which is a beginning of those two grandchildren doing that for the family.

Fienup-Riordan: The way things are said is very particular, really rich and really eloquent. If you just translate it, it doesn't have the same weight.

*ADN: What surprised you?*

Rearden: I get so excited about the things that our elders knew to know how to build. We were so fortunate to work with Frank Andrew from Kwigillingok, to have his knowledge about wood, wood grain, about tools and technology, about harpoons. The things they had to know in order to survive. Little holes at the tip of the harpoon so the point would come off when it hit the seal. How much air you need to put into a float in order to tire the seal out. The way of sewing seal gut parka with grass reinforcement.

I grew up at a time where people didn't know those things. People used guns, they stopped using harpoons. I grew up thinking our ancestors weren't very smart. I didn't realize the depth and the ingenuity it had to take to live that way of life. How to be so skilled with hands. How they knew how to store stuff, food.

*ADN: Is traditional village life sustainable?*

John: We're working on helping LKSD (the Lower Kuskokwim School District) teach kids. We talk about quality of life and different meanings. YKHC (the Yukon-Kuskokwim Health Corp.) does that a lot. When people get together and decide they are going to do something, it's very powerful.


There's a saying. Some people just become old, in their Yup'ik ways. Then there are others that get old and teach. There are elders that won't share or talk to only their children and grandchildren. They don't talk to anybody else. They are considered stingy. They are the elders that just get old. In order for someone to be considered a respected elder, they are supposed to be teaching, healing, sharing.

*ADN: What's next?*

John: We want to continue to document but we also want to start utilizing what we've documented and using that to teach in different ways. Alice wants to get out and start working with the youth, so the young are learning from and using what we've documented. And making videos, other things. Not just books. Using the Internet to pass on all of what we have.

Fienup-Riordan: I'm finding the longer I work, the more I know I don't know.

Alaska Dispatch News reporter Mike Dunham contributed to this story. This story first appeared in the Alaska Dispatch and is reprinted here with permission.



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Ilisagvik College, a federally recognized tribal college located along the Chulichi Sea coast in Barrow, Alaska seeks:

**Assistant/Assistant Professor, Inupiaq Studies**

A dynamic educator ready to embrace new challenges and oversee the Inupiaq Studies Program.  
Annual salary: \$ 55,046 - \$79,409/DOE and Generous Benefits

**Institute/Assistant Professor, Information Technology/Business**

A dynamic educator ready to provide in-house professional development and foster student learning in general Information Technology and Business courses.  
Annual salary: \$ 55,046 - \$79,409/DOE and Generous Benefits

Application via: <http://www.ilisagvik.edu> or contact: [jobs@ilisagvik.edu](mailto:jobs@ilisagvik.edu) for more information.  
Send required cover letter, curriculum vitae, transcripts, professional references, and completed application to:  
Ilisagvik College, HR Dept., Box 749, Barrow, AK 99723.  
BAR: (907) 852-2935



## Kotzebue Airport

### Master Plan Update

AKSAS Project No. 62950, Federal Project No. 3-02-0160-013-2009

**Public Open House**  
**Tuesday, June 16, 2015, 4-7 pm**  
 Presentations at 4:30 & 5:30 pm

Northwest Arctic Borough Assembly Chambers,  
 1633 Popovic Street, Kotzebue  
*Refreshments will be provided.*

The Alaska Department of Transportation & Public Facilities (ADOT&P) is updating the Kotzebue Airport Master Plan and holding a public meeting to gather feedback on the draft document. This project identifies improvements to the existing airport and focuses on evaluating the use, role and impact of the Kotzebue Airport in supporting aviation and the local economy. Please review the Draft Master Plan document on the website <http://dot.alaska.gov/nreg/kotzebuemp/> and bring your questions to the meeting. The document will be posted the week of June 8, 2015. The comment submittal deadline is July 17, 2015.

For more information or to submit a comment contact:  
 Brooks & Associates, Attn: Kotzebue AMP  
 1704 Rogers Park Court, Anchorage, AK 99503  
 Toll free: 1-866-535-1877, Email: [comments.brooksak@gmail.com](mailto:comments.brooksak@gmail.com)

Project website: [dot.alaska.gov/nreg/kotzebuemp/](http://dot.alaska.gov/nreg/kotzebuemp/)



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Camden Yehle <camden.brooksalaska@gmail.com>

**Kotzebue Airport Master Plan Update - Agency Meeting, June 16, 1 p.m.**

**Anne Brooks** <comments.brooksalaska@gmail.com>  
Reply-To: comments.brooksalaska@gmail.com  
To: camden.brooksalaska@gmail.com

Tue, Jun 2, 2015 at 7:00 AM



**Kotzebue Airport Master Plan Update**

AKSAS Project No. 62960/Federal Project No. 3-02-0160-013-2009

The Alaska Department of Transportation and Public Facilities (ADOT&PF) invites you to a briefing on the Kotzebue Airport Master Plan update.

The team will be in Kotzebue to collect feedback on the Draft Master Plan Document on June 16, 2015. We would like to brief local government and tribal officials at 1 p.m. June 16, 2015 in the Northwest Arctic Borough Assembly Chambers. At this time, you will be able to view our work, ask questions, and help the team shape the master plan.

Please review the Draft Master Plan document on the [website](#) and bring your questions to the meeting. The document will be posted the week of June 8, 2015. The comment submittal deadline is July 17, 2015.

We also invite you to attend the public meeting at on June 16, 2015 from 4 to 7 p.m., in the Northwest Arctic Borough Assembly Chambers. The team will make presentations at 4:30 and 5:30 p.m.

**Agency Meeting**

When: Tuesday, June 16, 2015  
1 p.m.

Where: Northwest Arctic Borough Assembly Chambers, 163 Lagoon St, Kotzebue

**Public Open House**

When: Tuesday, June 16, 2015  
4 to 7 p.m., Presentations at 4:30 and 5:30 p.m.

Where: Northwest Arctic Borough Assembly Chambers, 163 Lagoon St, Kotzebue  
Refreshments will be provided

**For more information contact:**

**Anne Brooks**, Public Involvement Coordinator  
Brooks & Associates  
Toll Free Phone: **866-535-1877**  
E-mail: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

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# Public Meeting for Kotzebue Airport Master Plan Update, 62960/3-02-0160-013-2009

The Alaska Department of Transportation & Public Facilities (ADOT&PF) is updating the Kotzebue Airport Master Plan and holding a public meeting to gather feedback on the draft document. This project identifies improvements to the existing airport and focuses on evaluating the use, role and impact of the Kotzebue Airport in supporting aviation and the local economy.

Please review the Draft Master Plan document on the website <http://dot.alaska.gov/nreg/kotzebuemp/> and bring your questions to the meeting. The document is posted on the website under the documents section, named "Draft Kotzebue Airport Master Plan." The comment submittal deadline is July 17, 2015.

## Public Open House

When: 4-7 p.m., Tuesday, June 16, 2015

Where: Northwest Arctic Borough Assembly Chamber, 163 Lagoon St., Kotzebue, AK

Presentations: 4:30 and 5:30 p.m.

Refreshments will be provided

For more information or to submit a comment contact:

Brooks & Associates

Attn: Kotzebue AMP

1704 Rogers Park Court

Anchorage, AK 99503

Toll free telephone: (866) 535-1877

Email: [comments.brooksalaska@gmail](mailto:comments.brooksalaska@gmail.com)

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## Attachments, History, Details

### Attachments

None

### Revision History

Created 6/9/2015 1:09:14 PM by plord  
Modified 6/9/2015 1:09:48 PM by plord  
Modified 6/9/2015 1:13:32 PM by plord  
Modified 6/9/2015 1:14:48 PM by plord  
Modified 6/9/2015 1:17:02 PM by plord

### Details

Department: Transportation and Public Facilities  
Category: Public Notices  
Sub-Category:  
Location(s): Kotzebue  
Project/Regulation #: 62960  
Publish Date: 6/9/2015  
Archive Date: 7/18/2015  
Events/Deadlines: Public Open House  
6/16/2015 4:00pm - 7:00pm  
[View on Map](#)



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For Immediate Release  
Contact: Anne Brooks, Public Involvement Coordinator  
Toll Free Telephone: 1-866-535-1877  
Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

**PUBLIC SERVICE ANNOUNCEMENT**  
**KOTZEBUE AIRPORT MASTER PLAN UPDATE**  
**KOTZEBUE, ALASKA**

30 SECOND SPOT

(Kotzebue, Alaska) – The Alaska Department of Transportation & Public Facilities (ADOT&PF) is updating the Kotzebue Airport Master Plan and is holding a public meeting to gather feedback on the Draft Master Plan document. The meeting will be on Tuesday, June 16th, between 4 and 7 p.m. with presentations at 4:30 and 5:30 p.m. at the Northwest Arctic Borough Assembly Chambers, which is at 163 Lagoon Street in Kotzebue. For more information call Anne Brooks toll free at 866-535-1877.

