

Burkholder, Matthew (DOT)

From: Bailey, Jennifer L Q (DOT)
Sent: Tuesday, April 28, 2015 4:57 PM
To: Burkholder, Matthew (DOT)
Subject: DLG survey

Matt,
I am placing the Land Use Inspection letter on your desk. I've numbered the items we need verified by a surveyor. Additionally, we will need:

- Dimensions of any encroaching structures
- Distances of the structures from the property line
- Photos of any encroachments
- Specific locations of any other encroachments that are discovered including the details above (dimensions, distances, photos etc).
- Individual exhibits for each encroachments with the details for each encroachment. We will use these exhibits when we approach the trespassers.
- West Airport Road, outside the fence of the GA apron, leading to private residences needs to be surveyed or more accurately depicted, depending on what method most reasonable.. Please have them show where the locked gates are located on the road.
- Wood River Road is noted as an airspace obstruction and it goes around the end of R/W 19. We would like to see this road surveyed or more accurately depicted, depending on what method most reasonable. There are locked gates to this road and we need to see those on a drawing.

If there is anything else you would like to discuss, please stop by.

THANK YOU MATT!

Jennifer

Jennifer Bailey

Statewide Aviation Leasing Chief

State of Alaska
Department of Transportation and Public Facilities
Statewide Aviation Leasing
4111 Aviation Avenue
Anchorage, Alaska 99519

T (907) 269-0319
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Click on the links below to access DOT's main website or E-Leasing to submit an application

DLG - LUI



U. S. Department
of Transportation
**Federal Aviation
Administration**

Alaskan Region

222 W. 7th Avenue #14
Anchorage, Alaska
99513-7587

June 16, 2011

Mr. Robert Campbell, P.E.
Central Region Director, DOT&PF
4111 Aviation Avenue
PO Box 196900
Anchorage, AK 99519-6900

Dillingham Land Use Inspection

Dear Mr. Campbell:

The Federal Aviation Administration (FAA) conducted a Land Use Inspection (LUI) of the Dillingham Airport (DLG) on September 20, 2010. We apologize for the late response.

Background. DLG, which occupies 620 acres of land, is included in the National Plan of Integrated Airports Systems (NPIAS). DLG is located in southwestern Alaska on the Nushagak Bay near the confluence of the Nushagak River. It is approximately 330 miles southeast of Anchorage. The airport is owned and operated by the State of Alaska, Department of Transportation and Public Facilities (DOT&PF).

The FAA considers DLG a critical hub airport for the Bristol Bay area. As a base for more than 50 based aircraft and with more than 50,000 operations, DLG serves a wide spectrum of aeronautical activities, including personal transportation using single and multi-engine piston aircraft, flight training, air taxi/charter operations, executive and corporate aircraft operations, aircraft maintenance, military operations and many others. DLG's main aviation infrastructure is composed of one runway and three taxiways. Runway 1/19 is 6,400 feet in length by 150 feet wide. The airport is designated as a Design Group C-III. The airport is equipped with a Localizer/Distance Measurement Equipment (LOC/DME) on runway 19 along with an Omnidirectional Approach Lighting System (ODALS) and a part-time Flight Service Station (FSS). Finally, the airport holds a Class I - 14 CFR Part 139 certificate.

Over the past 30 years, the FAA has recognized the importance of this airport with a substantial investment of federal grant funds for airport construction and improvements. FAA records indicate that the planning and development of DLG has been financed, in part, with funds provided by the FAA under the Airport Improvement Program (AIP), and between 1983 and 2011, DLG has received over \$27 million in Federal airport development assistance in the form of AIP grants. However, prior to the AIP program FAA issued several grants under the Airport Development Aid Program (ADAP) for property acquisitions and airport development.

Airport Owner's Obligations. Title 49 U.S.C. § 47101, et seq., provides for federal airport financial assistance for the development of public-use airports under the AIP established by the AAIA (Airport and Airway Improvement Act) as amended. Section 47107, et seq., sets forth grant assurances to which an airport sponsor agrees as a condition of receiving Federal financial assistance. Upon acceptance of an AIP grant, the grant assurances become a binding contractual obligation between the airport sponsor, in this case the DOT&PF, and the Federal government. Pursuant to 49 U.S.C. § 47122, the FAA has a

statutory mandate to ensure that airport owners comply with their sponsor assurances. Commitments assumed by airport sponsors in grant agreements are important factors in maintaining a high degree of safety and efficiency in airport design, construction, operation and maintenance as well as ensuring the public reasonable access to the airport and to the national airport system.

Certain airport lands were conveyed to the DOT&PF under Section 16 of the Federal Airport Act and others were acquired through the Airport Development Aid Program (ADAP). Covenants appearing in the conveying documents state that the property interest conveyed shall revert to the United States in the event the lands in question are not developed for airport purposes or are used in a manner that is inconsistent with the terms of the conveyance.

