



ANGOON AIRPORT

FREQUENTLY ASKED QUESTIONS

Q: When will construction start? How long would construction take?

A: The project is currently in design phase, with construction likely starting in 2021. Construction could take up to 3 years.

Q: What kind of planes will be able to use the airport?

A: The airport is able to accommodate small passenger aircraft (Design Group II).

Q: What kind of jobs will be available?

A: Potential types of jobs that may be available are traffic control supervisors/flaggers, equipment operators, truck drivers, and laborers. If the contractor brings a camp, hospitality staff may also be needed. All construction jobs will be hired by the selected contractor, not by DOT&PF. Because of FAA funding rules, DOT&PF cannot mandate local hire for construction. The community can prepare to offer contractors qualified labor.

Q: Who names the airport?

A: The default name is the “Angoon Airport.” There is an option to rename it the “Angoon [Requested Name] Airport” if the required steps are taken to propose a new name. The request to name an airport must be in the form of a resolution from a local government, a federally recognized tribe in Alaska, the State legislature, or other organization that represents the broad public interests of the community or area. The Southcoast Region Director will review the request to determine if it is appropriate to proceed with public review of the proposed name. If the regional director approves the request for public review, DOT&PF will send written notification and a request for comments to appropriate organizations. A minimum of 60 days review time will be allowed in most cases. The DOT&PF Commissioner will make the final decision.

Q: Once the airport is completed, who will provide the maintenance?

A: Once the airport is built, DOT&PF will contract with a local group to maintain it.

Q: Will the BIA road to the airport be paved/improved?

A: The existing BIA road will not be upgraded as part of the airport project because FAA will only fund improvements that are for aeronautical use. Since the existing BIA road has multiple uses, FAA funds can't be used to make improvements.

Q: How can we ensure local hire so that people from Angoon can be put to work on the project?

A: All construction jobs will be hired by the selected contractor, not DOT&PF. Due to FAA funding rules, DOT&PF cannot mandate local hire in construction contracts. The community can prepare and be ready to offer contractors resumes for qualified labor. Contractors have an incentive to hire locally because they don't need to pay for travel, lodging, and per diem.





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Q: How much material is needed? Where will that come from?

A: The preference is to use local material for the majority of rock. The “knob” has been identified as a potential material source for the project. High ground areas are being examined to see if the rock is suitable for use. Material at the airport site will also be evaluated for suitability. The hard rock that is needed for pavement material will likely need to be barged in. It will be up to the contractor to decide the source for any barged in material.

Q: Will the water source be contaminated either from planes flying over, or from construction?

A: The construction site is located one-half mile away from the water source. The contractor will be required to address storm water management and runoff during construction to prevent water contamination, through a storm water pollution prevention plan (SWPPP). Planes flying over should not cause contamination of the water source.

Q: What will happen to the trees? Can we have the wood?

A: Many trees will need to be cleared to build the airport. The trees belong to the City of Angoon. How and when the trees will be cleared is still under discussion.

Q: What will happen to the seaplane base when the new land-based airport is complete?

A: The seaplane base will still be open and operational when the new airport is complete.