###

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The Alaska Department of Transportation and Public Facilities oversees 254 airports, 11 ferries serving 35 communities, 5,619 miles of highway and 720 public facilities throughout the state of Alaska. The mission of the department is to “*Keep Alaska Moving through service and infrastructure.*”



# Alaska Department of Transportation & Public Facilities

Written by Meadow Bailey [?] - June 5 at 3:05pm - 🌐

Join us! Open House - June 16, 4-7pm, Northwest Arctic Borough Assembly Chambers



## Kotzebue Airport Plan

[DOT.ALASKA.GOV](http://DOT.ALASKA.GOV)

1,970 people reached

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👍 Deb Lawton, Kathy Ward, Mahlon Ferreira Sr. and 10 others like this.

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Kotzebue Airport Master Plan Update - Public Involvement Appendix

IRIS No. Z629600000, Federal Project No. 3-02-0160-013-2009

Write a comment...



C-55

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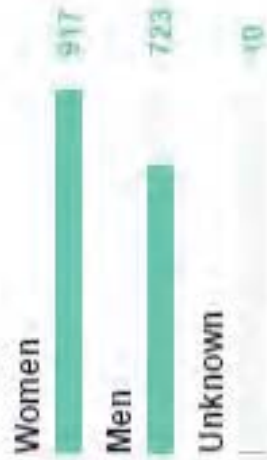
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Active, June 05, 2015 - June 16, 2015  
Manage Ad

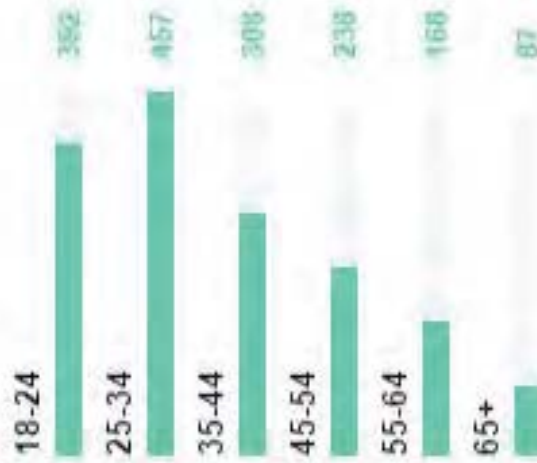
Lifetime

**1,650** People Reached      **162** Clicks to Website      **\$90.44** Spent

### Genders



### Ages



### Placement



People Reached show the number of people who saw the ad at least once where they saw it. **Kotzebue Airport Master Plan Update - Public Involvement Appendix**  
IRIS No. Z629600000, Federal Project No. 3-02-0160-013-2009

Manage Ad



**Alaska Department of Transportation & Public Facilities**  
 #Kotzebue, we want your input! We are updating the Kotzebue Airport Master Plan and we want to see you at our public open house:

4-7pm, Tuesday, June 16  
 Northwest Arctic Borough Assembly Chambers  
 Presentations at 4:30 and 5:30pm

For more information about the Master Plan visit: <http://1.usa.gov/1tnmdF5>

Like · Comment · Share · Edit · June 5

👍 Tillie Nashookpuk, Daniel Nichols, Mary Jane Shield II and 91 others like this.

↪ 36 shares

Write a comment...

**Mitch Lewis** Urban sprawl. It won't be long and there will be condo's wall to wall along the lone road out of town with everyone vying for a home with a view. Its happened all across the country and about to happen here. Expanding the airport will only facilitate m... See More  
 Like · Reply · June 12 at 8:16am

**Joey M. Gallahorn Sr.** People who are in dire need of housing should be top of their list if they keep saying they helping...I don't see it at all. Low income residents need housing for the kids we all have. Instead they want to build a bar n grill for Kotzebue, which is bs!! Just added more problems to the issues Kotzebue already faces. Yet we still ha e to be responsible for our own...but a little help would be nice and appropriate.  
 Like · Reply · 2 · June 11 at 5:58pm

**Joey M. Gallahorn Sr.** Kotzebue needs more land for housing! Like for the ones who don't have a place to live. Just saying...taikuu for the post.  
 Like · Reply · 9 · June 5 at 5:00pm

**Norman Chapple** How about fixing the roads???? Repave maybe???  
 Like · Reply · 3 · June 7 at 7:42pm

**Sandra Lee** You got that right Joey M Gallahom Sr and I have part ownership of land right past the base I don't see why they wouldn't want to start a new apartment complex or even housing complex on our land which we own and work a deal out with us !! there's already a road out right past our land and I hear that there is a water works in construction starting soon it doesn't make sense to expand the airport Master Plan Update - Public Involvement Appendix  
 Like · Reply · 2 · June 6 at 9:00am

Album: Timeline Photos  
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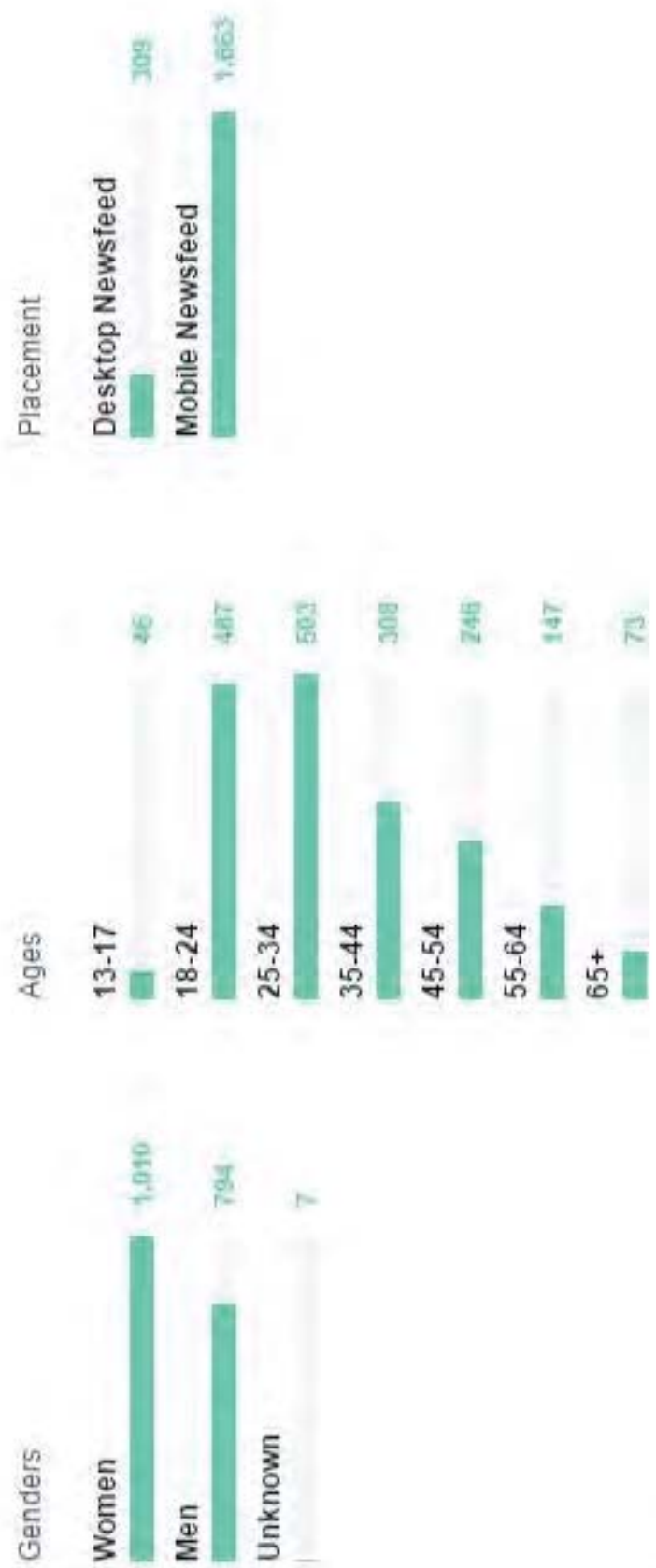
Results for Page Post Engagement Ad

Post: "#Kotzebue, we want your input! We are updating..."