In order to receive federal grants, an airport must certify that it will abide by the federal requirements contained in the grant agreements and identified as the sponsor grant assurances (See attachment 1). When an airport acquires land with federal financial assistance, these requirements remain in effect as long as the land is used for airport purposes. Furthermore, land acquired with federal financial assistance restricts the use of the land to an airport purpose. An approved Airport Layout Plan (ALP) or Exhibit "A" reflects the agreement between FAA and the airport owner on the allocation of land for airport purposes. Neither federally-obligated nor federally-acquired land designated for airport purposes on the ALP can be used, leased, or sold for non-airport purposes without the consent of the FAA. In such cases where the airport owner has used, leased or sold land for non-airport purposes without the consent of the FAA, the airport owner must compensate (at fair market value) either the U.S. government (federally-acquired land) or the airport fund (federally-obligated land) as required by law.

The governing statutes on the use of airport revenue are codified at 49 U.S.C § 47101, et seq. Specifically, 49 U.S.C § 47107(b) establishes the general requirement for the use of airport revenue. This requirement directs public airport owners and operators to use all revenue generated by the airport "for the capital or operating costs of the airport, the local airport system, or other local facilities owned or operated by the airport owner or operator and directly and substantially related to the air transportation of passengers." Airports are required to maintain a fee and rental structure that will make the airport as self-sustaining as possible in the circumstances. FAA requires airport owners to charge fair market value for the non-aeronautical use of airport property. The use of airport revenue is explained in FAA Policy and Procedures Concerning the Use of Airport Revenue (64 FR 7696) February 16, 1999.

The FAA's Airport Compliance Program is essentially based on the contractual obligations, which the DOT&PF accepted when it received federal grant funds. In addressing potential noncompliance, the FAA will make a determination as to whether an airport sponsor is currently in compliance with the applicable federal obligations. FAA takes into consideration any action or program the sponsor has taken or implemented or proposed action or program the sponsor intends to take, which in FAA's judgment, is adequate to reasonably carry out the obligations under the grant assurances.

Thus, as part of an informal compliance investigation, as is the case here, the FAA takes into consideration reasonable corrective actions by the airport sponsor as measures to resolve alleged or potential violations of applicable federal obligations, and as measures that could prevent recurrence of noncompliance and ensure compliance in the future. Adequate corrective action and/or a serious commitment to take corrective action will, in most cases, mitigate any impact upon the FAA's ability to continuing funding AIP airport projects at the airport.

In the case of DLG, the problem areas we have identified in this letter concern several federal assurances. These include Grant Assurance 19 *Operation and Maintenance*, Grant Assurance 29 *Airport Layout Plan*, Grant Assurance 5 *Preserving Rights and Powers*, Grant Assurance 20 *Hazard*

Removal and Mitigation, Grant Assurance 21 Compatible Land Use, Grant Assurance 24 Fee and Rental Structure, and Grant Assurance 25 Airport Revenue.

A. Grant Assurance 19, Operations and Maintenance, Obstructions and Protection of Nav aids & Grant Assurance 5, Preserving Rights & Powers, access to private residents.

As mentioned above, DLG hold a Class I - 14 CFR Part 139 certificate. In September 2010, the FAA conducted a Part 139 inspection at DLG. As a result of that inspection, several FAA recommendations were issued. Recommendations # 2 & 3 included obstruction removal and the perimeter fence relocation.¹ Grant Assurance 19 states: "shall be operated at all times in a safe and serviceable condition".

\ ... "2. The existing perimeter road is being used for access to private properties. Some of these private buildings are on airport property. We suggest providing access to the private properties from the northwest side of the airport by taking advantage of the GA access road. The perimeter fence should be moved to include nav aids and close public access to the airport perimeter road" (See Figure 1).

... "3. Obstructions. Removal of the trees in the cemetery will require a special effort to prevent damage to the grave sites (See Figure 2). Trees on the northeast side of the runway within the airport property should be cut as soon as possible. Trees northeast of the runway within the avigational easement will require public coordination for their removal. Additional trees penetrating the approach surface on the north side of the airport are outside the airport property and will require the purchase of an avigational easement prior their removal (See Figure 3). There are various tree obstructions within the airport property that should be removed. Suggest updating the obstruction chart on the Airport Certification Manual (ACM) before a determination can be made for all obstructions in Dillingham."

The perimeter road which is now being used as a public road counts as an obstruction. In addition, the road is located on section 16 lands with reversionary clauses. Even though the road appears to be 8' - 10' lower than the runway, part 77 applies a 15' obstruction to public roads. In this case the road would infringe into the runway primary surface. The use of the perimeter road for public access to private properties that appear to be in trespass of airport property is a violation to Grant Assurance 5 Preserving Rights and Powers. In addition, as stated in the original conveyance the lands need to be used for "airport purposes". The use of airport lands for other than airport purposes is a breach of the original conveyance.

Obstructions in the airport were identified many years ago. For example, for runway 19 approach surface we found in the 1981 ALP the following note concerning these obstructions: "Obstructions to be removed to provide a 20:1 clear zone." Thirty years later we still find the same trees. We understand that some nearby residences oppose the cutting of trees in the runway 19 approach surface.

Corrective Action A.

We request that the DOT&PF take adequate action to ensure that the safety recommendations outlined in the FAA's October 4, 2010, Part 139 certification inspection report, especially recommendations 2 and 3, be addressed as soon as possible.

¹ See FAA Airport Certification and Safety Inspection, October 4, 2010, recommendations 2 and 3.

