APPENDIX E: PUBLIC INVOLVEMENT

Public Involvement Plan

Public Involvement Plan
Scammon Bay Airport Planning Study

November 2023

State Program Number CFAPT01005 / AIP 3-02-0255-005-2023

Prepared for:

State of Alaska
Department of Transportation & Public Facilities, Central Region
4111 Aviation Way
Anchorage, Alaska 99519-6900

Prepared by:

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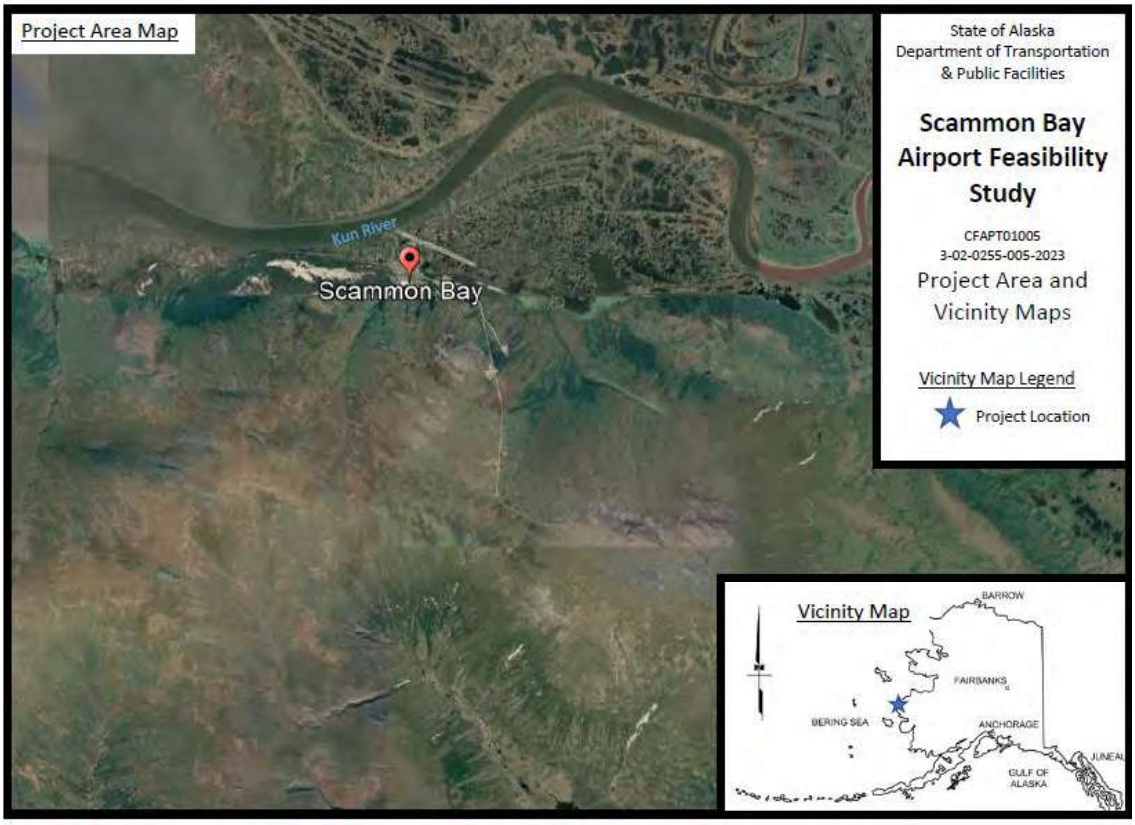
1 INTRODUCTION

The Alaska Department of Transportation and Public Facilities Central Region (DOT&PF) is conducting an Airport Planning Study at Scammon Bay, funded by the Federal Aviation Administration (FAA). The study may include up to three planning and public involvement phases. The first phase is called a Feasibility Study, which will evaluate the feasibility of improving the airport in its current location or constructing a new airport at a different site near the community. Subsequent phases may include a site selection study and airport layout plan. This phase, though, is focused on gathering information about the airport and community needs.

The purpose of this Public Involvement Plan (PIP) is to encourage dialogue and sufficiently inform the public, airport users, and resource agencies during the Feasibility Study phase of this planning process. A combination of public meetings, a project website, and mailing lists will meet the objective of providing early opportunities in the planning process to take comments about potential issues before final recommendations are made.

Scammon Bay is a remote community located in the Kusilvak Census Area, near the Bering Sea, nearly 150 miles northwest of Bethel. The community is bordered by the Kun River and wetlands to the north and the Askinuk Mountains to the south. Much of the community, including the airport, is located at sea level elevation.

The Scammon Bay airport is owned and operated by DOT&PF. The airport is threatened by riverine flooding from the Kun River that overtops the airport every five to ten years. The Scammon Bay airport is expected to be impacted by major flooding sometime before 2030; the most recent major flood was in 2022.



2 PUBLIC OUTREACH

2.1 Public Meetings

One public meeting will be held during the Airport Feasibility Study phase of this planning study. The purpose of the meeting will be to inform the public about the project, field questions, and receive feedback.

The public meeting will focus on soliciting comments from the public on potential alternatives to address the needs identified in the Airport Feasibility Study. The meeting will summarize the identified needs at the airport. The majority of the meeting will be spent introducing alternatives which could address the needs identified at the airport.

Alternative locations for the airport will also be presented, in addition to pros and cons of maintaining the airport in the current location. The meeting will focus on stakeholders providing input on the current and alternative locations. The meeting will allow for informal discussion and formal comments to be documented from community members. Community members will be able to evaluate and voice support or concern about alternatives; and suggest improvements to the process.

Public meetings will also be held during subsequent planning phases if airport relocation is recommended and during a construction project for the airport, as required by the National Environmental Policy Act (NEPA).

2.2 Website

A public website will be hosted on the DOT&PF projects webpage to inform the public about the plan. This webpage will serve as a repository for documents, newsletters, and notifications about the Airport Planning Study. Contact information for project leaders will allow the public to directly participate in the plan.

2.3 Mailing List

A mailing list will be maintained throughout the project. This live document will include all of those people who have self-identified interest in the project, and any additional stakeholders who have been identified through scoping. The mailing list will be used to update interested stakeholders about project updates, open houses, and other appropriate events.

2.4 Informational and Educational Materials: Flyers and Comment Cards

Flyers and comment card materials will be published on the project website, sent in mailings, and be available as handouts at the open house. These are used to provide the public key information about the project, schedule, needs, and alternatives. The local Delta Discovery newspaper and KYUK, the public radio station for the Yukon-Kuskokwim Delta, will also be contacted to run notifications about the project.

2.5 Advertisement

Project meeting announcements will be sent to the project mailing list. Flyers will be sent to the Post Office and Library for display. Advertisements for public meetings will be run in the local newspaper, the Delta Discovery. Meeting announcements will also be published on the Alaska Online Public Notice website and a media release will be prepared.

Public meetings will be noticed at least 21 calendar days in advance and coordinated with the City of Scammon Bay and Native Village of Scammon Bay tribal leaders.

2.6 Comment Collection

Summaries of public meeting records, including documentation of comments received during open format discussions will be completed and appended to the Airport Planning Study. Individual comments received through comment forms, emails, and webpage outreach will be collected and saved in the project records. Relevant comments and responses will be summarized in tabular form and included in the Airport Planning Study.

2.7 Translation Services

Translation services will be available for the Central Yup'ik language at public meetings for the Feasibility Study.

3 POTENTIAL STAKEHOLDERS

The Scammon Bay Airport is an important component of the Scammon Bay community, providing the only year-round linkage to Bethel and the broader region. As a result, there are many interested parties, some which have been identified (below). Additional parties will be maintained in the mailing list.

- City of Scammon Bay
- Native Village of Scammon Bay and Scammon Bay Traditional Council
- Askinuk Corporation
- Calista Corporation
- Association of Village Council Presidents
- Lower Kuskokwim School District
- Commercial Operators
    - Bering Air
    - Fox Aircraft, LLC
    - Grant Aviation
    - Iliamna Air Taxi
    - Katmai Air
    - Ryan Air
    - Yute Commuter Service
- Aircraft Owners and Pilots Association
- Federal Agencies
    - FAA Airport Division
    - FAA Flight Service
    - FAA Runway Safety
- State Agencies
    - Department of Transportation and Public Facilities (DOT&PF)
    - Department of Commerce, Community, and Economic Development (DCCED), Division of Communities and Regional Affairs (DCRA)
    - Department of Environmental Conservation (DEC)
    - Department of Fish and Game (ADF&G)
- Department of Natural Resources (DNR)
- State Legislators and Federal Congressional Delegation

4 PROJECT CONTACTS

4.1 DOT&PF – Central Region

Philana Miles
PO Box 196900
Anchorage, AK 99519-6900
philana.miles@alaska.gov
907-269-0519

4.2 Stantec Consulting Services, Inc.

Ryan Cooper
725 East Fireweed Lane Suite 200
Anchorage, AK 99503
Ryan.Cooper@stantec.com
907-343-5241

Website: DOT&PF

Alaska Department of Transportation and Public Facilities

CENTRAL REGION

Scammon Bay Airport Planning Study

State/Federal Project No: CFAPT01005/AIP 3-02-0255-005-2023

Project Documents

Project Overview

We are conducting an airport planning study for Scammon Bay, a remote community located near the Bering Sea, along the Kun River.