Active, June 05, 2015 - June 16, 2015  
 Manage Ad

Lifetime

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# Kotzebue Airport Master Plan Update

AKSAS Project No. 62960, Federal Project No. 3-02-0160-013-2009

## Project Scope

The purpose of this project is to evaluate the future use, role, and impact of the Kotzebue airport over the next 20 years. A master plan is required in order to receive Federal Aviation Administration funding to support current and future projects at the Kotzebue airport.

The team has completed a draft of the document and it is ready for your review. The master plan is organized in the following chapters:

- Introduction
- Existing Conditions and Issues
- Forecast of Aviation Activity
- Facility Requirements
- Alternatives
- Implementation Plan
- Financial Analysis
- Public Participation
- Conclusion



Figure 1 Kotzebue Overview

The document is available for review on the project website. Download the whole document or view a chapter at a time. You may also contact the project team to request a copy.

Public comment and input on the draft document will be accepted through July 17, 2015.

## Project Schedule

Deliverable or Milestone	Schedule	Status
Inventory & Issues summary	July 29, 2014	Complete
Aviation demand forecast	October, 2014	
Requirements analysis chapter	December, 2014	
Alternatives	February, 2015	
Implementation Plan	February, 2015	
Financial Analysis	March, 2015	
Draft Master Plan document	May, 2015	On schedule
Public meeting #2	June 16, 2015	
Airport Layout Plan	July, 2015	
Final Master Plan document	July, 2015	

### For more information contact:

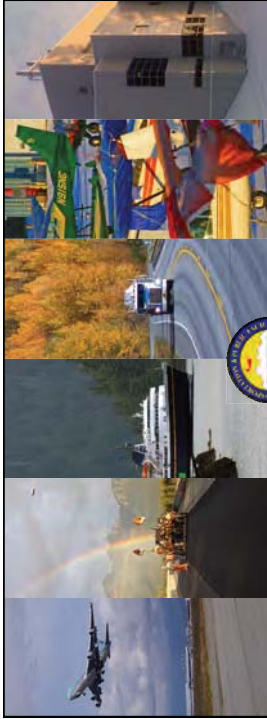
**Anne Brooks, P.E.**  
 Public Involvement Coordinator  
 Brooks & Associates  
 Tel: (907) 272-1877  
 E-mail: [anne.brooksalaska@gmail.com](mailto:anne.brooksalaska@gmail.com)


**Jeff Roach, P.E.**  
 Project Manager  
 ADOT&PF Northern Region  
 Tel: (907) 451-2381  
 E-mail: [jeff.roach@alaska.gov](mailto:jeff.roach@alaska.gov)











  
**Alaska Department of  
 Transportation & Public Facilities**  
**Kotzebue Airport Master Plan Update**  
 Ralph Wien Memorial Airport  
 June 16, 2015



**Welcome!**

- Introductions
- Project background
- Timeline & process
- Recommendations
- Next steps

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**Project team**

- **ADOT&PF**
  - Jeff Roach
  - Alexa Greene
  - Alvin Werneke
- **Technical advisors**
  - **PDC Engineers**
    - Patrick Cotter
  - **Brooks & Associates**
    - Anne Brooks, PE

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**Scope and Funding**

- Prepare an update to the Airport Master Plan
  - Previous master plan update in 1998
    - Considerable changes since then
    - Relocation study 2008
  - Guide funding decisions for 20 years
  - Provides basis for prioritizing improvements
- Funded by FAA & ADOT&PF

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## Other related projects

- Runway Safety Area Expansion
  - In construction
- Apron Expansion
  - Waiting for outcome of master plan

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## Schedule & Process

**INVESTIGATION** (July - October 2014)

- Data collection
- Aviation forecast

**SOLUTIONS** (October 2014 - January 2015)

- Facility requirements
- Alternatives
- Environmental review

**IMPLEMENTATION** (January - June 2015)

- Phasing
- Financing
- Documentation

**OPEN HOUSE** (January 2015) | **OPEN HOUSE** (June 2015)

**Public Involvement** (July 2014 - June 2015)

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## Master Planning Steps

- Identify issues
- Inventory facilities
- Forecast aviation activity
- Determine facility requirements
- Develop and evaluate alternatives
- Prepare Implementation Plan

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## Public Participation Throughout

- We seek public input from airport users, businesses, air carriers, and you
  - Talk to Project Team
  - Watch web site: <http://dot.alaska.gov/nreg/kotzebuemp/>
  - Attend public meetings, provide written or oral comments

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## Identify Issues & Needs



- Airport user interviews
- Previous projects:
  - 1998 Master Plan
  - Relocation Feasibility
  - RSA Feasibility
- Public meeting (January 2015)



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## Inventory

- Airfield
- Lease lots
- Maintenance & operations
- Parking/access
- Security
- Natural environment

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## Forecast

- 0.9% annual growth
- By 2033:
  - 73,000 enplanements
  - 58,000 operations

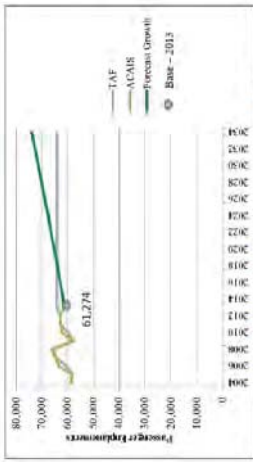



Figure 3-15 - Historic and Forecast Passenger Enplanements



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## Facility Requirements

- Airport shortcomings
  - Airside
    - GA tie-downs
    - Apron space
  - Landside
    - Access control / security



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## Alternatives

- Developed alternative concepts
- Evaluated impacts of each alternative
  - Environmental
  - Financial
  - Socioeconomic
- Selected preferred alternative

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## Alternatives

- Primary Elements:
  - Taxiways
  - Aprons:
    - Tie-downs
    - Transient parking

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## Preferred Alternative

## Implementation Plan

Project Description		Total Estimated Cost
<b>Phase I: 2016-2021</b>		
I-1	Sand Storage Expansion	\$ 2.9 million
I-2	Nonlinear Apron Development	\$ 8.7 million
I-3	Apron Reconstruction and Paving	\$33.7 million
<b>Phase I Total</b>		<b>\$45.3 million</b>
<b>Phase II: 2021-2026</b>		
II-1	Short-Term Fueling Improvements	\$1.2 million
II-2	Tie-Down Relocation Ph. 1	\$5.4 million
II-3	Master Plan Update and ALP	\$0.5 million
<b>Phase II Total</b>		<b>\$7.1 million</b>
<b>Phase III: 2026-2036</b>		
III-1	Tie-Down Relocation Ph. 2	\$3.6 million
III-2	Taxiway E Relocation	\$3.3 million
III-3	Taxiway J Construction	\$6.9 million
<b>Phase III Total</b>		<b>\$13.8 million</b>