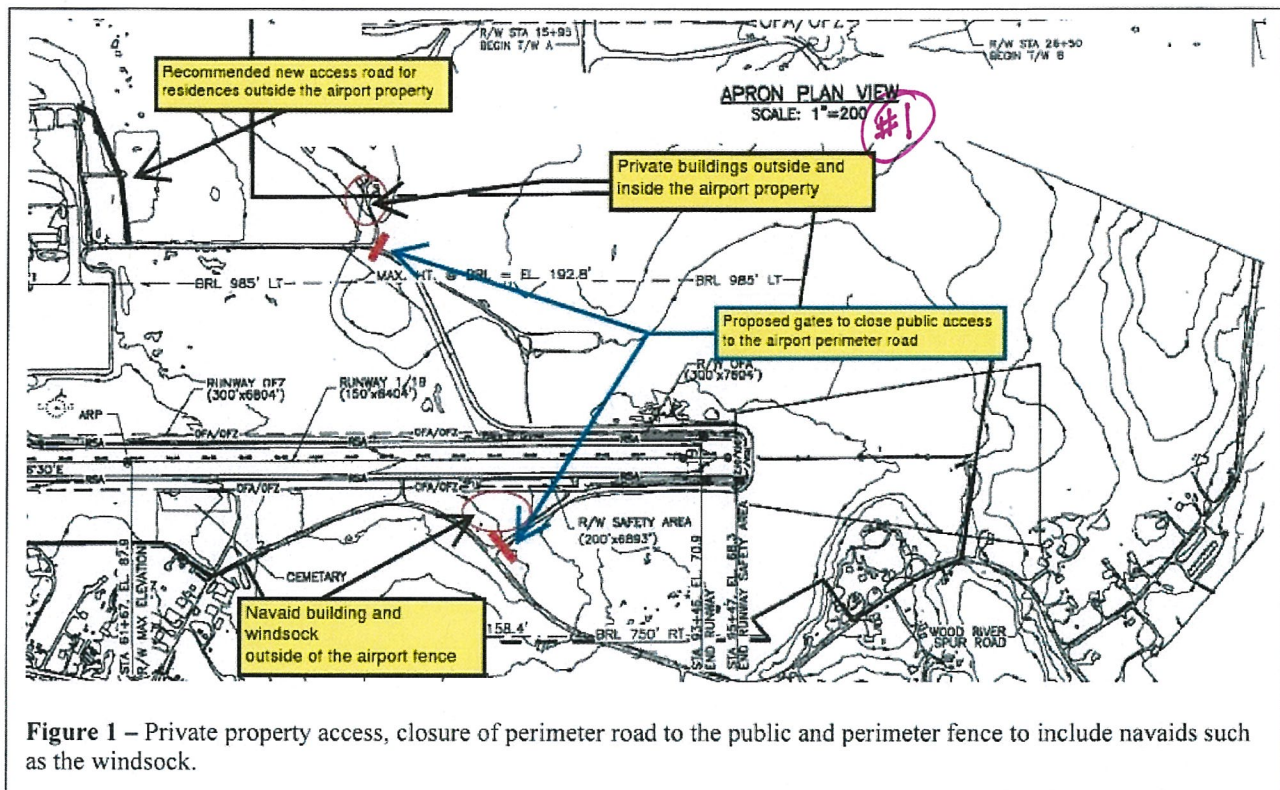


Figure 1 – Private property access, closure of perimeter road to the public and perimeter fence to include nav aids such as the windsock.



Figure 2 – Trees on Cemetery and within Aviation and Hazard easement, Tract IX. These trees are a penetration to Part 77. Permission was granted from the City of Dillingham in 2000 for tree removal. Neglecting the tree removal represents a violation to grant assurance #19, Operations and Maintenance; and #20, Hazard Removal and Mitigation.