The airport is threatened by riverine flooding from the Kun River that overtops the airport every five to ten years. The Scammon Bay airport is expected to be impacted by major flooding sometime before 2030; the most recent major flood was in 2022.

Scammon Bay is not on the road system and the airport is a critical link to essential infrastructure, such as medical care.

The purpose of this project is to improve the safety of aviation infrastructure in Scammon Bay. This study will evaluate the airport and determine whether rehabilitating the airport in its current location, or relocating the airport, would be the most prudent long-term airport management decision.

Work on this project includes:

- Public Involvement
- Inventory
- Needs Assessment
- Forecast
- Alternatives Evaluation

Project Background:

Scammon Bay is 150 miles from Bethel and has a runway directly adjacent to the Kun River. The runway regularly floods, which removes the community's ability to access medical care. Erosion also continues to shorten the runway. This hazard is well documented, in the Scammon Bay Hazard Mitigation Plan, flood records, and in the Alaska Aviation System Plan.

The major question is if the runway should be moved or reinforced. A Coastal Report and Hydrology and Hydraulics Report have already been completed (links available on the right).

The planning study is the first of three phases of airport analysis, which are:

1. Feasibility Study
2. Reconnaissance Study
3. Airport Layout Plan and Survey

What does the flooding look like?

Overview of Scammon Bay, Scammon Bay Airport, and the Kun River (Looking West)

2016 Flooding of the Runway

2022 Flooding of the Runway (Looking North, from the Foothills). Note the two (red and blue) airport snow removal equipment buildings on the right side of the picture.

Contact and Comment

LEAVE A COMMENT

Your input is valuable! Please review the documents and offer your comments on the project. The best contact information for the project is listed below.

This project is being developed in cooperation with the Federal Aviation Administration and Stantec Consulting Services, Inc.

If you have questions or comments about the project, please contact: ScammonBayAirportPlan@stantec.com

Or reach out directly to:

Philana Miles, C.M.
Project Manager, DOT&PF
PO Box 196900
Anchorage, AK 99519-6900
(907) 269-0519
philana.miles@alaska.gov

It is the policy of the Department of Transportation and Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds. The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact:

Philana Miles, C.M., (907) 269-0519, text telephone (TDD) (907) 451-2363

Requests should be made at least 14 days before the accommodation is needed.

Alaska Project Exchange APEX Alaska DOT&PF Connecting Alaska with construction information at dot.alaska.gov/construction & 511.alaska.gov

Use DOT&PF's **Alaska Project Exchange** tools to learn more about all of DOT&PF's active construction projects statewide!

- Want to know how construction will impact road traffic? Visit 511.alaska.gov
- Want to dig into the details about projects across the state? Visit dot.alaska.gov/construction

Website: ArcStory

Scammon Bay Airport Planning Study

The purpose of this project is to improve the safety of aviation infrastructure in Scammon Bay

Alaska Department of Transportation and Public Facilities (DOT&PF)
April 17, 2024

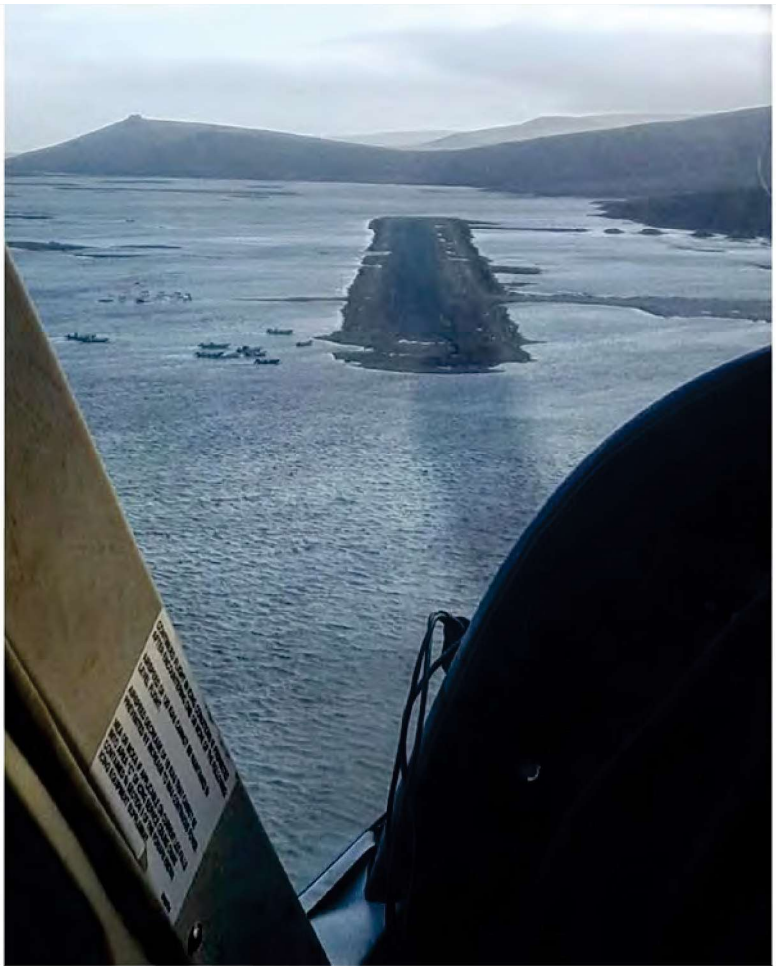
Welcome to the Public Involvement Website for the Scammon Bay Airport Planning Study. This online resource helps provide the materials in an interactive, 24-hour accessible format. Your feedback is important to us! You may visit the Comments section to leave your feedback.

Scammon Bay is a remote community located near the Bering Sea.

Why is the airport important?

- Scammon Bay is not connected to the road system
- The Airport is the only year-round access to medical care, groceries, and heating
- The Airport is the only year-round access for travel for school events
- The community has infrequent barge service and no ferry service
- The population is growing in Scammon Bay

The airport is threatened by riverine flooding from the Kun River that overtops the airport every five to ten years. The Scammon Bay airport is expected to be impacted by major flooding sometime before 2030; the most recent major flood was in 2022.



This airport planning study is designed to examine condition of the airport, the needs of the community, and ways the airport can continue to serve those needs. It also helps guide future project development.

Date	Event	Description
1976 (August)	Storm surge flood	Storm surge flood from Bering Sea. Flooded the airstrip, sewage lagoon, and two homes
1977	Flood	High wind driven waves
1981	Flood	Wind driven waves
1982	Flood	Wind driven waves
2004 (October)	Storm	High-water levels flooded airport
2011 (November)	Coastal Flood	Storm caused water levels to rise significantly in the lower Yukon River with high-water levels at Scammon Bay
2013 (November)	Coastal Flood	Significant washout of roads and airport
2016	Flood	Flooding of airport and roads
2022 (September)	Storm	High-water levels flooded airport

How often do storms and flooding happen at Scammon Bay?

The table shows the history of storms in Scammon Bay.

	2022	2025	2030	2035	2040	2045
Cessna 208 Caravan	2,539	2,691	2,853	2,995	3,115	3,240
Casa C212 Aviocar	340	360	382	401	417	434
Cessna C206/207/209/210 Stationair	173	183	194	204	212	221
Cessna C208B Grand Caravan	124	131	139	146	152	158
Piper PA-31 Navajo	102	624	661	695	722	751

The study forecast which airplanes will use the runway. The top 5 aircraft are shown in the table.

The Cessna 208 Caravan is expected to have the most operations.

The Piper PA-31 Navajo is expected to have increasing operations.

The forecasted critical aircraft is B-II (Small). This classification helps guide the design of the airport.