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**Direct comments to:**

<b>Jeff Roach</b> ADOT&PF Project Manager 451-2381 <a href="mailto:Jeff.roach@alaska.gov">Jeff.roach@alaska.gov</a>	<b>Patrick Cotter</b> Lead Planner 452-1414 <a href="mailto:patrickcotter@pdcceng.com">patrickcotter@pdcceng.com</a>
<b>Anne Brooks</b> Public Involvement Lead 272-1877 <a href="mailto:a.brooks@brooks-alaska.com">a.brooks@brooks-alaska.com</a>	
Website: <a href="http://dot.alaska.gov/nreg/kotzebueemp">http://dot.alaska.gov/nreg/kotzebueemp</a>	

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# Kotzebue Airport Master Plan Update

AKSAS Project No. 62960, Federal Project No. 3-02-0160-013-2009

## MEETING NOTES

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**SUBJECT:** Kotzebue Airport Master Plan Update

**PROJECT NO.:** AKSAS Project No. 62960  
Federal Project No. 3-02-0160-013-2009

**GROUP:** Public

**DATE:** Tuesday, June 16, 2015  
55 degrees F and sunny

**TIME:** 4 to 7 p.m., presentations at 4:30 and 5:30 p.m.

**LOCATION:** Northwest Arctic Borough Assembly Chambers

**MEETING OUTREACH:** See Table 1. Meeting Outreach

**MEETING ATTENDANCE:** 15 people signed in

**MEETING MATERIALS:** Aerial photo, comment sheets, PowerPoint presentation, large scale prints of improvement alternatives

**STAFF PRESENT:** *ADOT&PF:* Jeff Roach, Alvin Werneke, Al Beck, and Paul Karczmarczyk  
*PDC Engineers:* Patrick Cotter  
*Brooks & Associates:* Anne Brooks

### MEETING INFORMATION:

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Attendees were greeted at the door and asked to sign-in. Team members were on hand to answer questions. An overview presentation of the project was given and questions from attendees were answered throughout.

The project team recorded the following comments, which have been categorized and alphabetized by subject. Team responses are in *italics*.

Will parking plug-ins be provided at the airport for vehicles? *No, the only airports in the state that provide parking plug-ins are at Anchorage and Fairbanks and the user pays for the electricity.*

Kotzebue airport is “very free” with lots of varying activities in and around the airport.

The Hagelund hangar is an old building.

RAVN has nine scheduled flights per day. A current client, Shell Oil, has been chartering aircraft to solicit for workers in the area villages.



Both Ambler and Kiana runways are in poor condition. There is considerable erosion on the road to the airport in Noatak. *Ambler is scheduled to be resurfaced/reconstructed this year.*

One pilot stated his interest in T-hangars at Kotzebue. He felt like they would be very popular and encouraged the State of Alaska to invest in T-hangars at the Kotzebue Airport.

What happens with the road near the new general aviation parking area? *The road remains but would be paved.*

Where is the National Guard hangar in the Phase 2 graphic? *The team pointed to the hangar location and noted that there would be no change to the hangar in the preferred alternative.*

Consider improving the east gate in the north general aviation (GA) parking lot. In high winds it is very difficult to hold the gate to latch it property. The gates are a pain and it is important to access the personnel gates. Automatic gates would work better. Some GA aircraft owners recommended installing a man gate next to the existing vehicle gate. This is the biggest concern we have at the airport. Users cut through RAVN if the gates are closed.

What is the next step? *The team will prepare an Airport Layout Plan (ALP) for Federal Aviation Administration (FAA) approval. Once approved, the alternatives can be prioritized for funding and construction. We expect the ALP to be complete by late fall 2015.*

What is the timing for construction of Phase 1? Phase 2? *Phase 1 improvements would be constructed in the next 5 years. Phase 2 would be constructed within 6 to 10 years. Construction timing would be dependent on availability of funding.*

Are you increasing the parking available for GA? *Yes, additional GA parking is to be provided.*

Will access be limited in the GA area? *Yes, Transportation Safety Administration (TSA) rules will be applied. If you are driving south, there is no change from today. The route would only change if the TSA requirements change.*

Does Alaska Department of Transportation and Public Facilities (ADOT&PF) or the FAA take care of the instrument approach? *ADOT&PF deals with the surface; anything above ground, like approach rules, falls under the FAA.*

The current instrument approaches are limited and do not allow use of Runway 27 at night. To permit night instrument approaches, obstructions have to be removed. The obstruction is the hill/terrain on the end of Runway 27. The cost to remove the obstruction is very high. There have been three projects to cut at the hill, but it they won't completely remove the obstruction. The obstruction removal also potentially impacts the community cemetery.

Could you extend the runway into Kotzebue Sound? *This option was considered but rejected due to marine environmental impacts and the desire of the community to maintain the channel for boat access.*

A commenter stated that this should be reconsidered because the main objection came from only one person in the community. He felt that if a proper study was conducted and the general population was interviewed, it would yield a different result. He further stated that if the airport was extended into the bay—a viable solution—would allow Boeing 737's to land at night.

Another comment said that displaced thresholds could also be considered.

ADOT&PF indicated that to build an acceptable Runway Safety Area (RSA) the runway was adjusted to fit the existing footprint, a decision that balanced, funding for all airports.

Comment said on the west end, where the markers are, you could extend the runway 200-feet.

*FAA standards for the Boeing 737—even with the 200-feet—would still be below standards.*

*Procedures could be established by an individual company. The company pays for the special procedures. With some type of obstruction in the flight path, we can't visualize FAA approving a special procedure for Kotzebue for that end of the runway.*

*How do the dollars get divvied up for the airports? The ADOT&PF develops an Airport Improvement Program. Projects are scored and the funding is allocated to the highest scoring projects. The decisions are based on safety, location, population, economics, health and safety and other factors, but not on number of operations.*

*Kotzebue is a Part 139 hub airport and tends to score better than some other airports. Regional airport projects tend to score higher. Overall the FAA's program has about \$200 million per year to allocate to some 250 airports or less than \$1 million per airport. Many projects needed are in the \$40 to \$50 million range. The money does not go a long way. Airfields, buildings and equipment are all included in the FAA expenditures. For example, the Nome airport project cost was \$40+ million. The work at Amber is about \$40 million.*

*Airport resurfacing is expensive. Yes, it is expensive to resurface airports but it extends the useful life and protects the state's investment.*

*Did you consider the lake that forms in front of the Bering Air taxiway? It should be graded to drain both ways and save trouble in the area.*

*Why is the Ambler work so expensive? The construction just began and will include an access road, power line modifications. The multi-year contract includes asbestos removal, new apron, replacing material with non-asbestos material. The bridge was finished last year.*

*Right now, the King Air is not going into Ambler, so no medevac. If medevac is required, they will have to go with another carrier. We had to abort two take offs due to soft surface conditions.*

*Attendees indicated they heard about the meeting via email, telephone calls, KOTZ radio broadcast and a postcard mailer.*

Table 1. Meeting Outreach

Date	Outreach method	Description
05/22/2015	Project website	Meeting notice on the project website
05/26/2015	Postcard mailer	Inviting the public to the open house
06/02/2015 06/15/2015	Constant Contact email	Provide email invitation to the meeting to project stakeholders
06/02/2015	Email to official stake holders	Email invitation to Borough, Tribal, and elected officials
06/05/2015	Public service announcement request sent to GCI Cable, KINU-FM, and KOTZ-AM	Sent with request to broadcast announcement inviting public to meeting
06/05/2015	Facebook ad	Inviting the public to the open house
06/09/2015	State of Alaska Online Notice	Inviting the public to the open house
06/09/2015	Display advertising in <i>Anchorage Daily News</i>	Inviting the public to the open house
06/10/2015	Display advertising in <i>Fairbanks Daily News Miner</i>	Inviting the public to the open house
06/10/2015	Telephone calls to Agencies, Leaseholders, Aircraft Owners	Phone invitation to meeting
06/11/2015	Display advertising in <i>Arctic Sounder</i>	Inviting the public to the open house

**Related documents on file:**

- Advertising
- Displays
- Handouts (Comment Sheet, Fact Sheet)
- Postcard Mailer
- PowerPoint presentation
- Public Service Announcement
- Sign in Sheets

\*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 Master Plan Update, AKSAS Project No. 62960, Federal Project No. 3-02-0160-013-2009**  
Date: **Tuesday, June 16, 2015**

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Derek Martin	City of Kotzebue d.martin@kotzebue.org	442-3401	M	AN
John Chase	Northwest Arctic Borough jchase@nwabor.org	8212	M	AK Native
PAUL KARCZMARCZYK	2301 Peger Rd, FAIRBANKS, AK 99705 paul.karczmarczyk@alaska.gov			
Al Beck	" albert.beck@alaska.gov	451-2276	M	W
Dave Shrader	Box 1295 Shrader@OTZ.net	442-3618	M	W

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

Kotzebue Airport Master Plan Update - Public Involvement Appendix  
IRIS No. 2629600000, Federal Project No. 3-02-0160-013-2009  
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revised: March 2005



\*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.

