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## **Public Involvement**

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## Ekwok Airport Rehabilitation Public Involvement Log

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# STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
CENTRAL REGION - Aviation Design Section

FRANK MURKOWSKI, GOVERNOR

4111 Aviation Avenue  
P.O. BOX 196900  
ANCHORAGE, ALASKA 99519-6900  
(907) 269-0590/FAX (907) 269-0620

September 24, 2003

RE: Ekwok Airport Rehabilitation  
Project No. 55377

Honorable Mayor  
City of Ekwok  
P.O. Box 49  
Ekwok, AK 99580

Dear Mayor:

The Alaska Department of Transportation and Public Facilities (ADOT&PF) is proposing to upgrade the Ekwok airport to improve the safety as well as aircraft handling and operational capabilities. As part of the environmental assessment for this project, ADOT&PF completed a Wildlife Survey Report and the U.S. Department of Agriculture (USDA) Wildlife Services Section prepared a letter documenting wildlife hazards at the airport. Based on the Wildlife Survey Report, USDA recommended relocating the Ekwok landfill because:

- Once the proposed airport improvements are made, the runway will be only 1,400 feet away from the landfill (the existing separation is 1,900 feet).
- The Federal Aviation Administration (FAA) recommends siting landfills at least:
  - 10,000 feet from runways serving turbine-powered aircraft.
  - 5,000 feet from runways serving piston-powered aircraft.

Because of these considerations, ADOT&PF and FAA urge the City of Ekwok to seek funding for relocation of the landfill. In the interim, the USDA letter describes several measures the City should consider to reduce the landfill's attractiveness to wildlife and the associated potential for conflicts with flying aircraft. These include:

- Burning all animal carcasses and food waste frequently.
- Installing a complete perimeter fence around the landfill.
- Constructing a wire grid or netting connected to the perimeter fence.

We are providing with this letter copies of the Wildlife Survey Report and USDA letter to the City of Ekwok and the following entities in support of the City's efforts to relocate the landfill:

- U.S. Environmental Protection Agency (EPA)
- Alaska Native Tribal Health Consortium (ANTHC)

Honorable Mayor, City of Ekwok

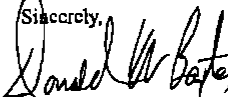
- 2 -

September 24, 2003

- Village Safe Water (VSW)
- Bristol Bay Native Association (BBNA)

We would suggest that you contact USDA at the address given below to discuss specific details required to implement these measures.

If you have any questions or require additional information, I may be reached at (907) 269-0610.

Sincerely,  


Donald W. Baxter, P.E.  
Project Manager

Enclosure

cc: Royce Conlon, PDC, Inc., 1028 Aurora Dr., Fairbanks, AK 99709  
Gabriel Mahns, FAA, Airports Division, 222 West 7<sup>th</sup> Ave., Anchorage, AK 99513  
Cory Rossi, District Supervisor, Alaska District, USDA Wildlife Services, 1800 Glenn Hwy., Suite 12, Palmer, AK 99645  
Charles Bearfighter RedDoor, Tribal Solid Waste Interagency Workgroup, C/O Office of Solid Waste, U.S. Environmental Protection Agency, MC-5306W, 1200 Pennsylvania Ave., N.W., Washington, D.C. 20460 - W/ USDA Letter & Report  
David Beveridge, Regional Manager (South), ANTHC, 1901 S. Bragaw St., Suite 200, Anchorage, AK 99508-5928 -- W/ USDA Letter & Report  
Lynn Marino, Engineer, VSW, 4<sup>th</sup> Floor 555 Cordova St., Anchorage, AK 99501 - W/ USDA Letter & Report  
Ralph Andersen, Director, Natural Resources, BBNA, P.O. Box 310, Dillingham, AK 99576 W/ USDA Letter & Report

Meeting between Ekwok Representatives and ADOT/PF  
02/19/2003, 1 PM, at ADOT/PF  
Notes by Laurie Kozisek

Present: David "Buck" Williams, Mayor, 464-3398  
Tom Nelson Sr., President, Ekwok Village Council, 464-3321  
Luki Akelkok, Sr., President, Ekwok Natives, LTD, 464-3317  
Don Baxter, ADOT/PF Project Manager, 269-0610  
Laurie Kozisek, ADOT/PF Consultant Coordinator, 269-0608  
Todd Vanhove, ADOT/PF Area Planner, 269-0508  
Joy Graham, ADOT/PF ROW Agent, 269-0699  
Dan Golden, ADOT/PF Environmental Analyst, 269-0537

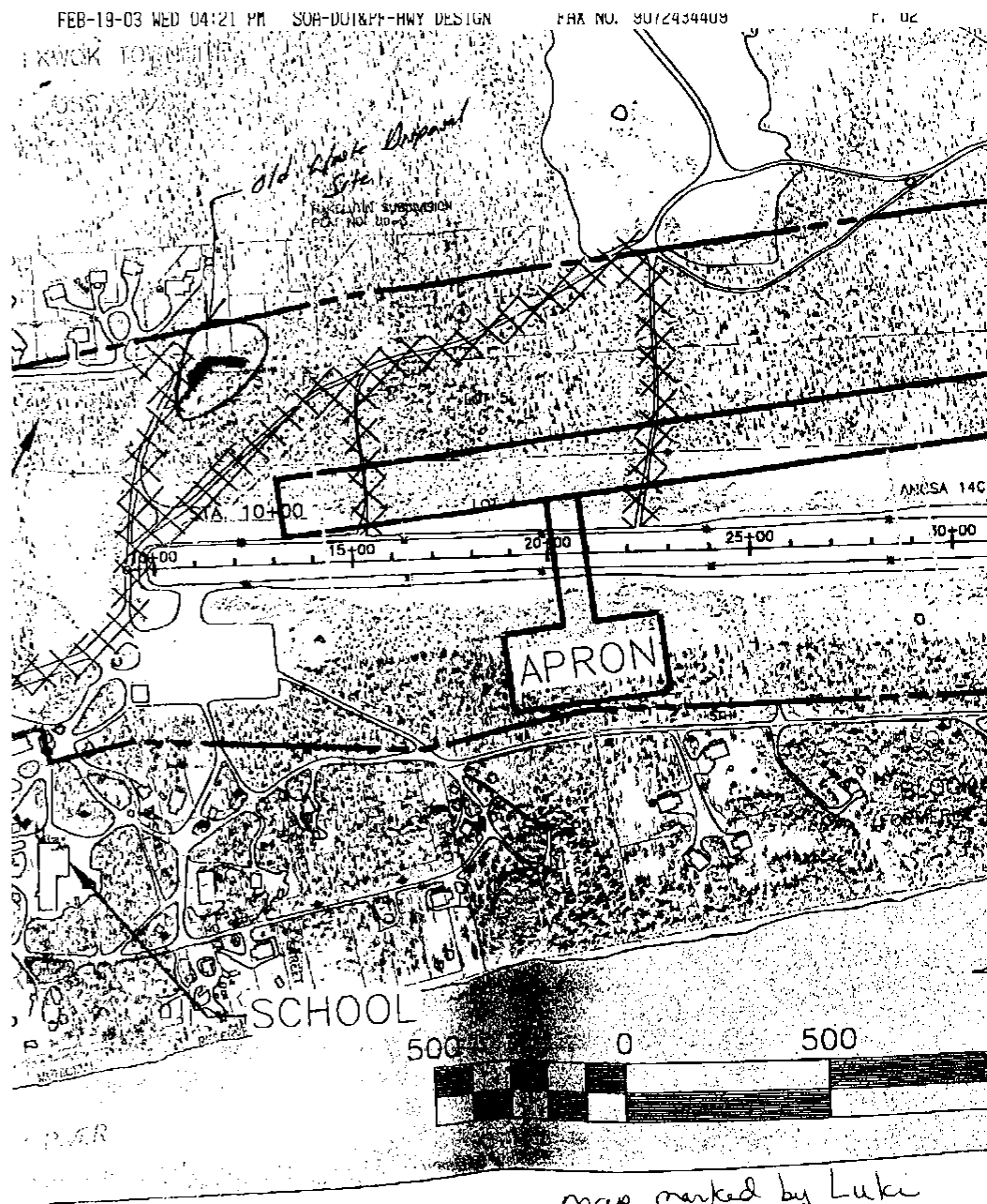
Telephonically Present: Royce Conlon, PDC  
Ken Ressie, PDC

1. The minutes of the Ekwok emergency meeting, February 17, 2003, were read aloud (for the benefit of those present telephonically) and discussed. The Ekwok representatives stressed the urgency of the project. The minutes and accompanying petition are attached.
2. One of the items mentioned at the emergency meeting was the suggestion by James Brandon that the apron be moved to the far side of the airport. This idea was not supported by other Ekwok representatives or by ADOT/PF personnel because it would encourage trespass across the runway.
3. The borrow sites, shown on PDC's Figure 6 (attached) were discussed. Though large areas are shown as potential borrow sources, in all likelihood only a small area near the west side of the existing pit will be used. The gravel pit has material suitable for surface, subbase, and embankment. The side borrow areas (Cells 1 and 2) have materials suitable for embankment below the subbase.
4. The trail to the existing landfill has been designated 17(b). Altering its course slightly to avoid conflicts does not seem to be a problem. The jog into the proposed property boundary that is replaced with an easement east of the landfill is to avoid an historic waste disposal site that is not clearly located. The existing road in the ROW on the east side of Nakelutin Subdivision will be extended to meet the 17(b) trail. All portions of the trail east of Nakelutin Subdivision will be abandoned. While this places the road within the airport property and transitional slopes, it does not appear that it will be high enough to cause any interference.
5. The sliver of property to be acquired from Nakelutin Subdivision, marked in blue on Figure 6, was discussed extensively. All of the lots in Blocks 3 and 4 are owned by the City, except for the rectangular lot on the east side that does not front on a cul-de-sac. This lot is a USS plat, owned by Julia Brandon. It has no building on it. There is a city building on the lot line between the two northernmost lots. This building is used for occasional public meetings. It is at the edge of the proposed property boundary, but will probably not interfere with the transitional surface because it is only one story high. No towers or antennae are envisioned. There should be no problem acquiring the vacant city land. The

lot(s) with the city building on it could be selectively trimmed of any tall trees (over about 35 feet) and encumbered with an airspace easement. The availability of Ms. Brandon's land was not discussed, but it appears that it, too, could be encumbered rather than bought outright.

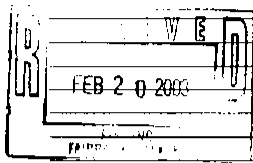
6. Mr. Akelkok suggested moving the new runway alignment parallel to, but about 1000 feet farther west from town. The disadvantages to this idea are major, including those listed below. The consensus of the entire room, after discussing these negatives, was to proceed with Alternative B as planned.
  - a. While the alignment proposed by Mr. Akelkok would avoid the Native Allotment at the north end (a plus), it would wedge the runway between a lake and a creek. There would be no chance of lengthening the runway in the future.
  - b. We would have to get more geotechnical and surveying work done. This would delay the project construction by at least a year.
  - c. The borrow pit is 28 to 32 feet lower than its surroundings, requiring extensive fills.
  - d. If the runway is relocated, rather than realigned, it would have to go before APEB. Not only would this be a time delay, but it may be that the scores change and Ekwok would lose its project altogether.
  - e. The runway would be very close to the existing landfill, requiring that it be cleaned up and closed. This could also be a delay.
7. Alternative B requires that land be acquired within the Native allotment located at the north end of the runway for the outermost portion of the RPZ. This allotment is currently in litigation of some kind, because the previous owner died without a will. It is not known how long it will take to resolve ownership. Meanwhile, subdividing the land to take out a chunk for the airport is not possible. It may be possible to get an airspace easement for now, with a promise to the FAA that we will pursue land acquisition when it becomes available. Alternatively, it may be possible to acquire a waiver from the FAA to exclude this area, or the threshold at the north end of the new runway could be displaced.
8. We discussed the locations of the old landfills, based upon aerial photos and the recollections of Mr. Akelkok. The landfill noted on Figure 6 as "Reported location of historic waste disposal site" is probably located slightly more to the south and east, close to the road ROW. It may be just east of, just west of, or within the road ROW. Mr. Akelkok will flag the extents of the old landfill. We can have it tied in during the design survey. Mr. Akelkok does not recall any hazardous wastes going into the landfill. According to him there are empty drums, but no other scrap metals, and no batteries.
9. Ms. Conlon reviewed the scheduling, to let the representatives from Ekwok hear what our time constraints are.
  - a. She is currently reviewing the environmental assessment (EA). The EA will then go to in-house review, then agency review (with FAA's permission). She realizes she is behind the February 14<sup>th</sup> target date, but is proceeding with due diligence. The EA will have a public notice by the end of March. A FONSI is expected by mid May.

- b. The property plan will be initiated in April or May, or perhaps even sooner, if we are very sure of our parcel requirements. Normally ROW doesn't want to start until we have plans-in-hand (65%). The property plan can't be turned in before the FONSI. If it is turned in by July 23<sup>rd</sup>, then the parcels can be appraised in August and September. Then it will take up to 200 days (June 2004) to acquire the property.
  - c. Surveying can begin as soon as PDC is ready. They had planned on May 1<sup>st</sup>, but may consider going earlier since there is absolutely no snow on the ground at Fkwok at this time. If they start sooner, the days will be shorter, and PDC may request an increase in the budget. The current schedule shows the survey office work done by July.
  - d. If the surveys are done by July, then the plans-in-hand review could be as early as October.
  - e. It is clear that there are several critical paths – environmental, property acquisition, and surveys/design. It may be possible to start construction next summer (2004) but only if there are no more unforeseen delays.
10. We discussed the electrical needs for the runway lights. Mr. Williams has a grant for a new generator that will be more than adequate to meet the expected 12 KW demand that the new airport will need. The runway lights themselves will demand only 5 KW.
  11. We briefly discussed the need for a culvert under 5<sup>th</sup> Street near A Street. We will also need a drainage easement of some kind, between 5<sup>th</sup> Street and the Nushagak River. Routing the runoff down A Street is not an option, as there is a house in the middle of A Street.



Thank you for taking a few minutes to let us know what you think about the engineering preferred alternative B for the Ekwok airport. If you know of any old dump sites within the proposed airport property boundary or in the area of the material site shown on the attached drawing, please let us know.

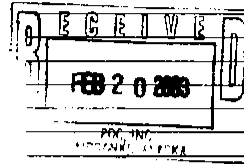
I think your Alternative B is exactly what Ekwok needs.



Buck Williams  
Buck Williams

Thank you for taking a few minutes to let us know what you think about the engineering preferred alternative B for the Ekwok airport. If you know of any old dump sites within the proposed airport property boundary or in the area of the material site shown on the attached drawing, please let us know.

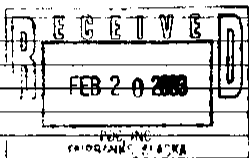
Alternative B  
we hope this one works out  
as Ekwok needs a safe  
airport as soon as possible.



Julia Williams  
Julia Williams

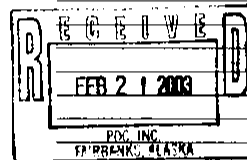
Thank you for taking a few minutes to let us know what you think about the engineering preferred alternative B for the Ekwok airport. If you know of any old dump sites within the proposed airport property boundary or in the area of the material site shown on the attached drawing, please let us know.

Move Apron with Side Wall Site  
Away from residential area

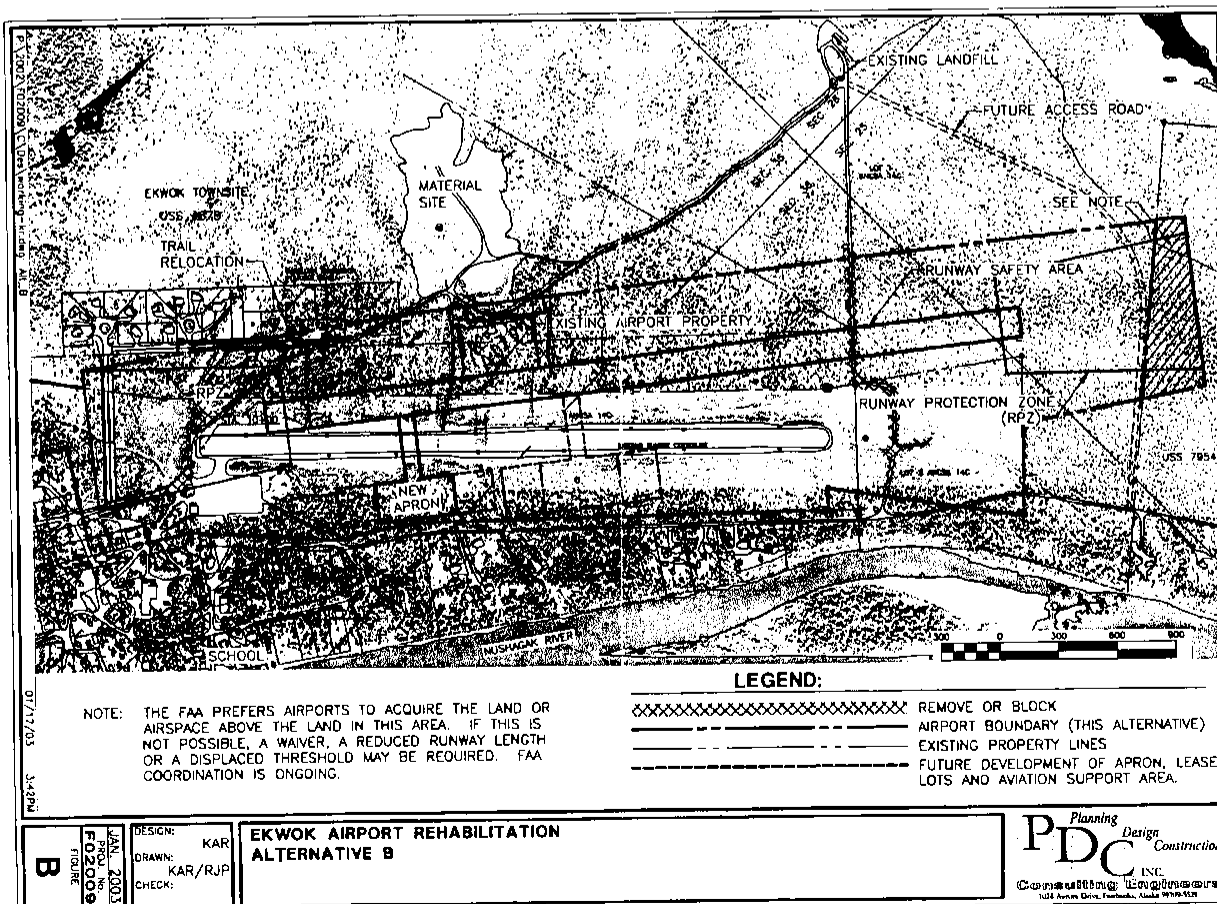


Thank you for taking a few minutes to let us know what you think about the engineering preferred alternative B for the Ekwok airport. If you know of any old dump sites within the proposed airport property boundary or in the area of the material site shown on the attached drawing, please let us know.

We feel the alternative B for  
Ekwok Airport is great, because  
it will be a airport, or new airport  
is vital for our community.  
For transportation, emergency,  
jobs, mail etc.



Thank you  
Kenya & Tina Taylor



# City of Ekwok

P.O. Box 49 \* 101 Main Street \* Ekwok, Alaska 99580  
Phone 907/464-3311 \* Fax 907/464-3328 \* Email cityekwok@aol.com

We, the undersigned residents of Ekwok, Alaska attended a meeting in Ekwok on February 17, 2003 to hear a presentation from our Community Leaders on the status of a proposed extension and improvements on the Ekwok Airport.

After listening to their comments we believe that the Alaska DOTPF's most recent plan known as "Option B" is the best plan. This is if there isn't any other better alternatives or modifications made after meeting with Alaska DOTPF's.

We further recommend that the Presidents of the Ekwok Village Council and the Ekwok Natives Limited and the Mayor of the City meet directly with DOTPF planners and officials in Anchorage as soon as possible to discuss this plan and any modifications which were discussed at the February 17, 2003 meeting and to present the results of the Anchorage meeting in a community meeting upon their return to Ekwok.

## Community Members Signatures

1. William Johnson 41.
2. Timothy Nelson 42.
3. Charles Johnson 43.
4. Dianna Kihook 44.
5. James King 45.
6. Richard King 46.
7. Shirley King 47.
8. John King 48.
9. John King 49.
10. John King 50.
11. John King 51.
12. John King 52.
13. John King 53.
14. John King 54.
15. John King 55.
16. John King 56.
17. John King 57.
18. John King 58.
19. John King 59.
20. John King 60.
21. John King 61.
22. Sylvia Kazimirovica 62.
23. John King 63.
24. John King 64.
25. John King 65.
26. John King 66.
27. John King 67.
28. John King 68.
29. John King 69.
30. John King 70.
31. John King 71.
32. John King 72.
33. John King 73.
34. John King 74.
35. John King 75.
36. John King 76.
37. John King 77.
38. John King 78.
39. John King 79.
40. John King 80.
41. John King 81.





## City of Ekwok

P.O. Box 49 \* 101 Main Street \* Ekwok, Alaska 99580  
Phone 907/464-3311 \* Fax 907/464-3328 \* Email cityekwok@aol.com

February 17, 2003  
Emergency Meeting  
3:30 p.m., Ekwok City Hall

Members	Present	Absent	Guests
<i>Book Williams</i> MAYOR			
1. Ernie Nelson, Mayor	X		
2. Fred T. Hurley, Vice Mayor	X		
3. Thomas N. Nelson	X		
4. Julia Brandon	X		
5. Cindy Olson	X		
6. Carol Nicoli	X		

### Ekwok Village Council Members

1. Thomas Nelson Sr.-President	X	
2. Peter Walcott Sr.-Vice Pres.	X	
3. Carol Nicoli	X	
4. Sandra Stermer	X	
5. Julia Brandon	X	
6. George Taylor	X	
7. Jimmy Hurley		X

### Ekwok Natives Limited Members

1. Luki Akelluk Sr.- President	X	
2. Fred Tom Hurley Jr.- Vice Pres.		X
3. Carol Nicoli- Secretary	X	
4. Sandra Stermer	X	
5. Jimmy Hurley		X

## City of Ekwok

P.O. Box 49 \* 101 Main Street \* Ekwok, Alaska 99580  
Phone 907/464-3311 \* Fax 907/464-3328 \* Email cityekwok@aol.com

Emergency Meeting  
February 17, 2003  
3:30 p.m., Ekwok City Hall

Members	Present	Absent	Guests
1. David Williams- Mayor	X		
2. Peter Walcott Sr., Vice-Mayor	X		
3. Ernie Nelson	X		
4. Julia Brandon	X		
5. George Taylor	X		
6. Ramona Olson	X		
7. Carol Nicoli	X		

### 1. Call Meeting to Order

David Williams call meeting to order at 3:30 P.M.