The inventory also documented these issues with the airport:

1. Runway erosion
2. Runway flooding
3. Cross-runway culvert failure
4. Inadequate crosswind coverage

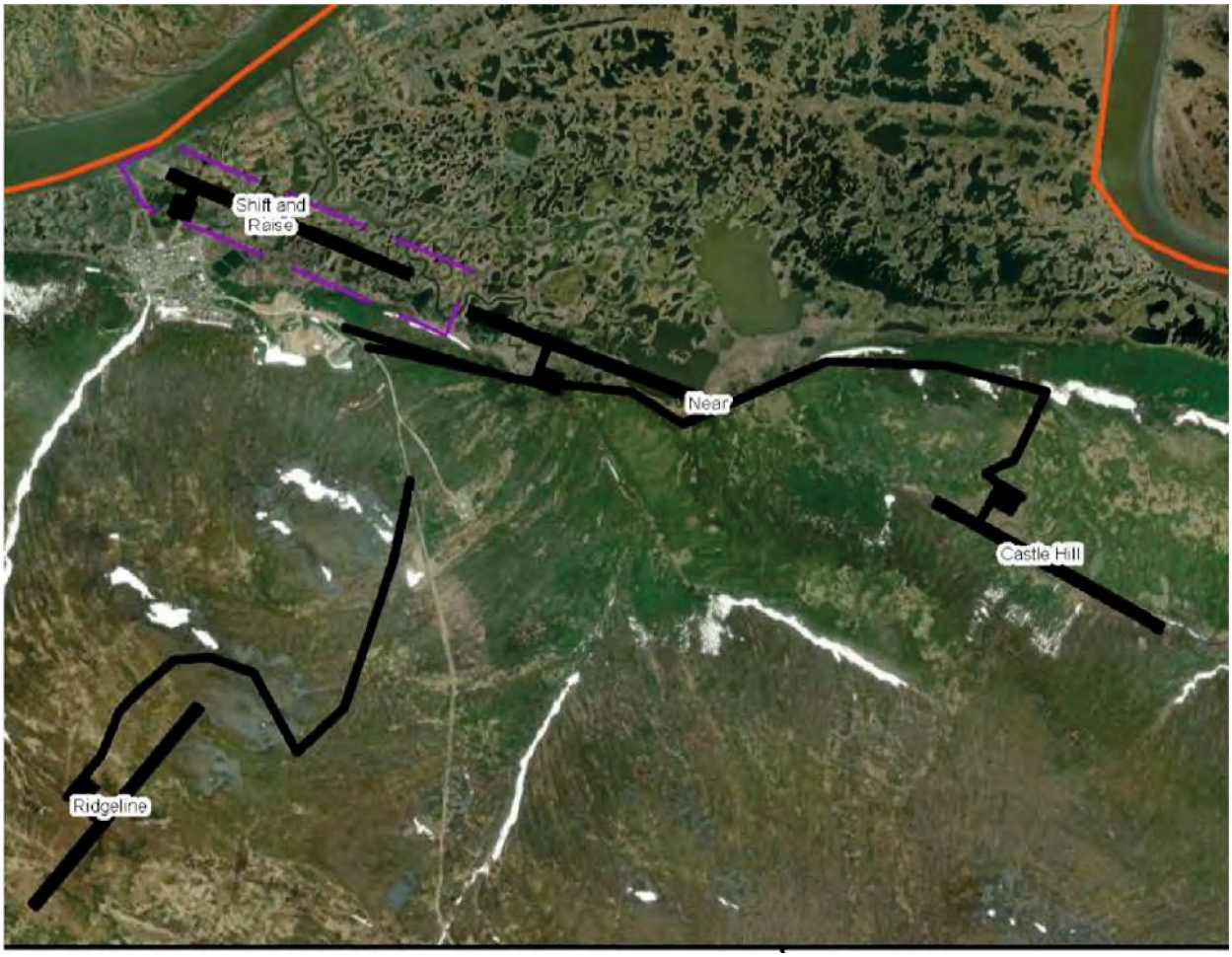
Previous studies have found:

Flooding threats can be resolved by raising the airport to +18.5 feet.

Erosion can be resolved by moving the airport inland 340 feet, and installing erosion protection infrastructure.

The cost for these improvements is similar to the cost of relocating the airport entirely.

The analysis lead DOT&PF to evaluate potential alternative locations.



5 Alternatives were examined:

Alternative 1 ("No Action") is for comparison, and does not solve the threats.

Alternative 2 (“Shift & Raise”) is shifting the runway 340 feet inland along its current alignment as protection from river movement. This alternative includes raising the surface elevation to +18.5 feet and installing erosion protection.

Alternative 3 (“Near”) is moving the Airport out of town, along the foothills.

Alternative 4 (“Castle Hill”) is moving the Airport to the valley between Castle Hill and the Askinuk Mountains.

Alternative 5 (“Ridgeline”) is moving the Airport to the ridgeline above Scammon Bay in the Askinuk Mountains.

Now we are engaging in Public Involvement. Your input is important in reviewing the potential alternatives!

Let's look at those alternatives in more detail.

Alternative 2: Shift & Raise

Safety and Reliability:
90.4% wind coverage

Protected from erosion

Convenient for passengers

Land Status: Acquire 3 acres of land

Environmental: Relatively low impacts

Constructability: Challenge, must allow operations at airport to continue

Cheaper with local material sites

Cost:
$75 M (local material)
$130 M (barged material)

Alternative 3: Near

Safety and Reliability:
Unknown wind coverage

Protected from erosion

Inconvenient for passengers

Land Status: Acquire 92 acres of land

Environmental: Medium new impacts (less than other move alternatives)

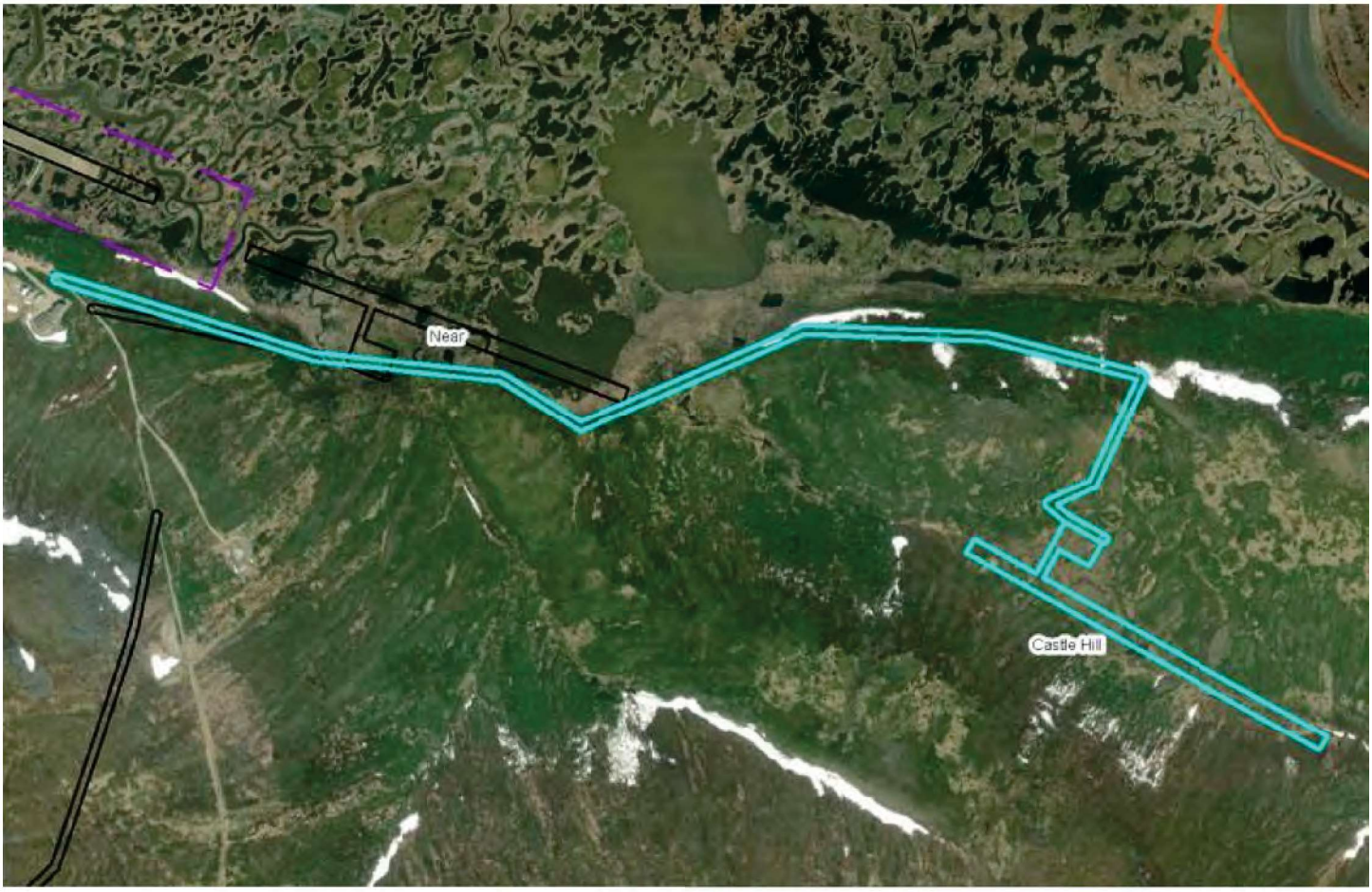
Constructability: Similar to Alternative 2, but existing runway would remain operational during construction

Access road may be difficult to construct and maintain

Cost:

$94 M (local material)

$182 M (barged material)



Alternative 4: Castle Hill

Safety and Reliability:

Unknown wind coverage

Protected from erosion

Very inconvenient for passengers

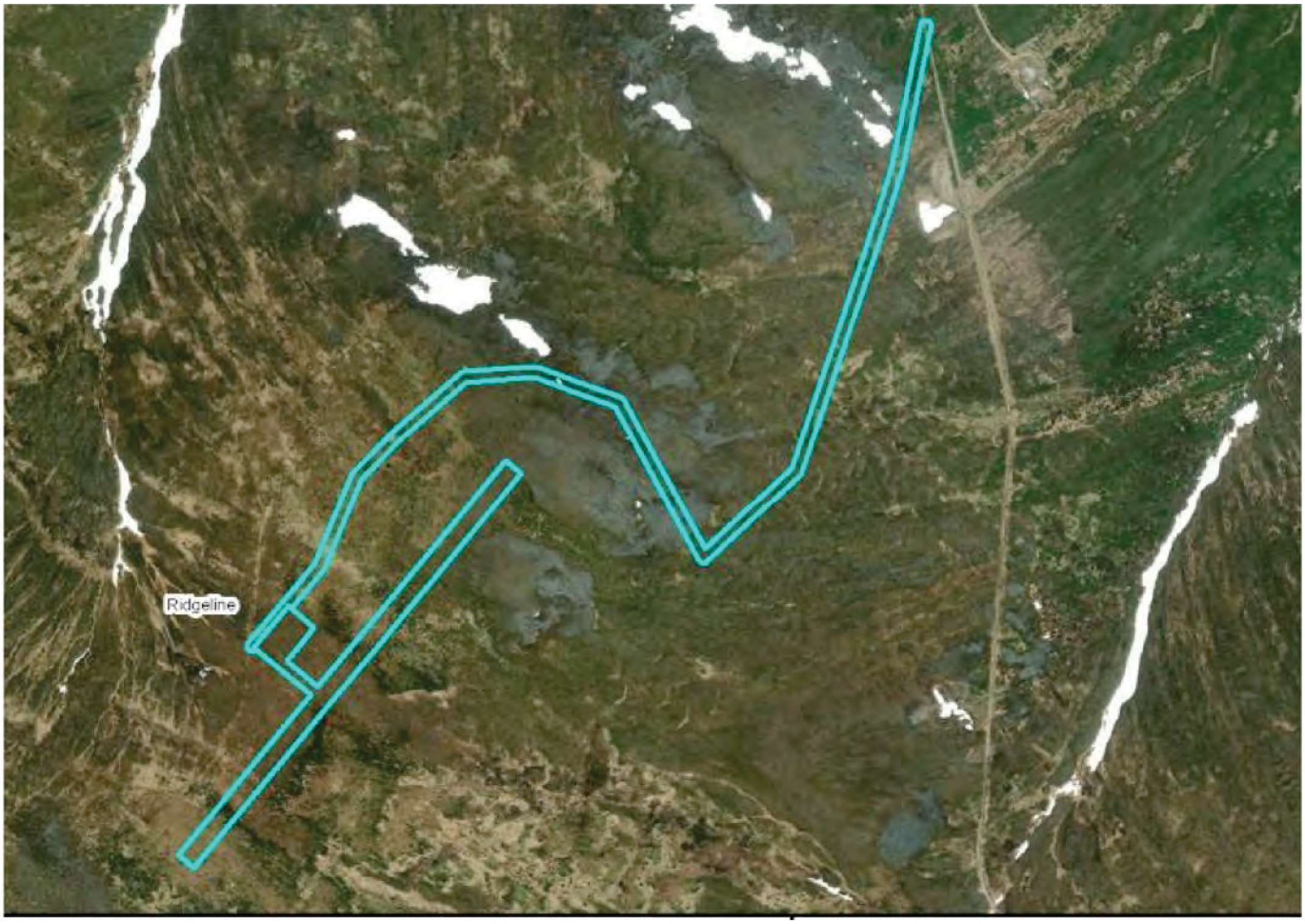
Land Status: Acquire 110 acres of land

Environmental: Relatively high impacts

Constructability: Existing runway would remain operational during construction

Access road may be difficult to construct and maintain

Cost:
$66 M (local material)
$126 M (barged material)



Alternative 5: Ridgeline

Safety and Reliability:
Unknown wind

Protected from erosion

Most inconvenient for passengers

Land Status: Acquire 104 acres of land

Environmental: Relatively high impacts

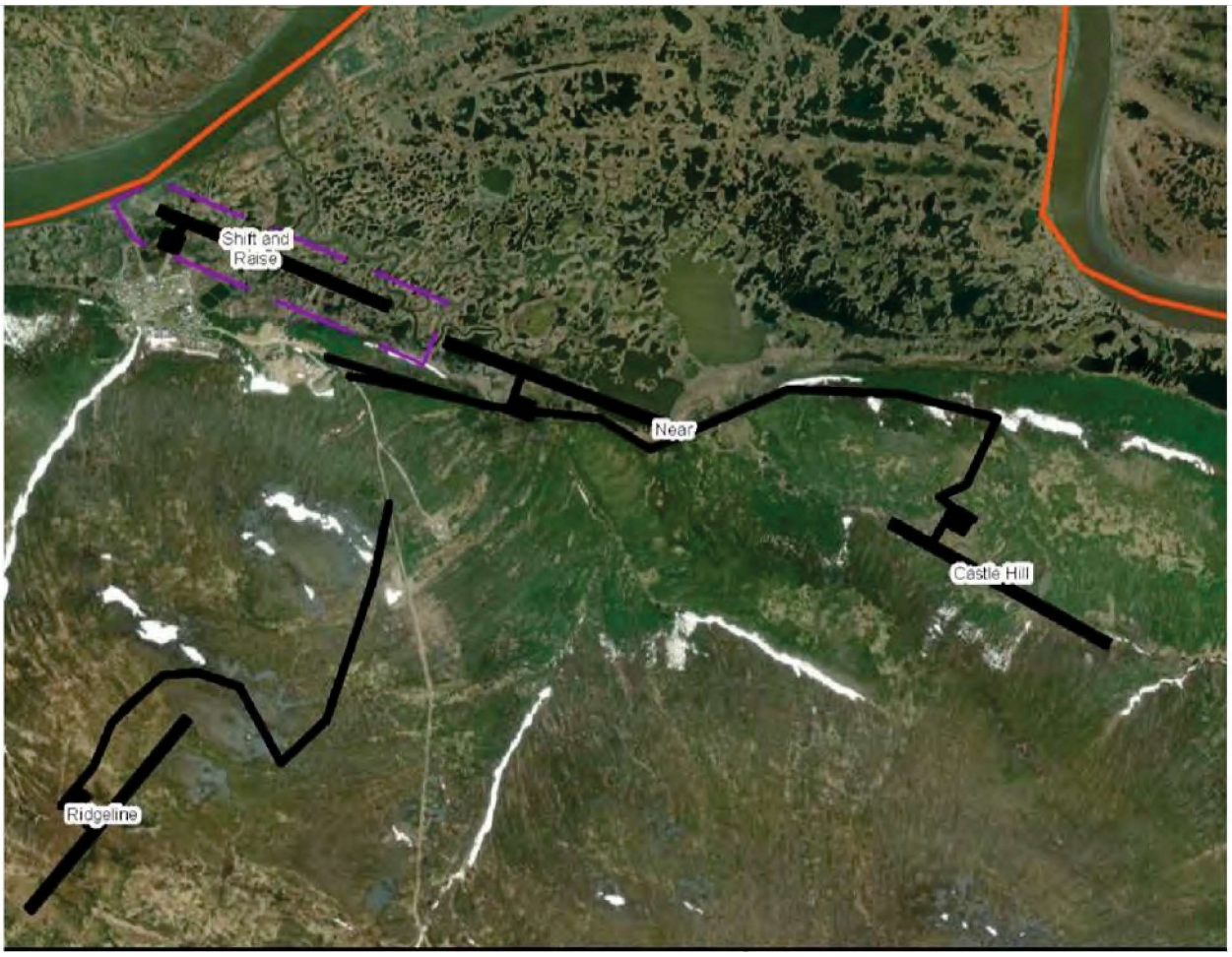
Constructability:
Existing runway would remain operational during construction

Most difficult for land acquisition, construction time, and maintenance

Access road may be difficult to construct and maintain

Cost: Cheapest from planning level – but high uncertainty of cost

$59 M (local material)
$109 M (barged material)



Alternative Comparison

Prior to engaging in Public Involvement

Alternative 5 Ridgeline is least expensive but has the most risk

Alternative 2: Shift & Raise is more expensive, but provides a beneficial mix of operational safety, passenger convenience, limited environmental impact, and cost effectiveness

Questions

What is your alternative preference?

Do you have insights into how to make the process better?

Leave a comment at: ScammonBayAirportPlan@stantec.com

or

https://dot.alaska.gov/creg/scammon/

Brochure

Alaska Department of Transportation & Public Facilities
Scammon Bay Airport Planning Study
Public Meeting: June 18th 12:00 PM (Noon)
Scammon Bay New Armory

The Alaska Department of Transportation and Public Facilities (DOT&PF) is conducting a planning study for the Scammon Bay airport. Scammon Bay is a remote community located near the Bering Sea, along the Kun River. The airport is threatened by riverine flooding from the Kun River that overtops the airport every five to ten years. The project has analyzed the potential for coastal threats at the current airport, and a variety of potential relocation alternatives.

What are the Alternatives?

Alternative 1: No Action: Does not resolve the flooding and erosion threats.

Alternative 2: Shift & Raise: Shifts the runway 340 feet inland and raises the surface elevation to +19.5 feet and installs erosion protection.

Alternative 3: Near: Moves the Airport onto the transition between lowlands and the Askinuk Mountains, near the community of Scammon Bay.

Alternative 4: Castle Hill: Moves the Airport to the valley between Castle Hill and the Askinuk Mountains.