Project Name: **Kotzebue Airport Master Plan Update**, AKSAS Project No. 62960, Federal Project No. 3-02-0160-013-2009

Date: **Tuesday, June 16, 2015**

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Nettie Tabor	nettie@flygram.com	412-1060	F	W, AN
Alice Davis	Kotzebue Alaska 99752	<del>99752</del>	F	AK/NTU
Jeff Nelson	OTZ	398-1124	F	
Bob Douglass	Bx 956 OTZ	-3756	M	
Jeff Nelson	jeff.nelson@nana.com	265-4137	M	

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

Kotzebue Airport Master Plan Update - Public Involvement Appendix  
 IRIS No. 2629600000, Federal Project No. 3-02-0160-013-2009

revised: March 2005

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Project Name: **Kotzebue Airport Master Plan Update**, AKSAS Project No. 62960, Federal Project No. 3-02-0160-013-2009

Date: **Tuesday, June 16, 2015**

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Anne Brooks	on file	272-1877	F	W
Judith N. Stein		907-442-4698	F	N
Duane Yoda	rhedd@rocks@hotmail.com	801-319-8585	M	VY
Debra Brown	debra.brown@alaska.gov	442-3280	F	W
Helen McGraw	rxgk9@gmail.com	444-9117	F	W

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

Kotzebue Airport Master Plan Update - Public Involvement Appendix  
 IRIS No. 2629600000, Federal Project No. 3-02-0160-013-2009

revised: March 2005



Anne Brooks <comments.brooksalaska@gmail.com>

## OTZ MP docs

**Matthew Bergan** <matthewbergan@gmail.com>

Mon, Feb 2, 2015 at 2:16 PM

To: Anne Brooks <comments.brooksalaska@gmail.com>

Cc: "Roach, Jeffery A (DOT)" <jeff.roach@alaska.gov>, Patrick Cotter <PatrickCotter@pdceng.com>

Ok thanks much! Will take a look as i have never seen it before...

Mb

9074121591

On Monday, February 2, 2015, Anne Brooks <comments.brooksalaska@gmail.com> wrote:

Hi Matthew - The 1998 Kotzebue AMP Update document is now on the website at <http://dot.alaska.gov/nreg/kotzebuemp/files/kotzebue-amp-1998.pdf>. You may need to refresh the page.

Camden Yehle  
Brooks & Associates  
1704 Rogers Park Court  
Anchorage, AK 99508  
E-mail: [camden.brooksalaska@gmail.com](mailto:camden.brooksalaska@gmail.com)  
Tel: 907-272-1877  
Toll Free: 866-535-1877

On Thu, Jan 29, 2015 at 3:39 PM, Matthew Bergan <matthewbergan@gmail.com> wrote:

Hi Anne,

Where can I get a copy of the 1998 Master Plan Update?

Thanks,

Matt Bergan, P.E.  
Kotzebue  
907-412-1591

On Thu, Jan 22, 2015 at 12:14 PM, BA Comments <comments.brooksalaska@gmail.com> wrote:

Mathew — thanks for the follow up email. We'll add you to our project email list. I'm also sharing your thoughts on the plan which included:

- Desire to see links to the past documents on the website, especially the Feasibility Study.
- Concern that the DOT is getting mixed messages from the community regarding relocation and the need to put that to rest so the community can begin to provide constructive feedback on master planning the airport in its current location.
- Your views on the airport needs including consideration for pedestrians and freight movement.

Let me know if I missed something from our conversation.

Your role as a former Planning Commission member and interested community member is important to our efforts.

Our team will look forward to meeting you next week.

Anne







Anne Brooks &lt;comments.brooksalaska@gmail.com&gt;

## Fwd: Kotzebue Airport Master Plan Update--Public Meeting 1/28/15

Anne Brooks &lt;comments.brooksalaska@gmail.com&gt;

Wed, Feb 11, 2015 at 9:19 AM

To: sandyhuss@hotmail.com

Cc: "Roach, Jeffery A (DOT)" &lt;jeff.roach@alaska.gov&gt;, Patrick Cotter &lt;PatrickCotter@pdceng.com&gt;

Bcc: Anne Brooks &lt;comments.brooksalaska@gmail.com&gt;

Hi Sandy - our apologies for not getting back to you sooner. We have received your comments and are updating the website. We encourage you to view the presentation and meeting boards from the public meeting on the documents page <http://dot.alaska.gov/nreg/kotzebuemp/documents.shtml>. We will be posting meeting notes as well.

Thank you for your detailed comments on lighting at the airport. The team will take them into consideration as the master plan alternatives are refined.

Parking concerns came up a number of times at the public meeting. There are two types of parking at the airport, one is parking on private lease lots (ex. directly in front of the Alaska Airlines building), and the other is common parking. Common area and long-term parking is being looked at in the master plan update (ex. the parking area in the middle of the Alaska Airlines, Baker, and Bering Air building). Parking on lease lots is the responsibility of the leaseholder and ADOT&PF cannot force them to invest in improvements. In addition the FAA has a formula for determining the number of parking spaces needed for an airport terminal, and while it might not seem like it, there are adequate parking spaces for the current and forecast amount of passenger enplanements. ADOT&PF will work inside all of these parameters when preparing the master plan update.

We have added you to the project email list as requested.

Camden Yehle  
Brooks & Associates  
1704 Rogers Park Court  
Anchorage, AK 99508  
E-mail: [camden.brooksalaska@gmail.com](mailto:camden.brooksalaska@gmail.com)  
Tel: 907-272-1877  
Toll Free: 866-535-1877

On Mon, Feb 9, 2015 at 10:06 AM, Camden Yehle <[camden.brooksalaska@gmail.com](mailto:camden.brooksalaska@gmail.com)> wrote:

Begin forwarded message:

**From:** "C. M. Sandy Huss RCI" <[sandyhuss@hotmail.com](mailto:sandyhuss@hotmail.com)>  
**To:** "[anne.brooksalaska@gmail.com](mailto:anne.brooksalaska@gmail.com)" <[anne.brooksalaska@gmail.com](mailto:anne.brooksalaska@gmail.com)>, "[jeff.roach@alaska.gov](mailto:jeff.roach@alaska.gov)" <[jeff.roach@alaska.gov](mailto:jeff.roach@alaska.gov)>  
**Cc:** Grant Hildreth <[ghildreth@kotzebue.org](mailto:ghildreth@kotzebue.org)>  
**Subject:** **Kotzebue Airport Master Plan Update--Public Meeting 1/28/15**  
**Date:** January 22, 2015 at 6:51:47 PM AKST

Greetings!

I was pleased to receive the yellow postcard yesterday announcing your forthcoming public meeting. Checking my schedule I found I would be traveling out of the area on business that day and unable to participate. I really enjoy attending DOT/PF Meetings as they are always informative and as your card states "public input is critical." I think you have always had a good turnout from the community--especially if the meeting is well publicized in advance of the date.