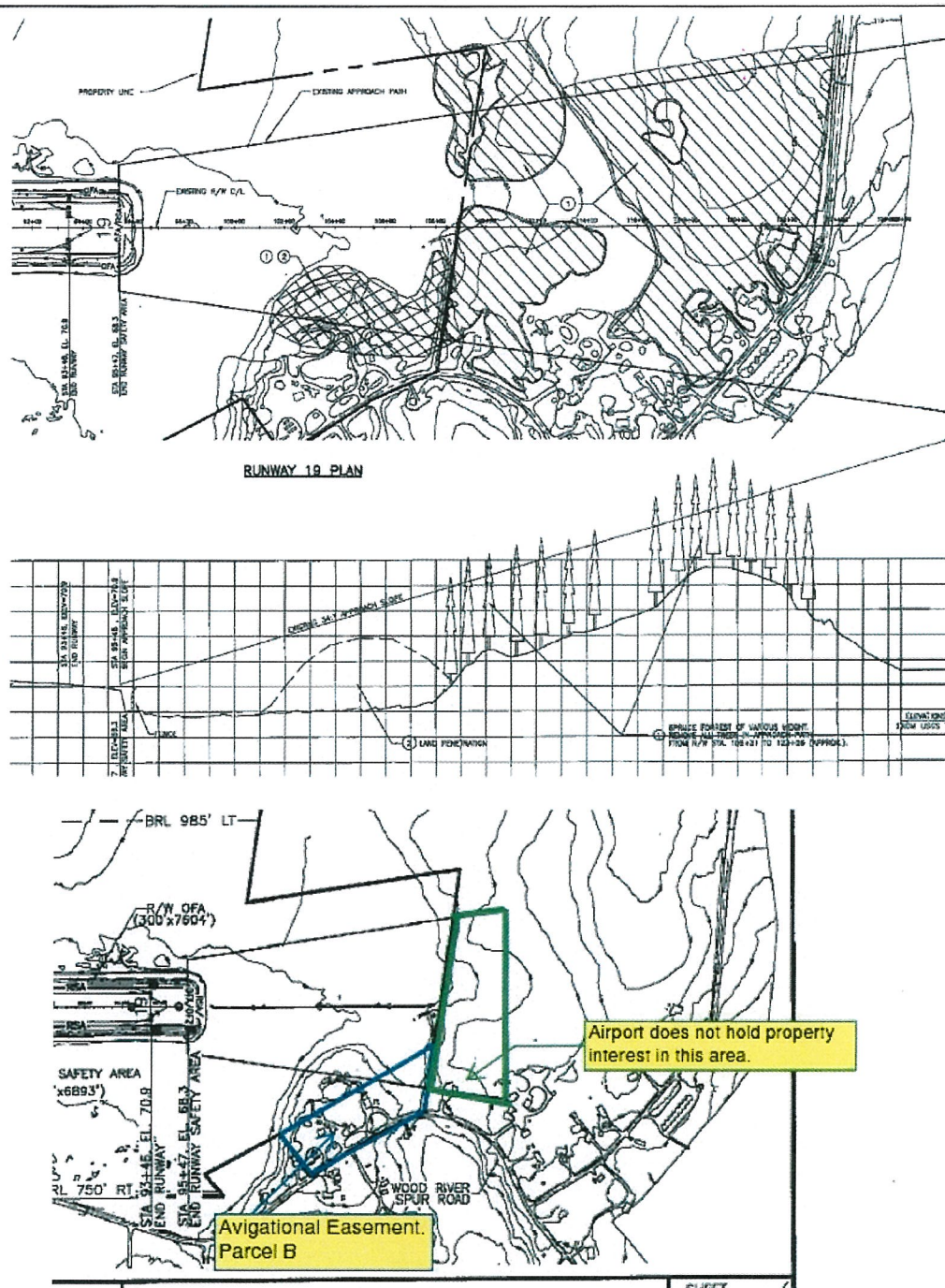


Figure 3 – Trees within airport and Avigation and Hazard easement, Tract VIII, Parcel D. Various obstructions to part 77 surfaces. Trees have been identified in the 2003 ALP as to be removed. During the site visit we verified that these obstructions had not been removed. (Source: DLG ALP and Airport Property Plan).

#2 B. Grant Assurance 5, Rights & Powers, and Grant Assurance 21, Compatible Land Use. Private residences within the airport and Runway Protection Zone (RPZ).

The DOT&PF has stated² and the FAA has noted, that the DOT&PF has permitted residences located in the Runway Protection Zone (RPZ) for runway 19. Since the function of an RPZ is to enhance the protection of people and property on the ground, RPZs should be clear of incompatible objects and activities. Land uses prohibited in the RPZ include fuel storage, residences and places of public assembly.

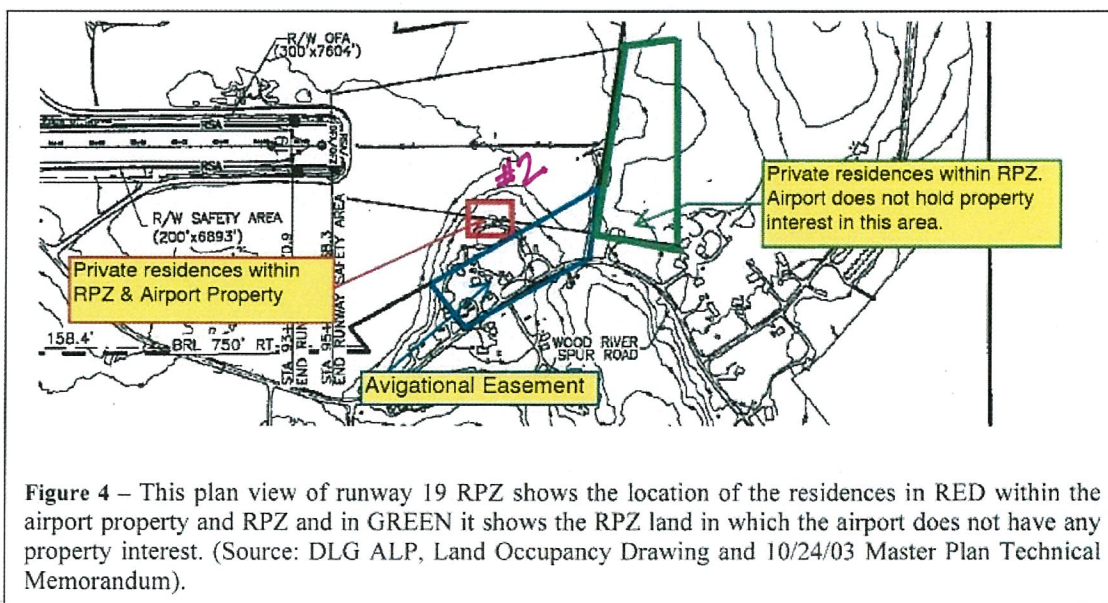
Since FAA standards specifically state that no residences and conglomeration of people should be located in a runway's RPZ, we take the position that the DOT&PF must prevent those uses within the RPZ. In cases where the DOT&PF can control the use of the property, as in the case of the RED polygon (see Figure 1), residences are to be prohibited.