Alternative 5: Ridgeline: Moves the Airport to the ridgeline above Scammon Bay.

Public Scoping

This public scoping will gather stakeholder input on all the potential alternatives. Stakeholder input is an important criteria for selecting a preferred alternative.

How do the Alternatives compare?

Prior to engaging in Public Involvement, the two proposed alternatives for the most erosion protection are Alternative 2: Shift & Raise, and Alternative 5: Ridgeline.

Alternative 2: Shift & Raise: Provides the best combination of operational safety, passenger convenience, limited environmental impacts, and is likely the most cost-effective alternative. This alternative requires land acquisition, which may delay project design and construction.

Alternative 5: Ridgeline has the lowest cost estimate for airport surface construction because it does not require additional flooding and erosion protection. It may be the least feasible option, or most uncertain, due to lack wind data and visibility issues though.

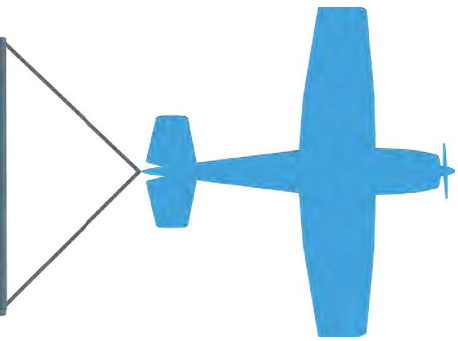
Installation of a weather station and further analysis would be needed to determine the feasibility of this alternative. If the runway alignment needs to be significantly different, the cost of excavation and fill will increase and reduce the overall cost savings.

Alternative 5 (“Ridgeline”) would be inconvenient for passengers and would cause significant environmental impact. This alternative requires substantial land acquisition and construction of a new access road, which could delay much needed airport improvements for the community. Access road maintenance would be problematic and expensive.

You can send this comment card to:

Philana Miles, DOT&PF

PO Box 196900, Anchorage, AK 99519,
philana.miles@alaska.gov or e-mail the project at
ScammonBayAirportPlan@stantec.com



Alaska Department of Transportation & Public Facilities
Scammon Bay Airport Planning Study
Public Meeting: June 18th 12:00 PM (Noon)
Scammon Bay New Armory

Evaluation Factor	1: No Action	2: Shift & Raise	3: Near	4: Castle Hill	5: Ridgeline
Safety and Airport Resiliency					
Elevation: Floodplain	+10 - +17.5 feet	+19.5 feet	+19.5 feet	+138 feet	+1,013 feet
Distance from river	0 feet	340 feet	11,000 feet	Above Floodplain	Above Floodplain
Fog & Low Visibility	0.3%	0.3%	0.3%	~0.3 - 6.7%	17.0%
Wind Coverage	90.4%	90.4%	Unknown	Unknown	Unknown
Wind Strength	N/A	Similar to SCM	Unknown	Unknown	Higher
Airport Geology	Good	Poor	Poor	Good	Good
Land Status					
Land Ownership	DOT&PF	DOT&PF, Calista, Askinuk	Calista and Askinuk	Calista and Askinuk	Calista and Askinuk
Likelihood of Acquisition	N/A	Likely	Uncertain	Uncertain	Uncertain
Subsistence Resources	No significant	Low (Fish, Moose, Grouse, Waterfowl, Berries)	Medium (Fish, Moose, Grouse, Waterfowl, Berries)	Medium (Fish, Grouse, Waterfowl, Berries)	Medium (Grouse, Waterfowl, Berries)
Environmental					
Noise	Medium	Medium	Low	Low	Low
Wetlands	0	2.5 acres	11.4 acres	9.5 acres	0.3 acres
Fish	No significant	Runway culvert	No significant	No significant	No significant
Birds & Other Wildlife	No significant	16.6 acres	20.9 acres	39.7 acres	33.2 acres
Cultural Resources	No known	Potential impacts to known area	No known areas	No known areas	No known areas
Contaminated Sites	No significant	No significant	No significant	No significant	No significant
Passenger Convenience	Best	Best	Medium	Low	Very Low
Distance to Community Center	0.3 miles	0.3 miles	2.2 miles	4.5 miles	6 miles
Constructability					
Constructability	Feasible	Challenge	Feasible	Feasible	Feasible
Distance to Solid Waste	3,560 feet	3,260 feet	3,800 feet	14,000 feet	10,900 feet
Distance to Sewage Lagoon	550 feet	550 feet	7,000 feet	9,500 feet	6,000 feet
Maintenance of Access Road	Easy	Easy	Difficult	Very Difficult	Very Difficult
Materials					
Unclassified Excavation	0	15,440 cy	40,306 cy	166,594 cy	47,991 cy
Borrow	0	161,330 cy	370,691 cy	284,495 cy	224,174 cy
Subbase	0	51,215 cy	58,313 cy	72,222 cy	67,426 cy
Crushed Aggregate	0	38,515 ton	41,369 ton	52,797 ton	47,539 ton
Primary Armor Stone	0	61,353 ton	61,353 ton	0	0
Underlayer Stone	0	53,731 ton	53,731 ton	0	0
Material Source Distance (Local)	0	7,300 feet	2,000 feet	600 feet	2,000 feet
Utilities					
Utilities (Cost)	No significant	$237,000	$1,838,500	$3,677,000	$4,911,000
Erosion Protection*	$0	$20 M Local, $31 M Barged	$20 M Local, $31 M Barged	$0	$0
Land Purchase	No significant	$3,000	$5,000	$23,000	$17,000
Cost Summary					
Total Cost (Local)	$0	$75,642,172.51	$94,588,701.28	$66,714,222.21	$59,398,368.40
Total Cost (Barged)	$0	$130,430,801.50	$182,828,675.60	$126,997,026.70	$109,266,097.40
Public Opinion	TBD	TBD	TBD	TBD	TBD

Alaska Department of Transportation & Public Facilities
Scammon Bay Airport Planning Study
All Comments Are Welcome!

Please complete this comment sheet to help us improve your airport. Thank you.

Name: _____ Telephone: _____

Address: _____ Email: _____

Please provide comments you think may be helpful for this plan. Are there specific improvements needed at the airport? What are your concerns about operations, maintenance, land use, or other airport issues?

_____

_____

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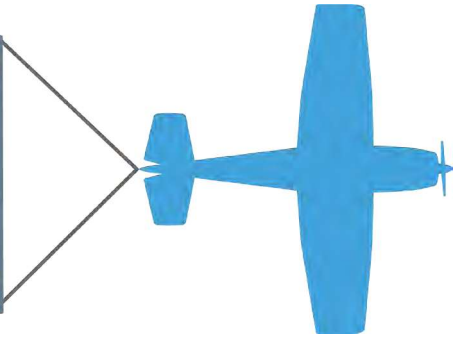
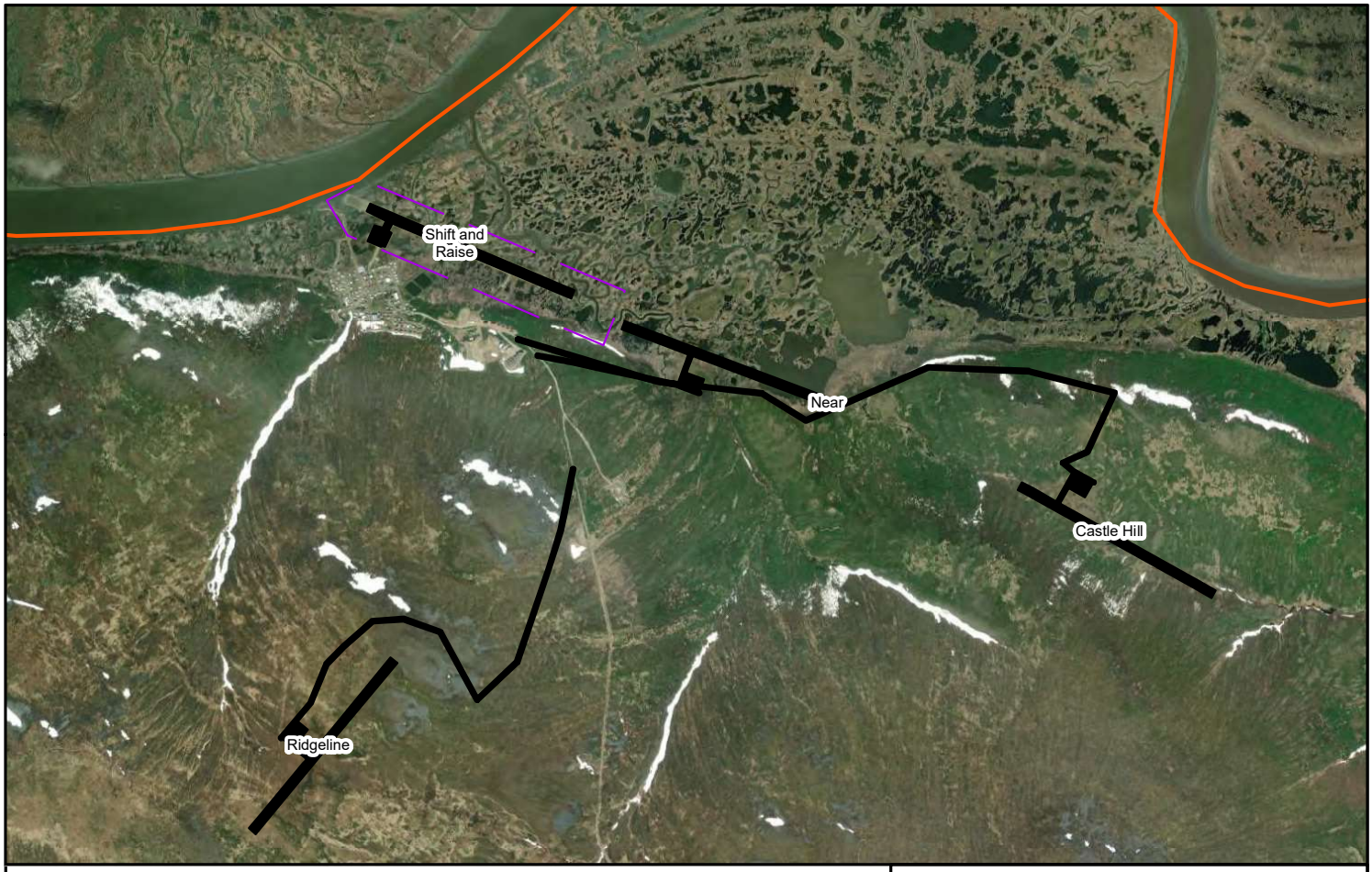
You can send this comment card to:

Philana Miles, DOT&PF

PO Box 196900, Anchorage, AK 99519 or e-mail to
ScammonBayAirportPlan@stantec.com





N

0 0.15 0.3 Miles

1:27,972 (At original document size)

Notes:
1. Coordinate System: NAD 1983 2011 StatePlane Alaska 8 FIPS 5008 Feet

Study Area
Airport Boundary
Alternatives (2024)

SCAMMON BAY
AIRPORT PLANNING STUDY

STATE OF ALASKA
Department of Transportation and Public Facilities
4111 Aviation Ave, Anchorage, Alaska 99516

April 2024 | Figure 3-1: Alternatives

KYUK Radio Interview

Improving the Scammon Bay Airport

Published June 17, 2024 at 9:39 AM AKDT

LISTEN • 11:12

Ways To Subscribe

Apple Spotify

There is an effort to improve the Scammon Bay Airport. Joining us for “Coffee” today are Philana (fill-ANN-nah, rhymes with Banana) Miles, the project manager for the state Transportation Department, and Ryan Cooper, Airport Planner with the Stantec Company. Here to speak with them is KYUK’s Gabby Salgado.

Coffee at KYUK

Careers and Opportunities

Media Sharing Policy

Contact Us

Reports

Coffee at KYUK | on-demand
Improving the Scammon Ba...

Newspaper Notice

Yup'ik and Inupiaq Spelling Bee has record number of schools participating

The 2023-2024 Yup'ik and Iñupiat statewide spelling bees were held on Saturday, April 13th at the Alaska Native Science and Engineering Program's Acceleration Academy building on the UAA campus in Anchorage. This year the spelling bees had a record number of schools and spellers participating furthering Indigenous language accomplishments and learning.

Below are the results of this year's spelling bees, courtesy of Spelling Bee Organizer Freda Dan. A livestream of the spelling bees may be found on the Alaska Native Language Spelling Bee for Beginners Facebook page: https://fb.watch/rq-DBUEnAX/.

IÑUPIAT SPELLING BEE Results

The winners of the statewide Iñupiat spelling bee, with the Iñupiat names first and the English name in parentheses:

Aġnauraq (Jaeleen Holder)

Uluġina (Annabeth Huntington)

Both Iñupiat spellers were from Kéet Gooshi Héen Elementary School in the Sitka School District, coached by Suzzuk Mary Huntington.

YUP'IK SPELLING BEE Results

The winners of the statewide Yup'ik spelling bee, with the Yup'ik name first, English name in parentheses:

1st Arnayaraq (Kirsten Akaran Manumik), 7th grade

Nunam Iqua School, Lower Yukon School District

2nd Pilinguasta (Brennan Paje), 7th grade

Tukurngailnguq School, Stebbins, Bering Straits School District

3rd Cukanraq (Jaylynn Strongheart), 5th grade

Nunam Iqua School, Lower Yukon School District

***

This year's spelling bee had a record 21 Yup'ik spellers from five districts and eight schools. Below is a list of this year's state spelling bee participants and their coaches.

Yupiit School District

Arlicaq School, Akiak

Coach: Ada Jasper

Cakiller' (Megan Carl), 5th grade

Qakvalria (Cray Philip), 5th grade

Arnaurluq (Sonya Jackson), 5th grade

Tuluksak School, Tuluksak

Coach: Ruth Napoka

Nug'ur (Calvin Allain), 6th grade

Araiyar (Roxann Alexie), 8th grade

Akiachak School, Akiachak

Coach: Henry Kanulie

Caurluq (Brianna Snyder), 5th grade

Aqsatuyaq (Jacelyn Frank), 7th grade

Anguk'aq (Chassidy George), 7th grade

Lower Yukon School District

Nunam Iqua School, Nunam Iqua

Coach: Savanna Strongheart

Cukanraq (Jaylynn Strongheart), 5th grade

Arnayaraq (Kirsten Akaran Manumik), 7th grade

Qiatuaq (Jayden Strongheart), 4th grade

Alakanuk School, Alakanuk

Coach: Kenneth Lee

Lertuli (Ian Agayar), 7th grade

Suqaapiaq (Charity Westlock), 6th grade

Carayak (Kian Beck)

Cherilee Buster, 5th grade

Lower Kuskokwim School District

Ayaprun Elitnaurvik, Bethel

Coach: John Chakuchin

Narr'aq (Alicea Nick), 8th grade

Ciugun (Jesslyn Paul), 6th grade

Cakayak (Nolan Nicholas), 5th grade

Dillingham City School District

Dillingham Middle School

Coach: Katarina Mowrer

Palakia (Alora Wassily), 8th grade

Anaanacuaq (Bridget George), 8th grade

Bering Straits School District

Tukurngailnguq School, Stebbins

Coaches: Qanikcaq Rebecca Atchak and Minnie Aluska

Pilinguasta (Brennan Paje), 7th grade

Keggutailnguq (Natasha Raymond), 7th grade

Photo by Ruth Dan

Yup'ik Spelling Bee winner Arnayaraq Kirsten Akaran Manumik, 7th Grade.

Photo by Dan Hofmann

Inupiaq Spelling Bee winners Agnauraq Jaeleen Holder 1st place (at right) and Ulugina Annabeth Huntington runner-up, both of Sitka.

Notice of Intent to Conduct Preliminary Engineering and Environmental Scoping Activities

Scammon Bay Airport Feasibility Study

The Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Aviation Administration (FAA) announce:

A public meeting at the Scammon Bay New Armory is occurring at 1pm on May 16th.

This meeting is an opportunity for the public to provide comment about the current airport, airport alternatives, and provide an opinion on the future development for the airport.

Interested persons can attend the public meeting or provide additional comments by contacting:

Philana Miles, C.M., Project Manager, DOT&PF
PO Box 196900, Anchorage, AK 99519-6900, (907) 269-0519,
philana.miles@alaska.gov, ttps://dot.alaska.gov/creg/scammon/

Ryan Cooper, Consultant, Stantec, (907) 343-5241,
ryan.cooper@stantec.com

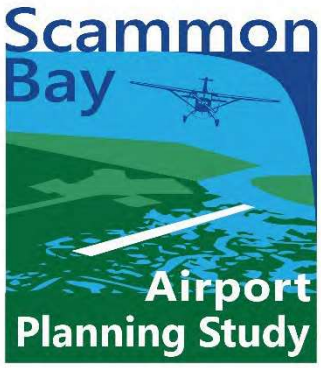
NONDISCRIMINATION: It is the policy of the Alaska Department of Transportation and Public Facilities (DOT&PF) that no one shall be subject to discrimination on the basis of race, color, national origin, sex, age, or disability, regardless of the funding source, including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, Federal Motor Carrier Safety Administration and State of Alaska funds. Title VI Nondiscrimination Policy: https://dot.alaska.gov/tvi_statement.shtml. To file a complaint: dot.alaska.gov/cvlrts/titlevi.shtml.

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact: Philana Miles, C.M., Project Manager, DOT&PF, (907) 269-0519, text telephone (TDD) (907) 451-2363

Requests should be made at least 14 days before the accommodation is needed.

Social Media

Social Media



Love the Scammon Bay Airport? We do too!

A public meeting is being held about the airport in Scammon Bay on

May 16th at 12:00 PM (noon) in the New Armory.

The Scammon Bay Airport is threatened by riverine flooding from the Kun River that overtops the airport every five to ten years. This study has prepared an analysis of the existing conditions of the airport, and potential alternatives for development.

This meeting allows you to provide comments about the airport alternatives and have input on the future development for the airport.