So I followed the card's instructions going to the Update web site for more information. Here is

Kotzebue Airport Master Plan Update - Public Involvement Appendix

what I found:

- 1). The main page generally repeats the contents of the yellow card.
- 2). The Schedule page shows the project almost halfway through its timeline and identifies four deliverable deadlines already passed: Inventory & Issues, Demand Forecast, Analysis Chapter, and Alternatives.
- 3). The Documents page shows the first deliverable "Inventory and Issues Summary" marked "Coming Soon" and shows the last update to this page as being 8/18/14. It also lists "previous studies" but does not contain links to them though I found one on another DOT/PF web site. There is no mention of the status of the other deliverables already due. (If you reference a document within your system, please provide a link to it).
- 4). The Photos and Maps page is blank and also marked "Coming Soon" and shows the last update to this page as being 8/19/14.

This was not a useful effort and leads me to wonder what exactly you are going to present to the public on Wednesday?

In the absence of any sense of what your specific purpose is in the meeting, allow me to offer some suggestions regarding the current airport operations and badly needed improvements:

#### 1). Access Lighting

For the last five years I have been in regular contact with both the Airport Manager, Calvin Schaeffer, and the Western Ops Maint. Manager, Evan Booth, regarding the lighting on the approach roads and parking areas on the public side of the airport. At any given time half or more of the street lights are burned out. Even the NW facing light on the Sand Storage Building which helps illuminate the Fifth Avenue approach went for months without re-lamping. Currently there are three (3) street lights out as well as the one on the Sand Storage Building.

Let me point out that these are NOT Kotzebue Electric Assn./City of Kotzebue street lights, KEA is quick at re-lamping their burned out street lights.

The explanation I have gotten was that there was an underground cable problem and wait until Summer. But then the following Fall they were still out. The last explanation was that DOT/PF was relying upon the leaseholders to illuminate their areas. The irony of this excuse is that as soon as DOT/PF installed the central street light in front of Alaska Airlines, the building side-light on Bering Air was removed, Frontier turned one of their two lights off, and FBX permanently turned off their outside light.

These are, frankly, lame excuses. But the problem has not been fixed and this is a public safety hazard and only gets worse as the airport traffic increases.

There also needs to be better illumination of Airport Way from the Third Avenue side. A street light was added to an existing pole which contains the heat trace control box and service which helped (it was really a dark morass before) but there is a need for another light at the intersection and possibly a third by the Bering Air Brown Hanger.

#### 2). Parking

There is no time in recent memory when there has not been a problem with parking in the area surrounded by Alaska Airlines, Ravn, Baker, Bering Air and FBX. This has been made worse by the new ERA/Ravn Building which cut its own parking area in half and now spreads it between two side of their building and marks it for their patrons only.

A change in the Alaska Airlines flight schedule in which the morning flight comes directly to Kotzebue and then returns directly to Anchorage (no Nome stopover either way) now means that the could conceivably be 72 passengers deplaning and 72 passengers boarding in the same time slot and all of their vehicles, family, well-wishers, etc. trying to park in a small concentrated area

for drop-offs, luggage unloading, pick-up and luggage loading. It is one crowded mess.

At a minimum, parking areas needs to be better defined and loading/unloading and waiting areas for vehicles clearly marked in an effort to bring order out of chaos. Enforcement would also help to nudge folks into following the new patterns and rules.

I should note that neither of these problems are new and when complaints arise the response from the local DOT/PF staff has been, "Well, that's not in our current plans."

It needs to be....and soon!

As a caveat I should mention that while I have the pleasure to serve as Chairman of the Kotzebue Planning Commission my comments and concerns are mine and do not represent the position of the Planning Commission.

I would appreciate being sent a copy of all of the deliverables and drafts and added to the comment mailing list for future work. I'm sorry I cannot attend the meeting but hope that it is well-attended and successful and assists in your planning effort.

Sincerely,

*Sandy*

C. M. "Sandy" Huss RCI  
Husky Enterprises LLC  
P.O. Box 790  
Kotzebue, Alaska 99752-0790

Home/Office: (907) 442-3125

***Please note the new cell phone number and update your records:***

CELL: (907) 412-2121

FAX: (907) 442-3888





# Kotzebue Airport Master Plan Update

AKSAS Project No. 62960, Federal Project No. 3-02-0160-013-2009

## Comment Sheet

Please use this form to provide written comments about the Airport Master Plan Update. Thanks for your input!

Name Tommy Geffe	
Street Address or PO Box House 102 front st.	
City, State, Zip Kotzebue, Ale 99752	
Email Tommy.Geffe@otz.net	Phone (907)442-3844

### Your comments:

came late, but I caught the last part,  
 my main concern was making a road  
 in my back yard, which is where i set  
 a salmon net, also I didn't want blocks  
 where there is gravel where I set net,  
 so, I'd like attend more meetings.

*If you need more space, continue your comment on the back of the page.*

Please send written comments via:

### Mail

Brooks & Associates  
 Attn: Kotzebue Airport Master Plan Update  
 1704 Rogers Park Court  
 Anchorage, AK 99508

### Call

Alaska Relay  
 TTY 800-770-8973 or  
 Toll Free: 1-866-535-1877

### Email

comments.brooksalaska@gmail.com

Project website: [dot.alaska.gov/nreg/kotzebuemp](http://dot.alaska.gov/nreg/kotzebuemp)

20150128cs Geffe





# Kotzebue Airport Master Plan Update

AKSAS Project No. 62960, Federal Project No. 3-02-0160-013-2009

## Comment Sheet

Please use this form to provide written comments about the Airport Master Plan Update. Thanks for your input!

Name Ukallaysaq T. Okleasik	
Street Address or PO Box PO Box 849	
City, State, Zip Kotzebue AK 99752	
Email homer99762@yahoo.com	Phone 442-3467

### Your comments:

- Need to allow the Alaska Airlines terminal with long-term options to expand ~ relocation Baker Aviation or FBX would be options.

- Need to address National Guard gravel for safe US Coast Guard operations when basing Arctic operations in Kotzebue

If you need more space, continue your comment on the back of the page.

Please send written comments via:



### Mail

Brooks & Associates  
Attn: Kotzebue Airport Master Plan Update  
1704 Rogers Park Court  
Anchorage, AK 99508



Alaska Relay  
TTY 800-770-8973 or  
Toll Free: 1-866-535-1877



### Email

comments.brooksalaska@gmail.com

Project website: [dot.alaska.gov/nreg/kotzebuemp](http://dot.alaska.gov/nreg/kotzebuemp)

20150128ics Okleasik





I had intentions of attending the meeting last week in Kotzebue but wasn't able to make it. If there is any handouts or new information not on the master plan website can you please forward to me?

Thank you,

Toby Drake / Leaseholder

Drake Investments, LLC

**From:** Anne Brooks [mailto:[anne@brooks-alaska.ccsend.com](mailto:anne@brooks-alaska.ccsend.com)] **On Behalf Of** Anne Brooks  
**Sent:** Tuesday, January 27, 2015 8:05 AM  
**To:** [tdrake@drakeconstruction.net](mailto:tdrake@drakeconstruction.net)  
**Subject:** Reminder: Kotzebue Airport Master Plan Update - Open House, January 28



## Kotzebue Airport Master Plan Update

AKSAS Project No. 62960/Federal Project No. 3-02-0160-013-2009

### Open House

When: Wednesday, January 28, 2015

4 to 7 p.m., Presentations at 4:30 and 5:30 p.m.

Where: Northwest Arctic Borough Assembly Chambers, 163 Lagoon St, Kotzebue, AK

Refreshments will be provided

The Alaska Department of Transportation & Public Facilities (ADOT&PF) is updating the Kotzebue Airport Master Plan and holding a public meeting to gather feedback on proposed alternatives. Background on the project can be found at

[Kotzebue Airport Master Plan Update - Public Involvement Appendix](#)



Anne Brooks &lt;comments.brooksalaska@gmail.com&gt;

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## Kotz airport master plan comments

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**BA Comments (gmail)** <comments.brooksalaska@gmail.com>

Thu, Feb 19, 2015 at 9:57 AM

To: Matt Bergan &lt;matthewbergan@gmail.com&gt;

Cc: Patrick Cotter &lt;PatrickCotter@pdceng.com&gt;, "Roach, Jeffery A (DOT)" &lt;jeff.roach@alaska.gov&gt;

Bcc: comments.brooksalaska@gmail.com

Not at all Matt— We would appreciate any thoughts you have on the Kotzebue Airport Master Plan Update.