### 2. Roll Call

All members Present

### 3. Approve Agenda

George Taylor made a motion to approve agenda, second by Peter Walcott Sr. All in Favor, none opposed, motion passed.

### 4. Discussion on Airport

David gave the community a description of what the meeting is about and turned it over to Luki to give more details. Luki asked the public to express their concerns and ask questions about the airport. Luki also stated that the airport was closed for eight consecutive days. David stated that we are very happy that there wasn't any emergencies during those eight days. Luki also stated that we need to all get together and try to speed up the process of the new airport because it could drag into 2005 or longer. Luki said that we need to have everyone sign a petition before they all leave for the DOT meeting. Here are the public's comments: We need to try to hurry this up because in the spring time the airport could be closed for a couple of weeks. Our #1 concern is emergencies, we just had an emergency and we had to wait until the next morning because of there isn't any airport lights. Mail doesn't come in on time and people get behind on their bills. Airport lights and mail are critical to our community. Robert Nelson asked when the DOT were due to come to Ekwok, Luki stated that after the three of them come back from talking with them they will come right away. Luki said that after they come back they will have another community meeting to share with the public what is going on with the new airport. Alice Karasti asked what went wrong with Plan C and David said that Plan C hit Native Allotment

and DOT didn't want to deal with it anymore. James Brandon asked if it was possible that the apron was moved to the other side of the new airport because it was too close to the residential area. George Taylor stated that it was okay where it will be put because that is airport land. James asked if DOT went with this would they have to come back and do everything all over again. Luki stated that they would have to because they would need to see if there is any historic sites or old dumps around this area. Luki stated that everyone is eligible for the door prizes since no one announced that they had to be present. Names were drawn for \$50.00 power card, the winner was David Williams III, Bottle of Propane went to Charmagne Stewart and the 50 Gallons of gas went to Carl Hansen. Peter Walcott made a motion to except discussion on airport, second by George Taylor. *All in favor, none opposed, motion passed.*

5. Public Comments

None

6. Council Comments

None

7. Adjourn

Peter Walcott made a motion to adjourn at 4:36 P.M., second by George Taylor.

Public coordination

**Royce Conlon**

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**From:** Don Baxter [Don\_Baxter@dot.state.ak.us]  
**Sent:** Monday, February 10, 2003 9:48 AM  
**To:** Steve Ryan; RoyceConlon@FBX.PDCENG.com; Daniel T Golden; Laurie Kozisek; Ricky Feller; Brad Garland@faa.gov; Joylynn M Graham  
**Subject:** Ekwok Airport Rehabilitation Project

All -

As you are aware, a copy of EDC's Scoping report for the subject project was sent to Luki Akelkok, Sr. of Ekwok Natives Limited, and two additional copies were provided for him to pass on to the Ekwok Village Council and City of Ekwok. The reports were sent out on November 27, 2002.

Luki has informed me that everyone in Ekwok is aware of the right-of-way issues associated with Alternative C. He also indicated that the Ekwok Village Council has determined that they are in full support of Alternative B at this juncture. Luki stated that although the village still preferred Alternative C, they did not want to wait an extended period of time for a possible resolution of the right-of-way issues associated with Alternative C, and for that reason preferred that we move ahead with Alternative B. He stated that the "City of Ekwok" has been deteriorating, and that they were not in a position to issue comments regarding the report. He also stated that nobody in the village had comments on the draft scoping report.

It appears that we have made the right decision in pursuing Alternative B.

# STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
CENTRAL REGION - Aviation Design Section

FRANK MURKOWSKI, GOVERNOR

4111 Aviation Avenue  
P.O. BOX 196900  
ANCHORAGE, ALASKA 99519-6900  
(907) 269-0590/FAX (907) 269-0620

February 10, 2003

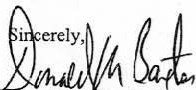
Luki Akelkok  
Ekwok Natives, Ltd.  
General Delivery  
Ekwok, AK 99580

**Subject: Ekwok Airport Rehabilitation Project**

Dear Mr. Akelkok:

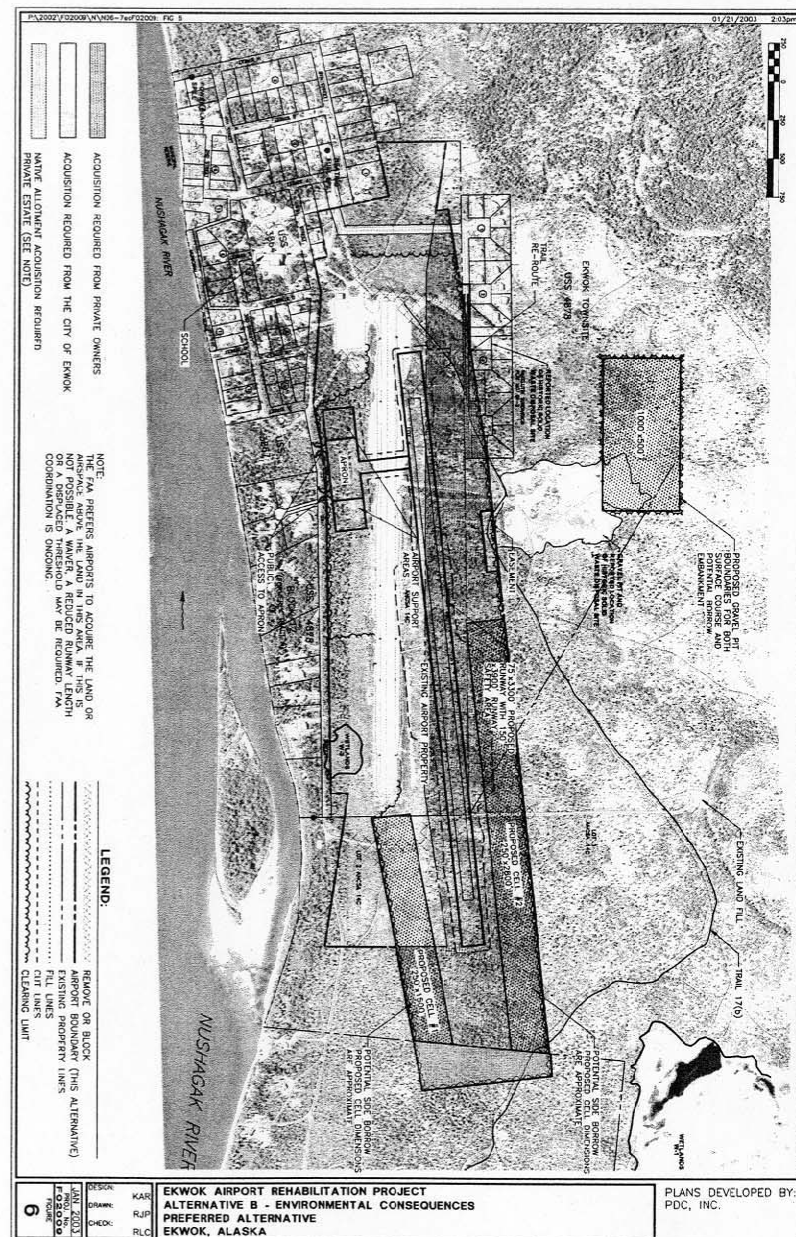
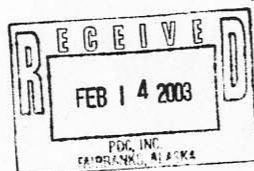
Pursuant to our discussion earlier today, I am sending you herewith two (2) copies of an updated aerial photo drawing that delineates Runway Alternative B for the subject project. As I stated during our conversation, the information contained on the drawing is preliminary in nature and subject to revision.

If there are any questions regarding the alignment for Alternative B, I may be contacted at (907) 269-0610.

Sincerely,  
  
Donald W. Baxter, P.E.  
ADOT&PF Project Manager

Enclosure

cc: Joy Graham, ADOT/PF ROW Section  
Royce Conlon, PDC Inc. Consulting Engineers





**MACTEC Engineering and Consulting, Inc.**  
f/k/a Harding ESE, Inc.

NO. 420 P. 1/2  
801 E 57th Place  
Anchorage, Alaska 99518  
Tel: 907/563-8102  
Fax: 907/561-4574  
Web: www.mactec.com

## Fax

To: Royce Carter Date: 1/22/03

Number of Pages  
Including Cover 2

Phone # 907. 452. 1414 Fax # 907.456. 2707

From: Lindsey Flajstad

Phone # 907/563-8102 Fax # 907/561-4574

## Message:

Royce -  
Lorraine indicated the areas of dumping  
were in the low lying areas at the  
eastern mouth of the gravel pit.  
Let me know if this is impossible  
to reach and I will re-Sax.  
- Lindsey

This facsimile transmission is intended for the addressee indicated above. It may contain information that is privileged, confidential, or otherwise protected from disclosure. Any review, dissemination, or use of this transmission or its contents by persons other than the addressee is strictly prohibited. If you have received this transmission in error, please notify us immediately by telephone, and mail the original to us at the address above.

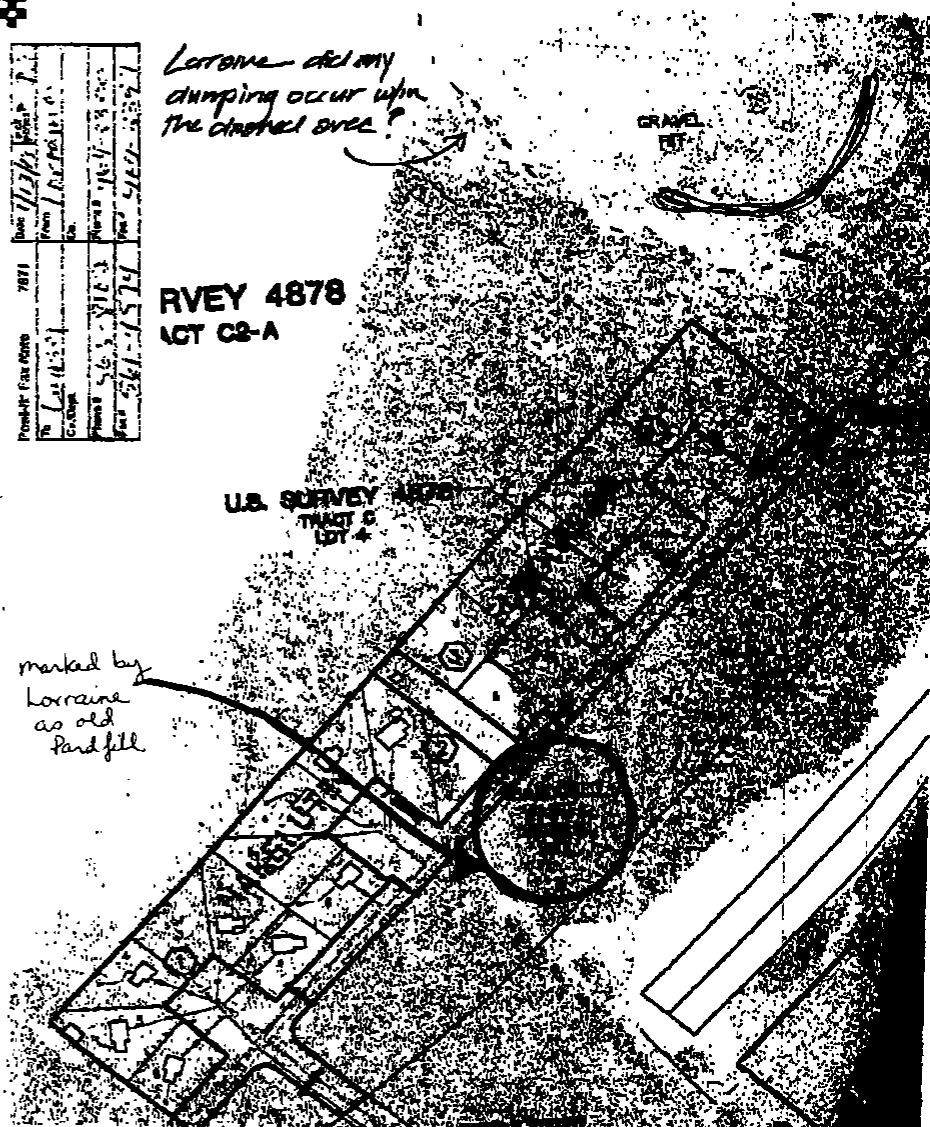
Transmit Date	1/22/03	Time	10:45 PM	Page	2
To	907/563-8102	From	907/561-4574		
Subject	U.S. SURVEY AREA				
Transmit Date	1/22/03	Time	10:45 PM	Page	2

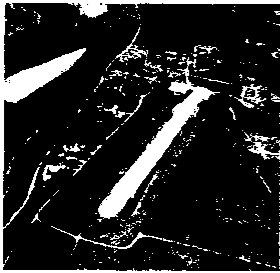
*Lorraine did any  
dumping occur within  
the channel area?*

**RVEY 4878**  
**ACT C2-A**

**U.S. SURVEY AREA**  
**TRACT C**  
**LOT 4**

*marked by  
Lorraine  
as old  
landfill*





## EKWOK Airport Rehabilitation

ADOT&PF Project No. 55377

NEWSLETTER No. 3; January 2003

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Aviation Administration (FAA) have initiated a project to improve the Ekwok Airport and we have prepared this newsletter to let you know where we are in the planning process.

### What have we completed?

- Mapping
- Community and Agency Meetings
- Half year of wind data collection
- Wetland Identification
- Hazardous Materials Investigation
- Draft Scoping Report

The draft scoping report has been provided to the City of Ekwok, Ekwok Village Council and Ekwok Natives, Ltd. Please contact any one of these entities to review the document.

### Where are we now?

Through an evaluation of engineering, preliminary environmental, and land acquisition issues, the DOT&PF has chosen to develop **Alternative B** (Figure B, attached) as the engineering preferred option at this time. Environmental impacts of Alternatives B and C will continue to be assessed. Alternatives A and A-1, extension of the existing runway, are no longer being considered. Following the agency and community meetings, it was determined that the best alternative was Alternative C. However, because of uncertainties in the ability to obtain an adequate land interest, it was decided to pursue Alternative B as the engineering preferred alternative.

### Features of Alternative B include:

- A 3300 ft. runway length
- Medium intensity runway lights
- Apron with adjacent lease lots on the east side of the runway
- A new culvert through the runway

The runway embankment will be built primarily of selected material excavated from alongside the runway. Gravel surfacing is likely to come from expansion of the existing material site. Property will be acquired for construction of the new runway, taxiway, and apron, as well as for clearing trees from the airspace. Access to the apron and lease lots will be coordinated with the city of Ekwok.

### Why Alternative B?

The DOT&PF's engineering preferred alternative shifts the entire airport northeast roughly 350 feet and rotates it about 6 degrees counterclockwise. It is the same alignment as presented in the Draft Ekwok Scoping Report issued in September. The property boundary has been modified slightly to reduce the impacts to properties in the Nakelutin Subdivision. In addition, property requirements for the north end of the Alternative B runway will require additional coordination with the property owner and FAA.

This alternative's advantages include: 1) the placement of the apron is convenient for the community; 2) it allows GPS approaches; 3) property requirement is 146 acres total including the 79 acres of existing airport property. These advantages outweigh the disadvantages of this alternative that include: 1) little reuse of existing embankment; 2) future expansion would require relocating the apron and lease lots are in less desirable location; 3) it requires a culvert under the runway for drainage; and 4) it costs more than the other build alternatives.

**What happens next?** The draft Environmental Assessment will be available for Public review in March. At that time, the opportunity for a public hearing will be offered. If a community meeting were not held at that time, we would meet with the community later to present the preliminary design when it has been further developed. A ground survey will be conducted in the spring after the snow is gone.

**What do you think?** Please provide us with your comments on the attached card. If you know of any old dump sites within the proposed property boundary or in the area of the material site shown on the attached drawing, please let us know.

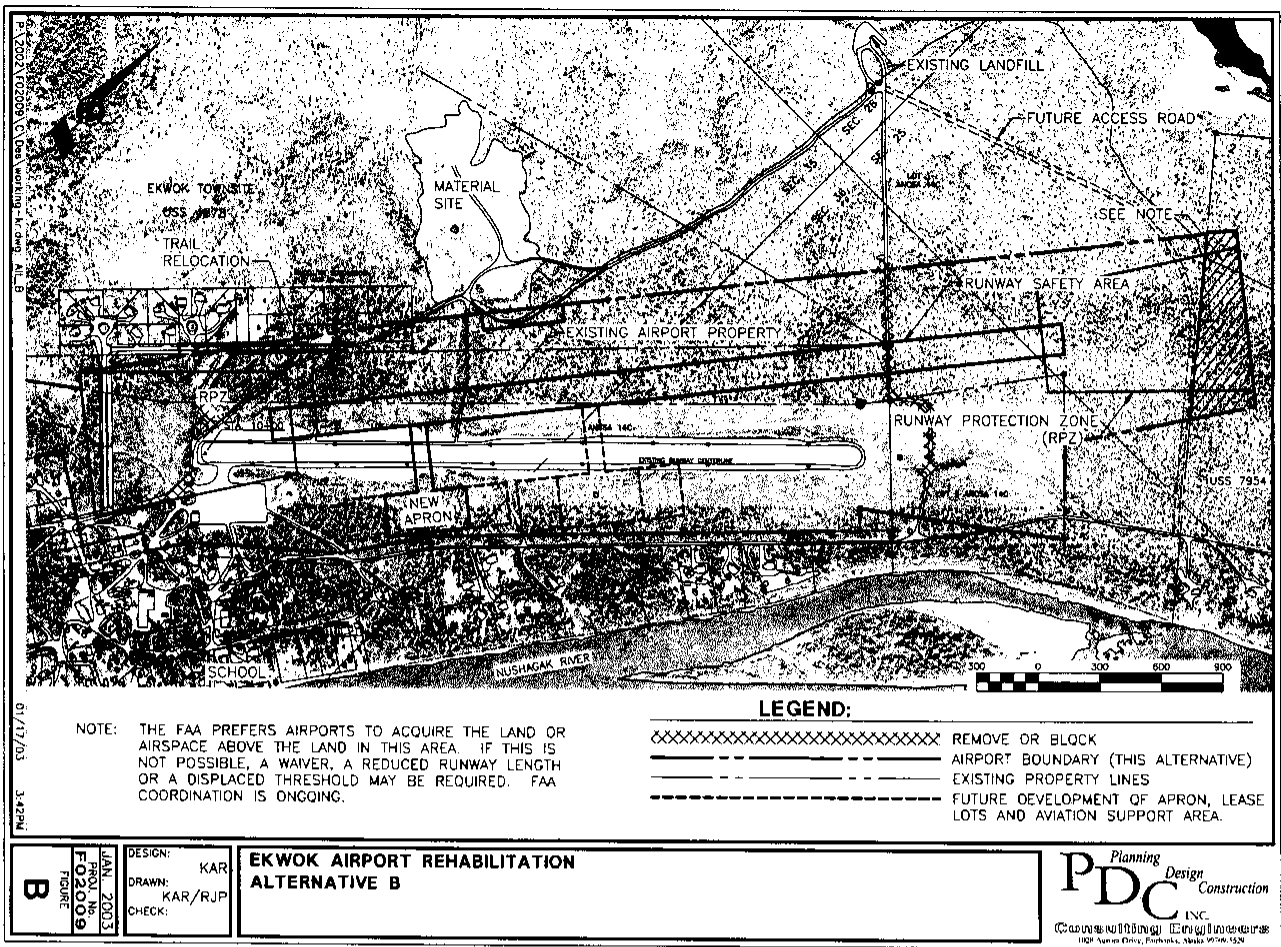
PDC, Inc., Consulting Engineers  
1028 Aurora Drive  
Fairbanks, Alaska 99709

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Anchorage, AK

**Ekwok Airport Improvements  
Project Schedule**

Tasks	2002						2003					
	Jan	Mar	May	Jul	Sep	Nov	Jan	Mar	May	Jul	Sep	Nov
Public/Agency Scoping												
Prelim Engineering/Environmental												
Data Collection (Survey & Soils)												
Airport Layout & Property Plans												
Design												
Right-of-Way												
Construction (*May begin in fall of 2004 and extend through summer 2005)												
Public Meeting		*		*			*		*			
Newsletter		*		*			*		*			

**Ekwok Airport Rehabilitation - Project Newsletter**  
**Engineering Preferred Alternative Identified and Project Continues!**



Place  
Stamp  
Here

Thank you for taking a few minutes to let us know what you think about the engineering preferred alternative B for the Ekwok airport. If you know of any old dump sites within the proposed airport property boundary or in the area of the material site shown on the attached drawing, please let us know.

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PDC, Inc., Consulting Engineers  
 1028 Aurora Drive  
 Fairbanks, Alaska 99709

Place  
Stamp  
Here

Thank you for taking a few minutes to let us know what you think about the engineering preferred alternative B for the Ekwok airport. If you know of any old dump sites within the proposed airport property boundary or in the area of the material site shown on the attached drawing, please let us know.