The DOT&PF cannot take the position that it cannot take action to correct the RPZ because of the potential impact to a non-aeronautical activity such as residences. As mentioned in the case of the obstructions and fence, this has implications upon the DOT&PF's ability to comply with Grant Assurance 5 *Preserving Rights and Powers*, governing rights and powers an airport sponsor must retain in order to meet its Federal obligations.

In the GREEN (see Figure 4) polygon we found an RPZ area in which the DOT&PF does not have property interest. The RPZ's function is to enhance the protection of people and property on the ground. This is achieved through airport owner control over RPZs. Such control includes clearing RPZ areas (and maintaining them clear) of incompatible objects and activities. Control is preferably exercised through the acquisition of sufficient property interest in the RPZ.³ Even if the property is not within the RPZ, private residents within the airport property are prohibited.

Corrective Action B.

We request that the DOT&PF take adequate action to clear incompatible structures and activities as described in FAA Advisory Circular 150/5300-13 Airport Design and grant assurances.



² Dillingham Technical Memorandum. Beth Miller, ASCG Incorporated 10/24/2003.

C. Breach to US Conveyance Section 16 lands and Grant Assurance 5, Right & Powers. Private Properties.

The following private properties were verified during the site visit:

- #3 1. **Private residence within the airport property, Tract III.** The 2003 Title Opinion states: "...there exist several encroachments onto this parcel (plastic Quonset hut, corrugated sheet metal building, storage shed, and an outhouse). These items were to be removed years ago and we are currently verifying that they no longer exist on airport property. DOT&PF will take the necessary steps to remove the property, if it still exists on airport lands."

In addition, this property was conveyed through section 16. The original conveyance documents state in part: "...in the event of a breach of any condition or covenant herein imposed... the Administrator of the Federal Aviation Agency, or his successor in function...

- may immediately enter and possess himself of right conveyed for and on behalf of the United States of America.
- Take such action, including the prosecution of suit, or execute such instruments as may be necessary and required to evidence transfer rights conveyed to the United States of America.



Figure 5 – Private property access, closure of perimeter road to the public and perimeter fence to include nav aids such as the windsock.

³ Advisory Circular 150/15300-13, paragraph 212.

2. Private residence within the airport property, Tract II Parcel A. The 2003 Title Opinion states: "Encroachment of private residence still exists... Construction of the safety fence deviated inside from the existing airport property boundary to eliminate a conflict with the private residence."