Anne

M. Anne Brooks P.E.  
Public Involvement Specialist  
Brooks & Associates  
1704 Rogers Park Court  
Anchorage, AK 99508  
E-mail: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)  
Toll Free: 866-535-1877

**Please consider the environment before printing this e-mail**

On Feb 19, 2015, at 9:28 AM, Matt Bergan <matthewbergan@gmail.com> wrote:

Hello. Is it too late to submit korz mp comments?  
Matt Bergan  
9074121591

Sent from my iPhone



Anne Brooks <comments.brooksalaska@gmail.com>

---

## Kotzebue Airport Master Plan update Comments by Matt Bergan, PE

---

**Werneke, Alvin E (DOT)** <alvin.werneke@alaska.gov>

Thu, Mar 5, 2015 at 1:58 PM

To: BA Comments <comments.brooksalaska@gmail.com>, Matthew Bergan <matthewbergan@gmail.com>

Cc: Maija Lukin <finnskimo@gmail.com>, Derek Martin <dmartin@kotzebue.org>, Fred Smith <fsmith@nwabor.org>, "Roach, Jeffery A (DOT)" <jeff.roach@alaska.gov>, Patrick Cotter <PatrickCotter@pdceng.com>, "Kowalczyk, Thomas J (DOT)" <tom.kowalczyk@alaska.gov>, "McCarroll, Michael J (DOT)" <mike.mccarroll@alaska.gov>

Great comments Matt!!

I had a discussion with the Alaska Station Manager recently about the situation with vehicles parking in front of their two entrances. They have some major floor work/rehab coming up for the hanger this summer sounds like. It got me thinking "what if" they could also pour a 10 to 12" wide curbed sidewalk/patio connecting the entrances in front of the building. That would keep vehicles from pulling right up to the doors and building and blocking everything as they do now. What needs to be determined is how far out does their lot come out from the building on the North side, and if it is still on their lot, can they make it happen, or if it is State property can the State accommodate it.

Alvin E Werneke Jr

Airport Manager

State of Alaska DOT&PF

Kotzebue Airport

PO Box 55

Kotzebue, Alaska 99752

Phone: Office (907) 442-3801 ■ Manager (907) 442-3147 ■ Fax: (907) 442-2127 ■ Cell, voice only (907) 412-1946 ■ Cell, voice & text (907) 412-2554

---

**From:** BA Comments [[comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)]

**Sent:** Wednesday, March 04, 2015 10:55 AM





Bering Air  
Alaska Airlines  
Baker Air Services  
Everts Air Cargo  
Lynden Air Cargo  
Northern Air Cargo  
FBX Services  
DOT Project Office

The volume of vehicles coming, going and parking in this space is very high and mixed with pedestrians is VERY dangerous. It is especially dangerous during poor weather and at night (23 Hrs of night in December). SOMETHING needs to be done to address this chaotic situation.

6) LIGHTING. Lighting along Airport Way and in the above mentioned Alaska/Bering/Ravn area is poor and needs to be improved.

7) COMBINED PASSENGER TERMINAL. This was elaborated on in the 1998 plan and should be carried forward as an option in the new plan. A huge undertaking with many issues but worth more thought.

8) SEPARATION OF FREIGHT AND PASSENGER AREAS. Work with DOTPF LEASING to create parcels and space for larger passenger terminal east of current passenger terminals.

9) GATEWAY TO THE ARCTIC\*. The Alaska Airlines facility is far too small and creates a poor visitor experience and poor first impression for new visitors to Kotzebue and the NW Arctic. ***The Kotzebue community wants to work with Alaska Airlines and DOTPF to improve the current situation and make a great first AND last impression for visitors to Arctic Alaska! (\*motto of the City of Kotzebue)***

***Thank you for the opportunity to provide feedback on the Kotzebue airport master plan.***

***Sincerely,  
Matt Bergan, PE  
matthewbergan@gmail.com  
Cell 9074121591  
P.O. Box 1164  
Kotzebue, AK 99752***







Anne Brooks <comments.brooksalaska@gmail.com>

## Fwd: Kotzebue Airport Master Plan Update - Open House, June 16

**BA Comments** <comments.brooksalaska@gmail.com>

Wed, Jun 10, 2015 at 11:42 AM

To: bob@ravnalaska.net

Bcc: comments.brooksalaska@gmail.com

Bob — here is the information about the upcoming meeting. Thanks for sharing with your team.

Anne Brooks, P.E., Public Involvement Specialist

Brooks & Associates

Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)

Tel: 907-272-1877

Toll Free Tel: 866-535-1877

Begin forwarded message:

**From:** Anne Brooks <comments.brooksalaska@gmail.com>

**Subject:** Kotzebue Airport Master Plan Update - Open House, June 16

**Date:** June 2, 2015 at 11:01:26 AM AKDT

**To:** [anne.brooks.alaska@gmail.com](mailto:anne.brooks.alaska@gmail.com)

**Reply-To:** [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)



## Kotzebue Airport Master Plan Update

AKSAS Project No. 62960/Federal Project No. 3-02-0160-013-2009

### Open House

When: Tuesday, June 16, 2015

4 to 7 p.m., Presentations at 4:30 and 5:30 p.m.

Where: Northwest Arctic Borough Assembly Chambers, 163 Lagoon St, Kotzebue, AK

Refreshments will be provided

The Alaska Department of Transportation & Public Facilities (ADOT&PF) is updating the Kotzebue Airport Master Plan and holding a public meeting to gather feedback on the draft document. This project identifies improvements to the existing airport and focuses on evaluating the use, role and impact of the Kotzebue Airport in supporting aviation and the local economy. Please review the Draft Master Plan document on the [website](#) and bring your questions to the meeting. The document will be posted the week of June 8, 2015. The comment submittal deadline is July 17, 2015.

For more information contact:

**Anne Brooks**, Public Involvement Coordinator

Brooks & Associates

Toll Free Phone: 866-535-1877

E-mail: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)



Anne Brooks <comments.brooksalaska@gmail.com>

**Re: Reminder: Kotzebue Airport Master Plan Update - Open House, June 16**

**Calvin Schaeffer** <calvin.schaeffer@maniilaq.org>

Mon, Jun 15, 2015 at 9:58 AM

To: BA Comments <comments.brooksalaska@gmail.com>

Ok, thank you.

Sent from my iPhone

On Jun 15, 2015, at 10:42 AM, BA Comments <comments.brooksalaska@gmail.com<mailto:comments.brooksalaska@gmail.com>> wrote:

Calvin — the draft is available on the project website at the following link: <http://dot.alaska.gov/nreg/kotzebuemp/documents.shtml>

If you prefer a hard copy, I'll see what I can do to get you one.

Anne

Anne Brooks, P.E., Public Involvement Specialist

Brooks & Associates

Email: [comments.brooksalaska@gmail.com](mailto:comments.brooksalaska@gmail.com)<mailto:comments.brooksalaska@gmail.com>

Tel: 907-272-1877

Toll Free Tel: 866-535-1877

On Jun 15, 2015, at 9:08 AM, Calvin Schaeffer <calvin.schaeffer@maniilaq.org<mailto:calvin.schaeffer@maniilaq.org>> wrote:

Good morning Anne,

I am out of town this week. Can you email me a copy of the Airport Master Plan if it is possible? I really wanted to attend, but conflicting schedules won't allow it.