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PDC, Inc., Consulting Engineers  
 1028 Aurora Drive  
 Fairbanks, Alaska 99709

AIRPORT IMPROVEMENTS  
EKWOK RESIDENTS/PROPERTY OWNER MAILING LIST

used for News Release #2 PAGE 1 OF 2

Last	First	Bizname	Mail Address	City	ST	Zip	Phone	Fax	Email	Remarks	Column1
AKELKOK SR	Luki & Pauline	LAND P ENTERPRISES	PO BOX 42	Ekwok	AK	99580					
Brown	Rickie	City of Ekwok		Ekwok	AK	99580	464-3311	464-3328	city@ekwok.ak.gov	City Clerk	ysp@ecan@aol.com
King	Richard & Lorraine	TROPHICS ONLY	PO BOX 361	Ekwok	AK	99580					
Nelson	Mayor Ernie	City of Ekwok		Ekwok	AK	99580	464-3311	464-3328	city@ekwok.ak.gov		
Nelson	Ernie	Ekwok Bulk Fuel		Ekwok	AK	99580			ekwokbulkfuel@aol.com		
NELSON SR HERMAN		Country Time Store		Ekwok	AK	99580	464-3335				
Olson	Cindy	Ekwok Village Council	PO Box 70	Ekwok	AK	99580	464-3336	464-3370	Ctdolson105@aol.com	Village Administrator	
The Acovak Family			PO Box 12	Ekwok	AK	99580-0012					
The Acovak Family			PO Box 43	Ekwok	AK	99580-0043					
The Acovak Family			PO Box 69	Ekwok	AK	99580-0069					
The Akelkoi Family			PO Box 42	Ekwok	AK	99580-0042					
The Akelkoi Family			PO Box 78	Ekwok	AK	99580-0078					
The Brandon Family			PO Box 50	Ekwok	AK	99580-0050					
The Brown Family			PO Box 29	Ekwok	AK	99580-0029					
The Brown Family			PO Box 68	Ekwok	AK	99580-0068					
The Chiklak Family			PO Box 61	Ekwok	AK	99580-0061					
The Hurley Family		HURLEY'S LODGE	PO Box 26	Ekwok	AK	99580-0026					
The Hurley Family			PO Box 30	Ekwok	AK	99580-0030					
The Hurley Jr Family			PO Box 54	Ekwok	AK	99580-0054					
The Johnson Family			PO Box 32	Ekwok	AK	99580-0032					
The Johnson Family			PO Box 58	Ekwok	AK	99580-0058					
The Kavaish Family			PO Box 23	Ekwok	AK	99580-0023					
The Kawagila Family			PO Box 46	Ekwok	AK	99580-0046					
The Kazimowicz Family			PO Box 9	Ekwok	AK	99580-0009					
The King Family			PO Box 35	Ekwok	AK	99580-0035					
The King Family			PO Box 76	Ekwok	AK	99580-0076					
The Lee Family			PO Box 55	Ekwok	AK	99580-0055					
The Legg Family			General Delivery	Ekwok	AK	99580-9989					
The Macleod Family			PO Box 10	Ekwok	AK	99580-0010					
The Moore Family			PO Box 4	Ekwok	AK	99580-0004					
The Nelson Family			PO Box 1	Ekwok	AK	99580-0001					
The Nelson Family			PO Box 18	Ekwok	AK	99580-0018					

2/25/03, 8:54 AM

AIRPORT IMPROVEMENTS  
EKWOK RESIDENTS/PROPERTY OWNER MAILING LIST

PAGE 2 OF 2

Last	First	Bizname	Mail Address	City	ST	Zip	Phone	Fax	Email	Remarks	Column1
The Nelson Family			PO Box 22	Ekwok	AK	99580-0022					
The Nelson Family			PO Box 27	Ekwok	AK	99580-0027					
The Nelson Family			PO Box 33	Ekwok	AK	99580-0033					
The Nelson Family			PO Box 7	Ekwok	AK	99580-0007					
The Nelson Family			PO Box 73	Ekwok	AK	99580-0073					
The Nicklai Family			PO Box 24	Ekwok	AK	99580-0024					
The Nicklai Family			PO Box 75	Ekwok	AK	99580-0075					
The Nicki Family			PO Box 36	Ekwok	AK	99580-0036					
The Nicki Family			PO Box 57	Ekwok	AK	99580-0057					
The Nicki Jr Family			PO Box 38	Ekwok	AK	99580-0038					
Natic Lodge			PO Box 65	Ekwok	AK	99580-0065	464-3020				
The Pope Family			PO Box 44	Ekwok	AK	99580-0044					
The Rome Family			PO Box 63	Ekwok	AK	99580-0063					
The Sterner Family			PO Box 48	Ekwok	AK	99580-0048					
The Taylor Family			PO Box 2	Ekwok	AK	99580-0002					
The Togiak Family			PO Box 6	Ekwok	AK	99580-0006					
The Walcott Family			PO Box 14	Ekwok	AK	99580-0014					
The Walcott Family			PO Box 51	Ekwok	AK	99580-0051					
The Walcott Family			PO Box 71	Ekwok	AK	99580-0071					
The Walcott Family			PO Box 74	Ekwok	AK	99580-0074					
The Williams Family			PO Box 21	Ekwok	AK	99580-0021					
The Williams Family			PO Box 53	Ekwok	AK	99580-0053					
WASSILA	Nicklai	OH GAWUTE SPORTFISHING	PO BOX 75	Ekwok	AK	99580					
WILLIAM	David	WILLIAMS GUIDES AND KENNELS	PO BOX 53	Ekwok	AK	99580					
		Ekwok Natives, Limited	General Delivery	Ekwok	AK	99580	464-3317				
		WALCOTT ENTERPRISE	PO BOX 71	Ekwok	AK	99580					
		Diamond Lodge		Ekwok	AK	99580	464-3337				
		Ekwok School		Ekwok	AK	99580	464-3344	464-3318			

2/25/03, 8:54 AM



<b>Location</b>	Anchorage, AK	<b>Date</b>	August 14, 2002
<b>Attendees</b>	Don Baxter, ADOT&PF Brian Hanson, ADOT&PF Ron Gebhart, PDC Ken Risse, PDC	See Ekwok Meeting sign-in sheet for the community members in attendance	<b>PDC #</b> F02009 <b>State #</b> 55377 <b>Name</b> Ekwok Airport Rehabilitation <b>Minutes Prepared</b> August 16, 2002 by Ken Risse
<b>Subject</b>	Community Meeting		

## OVERVIEW

This meeting was held between members of the Ekwok Airport Rehabilitation project team and the community at Ekwok, Alaska. Project team members present were Don Baxter and Brian Hanson of the Alaska Department of Transportation and Public Facilities (ADOT&PF), Ron Gebhart and Ken Risse of PDC, Inc. Consulting Engineers. Members of the community are listed on the sign-in sheet.

The purpose of the meeting was to present the preliminary airport layout alternatives, and allow the community to voice their questions, comments, and/or concerns. Presentation materials used in the meeting included an aerial photo of Ekwok, full-size drawings of the design alternatives, extra copies of the newsletter showing the alternatives, and handouts of the meeting agenda and comment sheet. Stamped, addressed envelopes were provided for persons wishing to have more time to write out their comments and return them to PDC.

## MEETING NOTES

### Project and Staff Introductions

The city administrator, George Taylor, opened the meeting and turned it over to Don Baxter. He introduced the project and described the need for the project and its history to date. The current budget for the project is \$4.9 million.

Ken Risse listed the project team:

- PDC, Inc. – Design
- Harding ESE – Environmental Consultant
- McClintock Land Associates – Surveying
- Brooks and Associates – Public Involvement
- Dryden Instrumentation – Wind Data Collection

Ken presented the project's purpose and need and the facility requirements, as follows:

- The airport is the only reliable year-round transportation linking the community to the rest of the state. There are no roads connecting the community to any other settled area.
- The runway has lost most, if not all, of its surfacing material.
- Drainage is poor, and there are numerous times when the airport is unusable during spring breakup.

## Community Meeting Minutes

August 14, 2002

Page 2

- Currently without lighting, during the winter when daylight is at a minimum, airport operations are severely limited.
- The current and projected aircraft flying into Ekwok could be supported by a B-II airport classification, to meet the needs of the Navajo and Grand Caravan aircraft. The runway length of 3300 feet has been chosen as a minimum length to meet the needs of communities like Ekwok.

## Presentation of Alternatives

Ken presented the alternatives developed to meet the project's purpose and need, describing the advantages and disadvantages of each. All of the alternatives were designed for a B-II facility with a 3,300' runway length. All of the alternatives except A-1 were designed to provide for Non-Precision Instrument GPS approaches. For the purposes of estimating property requirements, it was assumed that the tree height in the vicinity could reach 35' above the runway elevation. Property limits were shown to provide for clearing of trees from the airspace.

### Alternative A – Extend Existing Alignment

#### Advantages:

- Reuse of existing area and nearly all of the embankment.
- Smallest footprint of the alternatives that support GPS approaches: 145 acres are shown within airport boundary of this alternative, including 79 acres of existing airport property.
- Existing orientation has been described by pilots as OK for winds, although there are crosswinds.
- Estimated to have the lowest cost of the alternatives that support GPS approaches.

#### Disadvantages:

- Apron on opposite side of most of the community; may encourage runway crossings, an unsafe activity.
- Property acquisitions for the boundary shown will affect about 21 properties.
- Drainage from the southwest end of the runway may require ditching back to the existing ditch system to the old borrow pit. No clear drainage pattern flowing toward the Nushagak River was apparent in the mapping. A new culvert would be required across the runway.
- Rerouting of the access roads to the existing landfill and to the properties on the north end of the airport would be necessary to provide the required airspace clearance.
- Possible airspace penetrations by power poles.

### Alternative A-1 – Limit Design to a Visual, Utility Runway

#### Advantages:

- Reuse of existing area and some of the embankment.
- Smallest footprint of the alternatives: 105 acres are shown within airport boundary of this alternative, including 79 acres of existing airport property.
- Runway tree-clearing width is reduced by about 125 feet on each side of the runway.
- Existing orientation has been described by pilots as OK for winds, although there are crosswinds.
- Estimated to have the lowest cost of all the build alternatives.
- Does not require the acquisition of property from the lots along the river.

Disadvantages:

- Does not support Non-Precision Instrument GPS approaches, which will limit pilots' ability to land at Ekwok.
- Not designed for planes larger than 12,500 lbs.
- The smaller airport property requirements will limit the opportunity to expand the airport in the future.
- The room for apron expansion is limited. With adjacent lease lots, apron expansion will require an additional taxiway.
- Drainage from the southwest end of the runway may require ditching back to the existing ditch system to the old borrow pit. No clear drainage pattern flowing toward the Nushagak River was apparent in the mapping. Again, a new culvert would be needed across the runway.

Alternative B – Move North and Rotate About 6° Counterclockwise

Advantages:

- Apron can be placed on the east side of the runway, convenient to most of the community.
- Allows GPS approaches.
- Airport property requirement is only slightly larger footprint than Alternative A: 155 acres total, including the 79 acres of existing airport property.
- Avoids property takes from the lots along the river.

Disadvantages:

- No reuse of existing runway or apron improvements.
- Requires property acquisition from about 15 properties.
- Requires potential lease lots to be placed adjacent to the apron, rather than the desired configuration of lease lots behind the apron. Future apron expansion will require a second taxiway.
- Estimated to have the highest cost of all alternatives.
- Likely to need a drainage culvert through the runway. Drainage from the apron area may be more difficult than other options.

Alternative C – Move North and Rotate as Required

Advantages:

- Although this requires the greatest land area (196 acres), it affects the smallest number of properties of all the build alternatives.
- Least disturbance of the existing trails surrounding Ekwok.
- The old runway could be reused for the new apron and/or access road.
- Most flexible in terms of orientation for optimization of wind coverage.
- Allows GPS approaches. Best able to support future upgrades to lower visibility minimums.
- Best alternative for drainage. No culvert would be required through the runway.

Disadvantages:

- Extends runway into a Native allotment and perhaps a blueberry-picking area. Right-of-Way acquisition may be more difficult.
- Estimated to have a higher construction cost than Alternatives A and A-1.

Alternative D – No-Build

Advantages:

- Least impact to the natural environment.

Disadvantages:

- Does not address the transportation needs of the people of Ekwok.

***What's Next / Schedule***

Harding ESE will be sending someone out to do the Phase I Site Assessment, where they will be walking the airport looking for contaminated sites. The geotechnical crew will be drilling and sampling to get soils information and looking for material sites. After an alignment is selected, the surveyors will be out to survey the proposed airport. Ken turned the meeting over to Don Baxter, who described the project schedule. In order to meet the project schedule of bidding in 2003, everything will have to fall into place. There is \$4.9 million programmed for the project. If we go over that amount, there is some risk of delay. The project may need to be rescored, if we go off of the original alignment or exceed the programmed amount.

***Question & Answer Discussion***

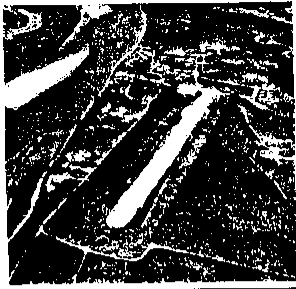
A question and answer discussion followed. The following topics were discussed:

- It appeared that the cost of half of the alternatives may overrun the budgeted amount. Will this cause the project to be dropped? The alternatives were estimated to be relatively equal in construction cost, within 20% from high to low. A review of all the alternatives followed.
- Ekwok Village Council is working on a road improvement plan and would like to see more coordination with the airport project. The plans they have may fit best with alternatives A and B that show a future road from the present landfill running past the north end of the runway.
- Jimmy Hurley spoke in favor of Alternative "C" was concerned that the distance to the landfill would increase as the present access road would be removed. It was noted that the city of Ekwok will be applying for a grant to study the landfill needs, including relocation to a new site.
- After much discussion of the community plans for roads and airports, Luki Akelkok spoke in favor of Alternative "C"
- After review of the alternatives a show of hands indicated that most of the people were in favor of Alternative C. Only one person voted otherwise, and voted for Alternatives A-1 and D.

***Meeting Closed***

At the end of the meeting, door prizes were drawn. Prizes included calling cards, a fish knife set, and a duffel bag. Full-size sets of the alternatives were left with the city office and with the Ekwok Village Council.





**EKWOK AIRPORT  
REHABILITATION  
STATE PROJECT NO. 55377**

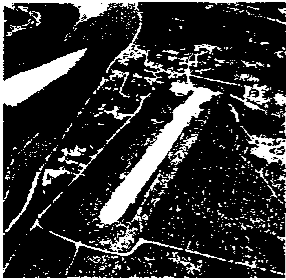
**PUBLIC MEETING  
AUGUST 14, 2002**

**Attendance Sheet**

Please sign in. Your attendance and comments are important to the development of this project. Thank you!

Name	Address	Phone Number
George Dyke	P.O. Box 2 Ekwok	464-3304
Ken Risse - PDC	1414 AUTUMN DR. FOLSOM AK	452-1414
Ron Gebhart	PDC Engineering	452-1414
Brian HANSON	ADOT	<del>552</del> - 269 - 0608
Justin Rhyllie Jr.	P.O. Box 42 <sup>Ekwok AK</sup> 99580	464-3317
Theresa Nelson	Box 7 Ekwok	464-3327
William H. Hargrave	P.O. Box 54	464-3384
Jimmy R. Hargrave	Box 26	464-3356
Sylvia Kazimirovich	Box 9	
Melina King	Box 76	464-3308
Nick James	Gen	464-3020
Richard Stermer	Box 48 Ekwok	464-3391
Kate Lease	Box 68 Ekwok	464-3020
RANDY OLSEN	Box 65 Ekwok	464-3020
Matrona Nickolai	Box 24 Ekwok	464-3343

for 8/14/02 mky



## EKWOK AIRPORT REHABILITATION Comments on Alternatives

We are seeking your input as part of the selection process for the alternatives under consideration. Please give us your comments, listing advantages and disadvantages you find with each alternative and any other information you would like us to be aware of. You can either submit your comments during the public meeting or mail them to PDC, Inc. (address provided on the back of this form).

Name \_\_\_\_\_ Phone \_\_\_\_\_  
Address \_\_\_\_\_

**A**

**Alternative A** (Figure A) extends the runway to the north along the existing alignment and moves the apron to the east side of the runway.

Comments: \_\_\_\_\_

**A-1**

**Alternative A-1** (Figure A-1) extends the runway to the north along the existing alignment and moves the apron approximately 500 feet northeast of the existing location.

Comments: \_\_\_\_\_

**B**

**Alternative B** (Figure B) moves the runway to the north and rotates the runway about 6 degrees counterclockwise, and moves the apron about 1,000 feet northeast of the existing location.

Comments: \_\_\_\_\_

**C**

**Alternative C** (Figure C) moves the runway to the north about 2,000 feet and moves the apron to the north end of the existing runway. The figure shows the runway rotated about 12 degrees counterclockwise; this orientation may change as more wind information is obtained.

Comments: \_\_\_\_\_

**D**

**Alternative D** (Figure D) is the No-Build Alternative; with this alternative, existing conditions will remain.

Comments: \_\_\_\_\_

**SUMMARY:** Which of the alternatives presented do you feel is the best for the community of Ekwok?

Comments: \_\_\_\_\_

**THANK YOU FOR YOUR INPUT!**

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon	Project Manager
PDC, Inc. Consulting Engineers	Phone: (907) 452-1414
1028 Aurora Drive	Fax: (907) 456-2707
Fairbanks, Alaska 99709	E-mail: RoyceConlon@fbx.pdceng.com

– Continued on Other Side –

\* Results of comment sheet provided @ Public mty 6/14/02

**EKWOK AIRPORT REHABILITATION**  
**Comments on Alternatives**

**A**

**Alternative A** (Figure A) extends the runway to the north along the existing alignment and moves the apron to the east side of the runway.

**Comments:**

Wouldn't gain anything and would still have problems.

**A-1**

**Alternative A-1** (Figure A-1) extends the runway to the north along the existing alignment and moves the apron approximately 500 feet northeast of the existing location.

**Comments:**

Same problems – wouldn't still have a reliable runway

**B**

**Alternative B** (Figure B) moves the runway to the north and rotates the runway about 6 degrees counterclockwise, and moves the apron about 1,000 feet northeast of the existing location.

**Comments:**

Same problems, not much drainage

**C**

**Alternative C** (Figure C) moves the runway to the north about 2,000 feet and moves the apron to the north end of the existing runway. The figure shows the runway rotated about 12 degrees counterclockwise; this orientation may change as more wind information is obtained.

**Comments:**

It would be best because it would have less problems, it would be able to drain easier.  
More better, better on drainage, can use GPS, use existing runway  
This seems to be the best way to build the new runway. This would create less problems with the drainage situation. It has drainage and not be affecting electricity poles. Whoever's Native Allotment there not using it any way, we need a better transportation.  
I like C because there will be less noise pollution, less chance of an airplane accident involving somebodies home and better drainage in spring time.  
I would like Alternative C because of the higher ground and would be safer.  
I like C because for safty reasons. It puts the airport furture out of town.

**D**

**Alternative D** (Figure D) is the No-Build Alternative; with this alternative, existing conditions will remain.

**Comments:**

Why even think of this. Wa would just have problems always

**SUMMARY:** Which of the alternatives presented do you feel is the best for the community of Ekwok?

**Comments:**

Alternative C  
Alternative C  
Alternative C because it is better. All of our requirements including drainage. Use of existing runway.

## EKWOK AIRPORT IMPROVEMENTS

COMMUNITY  
MEETING→  
Weather Permitting

### →EKWOK

Wednesday,  
August 14, 2002  
12:00 to 1:30 PM  
Ekwok City Hall  
Ekwok, Alaska

Persons with a hearing impairment  
can contact the Department at our  
Telephone Device for the Deaf  
(TDD) number 269-0473. We are  
able to offer, upon request,  
reasonable accommodations for  
special needs related to other  
disabilities.



### NOTICE OF MEETING

The Alaska Department of Transportation and Public Facilities (ADOT&PF) is currently in the process of completing preliminary engineering and environmental studies for airport improvements in the Bristol Bay Region community of Ekwok. Several alternatives are now available for public review and comment.

The project in Ekwok includes upgrading the airport facilities to current FAA standards and expanding the runway to 75' x 3300 plus the appropriate runway safety areas. This project will also relocate aircraft parking apron to provide required offset from the runway, clear airspace obstructions, improve drainage and resurface the runway.

Several alternatives are under consideration:

- Alternative A is along the same alignment as the existing runway, shifting to the north about 300 feet.
- Alternative A-1 was developed to reduce right of way requirements and would be limited to small aircraft (less than 12,500 lbs) with a visual approach.
- Alternative B shifts the runway alignment approximately 6 degrees counterclockwise from the existing alignment.
- Alternative C shifts the alignment counterclockwise and also shifts the runway north to avoid platted residential lots.
- Alternative D is the No-build Alternative. This alternative leaves the existing airport as it currently exists.

A meeting is scheduled for Wednesday, August 14<sup>th</sup> to discuss the alternatives. ADOT&PF is encouraging all interested parties to attend the meeting in Ekwok. If you are unable to attend the meeting, public comments and recommendations are requested. Please send your comments to the following address by August 28, 2002.

Royce L. Conlon, PE, Project Manager  
PDC, Inc. Consulting Engineers  
1028 Aurora Drive  
Fairbanks, AK 99709  
Phone: 452-1414; Fax: 456-2707  
E-mail: [RoyceConlon@pdceng.com](mailto:RoyceConlon@pdceng.com)

If you have any questions or wish to be included on the project mail list to obtain information as it is developed, please phone Don Baxter, PE, ADOT&PF Project Manager, at 269-0610 or E-mail him at [Don\\_Baxter@dot.state.ak.us](mailto:Don_Baxter@dot.state.ak.us).

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dba THE ARCTIC SOUNDER,

THE CORDOVA TIMES,  
THE DUTCH HARBOR FISHERMAN,  
THE SEWARD PHOENIX LOG,  
THE TUNDRA DRUMS,  
THE VALDEZ VANGUARD  
THE ALASKA SHOPPER,  
THE ANCHORAGE CHRONICLE

AO/PO#  
AIO# 35646  
INVOICE#BBT89321-001

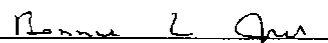
DEPT OF TRANSPORTATION  
BROOKS & ASSOC  
1704 BANNISTER RD.  
ANCHORAGE, AK 99508

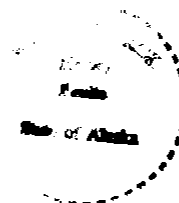
## AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA, STATE OF ALASKA, THIRD DIVISION.  
BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC THIS DAY  
PERSONALLY APPEARED AGNES L. JAMES WHO, BEING FIRST DULY  
SWORN, ACCORDING TO LAW, SAYS THAT SHE IS THE BILLING CLERK OF  
THE BRISTOL BAY TIMES PUBLISHED AT ANCHORAGE IN SAID DIVISION  
THREE AND STATE OF ALASKA AND THAT THE ADVERTISEMENT, OF  
WHICH THE ANNEXED IS A TRUE COPY, WAS PUBLISHED IN SAID  
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AND THAT THE RATE CHARGED THEREON IS NOT IN EXCESS OF THE RATE  
CHARGED TO PRIVATE INDIVIDUALS.

  
AGNES L. JAMES  
BILLING CLERK, ALASKA NEWSPAPERS

SWORN TO ME BEFORE ON 8/21/02

  
BONNIE L. JACK  
MY COMMISSION EXPIRES ON 08/15/03



NEWSLETTER No. 2  
July 2002

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Aviation Administration (FAA) have initiated a project to improve the Ekwok Airport. Below are preliminary alternatives that we want to share with you.