Want to learn more? Visit: https://dot.alaska.gov/creg/scammon/

Online Public Notice

Notice of Intent to Conduct Preliminary Engineering and Environmental Scoping Activities

Scammon Bay Airport Feasibility Study

The Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Aviation Administration (FAA) announce a public meeting for the Scammon Bay Airport Feasibility Study.

The Scammon Bay Airport is threatened by riverine flooding from the Kun River that overtops the airport every five to ten years. This study has prepared an analysis of the existing conditions of the airport, the airport's needs, and potential alternatives for developing aviation infrastructure.

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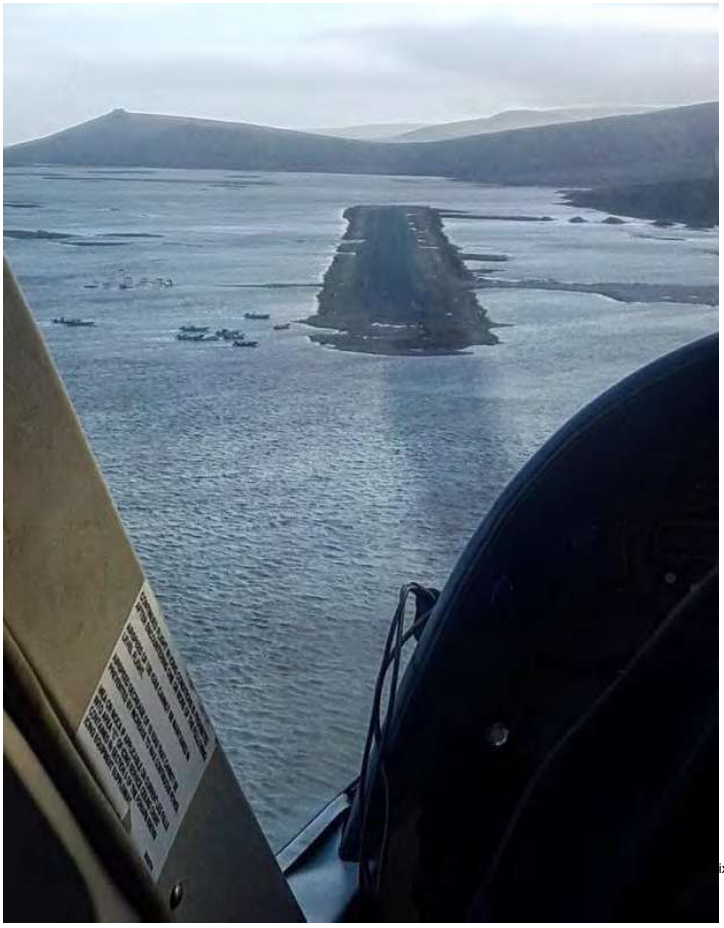
Public Meeting PowerPoint

Scammon Bay Airport Planning Study



Project Purpose:

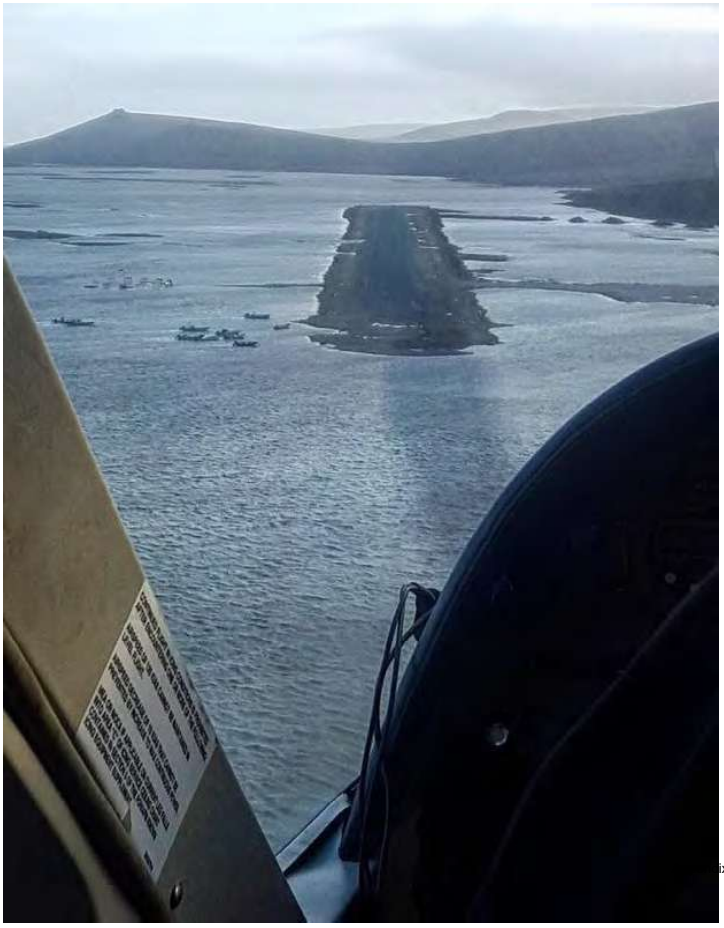
Improve the safety of aviation at Scammon Bay

Threats:

- Flooding
- Erosion

Why is this important?

- Scammon Bay is not connected to the road
- Airport is the only year-round access to medical care, groceries, and heating
- Airport is the only year-round access for travel for school events
- Infrequent barge service and no ferry service
- Population is growing in Scammon Bay



Storm History

Date	Event	Description
1976 (August)	Storm surge flood	Storm surge flood from Bering Sea. Flooded the airstrip, sewage lagoon, and two homes
1977	Flood	High wind driven waves
1981	Flood	Wind driven waves
1982	Flood	Wind driven waves
2004 (October)	Storm	High-water levels flooded airport
2011 (November)	Coastal Flood	Storm caused water levels to rise significantly in the lower Yukon River with high-water levels at Scammon Bay
2013 (November)	Coastal Flood	Significant washout of roads and airport
2016	Flood	Flooding of airport and roads
2022 (September)	Storm	High-water levels flooded airport

Coastal Analysis

Recommends

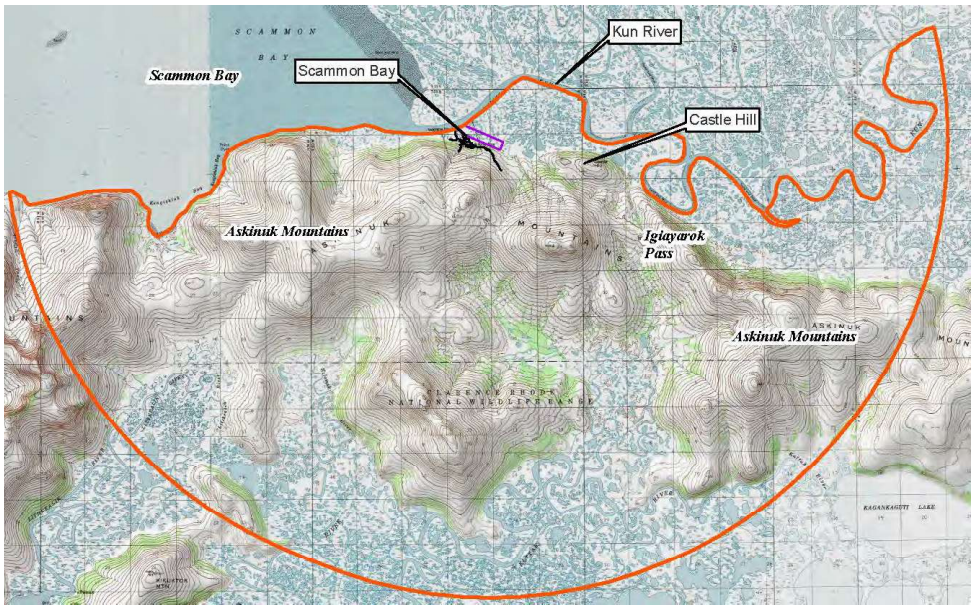
- Shifting airport inland 340 feet +
- Increase in elevation +
- Add erosion protection armoring

Very Expensive

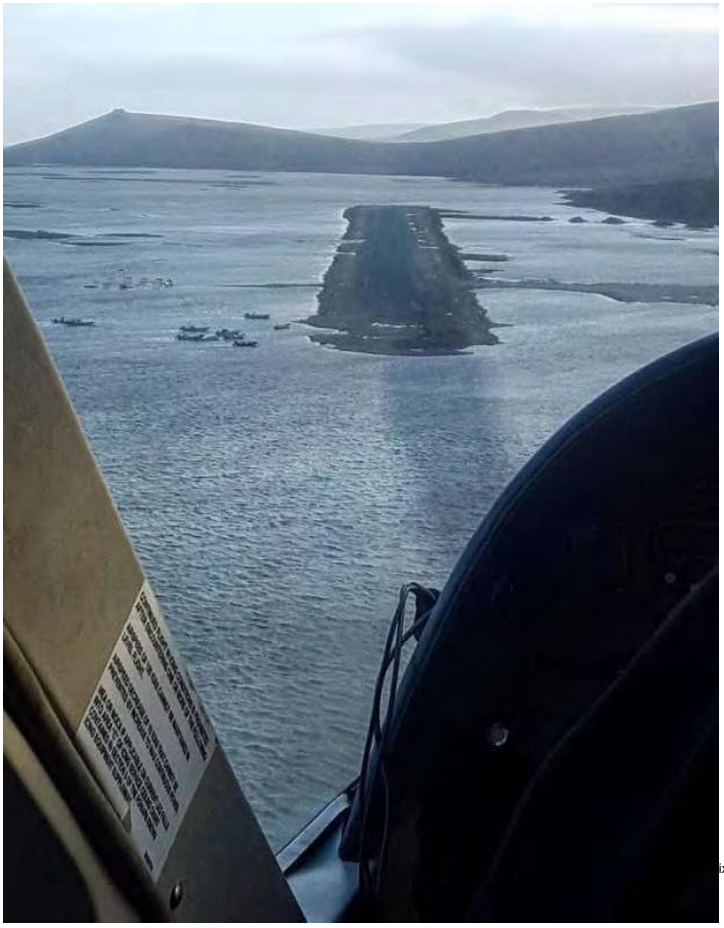
$67 million – $118 million

The cost for shifting the airport is similar to the cost of relocating the airport entirely.