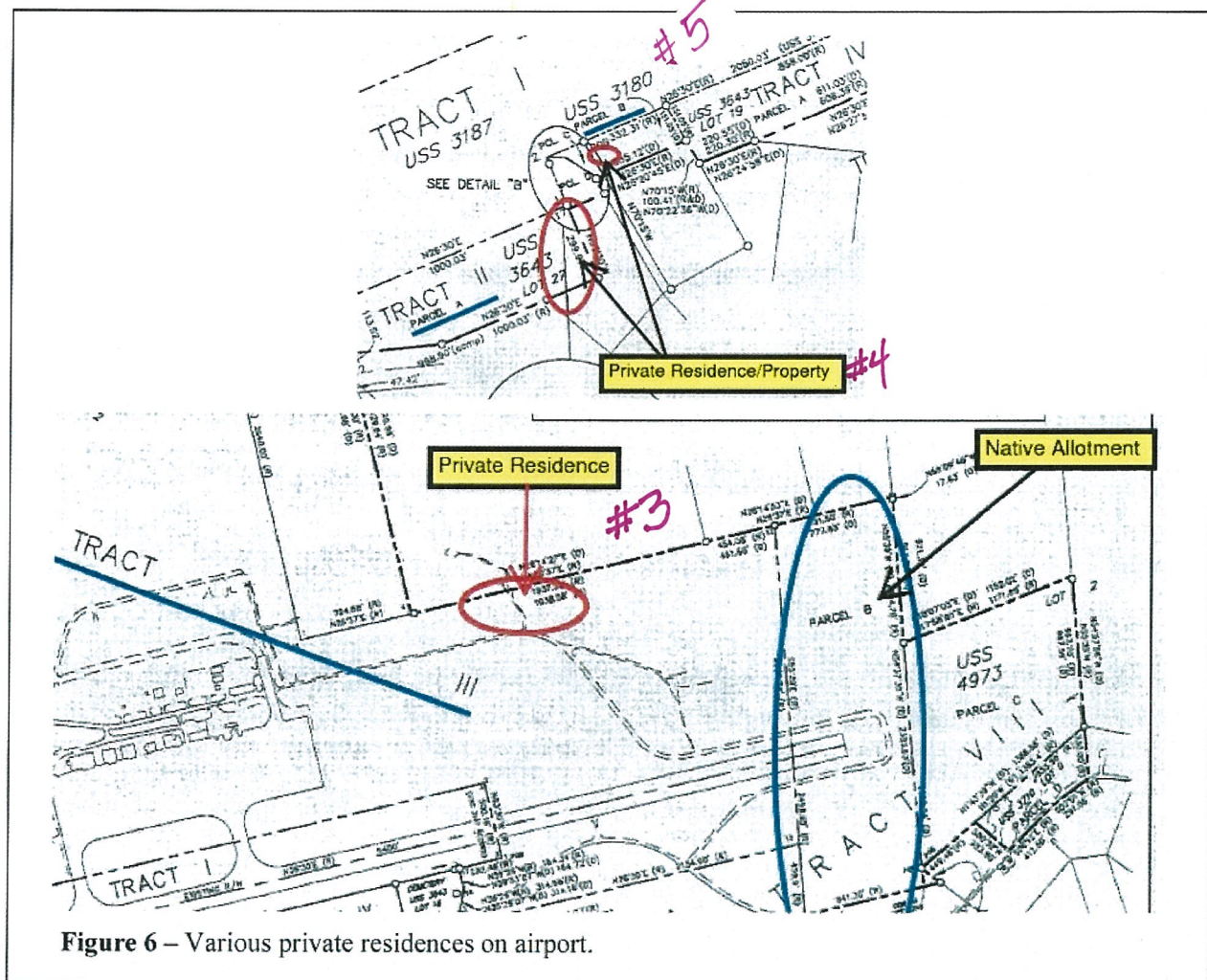


Figure 6 – Various private residences on airport.

DOT&PF is seeking a resolution to the encroachment in accordance with 14 CFR Part 155. Correspondence regarding a plan of resolution for this encroachment will be submitted to the FAA when formulated."

During the FAA site visit a private residence was observed on this property. FAA has not received any plan to resolve this encroachment.

3. Private property within the airport property, Tract IV, Parcel B. The 2003 Title Opinion states:

"there existed several encroachments onto this parcel (garage and aircraft hanger with various damaged airplanes and aircraft parts). These items were to be removed years ago and we are currently verifying that they no longer exist on airport property. DOT&PF will take the necessary steps to remove the property, if it still exists on airport lands."

During the site visit we found a wooden building with a metal roof and abandoned vehicle with trailer. We could not identify the boundary versus the airport perimeter fence. It appears that when the fence was installed it did not follow the airport boundary. We have no records indicating the airport sponsor has taken any steps to correct this deficiency.



Figure 7 – Private property outside the perimeter fence and within airport property.

The presence of homes is incompatible with the intended use of the lands and is a breach to Grant Assurance 21, compatible land use. Allowing trespass is a bridge to Grant Assurance 5, Right and Powers.

Corrective Action C.

We request that the DOT&PF remove these private residences from the airport lands.

D. Grant Assurance 5, Rights & Powers. Pending native allotment on Tract VIII, Parcel B.

The 2003 Title Opinion states:

“The BLM reinstated the allotment on August 16, 1996 and DOT&PF timely filed its protest and appeal on September 17, 1996. DOT&PF will take all steps necessary to defend its title.”

It appears that part of runway 19 end is in parcel B. Of great concern is this parcel to FAA in light of an upcoming runway project.

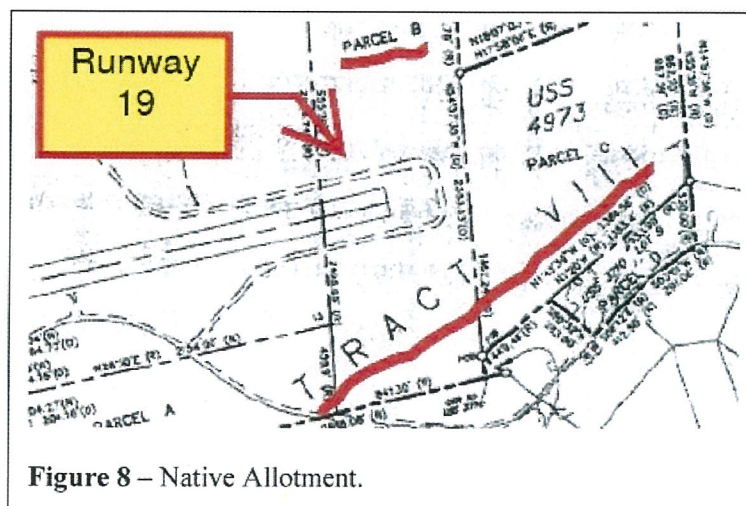


Figure 8 – Native Allotment.

Our AIP Hand Book states under Grant Eligibility:

“The sponsor, a public agency, or the Government must hold good title to the areas of the airport used or intended to be used for the landing, taking off, or surface maneuvering of aircraft, or good title will be acquired. A good title is a marketable title, free and clear of all liens and encumbrances”. Since 1996 our office has no records from the airport sponsors showing any active steps to correct this deficiency.

Having unresolved entanglements with airport property in movement areas without a proactive effort to resolve the conflicts force us to question whether the airport has clear title to the property. This is bridge to Grant Assurance 5, Rights and powers.