*Public Meeting to Discuss Alternatives—August 14<sup>th</sup>, see inside for details*

**Alternative A** — This alternative is essentially along the same alignment as the existing airport, shifting to the north about 300 feet. The runway would be lengthened to 3,300 feet. The apron area would be moved to the opposite side of the runway to provide the required separation distances. An area of lease lots would be provided behind the new apron. Drainage would be improved. Medium intensity runway lights would be installed. To protect airspace, new access would be required to the landfill as well as realignment of the existing road to the property on the north end of the airport. Property would be acquired for clearing trees from the airspace.

**Alternative A-1** — This alternative was developed to reduce the right of way requirements and would exclusively serve small aircraft (less than 12,500 lbs) with a visual approach. The apron and adjacent lease lot areas would be relocated beside the existing apron. Property would be acquired for the runway extension and tree clearing from the airspace. This alternative is the least costly, but does not provide for large aircraft or instrument approaches.

**Alternative B** – Alternative B would shift the runway alignment approximately 6 degrees counterclockwise from the existing alignment. The runway would be lengthened to 3,300 feet. The apron with adjacent lease lot area would be located on the east side of the runway on the existing airport property. Drainage would be improved and medium intensity runway lights installed. Property would be acquired for the new runway and for clearing trees from the airspace. The access road to the landfill will have to be relocated to meet the airspace clearance requirements.

**Alternative C** – This alternative shifts the runway north to avoid platted residential lots. The runway orientation shown is approximately 12 degrees counterclockwise from the existing runway, but the final orientation will be adjusted as more wind information is acquired. The runway would be lengthened to 3,300 feet. The apron area would be on the east side of the runway, with lease lots behind the apron. Access to the

landfill from the south end of the existing runway would remain. Drainage would be provided and medium intensity runway lights installed. Property would be acquired for the new runway, taxiway and for clearing trees from the airspace.

**Alternative D** – Alternative D is the No-build Alternative. This alternative leaves the existing airport as it currently exists: 2750' x 75', little to no surface course, insufficient separation between runway and apron area, and inadequate drainage.

**What do YOU think? We need to hear from YOU!**

The project team has presented four alternatives in this newsletter. Which of the alternatives is most reasonable? Which provides the best transportation alternative for Elkow? We want to hear from you so please give us a call, attend the meeting in August or send a note to PDC, Inc. (address below). If you live or own a business in Elkow or if you operate aircraft in or out of Elkow Airport please plan on attending our August 2002 public meeting. If you cannot attend, let us hear from you by phone, mail, email or fax.

### What happens next?

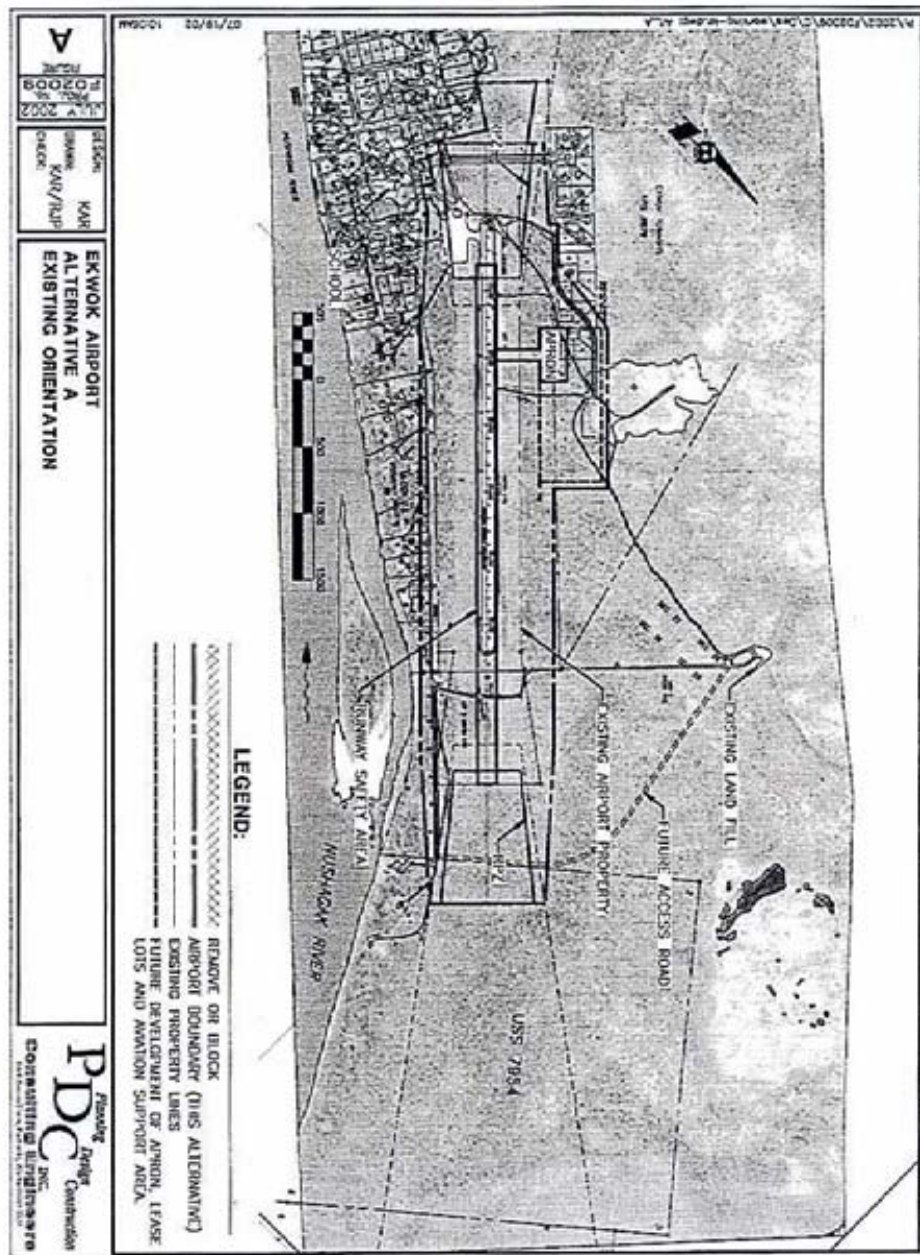
Alternatives will be evaluated and an Environmental Assessment (EA) prepared. Following publication of the EA, a Public Hearing will be held to present the findings. Once the environmental phase is completed, detailed design of the recommended alternative will begin. We hope to complete the project within the schedule shown on the back of this newsletter.

### Contact information

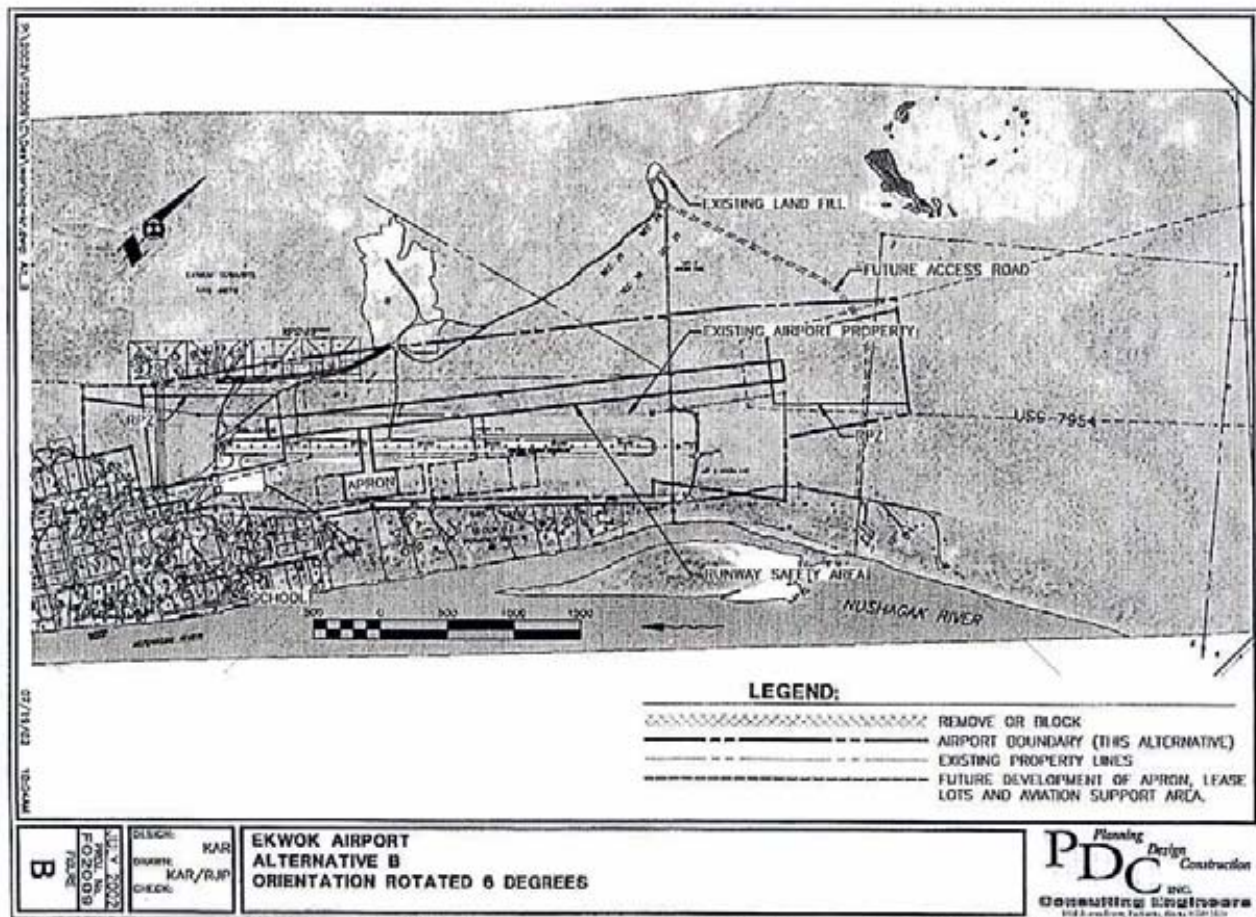
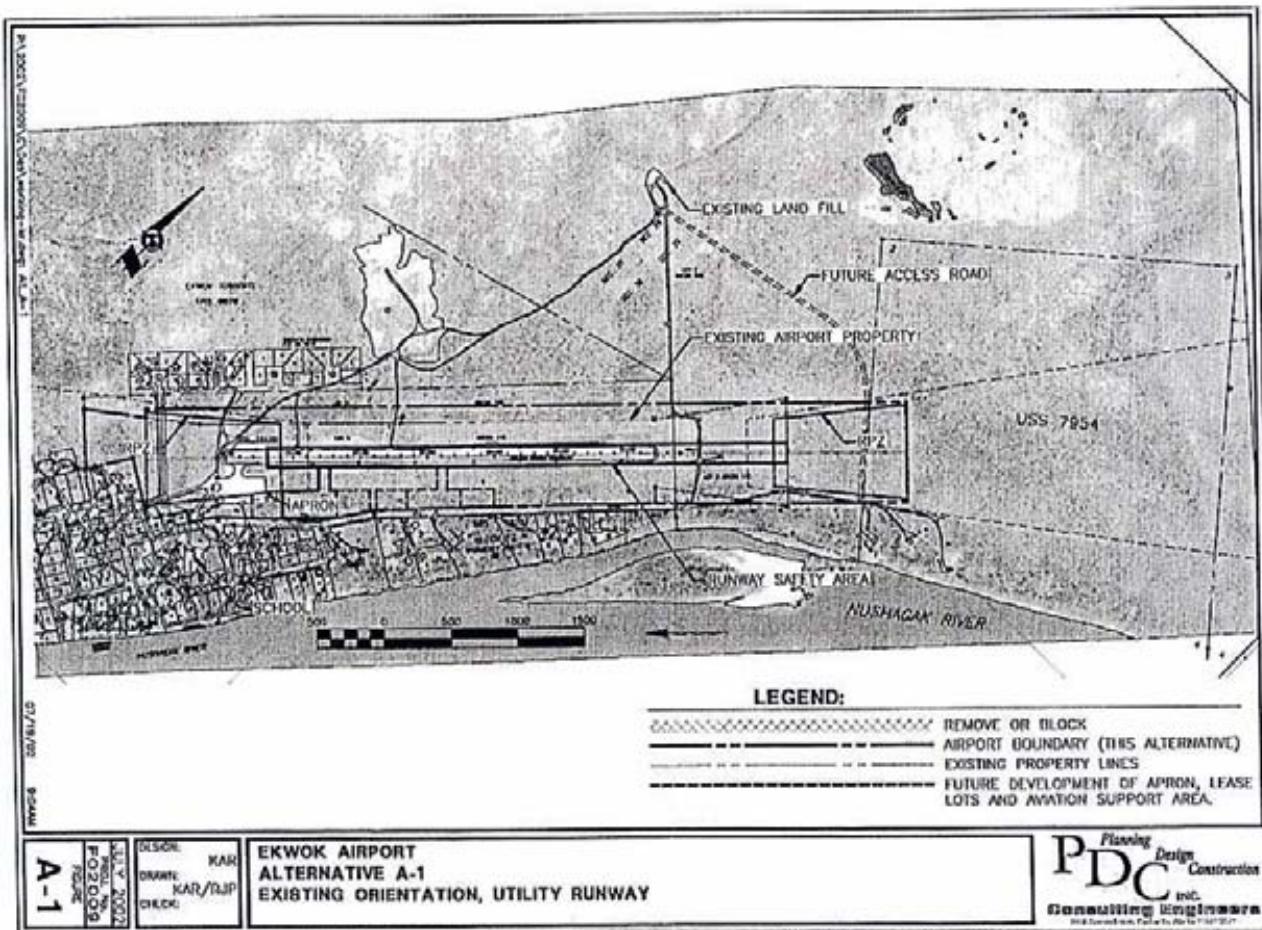
**PDC Inc., Consulting Engineers**  
Attn: Royce Conlon, P.E.  
1028 Aurora Drive  
Fairbanks, AK 99709  
☎Phone: (907) 452-1414  
☎Fax: (907) 456-2707  
✉Email: [royceconlon@pdc-engineers.com](mailto:royceconlon@pdc-engineers.com)

## ADOT&amp;PF

Don Baxter, P.E.  
4111 Aviation Drive Anchorage, AK 99519  
Phone: (907) 269-0610  
RFax: (907) 269-0620  
EEmail: don\_baxter@dot.state.ak.us











**August 14, 2002 • 11:30 to  
1:30 p.m.**

A presentation will be given at  
12 p.m. at the Ekwok City Hall  
We will have door prizes and  
refreshments!

Post this page as a reminder!

PDC, Inc., Consulting Engineers  
1028 Aurora Drive  
Fairbanks, Alaska 99709

|||||  
Bristol Bay Native Corporation  
Attn: Chester Murphy  
PO Box 100220  
Anchorage, AK 99510

**Ekwok Airport  
Improvements →  
Project Newsletter  
Preliminary  
Alternatives  
INSIDE for your  
review and  
comment!**

***Come to the meeting!***

**August 14, 2002 • 11:30 to 1:30 p.m.**

A presentation will be given at  
12 p.m. at the Ekwok City Hall  
We will have door prizes and refreshments!

**Ekwok Airport Improvements  
Project Schedule**

Tasks	2002						2003				
	Jan	Mar	May	Jul	Sep	Nov	Jan	Mar	May	Jul	Nov
Public/Agency Scoping											
Prelim Engineering/Environmental											
Data Collection (Survey & Soils)											
Airport Layout & Property Plans											
Design											
Right-of-Way											
Construction (*May extend into second season)											→
Public Meeting		*			*						*
Newsletter		*			*						*



## EKWOK RESIDENTS/PROPERTY OWNER MAILING LIST

AKELKOK SR	Luki & Pauline	LAND F	ENTERPRISES	PO BOX 42	Ekwok	AK	99580			
Brown	Robbie		City of Ekwok		Ekwok	AK	99580	464-3311	464-3328	cityewok@aol.com
King	Richard & Lorraine		TROPHIES ONLY	PO BOX 351	Ekwok	AK	99580			
Nelson	Mayor Ernie		City of Ekwok		Ekwok	AK	99580	464-3311	464-3328	cityewok@aol.com
Nelson	Ernie		Ekwok Bulk Fuel		Ekwok	AK	99580	464-3333		ekwokbulkfuel@aol.com
NELSON SR HERMAN			Country Time Store		Ekwok	AK	99580	464-3335		
Olson	Cindy		Ekwok Village Council	PO Box 70	Ekwok	AK	99580	464-3336	464-3378	Cdolson105@aol.com
The Acovak Family				PO Box 12	Ekwok	AK	99580-0012			
The Acovak Family				PO Box 43	Ekwok	AK	99580-0043			
The Acovak Family				PO Box 69	Ekwok	AK	99580-0069			
The Akelkok Family				PO Box 42	Ekwok	AK	99580-0042			
The Akelkok Family				PO Box 78	Ekwok	AK	99580-0078			
The Brandon Family				PO Box 50	Ekwok	AK	99580-0050			
The Brown Family				PO Box 29	Ekwok	AK	99580-0029			
The Brown Family				PO Box 68	Ekwok	AK	99580-0068			
The Chikak Family				PO Box 61	Ekwok	AK	99580-0061			
The Hurley Family			HURLEY'S LODGE	PO Box 26	Ekwok	AK	99580-0026			
The Hurley Family				PO Box 30	Ekwok	AK	99580-0030			
The Hurley Jr Family				PO Box 54	Ekwok	AK	99580-0054			
The Johnson Family				PO Box 32	Ekwok	AK	99580-0032			
The Johnson Family				PO Box 56	Ekwok	AK	99580-0056			
The Karasti Family				PO Box 23	Ekwok	AK	99580-0023			
The Kawagie Family				PO Box 46	Ekwok	AK	99580-0046			
The Kazimirovich Family				PO Box 8	Ekwok	AK	99580-0008			
The King Family				PO Box 35	Ekwok	AK	99580-0035			
The King Family				PO Box 76	Ekwok	AK	99580-0076			
The Lee Family				PO Box 55	Ekwok	AK	99580-0055			

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## EKWOK RESIDENTS/PROPERTY OWNER MAILING LIST

The Legg Family				General Delivery	Ekwok	AK	99580-9999			
The Macleod Family				PO Box 10	Ekwok	AK	99580-0010			
The Moore Family				PO Box 4	Ekwok	AK	99580-0004			
The Nelson Family				PO Box 1	Ekwok	AK	99580-0001			
The Nelson Family				PO Box 18	Ekwok	AK	99580-0018			
The Nelson Family				PO Box 22	Ekwok	AK	99580-0022			
The Nelson Family				PO Box 27	Ekwok	AK	99580-0027			
The Nelson Family				PO Box 33	Ekwok	AK	99580-0033			
The Nelson Family				PO Box 7	Ekwok	AK	99580-0007			
The Nelson Family				PO Box 73	Ekwok	AK	99580-0073			
The Nikolai Family				PO Box 24	Ekwok	AK	99580-0024			
The Nikolai Family				PO Box 75	Ekwok	AK	99580-0075			
The Nicolli Family				PO Box 36	Ekwok	AK	99580-0036			
The Nicolli Family				PO Box 67	Ekwok	AK	99580-0067			
The Nicolli Jr Family				PO Box 38	Ekwok	AK	99580-0038			
The Olson Family				PO Box 65	Ekwok	AK	99580-0065			
The Pope Family				PO Box 44	Ekwok	AK	99580-0044			
The Romie Family				PO Box 63	Ekwok	AK	99580-0063			
The Sterner Family				PO Box 48	Ekwok	AK	99580-0048			
The Taylor Family				PO Box 2	Ekwok	AK	99580-0002			
The Toglak Family				PO Box 6	Ekwok	AK	99580-0006			
The Walcott Family				PO Box 14	Ekwok	AK	99580-0014			
The Walcott Family				PO Box 51	Ekwok	AK	99580-0051			
The Walcott Family				PO Box 71	Ekwok	AK	99580-0071			
The Walcott Family				PO Box 74	Ekwok	AK	99580-0074			
The Williams Family				PO Box 21	Ekwok	AK	99580-0021			
The Williams Family				PO Box 53	Ekwok	AK	99580-0053			

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WASSILIA	Nickolai	SPORTSMAN'S WILDLIFE GUIDES AND KENNELS EKWOK NAIVES, Limited PETER AND JULY WALCOTT	PO BOX 75	Ekwok	AK	99580		
WILLIAM	David		PO BOX 53	Ekwok	AK	99580		
			General Delivery	Ekwok	AK	99580	464-3317	
			PO BOX 71	Ekwok	AK	99580		
		Diamond Lodge		Ekwok	AK	99580	464-3337	
		Ekwok School		Ekwok	AK	99580	464-3344	464-3318
NEASE	Kathie		Box 65	Ekwok	AK	99580	464-3320	

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AGENCY / STAKEHOLDER MAILING LIST *used for Newsletter 1 + 2*

Organization	Contact	Mail Address	City	ST	Zip
A Ball Air		PO Box 745	Dillingham	AK	99576
ADFC	Mr. Alan Wren	POB 571064	Wasilla	AK	99687
ADEC/Village Safe Water	Lynn Marino	555 Cordova Street	Anchorage	AK	99501
ADF&G	Lance Trasky	333 Raspberry Road	Anchorage	AK	99518
ADF&G/Habitat & Restoration Division	Wayne C. Doelzal	333 Raspberry Road	Anchorage	AK	99518-1599
ADGC/Southcentral	Ms. Maureen McCrea	550 w 7th Avenue, Suite 1660	Anchorage	AK	99501
ADNR/Div of Mining, Land & Water		550 West 7th Avenue	Anchorage	AK	99501-3565
ADNR/State Historic Preservation Office	Judith Billner	550 W. 7th Avenue, Suite 1310	Anchorage	AK	99501-3565
ADOT&PF	Mary Leykom	POB 196900	Anchorage	AK	99519-6900
ADOT&PF	Miriam Tanaka	POB 196900	Anchorage	AK	99519-6900
Air Cargo Express		PO Box 251	Dillingham	AK	99576
Alaska Cargo Services		PO Box 251	Dillingham	AK	99576
Alaska Central Express Inc		3551 Postmark Drive	Anchorage	AK	99502
Alaska Island Air, Inc.		PO Box 195	Togiak	AK	99678
Arctic Circle Air Service		4111 Float Plane Drive	Anchorage	AK	99502
Bay Air		PO Box 714	Dillingham	AK	99576
Bristol Bay Air Services Inc		PO Box 1135	Dillingham	AK	99576
Bristol Bay CRSA	Mr. Andrew DeValpine	PO Box 849	Dillingham	AK	99576
Bristol Bay Economic Development Corporation		PO Box 1464	Dillingham	AK	99576
Bristol Bay Native Corporation	Paul Roehl	800 Cordova St	Anchorage	AK	99501
Bristol Bay Native Corporation	Chester Murphy	PO Box 100220	Anchorage	AK	99510
Bristol Bay Native Corporation	Tom Hawkins	PO Box 100220	Anchorage	AK	99510
Bristol Bay Native Corporation		PO Box 310	Dillingham	AK	99576
Brooks & Associates	M. Anne Brooks	1704 Bannister Road	Anchorage	AK	99508
City of Ekwok	Mayor Ernie Nelson	PO Box 49	Ekwok	AK	99580