Tank you,

Calvin

Sent from my iPhone

On Jun 15, 2015, at 9:03 AM, Anne Brooks <comments.brooksalaska@gmail.com<mailto:comments.brooksalaska@gmail.com>><mailto:comments.brooksalaska@gmail.com>> wrote:

[[http://img.constantcontact.com/ui/images1/shr\\_drw\\_left.png](http://img.constantcontact.com/ui/images1/shr_drw_left.png)] [[http://img.constantcontact.com/ui/images1/shr\\_drw\\_fb.png](http://img.constantcontact.com/ui/images1/shr_drw_fb.png)<[http://img.constantcontact.com/ui/images1/shr\\_drw\\_left.png](http://img.constantcontact.com/ui/images1/shr_drw_left.png)>%20 %20 [[http://img.constantcontact.com/ui/images1/shr\\_drw\\_fb.png](http://img.constantcontact.com/ui/images1/shr_drw_fb.png)>] <<http://s.rs6.net/?e=rUTHXSOLncU&c=1&r=1>> [[http://img.constantcontact.com/ui/images1/shr\\_drw\\_twit.png](http://img.constantcontact.com/ui/images1/shr_drw_twit.png)] <<http://s.rs6.net/?e=rUTHXSOLncU&c=3&r=1>> [[http://img.constantcontact.com/ui/images1/shr\\_drw\\_linked.png](http://img.constantcontact.com/ui/images1/shr_drw_linked.png)] <<http://s.rs6.net/?e=rUTHXSOLncU&c=4&r=1>> [[http://img.constantcontact.com/ui/images1/shr\\_drw\\_divider.png](http://img.constantcontact.com/ui/images1/shr_drw_divider.png)] [[http://img.constantcontact.com/ui/images1/shr\\_drw\\_more.png](http://img.constantcontact.com/ui/images1/shr_drw_more.png)] <<http://s.rs6.net/?e=rUTHXSOLncU&c=5&r=1>> [[http://img.constantcontact.com/ui/images1/shr\\_drw\\_right.png](http://img.constantcontact.com/ui/images1/shr_drw_right.png)] [[http://img.constantcontact.com/ui/images1/shr\\_btn\\_like\\_sm.png](http://img.constantcontact.com/ui/images1/shr_btn_like_sm.png)<[http://img.constantcontact.com/ui/images1/shr\\_drw\\_right.png](http://img.constantcontact.com/ui/images1/shr_drw_right.png)>%20 %20 [[http://img.constantcontact.com/ui/images1/shr\\_btn\\_like\\_sm.png](http://img.constantcontact.com/ui/images1/shr_btn_like_sm.png)>] <<http://myemail.constantcontact.com/Reminder--Kotzebue-Airport-Master-Plan-Update---Open-House--June-16>.

Kotzebue Airport Master Plan Update - Public Involvement Appendix







## Kotzebue Airport Master Plan Update

### Project Description:

Welcome to the Kotzebue Airport Master Plan Update website. The Northern Region of the Alaska Department of Transportation and Public Facilities (ADOT&PF) will use this site to keep you informed about its process to update the master plan that will guide improvements to the Kotzebue Airport over the next 20 years. Please refer to this site for updates on the project, documents, announcements of public meetings, and to make a comment or suggestion.

The purpose of this project is to evaluate the use, role and impact of the Kotzebue Airport in supporting aviation and the local economy and to promote efficient, orderly improvements to airport facilities. The Kotzebue Airport Relocation Feasibility study indicated that relocating the airport is not feasible due to funding constraints.

Airport master planning will be a coordinated effort with agencies, airport users, local government, businesses, and the public. Current and forecast future airport use levels will be identified and assessed. The current Runway Safety Area project at Kotzebue will provide the basis for much of the environmental analysis needed to mitigate or avoid impacts to wetlands, migratory waterfowl habitat, cultural sites, and other resources.

Public input is critical for the success of this project. As a user of the airport, please share your local knowledge with us and help make the new master plan responsive to the needs of the community.

Follow the links on the right to access project documents, schedules, and contact information for the project team.

Page updated: 1/15/15

### Project Information

- » [Project Description](#)
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## Kotzebue Airport Master Plan Update

### Schedule

The following table shows the planned project schedule.

Deliverable or Milestone	Deadline
Inventory & Issues summary	July 29, 2014
Aviation demand forecast	October, 2014
Requirements analysis chapter	December, 2014
Alternatives	January, 2015
Public Meeting	January 28, 2015, Wednesday 4 - 7 p.m. Northwest Arctic Borough Assembly Chambers, 163 Lagoon St, Kotzebue, AK Presentations at 4:30 and 5:30 p.m.
Implementation Plan	February, 2015
Financial Implementation	March, 2015
Draft Master Plan document	April, 2015
Public meeting #2	June 16, 2015, Tuesday 4 - 7 p.m. Northwest Arctic Borough Assembly Chambers, 163 Lagoon St, Kotzebue, AK Presentations at 4:30 and 5:30 p.m.
Airport Layout Plan	July, 2015
Final Master Plan document	July, 2015

Page updated: 5/22/2015

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DOT&PF > Northern Region > Projects > Kotzebue Airport Master Plan Update

## Kotzebue Airport Master Plan Update

### Documents

#### January 28, 2015 Public Meeting Documents

- [Presentation](#)
- [Boards](#) 5mb
- [Fact Sheet](#)
- [Comment Sheet](#)
- [Postcard](#) 1mb
- [Meeting Notes](#) 1mb

#### Inventory and Issues Summary

- [Existing Conditions and Issues](#) 7mb
- [Forecast of Aviation Activity](#) 1.2mb

#### Previous studies:

- [Master Plan Update 1998](#) 16mb
- 2008 Kotzebue Airport Relocation Feasibility Study
- 2010 Runway Safety Area Practicability Study
- 2012 Environmental Assessment – Kotzebue Airport and Safety Area Improvements

Page updated: 2/13/2015

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DOT&PF > Northern Region > Projects > Kotzebue Airport Master Plan Update

## Kotzebue Airport Master Plan Update

### Photos and Maps

[Kotzebue overview 2014 500kb image](#)

Page updated: 3/4/2015

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Department of Transportation & Public Facilities  
PO Box 112500  
3132 Channel Drive  
Juneau, Alaska 99811-2500

#### Contact Information







# Alaska Department of Transportation & Public Facilities

DOT&PF  State of Alaska

DOT&PF > Northern Region > Projects > Kotzebue Airport Master Plan Update

## Kotzebue Airport Master Plan Update

### Project Team

Key members of the project team include:

#### Alaska Department of Transportation & Public Facilities

Jeff Roach, Project Manager

#### PDC Inc., Engineers,

Contract Manager, Royce Conlon, P.E.,  
Project Manager & Planning Lead, Patrick Cotter, AICP  
Engineering Lead, Ken Risse, P.E.  
Environmental Lead, Erica Betts

#### Brooks & Associates

Public Involvement Lead, Anne Brooks, P.E.  
Public Involvement, Camden Yehle

#### Technical Advisers

Rob Campbell, P.E., Acting Regional Director, Northern Region (NR)  
Judy Chapman, Planning Chief, NR  
Al Beck, P.E., Aviation Design Group Chief, NR  
Alexa Greene, Transportation Planner, NR  
Penny Adler, Aviation Leasing Chief, NR  
Mike McCarroll, Aviation Leasing Specialist, NR  
Evan Booth, Maintenance and Operations Western District Superintendent  
Jeremy Worrall, Regional Aviation Manager, NR  
Patricia Oien, Lead Planner, FAA Alaska Region Airports Division  
Taralyn Stone, FAA Environmental Protection Specialist  
Tom Clark, Alaska Lead Planner, ATO Western Service Center

Page updated: 8/19/2014

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Department of Transportation & Public Facilities  
PO Box 112500  
3132 Channel Drive  
Juneau, Alaska 99811-2500

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# Alaska Department of Transportation & Public Facilities

DOT&PF  State of Alaska

DOT&PF > Northern Region > Projects > Kotzebue Airport Master Plan Update

## Kotzebue Airport Master Plan Update

### Contact Us

For questions or comments, please contact the following:

Anne Brooks, P.E., Public/Stakeholder Involvement  
Toll free telephone: 1-866-535-1877  
Email: [anne.brooksalaska@gmail.com](mailto:anne.brooksalaska@gmail.com)

Jeff Roach, MSS, ADOT&PF Project Manager  
Telephone: 907-451-2381  
Email: [jeff.roach@alaska.gov](mailto:jeff.roach@alaska.gov)

Page updated: 8/18/2014

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