Corrective Action D.

The sponsor must develop an assertive plan and take concrete steps to acquire clear title of this property. Provide an update to the Alaskan Airports Division every 6 months.

E. Grant Assurance 24, Fee & Rental Structure, Grant Assurance 25, Airport Revenues and Grant Assurance 5, Rights & Powers.

1. Free Lease Agreement on Property Item 008. The 2003 Title Opinion states:

“A Letter of Non-objection, dated November 12, 1982, was issued to John C. Moores for the



Figure 9 – Water Well outside the perimeter fence and within the airport property.

continued use of a water well and connecting pipelines until such time as the Department needs the land for airport development”

During the FAA 2010 site visit, we confirmed the existence of the well (see picture below) that feeds rental properties outside the airport. After reviewing the lease agreement we discover that the airport sponsor had entered into an agreement in which the tenant was given the right to use airport property for commercial purposes at no charge. The term of the lease is 55 years and expires in 2037. We did not find any written approval from our office concerning this long-term non-aeronautical use without a Fair Market Value (FMV) rent (rental cost \$0). This is revenue diversion and represents a violation to Grant Assurance #25, Airport Revenues.

Corrective Action E.1.

Conduct an appraisal and charge FMV for the property. Revise the ALP to indicate non-aeronautical use. Please confirm that this property was not acquired with AIP or ADAP assistance.

2. Gift Shop on Block 500A, Lot 6C.

In the lease agreement, this property was designated primarily for aeronautical use and the gift shop was incidental to the overall purpose of the agreement. However, during the site visit we did not observe any aircraft operations. During the visit we were approached by other Air Taxis located in the Westside GA parking area that expressed a need for a hangar the size of Starflight. From interviews with airport personnel we learned that no one had seen an aircraft coming in and out of the hangar for



Figure 10 – Gift Shop on aircraft hangar without any aircraft.

over 2 years. We presume there are no true aeronautical activities at this hangar. This appears to be a breach of the lease agreement and a violation to Grant Assurance 24, Fee and Rental Structure.

Corrective Action E.2.

Confirm that this tenant is in violation of the lease agreement and provide a correction plan.

F. Grant Assurance 21, Compatible Land Use. Active Cemetery within 100’ from the runway edge (see pictures below).

The cemetery boundary is 75 from the runway edge and approximately 30 feet higher than the runway elevation. The “standard” Runway Safety Area (RSA) width for this airport is 500’. The

cemetery protrudes into the "standard" RSA by 100. The primary surface for a non-precision approach runway is 500 feet wide and the cemetery penetrates this surface by 100 feet. The Object Free Area (OFA) extends 400 feet from the runway centerline. The cemetery penetrates into the OFA by approximately 250 feet. There are no records on file showing that the sponsor has attempted to stop or decrease the burials. At such proximity to the runway environment an active cemetery is considered an incompatible land use. Considering the State of Alaska Zoning statues for Airports this active cemetery represents a violation to Grant Assurance 21, Compatible Land Use.



Figure 11 – Cemetery within 100' from the runway.

Corrective Action D.

Take appropriate steps to prevent future burials. If it is determined that it is impractical to relocate the cemetery please submit a modification to standards for the OFA.

G. Grant Assurance 19, Operation & Maintenance and Gant Assurance 20, Hazard Removal & Mitigation. Trees in Avigation and Hazard easement Tract IX.

These trees are a penetration to Part 77. Permission was granted from the City of Dillingham in 2000 for tree removal (see picture below). Neglecting the tree removal represents a violation to Grant Assurance #19, Operations and Maintenance; and #20, Hazard Removal and Mitigation.

Corrective Action G.

Remove all Part 77 “tree obstructions” within this easement.



Figure 11 – Cemetery within 100’ from the runway.

H. Grant Assurance 29, Airport Layout Plan. Incorrect and missing information.

The Airport Sponsor is required to “keep up to date at all times an ALP showing (1) boundaries of the airport”. The ALP shows some lands as airport property when in fact they are only Avigation and Hazard easements. Examples of this are Tract II Parcel C, F-2, I, and Tract V, Parcel C.

The ALP does not include a Land Use Drawing or property plan as described in the FAA Advisory Circular 150/5070-6B. The ALP must depict the areas used as aeronautical and non-aeronautical. Non-aeronautical use of airport lands requires approval from our office.

During the site visit we also noted various obstructions in the airport not identified in the ALP Part 77 drawings.

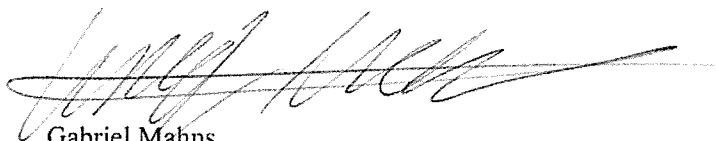
Corrective Action H.

Update the ALP deficiencies identified above and in accordance with Advisory Circulars.

Please provide our office a correction plan identifying the actions you have taken, or will take within 90 days from the date of this correspondence.

If you believe the above discrepancies are incorrect, unclear, or otherwise unfairly stated, you may contact me for clarification at (907) 271-3665 or gabriel.mahns@faa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Gabriel Mahns', written over a horizontal line.