2/25/03, 8:47 AM

## AIRPORT IMPROVEMENTS

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## AGENCY / STAKEHOLDER MAILING LIST

Organization	Contact	Mail Address	City	ST	Zip
Ekwok Natives, Ltd.	Mr. Luki Akelkok	General Delivery	Ekwok	AK	99580
Ekwok Village Council	Ms. Carol Nicol	PO Box 70	Ekwok	AK	99580
Grant Aviation Inc		PO Box 930	Dillingham	AK	99576
Harding ESE	Donna Robertson	601 E. 57th Place	Anchorage	AK	99518-1305
Larry's Flying Service Inc		3922 University Ave. S.	Fairbanks	AK	99709
Lynden Air Cargo		6441 South Airport Pl	Anchorage	AK	99502
Mulchatna Air		PO Box 990	Dillingham	AK	99576
National Marine Fisheries Service	Ms. Jeanne Hanson	222 West 7th Avenue #43	Anchorage	AK	99513-7577
Northern Air Cargo		PO Box 251	Dillingham	AK	99576
Pen Air	Danny Seybert	6100 Boeing Avenue	Anchorage	AK	99502
Representative Mary Kapsner		State Capitol Room 424	Juneau	AK	99801-1182
Senator Lyman Hoffman	Roger McKowan	716 W 4th Ste 240B	Anchorage	AK	99501-2133
Shannon's Flying Service		PO Box 393	Dillingham	AK	99576
Starlite Inc		PO Box 824	Dillingham	AK	99576
Tikchik Airventures		PO Box 393	Dillingham	AK	99576
Tucker Aviation		PO Box 1109	Dillingham	AK	99576
U.S. Environmental Protection Agency	Mr. Ted Rockwell	222 W. 7th Ave., #19	Anchorage	AK	99513-7588
U.S. Fish & Wildlife Service	Annie Rappoport	604 W. 4th Avenue, Room G-61	Anchorage	AK	99501
US Army Engineer District, Alaska	Mr. Harlan Legare	PO Box 6898	Elmendorf AFB	AK	99506-6898
US Army Engineer District, Alaska	Mr. Hank Baij	PO Box 6898	Elmendorf AFB	AK	99506-6898
US Department of Agriculture, Wildlife Services	Mr. Corey Rossi	1800 Glenn Highway, Suite 12	Palmer	AK	99645-6736
USCG/Office of Aids to Navigation	Jim Helfinstine	PO Box 25517	Juneau	AK	99802-5517
Western Alaska Ecological Services, U.S. Fish & Wildlife Service	Gary Wheeler	411 W. 4th Avenue, Suite 2B	Anchorage	AK	99501
Wood-Tikchik State Park	Ranger Dan Hourihan	550 w. 7th Avenue, Suite 1390	Anchorage	AK	99501-3565
Wood-Tikchik State Park	Wood-Tikchik State Park	PO Box 3022	Dillingham	AK	99576
Yule Air Alaska		PO Box 890	Dillingham	AK	99576

2/25/03, 8:47 AM

<b>Project:</b>	Ekwok Airport Rehabilitation	<b>TRIP REPORT</b>
<b>PDC Project No:</b>	F02009	<b>Report Date:</b> March 14, 2002
<b>State Project No:</b>	55377	<b>Trip Date:</b> March 12, 2002
<b>Federal Project No:</b>	TBD	
<b>Inspector:</b>	Ken Risse	<b>Report No.:</b> 1

## 1.0 INTRODUCTION

On March 11<sup>th</sup>, the project team embarked on trip to perform site inspections and conduct the public meetings at the rural airports of Ekwok, Aleknagik and Manokotak. This is the trip report for Ekwok. The project team consisted of:

Name	Organization	Project Responsibility
Don Baxter	ADOT&PF	Project Manager
Royce Conlon	PDC, Inc. Consulting Engineers	Project Manager
Ken Risse	PDC, Inc. Consulting Engineers	Planning/Engineering
Anne Brooks	Brooks and Associates	Public Involvement
James Dryden	Dryden Instrumentation	Wind Data Collection

The project team departed from Dillingham from Anchorage on March 11, 2002, at 5:15 pm on PenAir Flight 4265. We arrived in Dillingham at approximately 6:45 pm and spent the night there. On March 12 we left Dillingham in a chartered PenAir Piper Cherokee Six Saratoga. We arrived in Ekwok around 9:00 am. Residents met us with several snowmachines and helped us haul our materials to the City Office. We set up the presentation boards and discussed the project with some of the residents. Royce, Ken, and Don walked the runway and apron areas inspecting the site, while Anne stayed in the office to set up for the community meeting. James looked for possible sites to install wind collection instrumentation. The project team reassembled around 11:30 am to consider alternatives to be shown at the meeting, based on the observations of the site and discussions with residents. The meeting was held from 12:00 pm to about 1:30 pm. Meeting minutes are included in this report. Following the meeting, the project team returned to the airport. By 2:00 pm we were bound for Aleknagik Airport.

## 2.0 SITE INSPECTION - EKWOK

The runway and apron had been plowed. The snow had been dozed away from the runway, piled up 8-10 feet high along the edge of the runway just outside the lights (the snow was bermmed on the runway safety area) and 10-15 feet high around the apron. According to the residents, the snowfall this year was average or above average. The deep snow hampered an extensive site investigation. The primary issues with the existing runway were drainage related, but ditches and culverts could not be found at this time.

### 2.1 Airport Surface, Subgrade, and Drainage

- Even with the snow conditions, there was evidence of runway drainage problems; the entire runway seems to be lower than the base of the piles of snow on either side. Some melting had

occurred and the ice from that melting was at the same level as the runway shoulders. The embankment appears to be shallow, but it was difficult to get a good estimate of the embankment depth because of the deep snow. Hence, it appears that when the snow melts, it has nowhere to run except onto the runway operational surfaces, saturating it. Since lateral drainage is also not possible due to the frozen subgrade, the surface becomes soft. To worsen the problem, the runway profile has a dip near the middle, so the water all runs to this low spot.

- The runway is sloped to a drainage ditch that carries the water off to a former gravel pit. At the gravel pit we noted that a building had been constructed to the north of the pits that did not show on the aerial photo. It was reported that the culvert in the middle of the runway does not drain and that the drainage ditch does not drain well until later in the year.
- The runway surfacing appears to be thin or non-existent, larger rocks 4-5" could be seen at the surface near the north end.

### 2.2 Airport Lighting and Navigation Aides

- The wind cone on the north end of the runway needs to be replaced. The wind cone on the south end looks OK, but the segmented circle was completely buried in snow and could not be seen.
- One of the luminescent reflectors of the Passive Approach Slope Indicator was buried in snow, making it useless. The luminescent reflectors along the runway edge were exposed; many had bent supports and were leaning or tipped. Pilots reported that they work OK for planes with lights on the wings that aim out that far (such as the Caravan), but they don't light up much for many of the small planes that have only a single light aimed at the center of the runway.
- There is no runway or taxiway lighting.
- The runway threshold marker panels are in poor shape; the large threshold cones appear to be much newer.

### 2.3 Airport Facilities

- The two-bay SREB appeared to be in good condition. We did not enter the building. Only one of the overhead doors is being used at this time, indicating that either only one piece of snow removal equipment exists or only one is being used.
- There was a single engine aircraft parked on the apron.

### 2.4 Airport Access

- All access roads to the airport were covered with snow; it was difficult to determine the condition or adequacy of the access roads. Snowmachine was the only mode of ground transportation seen during the site visit.
- From the location of other community roads/trails, it appears that a fair amount of traffic cuts across the apron.

## 2.5 Landfill

- The city landfill is located about 2,000' west of the north end of the runway. We did not travel to the landfill but could see it from the air on our approach and departure.

## 2.6 Wildlife

- Along the runway there was sign of moose, but no moose were seen on this visit. Ptarmigan were seen off to one side of the runway during the site inspection.

### Considerations for Design Based on Field Inspection:

The airport seems like it could benefit from a raised profile and/or wide/deep ditches to provide an area for adequate snow storage. A dozer that could be used to push the snow further back off the runway may also help.

Consider a profile change that would not pond the water in the middle, i.e., provide slope from one end to the other or from the middle to both ends.

Review the drainage ditch to the pit. It doesn't appear to be sloped to drain and may need to be recut.

## 3.0 PUBLIC MEETING MINUTES

Attendees: See Attached Sign-In Sheet

The public meeting was conducted to gather public input about the proposed airport improvement project. Thirty-four people attended, plus the five project personnel. Graphics used for presentation included a laminated aerial photo (scale: 1"=200') with two airport layout transparencies to overlay onto the photo; a USGS enlargement with an airspace overlay; and a project process flow chart display. The airport layout transparencies depicted the following airport configurations:

- 75' x 3,300' runway with runway safety areas to meet the B-II Airport Reference Code (ARC). The layout depicted a Non-Precision Approach (not lower than ¼ mile) at one end and a visual approach at the other; airport edge and end lights would be included. A separate overlay showed an aircraft-parking apron with taxiway that provided a 400' offset from the runway centerline. This detached overlay was moved to various locations around the runway in order to identify the most practical apron location. The runway, apron offset, and lighting would provide the minimum facilities required to allow FAA to establish an approach for landings and/or departures in the dark or with inclement weather (i.e., Global Positioning System (GPS) approach).
- 4,000' long runway with all the same features as noted above.

Handouts included an abbreviated agenda, community questionnaire, door prize tickets, and door prizes. Door prizes were purchased locally and food was provided by PDC as an incentive to boost public attendance.

Don Baxter began the meeting by briefly introducing the project and turned the project over to Royce Conlon, the consultant Project Manager. Royce explained the project development process. She

welcomed all those present and summarized the goal of the project and the purpose of the meeting. She explained that prior to planning the airport improvements, it was important to plan for existing and future aircraft, the community's needs, airline service plans, and other factors.

Royce then introduced the process for developing project alternatives by use of overlays and airspace graphics. She discussed the State's interest in providing a minimum 3,300' runway in small communities and referenced the illustration of the runway and RPZ of a typical 3,300' runway. The runway and RPZ for Ekwok, Royce noted, covers some of the existing housing area and may possibly need to be skewed to avoid them.

Royce then added that a second project newsletter would be mailed to the community summarizing the findings of the engineering/environmental scoping process, specifically, presenting the alternatives and preferred alternative for specific input from the community. She discussed right-of-way requirements and the construction schedule, emphasizing that the community should see project completion by the end of the 2004 construction season.

Public input or concerns were as follows:

- The residents asked who would be coming in the spring. Royce said that it would be Ken Risse, biologists from Harding Lawson Associates, and an environmental person from PDC.

One individual wanted the team to come out when the runway was ponded, noting that this was a common April/May occurrence, and indicated on the map the area where this happened.

- There was considerable discussion of the Runway Protection Zone (RPZ) and the need for it to be clear of any dwellings (areas of public gathering). Currently several houses are within the zone.

One question asked was whether the project would meet the new guidelines or abide by the old. To use FAA funding, the new guidance would have to be used, and having a clear RPZ is one of the compliance issues FAA has become very rigid about. Royce showed with the clear overlays how the runway could be shifted to correct this deviation. In response to another question, she said that yes, there would have to be an approach on both ends. However, it might make sense to have the larger (NPI approach) RPZ at the undeveloped end and only the Visual approach (smaller RPZ) on the town end. It was noted that the RPZ on the undeveloped end was over a native allotment that has not yet been subdivided among the heirs of the original allottee. An individual who was related to one of the heirs said that he did not think they would be willing sellers, but thought they would consider an easement.

- There was discussion regarding the location of the airport. The overlays were moved around the aerial photo in many different locations and the possibilities for relocation discussed. The discussion came back around to leaving the airport generally in its existing location with some shifts to minimize impacts to the existing residential structures. It was noted that topographic information was needed to fine-tune the layout.
- There is concern about the quality of construction materials that will be used in this project. The community noted they lost use of the airport for about 10 days last year because the runway was bad. The runway is not usable for periods of approximately two weeks each, corresponding with breakup and heavy rains, in the spring and fall. Some have had to tow their airplanes out of the parking spaces on the apron. Royce indicated that repairing the drainage would be part of this project.



- Royce noted that if the airport improvements were made on the current runway, the schedule (construction in 2003-2004) should be achievable. There was some danger of the schedule changing if the community wanted to relocate the airport.
- The residents wanted to know what could hold up the schedule. Royce explained that various things could affect the schedule, such as the field assessment by archaeologists, right-of-way acquisition, and mitigation of environmental impacts. The process will take time.
- The community noted that many people come duck hunting and park their planes at the airport. They said the same was true in the summer, with guides flying people in from Kenai and King Salmon. The fishermen are flown to Ekwok and then ferried into the Tikchik-Wood River state park.
- The project needs to allow for day and night flights to accommodate medical emergencies.
- Winds are generally like those in Dillingham.
- The apron should not be located too far from the residential area, as a road must be built to and from the new apron. Royce noted that the apron had to be at least 400' from the centerline of the runway for a non-precision approach. A location on the west side between the subdivision and the pit was reviewed. Many thought this would be a good location. However, we would need to talk to landowners within the project apron area.
- An attendee asked whether this project would go to bid. The answer was that this is required in order to use Federal funds.
- There is not enough binding in the surface material at the airport.
- Some of the relocation areas to the north and west of the airport were noted as "berry-picking areas," which the community wants to preserve.
- The community wants to plan for a future 4,000' airstrip by looking at orientation, right-of-way, cost, etc. Royce used the 4,000' overlay to show the right-of-way requirements. The 4,000' runway extends into the Native allotment.
- Don asked the attendees if they would prefer to see a road connection to New Shuyhok or a longer runway at Ekwok. They indicated both. They feel Ekwok has the better construction material, so a longer runway should be constructed at Ekwok. It could then serve as a hub to haul to New Shuyhok and other nearby villages.
- The project team needs to coordinate with the landfill project to ensure access around the west end of the airport. Royce noted that the landfill needs to be 10,000' from the airport, due to use of the Grand Caravan (a turbojet). The community had been previously advised that the distance was 5,000'.
- There have been no pilot complaints about birds along the runway.
- When asked if the winds ever stopped someone from landing, no one could remember landings prohibited because of winds.

- A couple of air charter companies we should connect with include Talon Air and High Adventures.
- The project team can get housing at the school in winter or summer with advance notice. Need to contact Dave Legg, Principal of Ekwok School.

There was a high degree of interest and participation from the public, and many gathered around the map to ask questions in an informal session. After public input and open forum, door prizes (consisting of coffee, snowmachine oil, and other items from the Ekwok Store) were awarded and the meeting was adjourned.

#### 4.0 SITE VISIT PHOTOS



Photo 1 – Runway Station Monument, Rebar and Cap



Photo 2 – Solar Panel used for strobe lights at ends of the runway

**EKWOK AIRPORT IMPROVEMENTS  
MEETING ATTENDANCE SHEET - MARCH 12, 2002**

Name	Association	Address	Telephone
Richard Skermer	city of Ekwok	Home Box 48 Ekwok AK 99580	907-464-3391
Vera Taylor		Box 2 Ekwok 99580	907-464-3309
Murdo Marchand	Ekwok	P.O. Box 10 Ekwok 99580	
Mary Hurley	Ekwok	P.O. Box 30 Ekwok 99580	464-3232
Philip Whelton Jr.	Ekwok	P.O. Box 18 Ekwok	464-3323
David Leary <sup>school principal</sup>	SWKSD	Ekwok AK General Delivery	464-3399
Sandra Skermer		Box 48 Ekwok, AK	464-3391
Ramona Olson	Ekwok	P.O. Box 65 " "	464-3020
Carol Nizoli	Ekwok	Box 67 Ekwok	464-3348
Peter Walcott Sr.	Ekwok	Box 71 Ekwok	464-3400
Beck Williams	Ekwok	P.O. Box 53 Ekwok	464-3361
Julia Williams	Ekwok	P.O. Box 21 Ekwok	464-3398

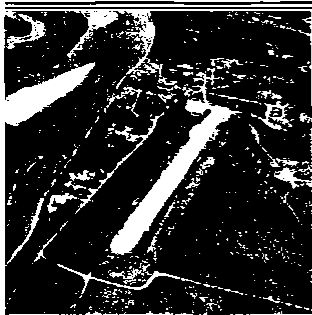
**EKWOK AIRPORT IMPROVEMENTS  
MEETING ATTENDANCE SHEET - MARCH 12, 2002**

Name	Association	Address	Telephone
William Hendrick		P.O. Box 54	464-3394
Bob WYAGON		P.O. Box 123 New Sta	693-3210
Julia Brandon		P.O. Box 50 Ekwok AK	464-3303
George Taylor		Box 2 Ekwok AK	464-3309
Eryn Nelson		Box 22 Ekwok AK	464-3431
Rob Brown		Box 29 Ekwok AK	464-3389
Aronda Hurley		Box 26 Ekwok AK	464-3356
Fred Tom Hurler	EPA	Box 30 Ekwok AK	464-3359 work 464-3232 Home
Jim Karas		Box 23 Ekwok AK	464-3358
Ronnie King	EPA Coordinator	Box 70 Ekwok AK	464-3334 Hm. 464-3300
Letia Walcott		P.O. Box 14	
Thomas Heba	Village Council	Box 73 Ekwok	464-3321
Albert Nelson		Box 34	
Anecia Nelson			

**EKWOK AIRPORT IMPROVEMENTS  
MEETING ATTENDANCE SHEET - MARCH 12, 2002**

Name	Association	Address	Telephone
Ronda K. Smith	Missionary	P.O. Box 45 <sup>Ekwok</sup> 99580	(907) 464-3396
Royce L. Conlon	PDC Inc Consulting Eng	1018 Vail View, Fols AK	(907) 452-1414
Mary Huley	Handma	Box 30 <sup>Ekwok AK</sup> 99580	(907) 464-3232
Ken Risse	POC Inc	1028 Aurora Drive Fols 99709	907 452-1414
Julia Brandon		Ekwok, AK 99580	907-464-3303
Carol Hansen		Ekwok AK 99580	464-3020
Mary Kawaguchi	Elderly chrs work	<sup>P.O. Box 46</sup> Ekwok, AK 99580	464-3360
Cynthia D. Olson	EKWOK VC	Box 36 Ekwok, AK 99580	464-3336 WK
Alice Karasti	Ekwok	<sup>Box 23</sup> Ekwok AK 99580	464-3358
Anna F. Akelkik	Ekwok	P.O. Box 78 Ekwok, AK 99580	464-3323

3/12/02  
mty



## EKWOK AIRPORT REHABILITATION Community Questionnaire

Please complete the following questionnaire. This information will help better determine your community's aviation needs and is essential in the development of the airport project for Ekwok. You can either submit this questionnaire during the public meeting or mail it to PDC, Inc. (address provided on the back of this form).

Name _____	Phone _____
Address _____	
E-mail _____	

1. Do you feel the airport at Ekwok needs improvement? ☐ Yes ☐ No  
If yes, please explain what improvements are needed:  
\_\_\_\_\_  
\_\_\_\_\_
2. Please specify the reason(s) you feel improvements are needed. *The more specific you can be, the better.*  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
3. If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable? ☐ Yes ☐ No  
If yes, where? \_\_\_\_\_  
\_\_\_\_\_
4. Please describe the service the airport provides to you and how improvements would affect your life and/or business.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
5. Do you have any difficulties accessing the existing airport? ☐ Yes ☐ No  
If yes, during what time of year? ☐ Summer ☐ Fall ☐ Winter ☐ Break-up  
Please describe: \_\_\_\_\_  
\_\_\_\_\_
6. How do you receive most of your supplies in the summer months?  
☐ Barge ☐ Air ☐ Other; please describe: \_\_\_\_\_  
\_\_\_\_\_

## Ekwok Airport Rehabilitation – Community Questionnaire

Page 2

7. How do you receive most of your supplies in the winter months?  
☐ Barge ☐ Air ☐ Other; please describe: \_\_\_\_\_  
\_\_\_\_\_
  8. Approximately how many pounds of supplies do you ship or receive per month?  
☐ Under 100 lbs. ☐ 100 - 300 lbs. ☐ 300 - 500 lbs. ☐ Over 500 lbs.
  9. If improved air transportation was provided for transport of goods, including fuel, would you ship more goods by air? ☐ Yes ☐ No
  10. How many trips per year (by air) do you make outside of Ekwok?  
☐ 1 - 6 ☐ 7 - 12 ☐ 13 - 24 ☐ More than 24
  11. How many regularly scheduled (or commercial) flights per week would you like to see available for the community?  
☐ 1 - 2 ☐ 3 - 4 ☐ More than 4
  12. What is your primary concern with traveling to and from Ekwok?  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
  13. Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport? Please describe:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
- Please provide any additional input and comments you may have regarding this project in the space below:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**THANK YOU FOR YOUR INPUT!**

Should you have any questions regarding this project, please feel free to contact the project team leader:

Royce Conlon, Project Manager  
PDC, Inc. Consulting Engineers  
1028 Aurora Drive  
Fairbanks, Alaska 99709  
Phone: 907-452-1414  
E-mail: RoyceConlon@fbx.pdceng.com

**Ekwok Airport Runway Resurfacing & Extension  
Community Questionnaire Response Summary**

*Community Questions:  
from public  
meeting 3/12/02*

1. Do you feel the airport at Ekwok needs improvement? 8 Yes, 0 No

If yes, please explain what improvements are needed:

- You can't use existing airport for a month a year.
- Needs to be lengthened, widened, grade should be raised, better dirt to gravel ratio, with spring thaw we have trouble with softening of airport and closing of airport for a period of time. Needs more gravel mixed in. Needs better drainage system.
- Resurfacing, lights and cross-strip.
- Extend the airport.
- Need flight directional and technology all weather guidance systems.