Gabriel Mahns
Airport Compliance/Safety Officer



U.S. Department
of Transportation

Federal Aviation
Administration

Alaskan Region

222 W. 7th Avenue #14
Anchorage, Alaska
99513-7587

EXHIBIT
B 16/25

October 4, 2010

Ref. # 2010AL800015

Mr. Lance Wilbur, AICP
Regional Director, Central Regional
State of Alaska, DOT & PF
Anchorage, Alaska 99519-6900

Dillingham Airport
Letter of Correction

A periodic inspection of Dillingham Airport was conducted September 22, 2010. The inspection was conducted to determine compliance with Federal Aviation Regulation (FAR) Part 139, the Airport Certification Manual, and the Airport Operating Certificate. The inspection revealed that the airport was not in compliance with all of the requirements of FAR Part 139. The following discrepancies to FAR Part 139 were noted during the inspection and should be corrected by the date indicated:

139.203 (b) (5) Contents of Airport Certification Manual – Obstruction Chart

An Obstruction Chart is required as part of the Airport Certification Manual. Currently there are 3 ALP drawings showing Part 77. However, these drawings neglect to identify all obstructions to the Navigable Airspace.

Correction date: July 31, 2011

139.305 Paved Areas – Apron Pavement (item remains open from 2007 June LOC).

The apron project was programmed for FY 2010. However, the project was not properly prioritized by the airport sponsor and slipped till FY 2011.

Correction date: July 31, 2011

139.305 (a) (3) Paved Areas

The apron pavement is not free of cracks and surface variations that could impair directional control (Picture # 1 & 2). Various runway pavement cracks were found (Picture # 3 & 4).

Correction date: July 31, 2011

139.305 (a) (4) Paved Areas

The apron surface deterioration is producing loose aggregate. Presence of Foreign Object Debris (FOD) was found on the apron (Picture # 4 & 6).

Correction date: July 31, 2011

139.311 (a)(1) Marking, Signs, and Lighting.

Runway markings faded (Picture # 7). Chevrons are improperly painted and in deviation from the FAA Marking Advisory Circular, Figure 7 (Picture # 8).

Correction date: July 31, 2011

139.311 (a)(4) Marking, Signs, and Lighting.

Holding position markings faded.

Correction date: July 31, 2011

139.331 Obstructions.

Various obstructions penetrate the primary and transitional surfaces and are not shown as obstructions in the Airport Layout Plan. Some of these obstructions include Dillingham DME antenna, electric power poles on both sides of the south side of the runway, public road on the north side of the runway, trees on the cemetery and trees on runway 19 approach surface.

In the June 9, 2009, letter from the Central Region Regional Director the part 139.311 discrepancies were addressed through a request to our office for a surface maintenance grant in 2010. Obstructions outside the RSA are not eligible under surface maintenance. Obstruction removal is a project on its own and qualifies for an Obstruction removal grant.

Correction date: July 31, 2011

139.333 (b) Protection of NAVIDS.

Runway 19 Wind Cone and VASI maintenance building are located outside the airport perimeter fence and next to a public road. The perimeter fence needs to be relocated to encompass the wind cone and VASI Maintenance building (Picture 9 & 10).

Correction date: July 31, 2011

139.337 (b)(4) Wildlife Hazard Management.

Airport personnel have observed and hazed dogs multiple times on airport property and on movement areas. The Perimeter Fence has 1 foot gaps over the ground (Picture # 11). The airport has not conducted a Wildlife Hazard Assessment.

Correction date: October 31, 2010

We have given consideration to all available facts and conclude that this matter does not warrant legal enforcement action. Please advise this office in writing when the discrepancies are corrected.

Thank you for your time and assistance during the inspection process.

Sincerely,



Stephen W. Powell
Airport Certification Safety Inspector
Airports Division

cc: Mr. Troy Larue, Central Region Maintenance & Operations Manager
Mr. Norman Heyano, Dillingham Airport Manager

RECOMMENDATIONS/COMMENTS

The following recommendations/comments are provided as a product of the Dillingham Airport Certification Inspection completed September 22, 2010.

- 1.] Ramp signs. Recommend adding Ramp information signs on the back side of taxiway Alfa, Bravo and Charlie signs.
- 2.] The existing perimeter road is being used for access to private properties. Some of these private buildings are on airport property. We suggest providing access to the private properties from the northwest side of the airport by taking advantage of the GA access road. The perimeter fence should be moved to include nav aids and close public access to the airport perimeter road.
- 3.] Obstructions. Removal of the trees in the cemetery will require a special effort to prevent damage to the grave sites. Trees on the northeast side of the runway within the airport property should be cut as soon as possible. Trees northeast of the runway within the avigational easement will require public coordination for their removal. Additional trees penetrating the approach surface on the north side of the airport are outside the airport property and it will require the purchase of an avigational easement prior their removal. There are various tree obstructions within the airport property that should be removed. Suggest updating the obstruction chart on the ACM before a determination can be made for all obstructions in Dillingham.

Picture 1



Picture 2



Picture 3



Picture 4



Picture 5



Picture 6



Picture 7



Picture 8



Picture 9



Picture 10



Picture 11