2. Please specify the reason(s) you feel improvements are needed.

- Needs lights, mucky in spring.
- It's not long enough. It's not compacted enough.
- Needs to be lengthened and widened for safer landing and take off. Needs to be raised with more gravel and better drainage so that we will not have any airport closures in spring or any other time of the year.
- Severe erosion and wear/no proper airport lights/needs to be re-leveled.
- Either new gravel surfacing or black top and drainage.
- I would like to see larger planes and medivac planes be able to land in Ekwok.
- Need a longer runway for larger planes that can de-ice so we can get planes in that fly in all weather. Also an air cargo intake area that is secure for large articles till people can come get them so they don't get stolen.

3. If the existing airport site is insufficient to accommodate the improvements, would relocation of the airport be acceptable?

3 Yes, 1 No

If yes, would you favor relocation to a new site approximately 5 miles east of Ekwok, near the new school and housing subdivision?

- Point in different direction, more towards west.
- Across the creek behind the village west between the lodge and the city.

4. Please describe the service the airport provides to you and how improvement would affect your life and/or business.

- Terminal services cleaning airport.
- Mail and transportation is the most important service the airport provides the community. Improvements would ensure continued year around service. Reliable, especially for possible medivacs that is very important here and in the bush.
- Proper lights will improve medivacs/airport open during break-up season too.
- Mail, transportation and freight.
- Departure/arrivals post office (packages pick-up at post office)
- Mail service transportation for medical needs, educational needs, travel away from Ekwok.

5. Do you have any difficulties accessing the existing airport? 4 yes, 4 no.

If yes, during what time of year? 0 Summer, 0 Fall, 2 Winter, 6 Breakup

Please describe:

- Lots of snow. Mucky in spring time.
- Spring break-up airport gets soft and sometimes closes for a period of time.
- Soft frost boils, nights with no lights—especially in winter.
- At break-up airport ground is waterlogged.
- In the spring we cannot leave this village because planes are unable to land when the airport is too soft.

6. How do you receive most of your supplies in the summer months? 5 Barge, 4 Air  
Other; please describe:

- With barge we get our oil and gas, by air freight for groceries and supplies.

7. How do you receive most of your supplies in the winter months? 0 Barge, 6 Air  
Other; please describe:

8. Approximately how many pounds of supplies do you ship or receive per month?  
1- Under 100 lbs; 2- 100-300 lbs; 1- 300-500 lbs; 1- Over 500 lbs.

9. If improved air transportation was proved for transport of goods, including fuel, would you ship more goods by air?  
3 Yes, 0 No.

10. How many trips per year (by air) do make outside of Ekwok?  
1- 1 to 6; 3- 7 to 12, 2- 13 to 24, 0- more than 24.

11. How many regularly scheduled (or commercial) flights per week would you like to see available for the community?  
3- 1-2, 0- 3-4, 3- more than 4.

12. What is your primary concern with traveling to and from Ekwok?

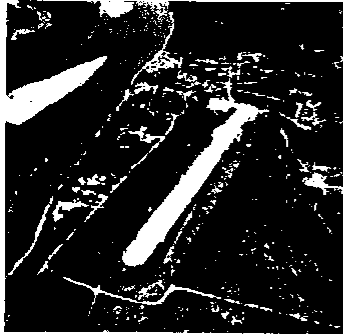
- Bad weather.
- Safe airport sufficient lengths width, a cross strip would be safer many times of the year. Good quality gravel on airport so that there is no softening of airport or closures.
- Timing in air.
- Weather related delays due to the planes being too small for all weather flight. Technology de-icing and runway de-icing.
- Someone being unable to receive medical assistance during the time planes are unable to land in Ekwok.

13. Are there any areas in and surrounding the community that are used for subsistence, that have cultural or historical significance, or that you feel should not be used for an airport?  
Please describe.

- Do not know
- Blueberry hill area is used every year for berry picking.

Please provide any additional input and comments you may have regarding this project in the space below:

- Right now we need more gravel on airport. There is a dip in the middle, too many trees on both sides of airport, and at the end of airport. Should be longer, wider, a cross strip would be good as the winds get plenty strong at times. I do not like to fly with a crosswind paved airport would be a good option in Ekwok to prevent softening of airport. This way we would not worry about any closures. Airport maintenance need a dozer along with the grader to bring down the snow berms during winter and spring for safety and drainage.
- Everything that's marked down is needed.
- Would like to see more of everything. Things her are always weather dependent. I'd like to see that change for the economic development and community improvement for tourism summer and winter. That planes could come and go with hunters, fishers, and sightseers on a regular scheduled basis.



## EKWOK Airport Improvements

NEWSLETTER No. 1  
February 2002

The State of Alaska, Department of Transportation and Public Facilities (DOT&PF) and the Federal Aviation Administration (FAA) have initiated a project to make improvements to the Ekwok Airport.

The goal of this project is to provide safe aircraft access to Ekwok for current and future needs. During the first phase, any needed airport improvements will be identified and alternatives developed and

evaluated. Also, environmental concerns will be identified and evaluated. Based on community and user input as well as engineering and environmental considerations, a preferred airport development alternative will be identified. If a build alternative is selected, this alternative will then be developed into construction documents and construction could take place in 2003.

### What will be planned?

The runway should at least be lengthened and widened to meet FAA's minimum standard of 75' x 3300' plus the appropriate runway safety areas. The aircraft parking apron will be offset a greater distance than the existing apron. The ends of the runway will be freed of obstructions to allow for greater aircraft approach minimums (i.e. planes will be able to land during poorer weather, as the airport will be arranged to allow Global Position System (GPS) landings). This may mean a fairly substantial skew of the runway or lengthening it to the northeast.

### Who is involved?

The project is funded by FAA and DOT&PF. PDC, Inc. Consulting Engineers (PDC) will provide airport planning, engineering and environmental services necessary for project development and design. PDC in turn has included on their team a number of specialty consultants to best serve the project needs.

### The project team includes:

- ★ FAA Airport Project Manager, Brad Garland,
- ★ DOT&PF Project Manager, Don Baxter,
- ★ PDC will be completing the planning and engineering components of the project, with Royce Conlon as Project Manager.
- ★ McClintock Land Associates (MLA) will provide land use and planning consultation and complete right-of-way and topographic surveys. Sharon and Bill McClintock will be the Project Coordinators for MLA.
- ★ Brooks & Associates will provide public involvement coordination for the project. Anne Brooks will lead this effort.
- ★ Harding ESE will provide analyses for the natural environment as well as hazardous materials reviews. Donna Roberson will head up this work.

### Come to the meeting!

**March 12, 2002 • 12:00 to 1:30 p.m.**  
**A presentation will be given at**  
**12:30 p.m. at the Ekwok City Hall**  
**We will have door prizes and refreshments!**

### What do YOU think?

Are Ekwok Airport improvements needed?  
If so, what improvements are the most important?  
What concerns do you have with the project? What benefits will it have? What else needs to be done?

### We need to hear from YOU!

The project is in its initial stage, the time when your concerns, suggestions, and ideas can have the most effect on what happens to this essential community facility. If you live or own a business in Ekwok or if you operate aircraft in or out of Ekwok Airport please plan on attending our first public meeting. If you cannot attend, let us hear from you by phone, mail, email or fax (see contact information).

### Contact information

#### PDC Inc., Consulting Engineers

Altin: Royce Conlon  
1028 Aurora Drive  
Fairbanks, AK 99709

Phone: (907) 452-1414

Fax: (907) 456-2707

Email: [royceconlon@fbx.pdceng.com](mailto:royceconlon@fbx.pdceng.com)

Persons with a hearing impairment can contact the Department at our Telephone Device for the Deaf (TDD) number, 269-0473. We are able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

PDC, Inc., Consulting Engineers  
1028 Aurora Drive  
Fairbanks, Alaska 99709

**Ekwok Airport Improvements → Project**  
**Questionnaire coming soon—please respond! Your input counts.**

### Ekwok Airport Improvements Project Schedule

Tasks	2002					2003				
	Jan	Mar	May	Jul	Sep	Nov	Jan	Mar	May	Jul
Public/Agency Scoping										
Prelim Engineering/Environmental										
Data Collection (Survey & Soils)										
Airport Layout & Property Plans										
Detailed Design										
Property Acquisition										
Construction (*May extend into second season)										
Public Meeting	*									*
Newsletter	*									*

## EKWOK RESIDENTS/PROPERTY OWNER MAILING LIST

Last	First	Bizname L AND P	Mail Address	City	ST	Zip	Phone	Fax	Email
AKELKOK SR	Luki & Pauline	ENTERPRISES	PO BOX 42	Ekwok	AK	99580			
Brown	Robbie	City of Ekwok		Ekwok	AK	99580	464-3311	464-3328	cityewok@aol.com
King	Richard & Lorraine	TROPHIES ONLY	PO BOX 351	Ekwok	AK	99580			
Nelson	Mayor Ernie	City of Ekwok		Ekwok	AK	99580	464-3311	464-3328	cityewok@aol.com
Nelson	Ernie	Ekwok Bulk Fuel		Ekwok	AK	99580	464-3333		ekwokbulkfuel@aol.com
NELSON SR HERMAN		Country Time Store		Ekwok	AK	99580	464-3335		
Olson	Cindy	Ekwok Village Council	PO Box 70	Ekwok	AK	99580	464-3336	464-3378	Cdolson105@aol.com
The Acovak Family			PO Box 12	Ekwok	AK	99580-0012			
The Acovak Family			PO Box 43	Ekwok	AK	99580-0043			
The Acovak Family			PO Box 69	Ekwok	AK	99580-0069			
The Akelkok Family			PO Box 42	Ekwok	AK	99580-0042			
The Akelkok Family			PO Box 78	Ekwok	AK	99580-0078			
The Brandon Family			PO Box 50	Ekwok	AK	99580-0050			
The Brown Family			PO Box 29	Ekwok	AK	99580-0029			
The Brown Family			PO Box 68	Ekwok	AK	99580-0068			
The Chiklak Family			PO Box 61	Ekwok	AK	99580-0061			
The Hurley Family		HURLEY'S LODGE	PO Box 26	Ekwok	AK	99580-0026			
The Hurley Family			PO Box 30	Ekwok	AK	99580-0030			
The Hurley Jr Family			PO Box 54	Ekwok	AK	99580-0054			
The Johnson Family			PO Box 32	Ekwok	AK	99580-0032			
The Johnson Family			PO Box 56	Ekwok	AK	99580-0056			
The Karasti Family			PO Box 23	Ekwok	AK	99580-0023			
The Kawaglia Family			PO Box 46	Ekwok	AK	99580-0046			
The Kazimrowicz Family			PO Box 9	Ekwok	AK	99580-0009			
The King Family			PO Box 35	Ekwok	AK	99580-0035			

Ekwok, Newsletter 1

## EKWOK RESIDENTS/PROPERTY OWNER MAILING LIST

Last	First	Bizname	Mail Address	City	ST	Zip	Phone	Fax	Email
The King Family			PO Box 76	Ekwok	AK	99580-0076			
The Lee Family			PO Box 55	Ekwok	AK	99580-0055			
The Legg Family			General Delivery	Ekwok	AK	99580-9999			
The Macleod Family			PO Box 10	Ekwok	AK	99580-0010			
The Moore Family			PO Box 4	Ekwok	AK	99580-0004			
The Nelson Family			PO Box 1	Ekwok	AK	99580-0001			
The Nelson Family			PO Box 18	Ekwok	AK	99580-0018			
The Nelson Family			PO Box 22	Ekwok	AK	99580-0022			
The Nelson Family			PO Box 27	Ekwok	AK	99580-0027			
The Nelson Family			PO Box 33	Ekwok	AK	99580-0033			
The Nelson Family			PO Box 7	Ekwok	AK	99580-0007			
The Nelson Family			PO Box 73	Ekwok	AK	99580-0073			
The Nicolai Family			PO Box 24	Ekwok	AK	99580-0024			
The Nicolai Family			PO Box 75	Ekwok	AK	99580-0075			
The Nicoli Family			PO Box 36	Ekwok	AK	99580-0036			
The Nicoli Family			PO Box 67	Ekwok	AK	99580-0067			
The Nicoli Jr Family			PO Box 39	Ekwok	AK	99580-0038			
Katie Lease			PO Box 65	Ekwok	AK	99580-0065	464-3020		
The Pope Family			PO Box 44	Ekwok	AK	99580-0044			
The Romie Family			PO Box 63	Ekwok	AK	99580-0063			
The Stermer Family			PO Box 48	Ekwok	AK	99580-0048			
The Taylor Family			PO Box 2	Ekwok	AK	99580-0002			
The Togiak Family			PO Box 6	Ekwok	AK	99580-0006			
The Walcott Family			PO Box 14	Ekwok	AK	99580-0014			
The Walcott Family			PO Box 51	Ekwok	AK	99580-0051			



## EKWOK RESIDENTS/PROPERTY OWNER MAILING LIST

Last	First	Bizname	Mail Address	City	ST	Zip	Phone	Fax	Email
The Walcott Family			PO Box 71	Ekwok	AK	99580-0071			
The Walcott Family			PO Box 74	Ekwok	AK	99580-0074			
The Williams Family			PO Box 21	Ekwok	AK	99580-0021			
The Williams Family			PO Box 53	Ekwok	AK	99580-0053			
WASSILIA	Nickolai	OH GAMUTE SPORTFISHING	PO BOX 75	Ekwok	AK	99580			
WILLIAM	David	WILLIAMS GUIDES AND KENNELS	PO BOX 53	Ekwok	AK	99580			
		Ekwok Natives, Limited	General Delivery	Ekwok	AK	99580	464-3317		
		WALCOTT ENTERPRISE	PO BOX 71	Ekwok	AK	99580			
		Diamond Lodge		Ekwok	AK	99580	464-3337		
		Ekwok School		Ekwok	AK	99580	464-3344	464-3318	

Ekwok, Newsletter 1

## AGENCY / STAKEHOLDER MAILING LIST

02/25/03, 8:47 AM

Organization	Contact	Mail Address	City	ST	Zip
A Ball Air		PO Box 745	Dillingham	AK	99576
ADEC	Mr. Alan Wien	POB 871064	Wasilla	AK	99687
ADEC/Village Safe Water	Lynn Manno	555 Cordova Street	Anchorage	AK	99501
ADF&G	Lance Trasky	333 Raspberry Road	Anchorage	AK	99518
ADF&G/Habitat & Restoration Division	Wayne C. Doeltzel	333 Raspberry Road	Anchorage	AK	99518-1599
AUGC/Southcentral	Ms. Maureen McCrea	550 w. 7th Avenue, Suite 1660	Anchorage	AK	99501
ADNR/Div of Mining, Land & Water		550 West 7th Avenue	Anchorage	AK	99501-3565
ADNR/State Historic Preservation Office	Judith Bittner	550 W. 7th Avenue, Suite 1310	Anchorage	AK	99501-3565
ADOT&PF	Mary Leykom	POB 196900	Anchorage	AK	99519-6900
ADOT&PF	Minami Tanaka	POB 196900	Anchorage	AK	99519-6900
Air Cargo Express		PO Box 251	Dillingham	AK	99576
Alaska Cargo Services		PO Box 251	Dillingham	AK	99576
Alaska Central Express Inc.		3551 Postmark Drive	Anchorage	AK	99502
Alaska Island Air, Inc.		PO Box 195	Togiak	AK	99618
Arctic Circle Air Service		4111 Float Plane Drive	Anchorage	AK	99502
Bay Air		PO Box 714	Dillingham	AK	99576
Bristol Bay Air Services Inc.		PO Box 1135	Dillingham	AK	99576
Bristol Bay CRSA	Mr. Andrew DeValpine	PO Box 849	Dillingham	AK	99576
Bristol Bay Economic Development Corporation		PO Box 1464	Dillingham	AK	99576
Bristol Bay Native Corporation	Paul Reehl	800 Cordova St	Anchorage	AK	99501
Bristol Bay Native Corporation	Chester Murphy	PO Box 100220	Anchorage	AK	99510
Bristol Bay Native Corporation	Tom Hawkins	PO Box 100220	Anchorage	AK	99510
Bristol Bay Native Corporation		PO Box 310	Dillingham	AK	99576
Brooks & Associates	M. Anne Brooks	1704 Dannister Road	Anchorage	AK	99508
City of Ekwok	Mayor Ernie Nelson	PO Box 49	Ekwok	AK	99580

2/25/03, 8:47 AM

## AIRPORT IMPROVEMENTS

## AGENCY / STAKEHOLDER MAILING LIST

Organization	Contact	Mail Address	City	ST	Zip
Ekwok Natives, Ltd.	Mr. Luki Akeikok	General Delivery	Ekwok	AK	99580
Ekwok Village Council	Ms. Carol Nicol	PO Box 70	Ekwok	AK	99580
Grant Aviation Inc.		PO Box 930	Dillingham	AK	99576
Harding ESE	Donna Robertson	601 E. 57th Place	Anchorage	AK	99518-1305
Larry's Flying Service Inc.		3822 University Ave. S.	Fairbanks	AK	99709
Lynden Air Cargo		6441 South Airpark Pl	Anchorage	AK	99502
Mulchatna Air		PO Box 930	Dillingham	AK	99576
National Marine Fisheries Service	Ms. Jeanne Hanson	222 West 7th Avenue #43	Anchorage	AK	99513-7577
Northern Air Cargo		PO Box 251	Dillingham	AK	99576
Pen Air	Danny Seybert	6100 Boeing Avenue	Anchorage	AK	99502
Representative Mary Kapanan		State Capitol Room 424	Juneau	AK	99801-1182
Senator Lyman Hoffman	Roger McKowan	716 W 4th Ste 240B	Anchorage	AK	99501-2133
Shannon's Flying Service		PO Box 393	Dillingham	AK	99576
Starlite Inc.		PO Box 824	Dillingham	AK	99576
Tikchik Adventures		PO Box 393	Dillingham	AK	99576
Tucker Aviation		PO Box 1109	Dillingham	AK	99576
U.S. Environmental Protection Agency	Mr. Ted Rockwell	222 W. 7th Ave., #19	Anchorage	AK	99513-7588
U.S. Fish & Wildlife Service	Anne Rappoport	604 W. 4th Avenue, Room G-61	Anchorage	AK	99501
US Army Engineer District, Alaska	Mr. Herian Legare	PO Box 6898	Elmendorf AFB	AK	99506-6898
US Army Engineer District, Alaska	Mr. Hank Baij	PO Box 6898	Elmendorf AFB	AK	99506-6898
US Department of Agriculture, Wildlife Services	Mr. Corey Rossi	1800 Glenn Highway, Suite 12	Palmer	AK	99645-0736
USCG/Office of Aids to Navigation	Jim Helfinstine	PO Box 25517	Juneau	AK	99802-5517
Western Alaska Ecological Services, U.S. Fish & Wildlife Service	Gary Wheeler	411 W. 4th Avenue, Suite 2B	Anchorage	AK	99501
Wood-Tikchik State Park	Ranger Dan Hourihan	550 w. 7th Avenue, Suite 1350	Anchorage	AK	99501-3565
Wood-Tikchik State Park	Wood-Tikchik State Park	PO Box 3022	Dillingham	AK	99576
Yute Air Alaska		PO Box 890	Dillingham	AK	99576

2/25/03, 8:47 AM

## P.O. Box 50 Orlinburg, Alaska 99576 Phone (907) 842-8856 FAX (907) 842-2784

April 26, 2001

Governor Tony Knowles  
3rd Floor Capitol Building  
Juneau, Alaska 99811

**Honorable Governor Knowles:**

This letter is to support Ekwok Village Council's request of April 24th to the Alaska Department of Transportation concerning resurfacing of the village runway. They submitted documentation of the numerous closing the airport has had during this spring.

No Village in Alaska should suffer this fate in this day and age. Sporadic closing of runways was common to many strips in Barrow Bay in the 1970's and 1980's. Since that time, the amount of capital expenditures and operational funds expended in the state should ensure that all airports are fully operational at all times during the year.

BBHA would appreciate your staff following up with this problem; and redirect whatever funding is necessary to implement emergency repairs, and resurface the strip as soon as possible.

Sincerely,

*William Tennyson*  
William Tennyson  
Chairman, Board of Commissioners

CC: **Ekow Villains Council**

TRACK #01-7892  
Due: 6-4-01

P.O. BOX 310  
DILLINGHAM, ALASKA 99576  
PHONE (907) 842-5257

April 25, 2001

**Tribal Councils  
Served by ARPA**

Alukagvik  
Chupak Bay  
Chupak Lagoon  
Chignik Lake  
Chukchi Sound

Coryung  
Ngah  
Ehah  
thwok  
igug:

Niagara  
 French Bay  
 Fort York  
 Long Point  
 Kalamazoo  
 Kalamazoo  
 Lovelock  
 Mackinac  
 Niles

New Smyth  
Newbern  
Nundaleten  
Oleander  
Pedro Bay  
Hennepin

Pike Page  
Fort McKim  
Orange Creek  
Smith National  
Foghat  
"W" "Is  
J. J. J.

Joe Perkins, Commissioner  
Department of Transportation and Public Facilities  
3132 Channel Dr.  
Juneau, AK 99801-7898

Dear Commissioner Perkins:

Enclosed please find a copy of correspondence addressed to your department by Peter Walcott Sr., President of the Ekwok Village Council. His concerns about the condition of the village runway are well taken and shared by the Bristol Bay Native Association on behalf of our membership in Ekwok and throughout the region who use and rely upon the airport.

I would like to know why the schedule for this needed project was set back two years, could you provide me with this information please? I have noticed that the Ekwok airport rehabilitation project has recently been listed by your office as one you would like the Denali Commission to fund. Has the decision to seek extraordinary federal monies from the Denali Commission resulted in the delay?

Surely, the life and safety concerns of the people of Ekwok weigh heavily in your scheduling decisions. Mr. Walcott's letter documents twenty-four days closure of the runway between March 10, and April 17, 2001.

I look forward to an early response. Thanking you in advance for your consideration.

Sincerely,

Terry Hoefferle  
Chief of Operations

cc. Peter Walcott Sr.

TRACK #01-8096  
Due: 5-18-01

42

**Ekwok Village Council**  
**P.O. Box 70**  
**Ekwok, Alaska 99580**  
**(907) 484-3336**  
**FAX (907) 484-3378**  
**Email: Cdolson105@aol.com**

April 24, 2001

Alaska Department of Transportation  
And Public Facilities  
3132 Channel Drive  
Juneau, AK 99801-7888

To Whom It May Concern:

The Ekwok Village Council recently held a general meeting on April 11, 2001, and asked me to write a letter regarding the Ekwok Airport.

Ekwok's airport was supposed to be resurfaced, extended, and renovated this year, 2001. However, for some reason or another, changed the date until the year 2003.

Ekwok needs this done since the current airport is not doing the job. We have had the airport closed on and off for the last month or so, and this is getting pretty upsetting to all our villagers. We have to travel up river to the next village to get on a plane, and the trail conditions are getting worse day by day and this could cause an accident. People in the village do not get their mail and mail is not going out. People have to pay their bills and some people need medication refills, and our airport is closed. Emergencies are our biggest fear when our airport is closed. What would happen if there was an emergency in our village?

We want our airport to be at least resurfaced so we do not get any more closures and next year this would not happen again. We would like to pass this information on to other entities that would help us in voicing our concerns. Enclosed are supporting documents from the FAA in Dillingham regarding the closures of the Ekwok Airport.

If you have any questions, please give me a call.

Sincerely,

*Peter Walcott Sr.*  
Peter Walcott Sr., President  
Ekwok Village Council

## EKWOK AIRPORT

②	D 04/001	2/20 CLSD OVR 8000	DOT	04/12/01 18:17	04/14/01 20:47
②	D 04/003	AP CLSD	DOT	04/12/01 21:30	04/12/01 18:17
②	D 04/002	AP CLSD	DOT	04/12/01 21:28	04/12/01 21:30
⑤	D 04/001	2/20 CLSD OVR 8000	DOT	04/12/01 18:18	04/12/01 21:28
⑤	D 04/008	AP CLSD	DOT	04/08/01 18:44	04/12/01 18:23
④	D 04/022	CLSD OVR 8000	KEKAP	TG	04/08/01 19:24
④	D 04/026	AP CLSD	DOT	04/08/01 20:40	04/08/01 18:30
④	D 04/024	AP CLSD	DOT	04/04/01 21:14	04/05/01 18:48
④	D 04/008	AP CLSD	DOT	04/02/01 20:09	04/04/01 18:23
④	D 03/031	2/20 CLSD 8000 OVR	DOT	03/03/01 18:22	03/22/01 18:30
④	D 03/037	AP CLSD WEP 01001800	DOT	03/18/01 18:36	03/18/01 21:03
	D 03/031	2 IN MID WEP 010001000	DOT	03/08/01 20:08	03/18/01 21:02
	D 03/023	2 IN MID WEP 010001000	DOT	03/08/01 11:19	03/08/01 20:02
	D 02/114	PITCHY THN LSR WEP 0102270025	DOT	02/27/01 0:27	03/08/01 11:12
	D 02/107	2/20 2IN LSRV 12IN DRFTS DISABLS FLOW 8 END RWY W	DOT	02/29/01 18:34	02/27/01 0:27
	D 02/023	THN LSR OVR 12IN 8IR WEP 0102091820	DOT	02/18/01 0:44	02/18/01 19:10
	C 010200062323	PAEW	CLG FAX	02/06/01 8:16	02/14/01 0:34
		CLSD	CT		

4:20 PM ..... 04-17-01

1 of 2

## EKWOK AIRPORT

TIMES LISTED ARE APPROXIMATE...  
OUR LOCAL RECORD ONLY GOES  
BACK TO 02-09-01. IF YOU  
WANT TO GO FURTHER INTO THE  
PAST, PLEASE CALL...

- ① CLOSED 3-10, 9:35 am  
REOPENED 3-19, 12:00 pm (NOON)
- ② CLOSED 4-3, 12:00 pm (NOON)  
REOPENED 4-4, 7:20 am
- ③ CLOSED 4-4, 1:10 pm  
REOPENED 4-5, 7:45 am
- ④ CLOSED 4-5, 12:40 pm  
REOPENED 4-8, 7:35 am
- ⑤ CLOSED 4-8, 10:40 am  
REOPENED 4-12, 7:20 am

6, 7

CLOSED 4-12, 1:25 PM  
REOPENED 4-13, 7:15 AM

LAST

CLOSED 4-14, 12:45 PM  
- STILL CLOSED -

2 of 2

4:25 PM, 04-17-01

City of Ekwok

P.O. Box 23  
Ekwok, AK 99580  
January 16, 1997

Resolution #01-04

A Resolution Supporting Airport Improvements at the Ekwok Village Airport.

WHEREAS, the City of Ekwok wishes to promote the orderly development of its transportation infrastructure, and,

WHEREAS, air travel is critical transportation mode utilized by the residents of the City of Ekwok; and,

WHEREAS, the rehabilitation/reconstruction on the Ekwok Airport will improve safety and promote economic development; and

WHEREAS, severe weather conditions adversely impact travel to and from the community on a seasonal basis; and

WHEREAS, the community is in support of necessary airport improvements;

NOW THEREFORE BE IT RESOLVED, the City of Ekwok supports rehabilitation/reconstruction projects at the Ekwok Village Airport.

Passed and approved by the City of Ekwok, this 17<sup>th</sup> day of October, 2000, by a duly constituted quorum of the City of Ekwok.

Mayor: Ernest Nelson

Date: Oct 17 2000

Alders: Shirley Clement  
Shirley Clement City Clerk

Date: Oct 17, 2000

Ekwok Village Council  
General Delivery  
Ekwok, AK 99580

To the Ekwok Village Council:

My name is Irene Karasti and I am from the village of Ekwok, which is located in the Southwestern area of Alaska known to many as the Bristol Bay region. The airport in Ekwok is owned by the State of Alaska. The length of the airport runway is between two-thousand, five hundred feet and two-thousand eight hundred feet. Since the airport was built, there has never been any runway lights added to it. The reason for this is because the village generator did not have enough power capability to support the running of runway lights. The City of Ekwok has and uses emergency runway lights for such emergencies as medivacs or emergency landings. These lights are battery operated. We need runway lights for our safety and the pilots safety. Lights on our runway would give us greater travel time options everyday throughout the year and it would be much safer for our community and the pilots. It would be to our best safety and privilege that the village of Ekwok's runway had lights. During the winter months day light breaks around nine-thirty and darkens around five-thirty. For many that live in my region fly to Dillingham which is the hub town of our area, to shop for the families needs. Many play this race against time and often items are forgotten or they do not make it back until the following day. Another mishaps of not having runway lights is that what if there was an emergency landing and the emergency lights stalled? Then what?

I want to see our airport in Ekwok receive runway lights, because they have been needed since our airport has been built and for the safety of traveling people and the surrounding aircraft carriers. We have the equipment to keep the runway lights running. I do believe that there are grants available for a problem like this one and I firmly believe that Ekwok should have runway lights, just as other surrounding villages do.

As the Ekwok Village Council and citizens, if possible would the council be able or willing to help out in the establishment of our community's future runway lights. Your help in what ever manner possible would be greatly appreciated by me and the community. It would be great to get together so that I can present my project plan to the officers, do you think this would be possible?

If you have any questions I may be contacted at the address above. Thank you very much for your time.

Sincerely,

Ekwok 9163

Irene Karasti

Runway formating &  
Lighting.

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## **Telephone Log**

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# Ekwok Airport Rehabilitation Telephone Log

Contact	Date	Page
ADEC / A. Wien	09/24/02	14
ADOT&PF / N. Heyano	08/14/03	1
ADOT&PF / D. Golden	12/31/02	10-11
ADOT&PF / D. Baxter	08/09/02	2
ADOT&PF / D. Baxter	07/30/02	3
Alaska Coastal Management Program / S. McGee	03/03/03	1
ANTHC / D. Bev	01/09/03	1
ANTHC / D. Claire	01/03/03	8
BBHA / D. McClure	12/20/02	14
BBNA / A. Backford	08/28/02	1
BBNA / A. Backford	08/27/02	2
BBNA / R. Anderson, A. Backford	08/26/02	2
BBNA / A. Backford	08/16/02	2
BBNA / T. Hoseth	08/09/02	2
BBNC / T. Hawkins	08/21/02	2
BIA / G. Rehfield	01/02/03	1
BIA / R. Hoff	08/28/02	1
City of Ekwok / L. King	02/05/03	1
City of Ekwok / L. King	01/09/03	6
City of Ekwok / E. Nelson	12/24/02	12
City of Ekwok / E. Nelson	08/19/02	2
City of Ekwok / R. Brown	07/30/02	2
City of Ekwok / R. Brown	07/01/02	3
Ekwok Airport / L. Akelkok	08/14/03	1
Ekwok Natives, Ltd. / L. Akelkok	01/02/03	8
Ekwok Natives, Ltd. / L. Akelkok	12/24/02	13
Ekwok Natives, Ltd. / L. Akelkok	08/19/02	2

Contact	Date	Page
Ekwok Power Plant / R. Sterner	02/05/03	1
Ekwok Tribal Council / T. Nelson, Sr.	08/19/02	2
J. Hurley	05/23/02	3
J. Hurley	05/20/02	4
Maalug Lodge / L. Akelkok	08/07/02	2
MLA / B. McClintock, D. Popham	05/23/02	3
Mulchatna Air / G. Broswell	01/02/03	9
NMFS / M. Eagleton	01/10/03	6
Shannon's Air Taxi / E. Shade	01/02/03	9
SHPO / J. Bittner	08/09/02	2
USACE / H. Legare	03/18/03	1
USACE / H. Legare	02/05/03	1
USACE / D. Stone	01/13/03	5
USACE / D. Stone	09/09/02	15
USACE / D. Stone	08/12/02	2
USACE / H. Baij	08/09/02	2
USFWS / J. Connor	01/14/03	5
USFWS / A. Rappoport	01/07/03	7
USFWS / N. Stickert	08/12/02	2
USFWS / A. Rappoport	08/09/02	2
VSW / L. Marino	06/06/02	3
Yutana Barge Lines / S. Carter	01/07/03	7



Date/Time	NEW ENTRY	Contact/Phone	Comments
8/14/2003 4:41 PM by Shawna Laderach		Norman Heyano, ADOT, 842-5511	Norman does not believe that any equipment will be purchased with this project.
8/14/2003 4:37 PM by Shawna Laderach		Luki Akelkok, Airport Manager 464-3317	According to Luki, the airport got a new grader last year. They had talked about getting a cat to push the berms of snow off and he referred me to Norman Heyano in Dillingham, 842-5511.
3/18/03 11:40 AM by Shawna Laderach		Harlan Legare 753-2610	The 2002 flood of record elevation (480.70') is based on a monument (BLM LSLM3864) elevation arbitrarily set at 500' (sewer and water system datum). The monument intersects the ridge that runs through town and on path along riverbank that is perpendicular to the ridge.
3/3/03 8:40 AM by Shawna Laderach		Sue McGee, Coastal Program, 269-7472	Called Don Perrin and he was not in. Briefly explained project to Sue letting her know that there is no in-river activity except the barging of supplies and no state, federal, or local permits required. She said that a "coastal project questionnaire (CPQ)" will need to be completed. It can be downloaded at <a href="http://www.alaskacoast.state.ak.us">www.alaskacoast.state.ak.us</a> . Cynthia Zuelow, 469-7478, will be reviewing it, and she is the person that we should call if we have questions re: the form. The only thing that Sue could think of that might put us into the category of needing a consistency review is if the barge landing does not have current DNR authorization. If it does, we should list the # of the permit on the CPQ.
2/5/03 2:35 PM by Shawna Laderach		Harlan Legare 753-2610	Return telephone call. He did visit Ekwok in November 2002. There is no map at this time; one is in the works. The 2002 ice jam was the flood of record at 480.7 feet. There is a flood gage on a telephone pole; it has the flood elevation noted on it. The airport is not in the flood zone; it is about 5-10 feet above the floodplain. There is a monument at the intersection of the ridge that runs through town and a line perpendicular to the river. It is a 3" brass cap installed by BLM (LSLM3864) and arbitrarily set at 500'.
2/5/03 2:32 PM by Ken Risse		Richard Sterner, Ekwo Power Plant	I called Richard Sterner, power plant operator. They rebuilt the 100kW generator after the flood. The peak load is running around 65 kW; they can provide up to 180 kW with three generators running.
2/5/03 2:28 PM by Ken Risse		Lorraine King, City of Ekwok 464-3300	I called Lorraine King with the city of Ekwok. She is still trying to get a grant to relocate the landfill. She missed the deadline of Jan. 31 to submit a grant application for the "Tribal Open Dump Grant." She would like to know how close the landfill is to the new runway location, and get a figure to her when it is available. Her e-mail address is <a href="mailto:king2lorraine@yahoo.com">king2lorraine@yahoo.com</a>
1/9/03 4:30 PM by Shawna Laderach		David Bev, Reg. Mgr., ANTHC 729-3542	Return call. He said that Ekwok is on the SDS (Sanitary Deficiency System) "needs list" for a landfill study and construction funding. He said that right now getting funding for solid waste projects is difficult because water and sewer is their priority. He recommends that the village look to other sources for funding such as: <input type="checkbox"/> Bristol Bay Borough <input type="checkbox"/> HUD block grant <input type="checkbox"/> VSW (Next application deadline is Sept 2003) <input type="checkbox"/> DCED "Community Priority" <input type="checkbox"/> "Inter-agency tribal open dump" (Application deadline is end of this month)

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## Ekwok Airport Rehabilitation

## Telephone Log

Date/Time	NEW ENTRY	Contact/Phone	Comments
1/2/03 3:35 PM by Shawna Laderach		Gene Rehfield, BIA, Planning Engineer 586-7397	Return call. He said that the village council of Ekwok has an application in to BIA roads department. In April they will be prioritizing (ranking) the statewide road job requests. Only a fraction of jobs get funded. If by chance Ekwok were funded, the design would be in 2003. He did not know specifics of what they were requesting, however, he recalled that the village wanted road rehabilitation and new construction.
8/28/02 2:48 PM by Royce Conlon		Ricky Hoff, BIA Archaeologist 271-4003	<p>Contacted BIA Archeologist, Ricky Hoff, to discuss the potential for historical or cultural sites on the Native Allotment or other Federally restricted lands that maybe impacted by the proposed Ekwok airport project. Ricky looked up USS 7954 in his database and reported that it had been inventoried this summer. They have determined that the allotment does not have any archaeological sites. The documentation for this was not yet filed, but Ricky indicated he could complete it by the end of the day. I requested a copy of the letter. He will send it via fax.</p> <p>We discussed other restricted lands that may be impacted by Alternative A. He indicated that if we sent a map with the specific lots shown he would review to see if they have previously completed inventories. We told him that only if Alternative A was selected as the preferred would the lots along the river (in USS 4878) be impact and that the activities on these lands would involve clearing of trees in the sliver of land along the existing road. He indicated that if archeological sites did exist, that they may be protected by hand clearing in those areas.</p> <p>Further he indicated that even if the lots we are looking at have not been inventoried, that he would let us know about the findings of other adjacent lands. If the adjacent lands didn't have archeological sites then it would support a position that there was a low potential that these would.</p>
8/28/02 10:43 AM by Ken Risse		Alan Backford, BBNA 842-5257 x335	<p>I called Alan Backford of BBNA to discuss the fax that I'd sent down last week. He said that as far as any restricted land goes, they would require an archaeological inventory from the BIA. As far as any unrestricted property, they have no knowledge of any remains or historic/cultural sites. BBNA only deals with the restricted lands. I asked if the archeological inventory would have to be done prior to the right of entry for surveying and geotechnical drilling. He said sort of; archeological remains are highly protected. He gave me the name of the BIA Archeologist, Ricky Hoff, in Anchorage at 271-4003.</p> <p>On the Alternatives, Alan asked if the community was leaning toward Alternative C. I told him that was correct, only one person favored any other option, and she chose the no-build and alternative A-I. He said it looks like real good land on that Native Allotment. He asked if the owners had agreed to this alternative. I told him that Rob Brown and his wife and Jim Hurley favored that alternative. I couldn't say for sure what Juanita felt, but she did not vote for any other alternative at the meeting, and we have not met with two of the heirs who live in Fairbanks and Anchorage.</p> <p>For Alternative A, it looks like we might affect some restrictive land on the southeast side of the proposed airport property. I told him that I sent a list of lots in that area to Sharon McClintock to determine the status. He said he could verify the restrictive lots if we need them to.</p>

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Date/Time	NEW ENTRY	Contact/Phone	Comments
8/27/02 1:32 PM by Ken Risse		Alan Backford, BBNA 842-5257 x335	Alan was not in, so I asked for Tom Hoseth. He is not in either; they both will be out until tomorrow.
8/26/02 8:38 AM by Ken Risse		Alan Backford / Ralph Anderson, BBNA 842-5257	I called Alan Backford, but he was not in, so I transferred to Ralph Anderson (x361), who was not in either. I left a message asking Ralph to return my call regarding the archeological and historic review of the Ekwo alternatives. Ralph returned my call, said BBNA Realty Dept. dealt with these issues and that he left a message with Alan Backford to call me tomorrow when he returns. If he does not get back with us by tomorrow, I should call Tom Hoseth of their Realty Dept.
8/21/02 by Royce Conlon		Tom Hawkins, BBNC	Tom Hawkins with BBNC left me a voice mail in response to your fax asking for information on possible historic or cultural properties within the Ekwo area. He indicated that we had spoke to the people he would have. They (BBNC) do not have independent records of Historical or Archeological properties. By speaking to Luki and Thomas, he indicated that we could consider that as far as BBNC was concerned we had made the appropriate contacts.
8/19/02 2:46 PM by Shawna Laderach		Ernie Nelson, Ekwo Mayor 464-3450	Spoke with Ernie Nelson, Ekwo Mayor. He said that as far as he knows, there are no cultural or historic sites in the area of our proposed runway project.
8/19/02 2:34 PM by Ken Risse		Thomas Nelson, Sr., Ekwo Tribal Council	Thomas Nelson, Sr., vice president of Ekwo Tribal Council, called me this afternoon about the airport project. He couldn't stay long at the meeting last week, but he has looked over the alternatives and noted that there is nothing back on that land, no old stuff, no graves or anything like that. It's all clear.
8/19/02 8:35 AM by Ken Risse		Luki Akelkok, Ekwo Natives, Ltd. 464-3317	I called Luki Akelkok, President of Ekwo Natives, Ltd. and owner of the Maalug Lodge, where we stayed at Ekwo. He said they did not have any cultural or historic sites in the area of our proposed runway projects. He said all of the historic sites would be along the river.
8/16/02 9:29 AM by Ken Risse		Alan Backford, BBNA 842-5257 x335	On Tuesday afternoon, I called Alan Backford of BBNA. He and Tom were in the middle of an audit. They would like to attend the meeting if they can get through the audit in time. He said that if the Native Allotment is needed for the airport, the owners have to agree to sell. It is the same with Native Restrictive Deeds under BIA. Alan said the important thing is to talk to the heirs and see how they feel about it. If there is to be a sale or right of way, it must be approved under BIA. Sales are governed by 25 CFR 152, and easements are governed by 25 CFR 169. BBNA does the paperwork on sales and easements. The landowners have to agree, and there would be a survey, appraisal, Environmental Assessment, and Archeological Survey.  A right of entry is required for the exploration, geotechnical, and survey work; without the ROE it is considered trespass.
8/12/02 1:46 PM by Ken Risse		Neal Stickert, USF&WS	Neal Stickert of the US Fish and Wildlife called to confirm that he will be at the meeting tomorrow. He will not attend the public meeting or site visit.
8/12/02 1:45 PM by Ken Risse		Dennis Stone, COE	Dennis Stone of the COE called to confirm that he will be at the meeting tomorrow. He will not attend the public meeting or site visit.

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## Ekwo Airport Rehabilitation

## Telephone Log

Date/Time	NEW ENTRY	Contact/Phone	Comments
8/9/02 3:05 PM by Ken Risse		Ann Rappoport, USF&WS 271-2787	I called Ann Rappoport of Fish and Wildlife and left a message to call me back regarding the Ekwo Airport Meeting.
8/9/02 3:05 PM by Ken Risse		Judith Bitner, SHPO 269-8721	I called Judith Bitner of SHPO. She was not in, neither was Stefanie Ludwig. They are both out until Monday.
8/9/02 2:55 PM by Ken Risse		Hank Baij, COE (800) 478-2712	I called Hank Baij of the Corps of Engineers to remind him of the meeting Aug. 13 10:00 a.m. and to see if anyone was planning on going on the field trip to Ekwo the following day. He said we could count them out on the field trip. He thought the airport was being handled by someone in the Northern Region, but will check and try to send someone if it is not. He took my name and phone number.
8/9/02 1:47 PM by Ken Risse		Don Baxter, ADOT&PF 269-0610	Don Baxter called and let me know that Dan Golden did not have anyone RSVP for the trip to Ekwo. I told him that we have invited a BBNA representative to come with us and it will probably be Alan Backford (842-5257 x 335). I let him know that we were going to call the key agency people this afternoon.  Don said maybe we could get something started on the Right of Entry for the geotech investigation later this month while we are out there. I told him I'd talk to Royce; it will be difficult to get the Right of Entry before the geotech goes out.
8/9/02 1:35 PM by Ken Risse		Tom Hoseth, BBNA 842-5257 x334	I called for Tom Hoseth at BBNA. He is out until Monday. I spoke with Beth Dexter about the Ekwo Airport project. She told me Alan Backford was working on it and she put the fax that I sent to Tom in Alan's office. I let her know that we were arranging for transportation to Ekwo on a charter for next Wednesday; she was sure that either he or someone else from their office would come along.
8/7/02 9:21 AM by Ken Risse		Luki Akelkok, Maalug Lodge 464-3317	I talked to Luki Akelkok, Sr., this morning and made reservations for 2 people for the night of the 13 <sup>th</sup> . Cost is \$150/person and includes three meals/day. Lodge is within walking distance to town, but he will pick us up when we arrive.
7/30/02 2:23 PM by Ken Risse		Rob Brown, City Administrator 464-3311	I called Rob Brown, husband of one of the heirs to the native allotment. He received my e-mail last week and newsletters to him as well as to the Ekwo mayor. I asked him for the names of the heirs, to be sure that they have been notified. He listed them as follows: <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Anecia Chiklak - presently in Anchorage  <input type="checkbox"/> Esther Togiak - presently in Fairbanks  <input type="checkbox"/> Billy Hurley - Ekwo </div> <div> <input type="checkbox"/> Linda Brown - Fairbanks  <input type="checkbox"/> Juanita Nelson - Ekwo (may be going to Fairbanks)  <input type="checkbox"/> Jimmy Hurley - Ekwo </div> </div> Rob will be seeing Anecia and Esther and will discuss the project with them. He will provide addresses for them when we see him at the public meeting. The others should already be on the mailing list.

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Date/Time	NEW ENTRY	Contact/Phone	Comments
7/30/02 2:08 PM by Ken Risse		Don Baxter, ADOT&PF 269-0610	Don Baxter called. He did a little research on the issue of acquisition of part of the native allotment for the proposed airport. He talked with Bob Wright in their ROW dept. Bob said not to let the native allotment stop us. The department has had a high degree of success in acquiring property from native allotments. Owners that initially say they don't want to sell ultimately come around. For our project we should identify the best alternative based on environmental, engineering and community preference criteria. After choosing the best alternative and developing a parcel plat, it generally takes a year to obtain the property for the project. Don asked me to be sure the owners have been invited to the meeting. I will call Rob Brown and see if he can give me the owners' names.
7/1/02 1:49 PM by Ken Risse		Rob Brown, City Administrator 464-3311	I called Rob Brown (464-3311) and asked what was planned for the landfill. The Village Council had planned to shut it down and using matching money to relocate it, but with the flood this year, it dropped to a low priority. The Village Council is applying for a grant by December of this year to relocate the landfill, but have not chosen any area for a site yet. They will probably wait until they know what is being planned for the runway.  Rob also let me know that they are planning to drill a test well on the first house of the native allotment property at the NE end of the runway. If the airport plans require taking that property, they would like to know.  Rob gave me the number of the health aide office (464-3322, Carol or Rhonda) to call regarding medical evacuations.
6/6/02 4:02 PM by Ken Risse		Lynn Marino, VSW	I called Lynn Marino of Village Safe Water to see if they had a landfill study or relocation planned. She said they did not. They are doing a groundwater study, and will be drilling test wells this summer. VSW is getting out of the landfill business. The director said landfills are not their business; perhaps the Denali Commission should take over the landfill business. She gave me the name and number of the administrator of Ekwok, Rob Brown at 464-3311, and said if anyone knows about a landfill relocation project or study, it would be him.

Date/Time	NEW ENTRY	Contact/Phone	Comments
5/23/02 9:48 AM by Royce Conlon		Jim Hurley 464-3356	I contacted Mr. Hurley to discuss his call made to Ken Risse. I indicated that I had been in contact with the surveyors and was obtaining the information he requested and would transmit it in writing. He gave me his address: Box 26, Ekwok 99580. He also indicated that I could fax it to the City office. He and I discussed the situation. He seem to have prefers that he or one of the heirs had been contacted ahead of time rather than at the time of the survey. The first property that they entered was a Lodge that he is constructing and he was not around at the time they attempted to make notification, but if done ahead of time then he would have known what to expect. Later the surveyor did talk to him when they were down by the river (at the Brown residence, which is next to his residence) at that time they explained what they had done and asked if they could pick up the corner along the river, next to his residence. Jim indicated that he had given them permission, but still had questioned if they had the right. I also indicated I would copy him with the Alaska Statue that provided authorization for surveys. I did indicate that this applied to the village lands and that for the allotment, formal notification would have been more appropriate. I apologized for how this was handled and indicated that in the future we would provide more formal notification. I told him that depending upon the runway alignment and extension we may not need to enter again. He and I discussed the possible impacts of the project on the allotment; without graphics to discuss, it was unclear if he understood. He did mention that he didn't see how anything that was done would impact the property. I agreed and indicated that depending upon the extension options, the State may need land or just airspace rights. He indicated that if the landfill road had to be rerouted, he wouldn't really want it on the allotment, as there is always garbage along the landfill road. He did say a fences might help. Jim also commented that a number of people cross the allotment, berry pickers, fisherman and hunters and that they don't really like all that trespassing but try to work with people. I understood him to indicate that if we would ask permission to enter for surveys etc. they would grant it, but that they just want notice. I reiterated our apology and indicated we would provide written notice in the future.  Jim indicated that he would like to know what the airport plans are as he has put a lot of money into his lodge and has other plans. I told him that knowing his plans could help in the decision making process for reviewing option, but he should not put everything on hold waiting. I indicated that by Mid August, we should have a better idea of the best options. I indicated that we would be sure communicate with them and the community as soon as we have an idea of the development options that seem reasonable.
5/23/02 9:12 AM by Royce Conlon		Bill McClintock / Doug Popham, MLA	Bill McClintock and Doug Popham returned my call to discuss the phone call received from Jim Hurley. Doug recounted the survey activities particular to the allotment. He has prepared a written statement and will e-mail me. I indicated I would contact Mr. Hurley to discuss and try to rectify the situation as well as find out how he would like to receive the written information he requested.

Date/Time	NEW ENTRY	Contact/Phone	Comments
5/20/02 9:47 AM by Ken Risse		Jim Hurley 464-3356	<p>Jim Hurley, one of the heirs of the native allotment at the end of the airport property in Ekwok called. He asked if there would be any impacts to the native allotment with the airport project. I told him we would be getting survey, wind an property information and try to come up with the best airport for the community. It could extend on to the allotment.</p> <p>He was upset because the surveyors had been out there on the native allotment and did not even ask permission first. He said they not even call or anything. He said all they did was ask when they were done if they could come on the property, by then they had already been driving all over the property with snowmachines. Jim wants to know, in writing, who was out there, when, and what company they were with. He thinks he is going to call a lawyer next.</p> <p>I told him I would talk to our project manager and call him back. (907) 464-3356.</p>

File: Eklutuk Airport EA Job No.: 55343 1.3 Date: 1/14/03  
 Person (called, calling): Joe Connor Time: 10:30 am  
 Representing: USFWS - WAES City: Anchorage  
 Subject: Bald Eagle nests near Eklutuk Airport Tel. No.: 271-3764

Items Discussed:

- ① No bald eagle surveys have been done in the Eklutuk area.
- ② Rob McDonald, biologist for Togiak NWR noted that the Eklutuk area would include prime bald eagle nest habitat because of the number of salmon streams in the area.
- ③ I told Joe about Lukie's discussion with Sasha about known nest tree ~ 2 miles south of airport in cottonwood tree along Klutuk Creek. ~~about~~ that 1<sup>st</sup> tree species near airport were aspen, birch, & small spruce not likely to be used as an eagle nest tree.
- ④ Joe agreed w/ these observations & that w/ our observations & local knowledge it is unlikely that bald eagles will be disturbed by airport construction work.
- ⑤ Joe noted that eagles tend to prefer large, stout trees that support the large size & heavy nests - cottonwoods, spruces w/ the top blown off by storm.

cc:

Signature: [Signature]

A0001F

File: Eklutuk - EA Job No.: 55343 Date: 1/13/03  
 Person (called, calling): Dennis Stone Time: 11:00  
 Representing: USACE City: Anch  
 Subject: Creating a Pond/Wetland Tel. No.: 753-2724

Items Discussed:

- ① Any permitting requirements for creating a pond by excavating below water table w/in gravel pit?  
 \* NO - unless this opens up drainage channels that lead to navigable water (River or wetland). At this point the gravel pit is a man-made, isolated source & should not attract waterfowl. In the future if the gravel pit possesses 3-parameter of wetland & drains into navigable water the USACE would consider jurisdiction.
- ② Any concerns with excavating an embankment near small wetland near runway?  
 \* NO - USACE does not have jurisdiction over activities adjacent to wetlands. However, EPA would require a SWPP Plan for Project & SWPP Plan should address Sediment & Erosion Controls.

cc:

Signature: Sasha Forland

A0001F



Harding Lawson Associates

## TELEPHONE CONVERSATION RECORD

File: Etnok EA Job No.: 55343 Date: 1/10/03  
 Person (called, calling): Matt Eagleton Time: 2:30 p  
 Representing: Nat'l Marine Fisheries Svc. City: Anchorage  
 Subject: Endangered spp. - aquatic Tel. No.: 907.774.6354

Items Discussed: left message asking for requesting verbal confirmation that there are no endangered spp. in Etnok area.

cc:

Signature: Lindsey Flagstad

Harding Lawson Associates

## TELEPHONE CONVERSATION RECORD

File: Etnok EA Job No.: 55343 Date: 1/9/02  
 Person (called, calling): Loraine King Time: 1:00p  
 Representing: City of Etnok City: Etnok, AK  
 Subject: Etnok Landfill - relocation of Tel. No.: 907.464.3300  
local #03

Items Discussed: Don Baxter @ dot - received message from L.K. has not reconnected  
- thinks L.K. may be a good resource re: historical landfill locations

1/9/03 1:00p - busy  
2:30p " "  
3:30p " - main # 3311 also busy (?)  
3:45p email contact info for City of Etnok incorrect - returned message

1/10/03 2:15p left message

1/13/03 10:32 - L.K. returned call

the Subdivision landfill used 1st and more than gravel pit dump area -

Pumping occurred in the gravel pit prior and after construction of existing landfill

- Does not know if waste was transferred to existing landfill ~~after construction~~

- States "there is no evidence of waste in the gravel pit now"

- did not know of any excavation that had run into waste

- Contractors currently taking material from native undisturbed soils

- Will fax copy of Figure outlining area of dumping in gravel pit.

cc: Received fax - v. dark Signature: Lindsey Flagstad

- L.K. will send (fax) hand sketch

(faxed sketches attached)

File: 3 Airports - Ekwook Job No.: 55343 Date: 1/7/03  
Person (called, calling): Shane Carter Time: 1:00  
Representing: Yutana Barge Lines (Yukon Fuel) City: Anchorage  
Subject: Off-loading facilities Tel. No.: 800-478-5476

\* Closed for winter  
1/2/03 - left message

Matt Sirek 907-332-1742 cell  
Endi Moore 332-0254 cell  
Ly told me to call Shane in Anchorage

Items Discussed:

Looking for information on the barge off-loading area in Ekwook, AK.

- #2 • Sufficient for off-loading large construction related equipment & material? Yes - equip to construct, housing & roads has been delivered to Ekwook
- #3 • Any limitations? (including mooring holes) with river depth not landing

#1 • Have they encountered any problems w/ off-loading & docking at EKWOOK? No - except if river shallow.  
- grounding & tie-up on beach when river is high but when river is low (not often) it can be difficult to get to the landing area to tie up  
In general, EKWOOK is not a problem area.

#4 • Nushagak River typically is navigable between May 25<sup>th</sup> - Oct. 31<sup>st</sup> (by barge)

#5 • major suppliers of fuel to villages  
\* Shipping more efficient  
5,000 gal DC6 vs. 200,000 gal by barge

Signature: Sasha Portland

200 - Barge (over price of fuel)  
11,200 for fuel, out of Kivalik on top of fuel charges

TELEPHONE CONVERSATION RECORD

File: Ekwook EHA Job No.: 55343 Date: 1/7/03  
Person (called, calling): Ann Rappaport Time: 11:27  
Representing: WAGS - FWS City: Anchorage  
Subject: Bald Eagle Survey Tel. No.: 907-271-2787

message left @ 11:27  
contacted Ann 1/9/03 @ 3:00p

Items Discussed:

- Does information exist for Bald Eagles in Ekwook area?  
2 pilots have recently flown the area  
Ann has not been successful in contacting them  
will make a call and get back to us

- Is it possible to provide us a copy of the letter from Rob MacDonald of the Togiak NWR w/rt Bald Eagle habitat in Ekwook?  
quality of

I will ask when returns call - ie depending on info supplied by pilots

- Does information for Bald Eagle exist in Copper River Basin License Area?

- No endangered species in area  
- I will ask a map of the project area to 271-2786 27th A.R.  
Joe Canner will search database when returns on 1/13/03

cc:

Signature: Lindsey Flagstad



Harding Lawson Associates

## TELEPHONE CONVERSATION RECORD

File: Ekwok Job No.: 55343 Date: 1/5/03  
 Person (called, calling): Danielle Claire - Lindsey Time: 2:41  
 Representing: ANTH <sup>Flagstad</sup> City: Anchorage  
 Subject: Ekwok Water Quality Reports Tel. No.: 729-3548

Items Discussed: - Will e-mail PDF report (1989 - most recent) Monday 1/6/03

- Recommended calling project engineer  
 Allan Minish @ 729-3563  
 for well logs.

- 1901 S. Bragan.  
 2nd floor -

- came by to pull logs

CC:

Signature: Lindsey FlagstadHarding ESE  
A MACTEC COMPANY

## TELEPHONE CONVERSATION RECORD

File: 3 Airports - Ekwok Job No.: 55343 Date: 1/2/03  
 Person (called, calling): Luki Akeikok Time: 3:45pm  
 Representing: Ekwok Native LTD. City: Ekwok  
 Subject: Loading facilities (Barge) Tel. No.: 464-3317  
at Ekwok

Items Discussed: Asked Luki if the <sup>off-</sup> loading facilities at  
 Ekwok were sufficient for construction related material/equip.  
 \*\* loading ramp - no problems with offloading  
 equipment for the airport project.  
~~offloading barge~~ Have been off-loading  
 construction related materials for  
 many years with no problems.

\*\* Yutana Barge is the barge service  
 most common to Ekwok

CC:

Signature: Sasha Forland

A0001F





## TELEPHONE CONVERSATION RECORD

File: Ekwook Airport Rehab Job No.: 55343 Date: 1/2/03  
Person (called, calling): Gerard Brosnell Time: 2:00 pm  
Representing: Mulchatna Air City: Dillingham  
Subject: Bird Hazards at Ekwook Tel. No.: 842-4500  
Airport

Items Discussed: Asked Gerald (pilot @ mulchatna Air) if ever encountered  
bird hazards while flying in/landing @ Ekwook.  
Ans: winter time, while flying in to Dillingham (N)  
Small birds in engine - not associated  
w/ landfill. (1/4 to 1/2 mile south of Ekwook)

CC:  
Signature: Sasha Forland



## TELEPHONE CONVERSATION RECORD

File: 3 Airports - Ekwook Job No.: 55343 Date: 1/2/2003  
Person (called, calling): Eric Shade Time: 1:45 pm  
Representing: Shannan's Air Taxi City: ~~Ekwook~~ Dillingham  
Subject: Bird Hazards at Ekwook Tel. No.: 907-842-3928  
Airport

Items Discussed: Eric Shade is owner of Shannan's  
Air Service. Asked Eric if he has encountered  
any bird hazards while flying in/landing  
at Ekwook Airport.

Answer: Never

CC:

Signature: Sasha Forland



**Harding ESE**  
A MACTEC COMPANY

TELEPHONE CONVERSATION RECORD

File: 3 Airports - Ekwok Job No.: 55343 Date: 12/31/02  
 Person (called) (calling): Dan Golden Time: 1:30  
 Representing: ADOT + PF City: Anch  
 Subject: Ekwok Historic landfill Tel. No.: 269-0537  
@ Gravel Pit

Items Discussed: Wanted to discuss internal emails  
(12/26/02) between Dan Golden & Carl Siebe of  
ADOT + PF (attached)

① Need to verify that the emails are discussing  
the gravel pit area & not the historic  
dump site adjacent to Hun housing district.

\* Dan said they were talking about the  
gravel pit area & will send 1982 photos  
that show scattered debris within the gravel  
pit (attached).

~~Outcome~~ Outcome of call:

\* Evidence points to the gravel pit being used  
as a dump site (interviews & photos from  
ADOT's files). It is unknown if the waste was  
relocated to the existing landfill but there  
is some memory of that happening. The boundary  
of the dumping is unclear (scattered).

cc:

Signature: Susha Ireland

Donna Robertson - [Fwd: Ekwok]

Page 1

From: Dan Golden <dan\_golden@dot.state.ak.us>  
 To: Don W Baxter <don\_baxter@dot.state.ak.us>, <RoyceConlon@FBX.PDCENG.com>, <KenRisse@FBX.PDCENG.com>, <DGRobertson@mactec.com>  
 Date: Thu, Dec 26, 2002 3:22 PM  
 Subject: [Fwd: Ekwok]

Don, We may be lucky in that the garbage in the material site was cleaned up in 1986 per Carl Siebe. I did see the trash better in Carl's 1983 field trip photos that are in Central Files. Will keep digging to see if I can find the report Carl is talking about.

DG

From: Carl Siebe <carl\_siebe@dot.state.ak.us>  
To: Dan Golden <dan\_golden@dot.state.ak.us>  
Date: Thu, Dec 26, 2002 3:06 PM  
Subject: Re: Ekwok

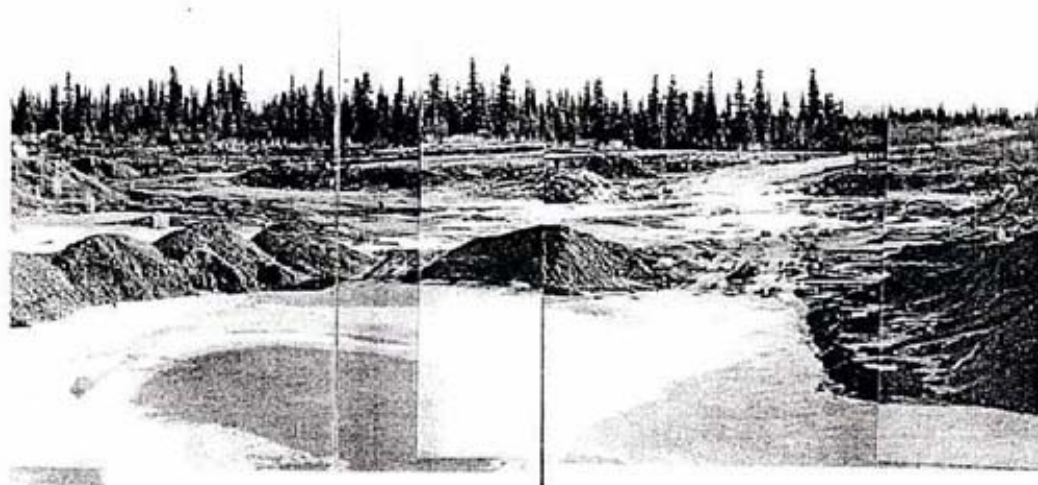
Dan, you are really stretching the old memory cells, but I think we had our contractor clean up and haul the trash to the current village dump site as part of our borrow agreement. The limited cleanup allowed us to access the borrow we needed for the 86 project. There may be some record of this in our borrow agreement if that document is still available. Carl

Dan Golden wrote:

> Carl, I have been given the task of file review to establish boundaries  
> of an old dump site reported at Ekwok in the vicinity of the borrow  
> site. I see you were there in the early 1980's. A 1974 aerial photo  
> shows what appears to be garbage scattered at the smaller of the two  
> borrow sites located near the south end of the runway. If possible, can  
> you add anything from your experience? Thanks.  
>  
> DG



BT OF THE CENTER OF THE RUNWAY LOOKING WEST



EKWOK - SAME BORROW SITE AS PREVIOUS PAGE LOOKING EAST



3 Airports - EKWOK

File: ~~5534~~ Job No.: 55343 Date: 12/24/02  
Person (called, calling): Luki Akeikok Time: 11:00am  
Representing: EKWOK Native LTD. City: EKWOK  
Subject: Follow-up question from Phase I Site Investigation Tel. No.: 464-3317

Items Discussed: Called to ask follow-up questions to  
clarify old dump sites:

- 1.) Asked Luki to confirm area of old dump site that he identified during Phase I interview:
  - Luki identified cleared area NE of last HUD Home. (correct area identified in Phase I Report)
- 2.) Asked Luki if he was aware of any dumping in the area of the existing gravel pit (identified as dump site by Ernie Nelson during Phase I interview):
  - Luki said there was only the one old dump site (see #1) and after that it moved to the existing Landfill area. The only thing he can think of that Ernie may have been talking about is ~~the~~ brush cuttings are placed in the gravel pit + burned in the winter. Luki said that Ernie is not ~~as~~ familiar w/ history of village as he is.

Signature: Sasha Forland

File: Three Airports - EKWOK Job No.: 55343 Date: 12/24/02  
Person (called, calling): Luki Akeikok Time: 11:00am  
Representing: EKWOK Natives Ltd City: EKWOK  
Subject: Follow-up question Cont... Tel. No.: 464-3317

Items Discussed:

- 3.) Asked Luki about bird activity near landfill
  - Ravens are known to concentrate near landfill
- 4.) Asked Luki if he is aware of any Bald eagle nests in area.
  - Bald eagles are known to nest in cottonwood trees about 2 miles south of village.
  - He also said that they do their <sup>(airport)</sup> brushing in the fall to avoid birds nesting.

cc:

Signature: Sasha Forland

A0001F



Harding Lawson Associates

TELEPHONE CONVERSATION RECORD

File: Ekwok 3-airports Job No.: 55343 Date: 12/20/02  
 Person (called, calling): Dave M'Clure - Lindsey Flaystach Time: 16:30  
 Representing: BBHA City: \_\_\_\_\_  
 Subject: wet logs for HUD subdivision in Ekwok Tel. No.: 907-842-5956 03

Items Discussed:

~ files not accessible due to office move  
 - will keep an eye out for them

cc:

Signature: [Signature]



Harding ESE  
 A MACTEC COMPANY

TELEPHONE CONVERSATION RECORD

File: Three Airports - Ekwok  
55343 Job No.: 55343 Date: 9-24-02  
 Person (called, calling): Alan Wien Time: 1:30  
 Representing: Alaska Department of ENV. Conserv. City: Wasilla  
 Subject: Flooding + Reported spill at Ekwok Power plant Tel. No.: 376-2382

Items Discussed:

Wanted to confirm that there was a spill reported to ADEC in May 2002 caused by the Nushagak River Flooding.

Alan's response: Yes, a spill was reported to ADEC for approx 120 gallons of used lubricating oil at the City's Power Plant. ADEC provided spill response equipment (absorbent pads, booms, gloves, ect) to the City for them to cleanup. They City conducted a minor cleanup but most of the spill was washed away by the flood water. This spill would not be found in the contaminated sites database because it did not create a contaminated site because the w/ recommendations for further cleanup action (because spill site was washed clean by flood water).

cc:

Signature: Sasha Forland



TELEPHONE CONVERSATION RECORD

File: 3 Airports - EKWOK Job No.: 55343 Date: 9-9-02  
Person (called, calling): Dennis Stone Time: 1:00pm  
Representing: USACE - Regulatory Branch City: Anchorage  
Subject: EKWOK Airport Rehab - Wetlands Tel. No.: 753-2724

Items Discussed: Told Dennis that we identified 2 wetlands in the project area: one large wetland North of the airstrip (W-1) & one small wetland adjacent to the airstrip (W-2). Dennis confirmed the large wetland shouldn't require a 404 Permit if there is no fill involved & as long as tree clearing avoids the wetland. If trees fall into the wetland they would need to be removed in a way that does not involve bulldozing. Dennis also agreed the ~~these~~ small wetland (W-2), being adjacent to the airstrip, would likely be impacted during construction, tree clearing, & storage & would <sup>likely</sup> require a 404 permit.

Told Dennis about the gravel pit <sup>having</sup> areas w/ wetland vegetation & hydrology & asked him if this would be regulated. Dennis said that it would be considered an isolated wetland if it had no clear drainage to the River. Not regulated.

Signature: Sasha Foxland