The analysis lead DOT&PF to evaluate potential alternative locations.

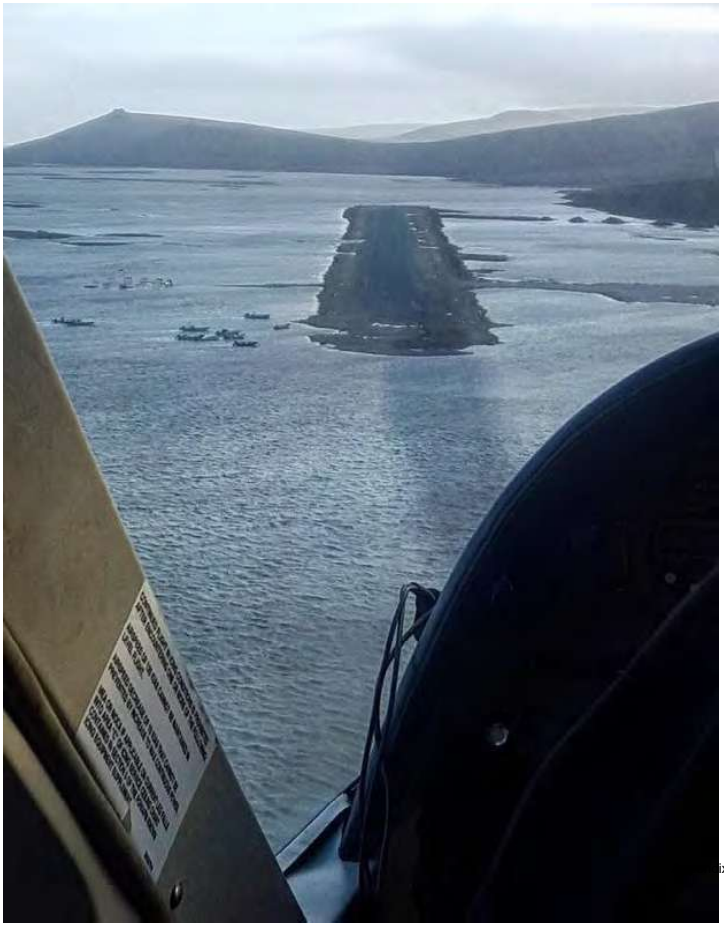


Where we looked for alternative locations



Evaluation Criteria

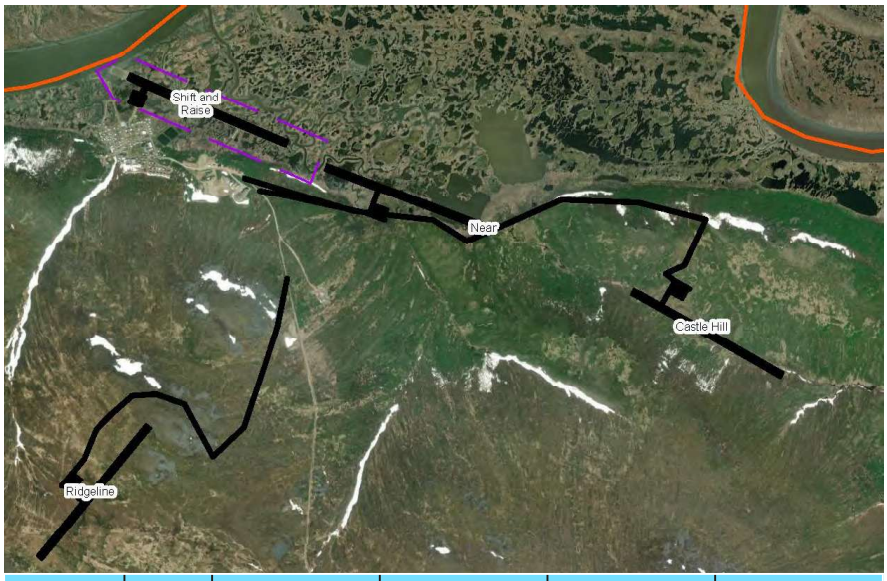
- Constructability
  - Distance to Solid Waste
- Cost
- Environmental
  - AHRS Cultural Resources
  - Birds & Other Wildlife Habitat
  - Contaminated Sites
  - Distance to Community Center
  - Endangered Species
  - Fish
  - Marine Mammal Protection Act
  - Noise (Impacts to Residents)
  - Passenger Convenience
  - Wetlands



Evaluation Criteria

- Land Status
  - Land Ownership
  - Likelihood of Acquisition
  - Subsistence Resources
- Material Required
  - Material Source Distance (Local)
- Safety and Airport Resiliency
  - Airport Geology
  - Distance from river
  - Elevation (Floodplain)
  - Fog and Low Visibility
  - Wind Coverage
  - Wind Strength (Elevation)
- Utilities

Alternatives



Alternative 1: No Action

Alternative 2: Shift & Raise

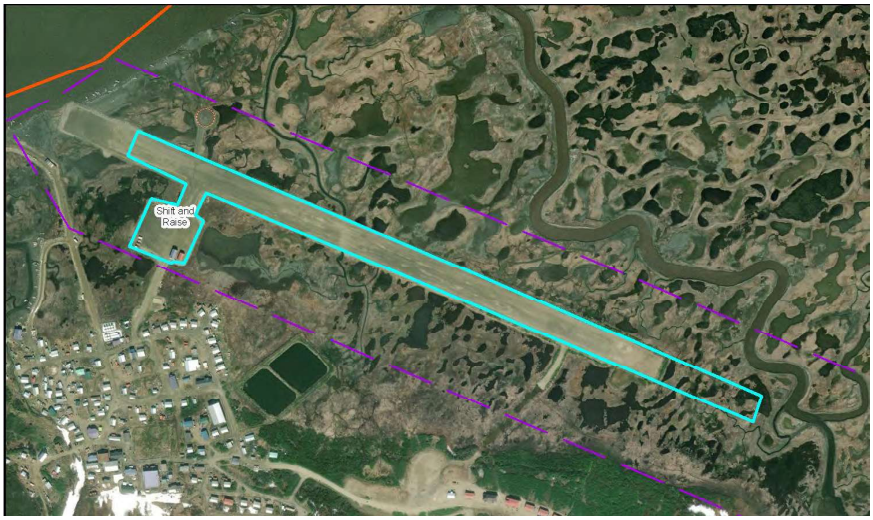
Alternative 3: Near

Alternative 4: Castle Hill

Alternative 5: Ridgeline

	1: No Action	2: Shift & Raise	3: Near	4: Castle Hill	5: Ridgeline
Total Cost (Local)	$0	$75 M	$94 M	$66 M	$59 M
Total Cost (Barged)	$0	$130 M	$182 M	$126 M	$109 M

Alternative 2: Shift & Raise



Safety and Reliability:
- 90.4% wind coverage
- Protected from erosion
- Convenient for passengers

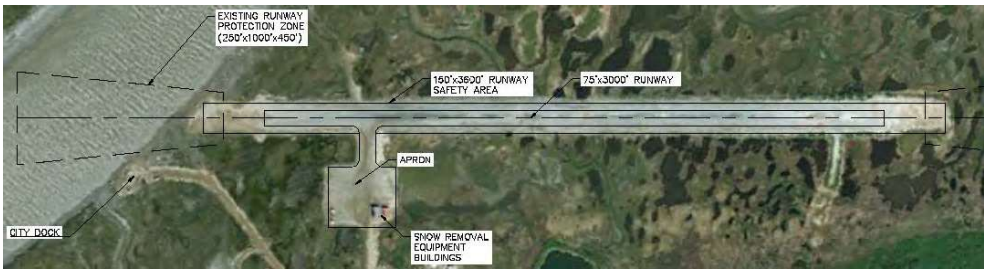
Land Status:
- Acquire 3 acres of land

Environmental:
- Relatively low impacts

Constructability Challenges:
- Challenge, must allow operations at airport to continue
- Less expensive with local material sites

Cost:
$75 million (local material)
$130 million (barged material)

Alternative 2: Shift & Raise



Existing Runway

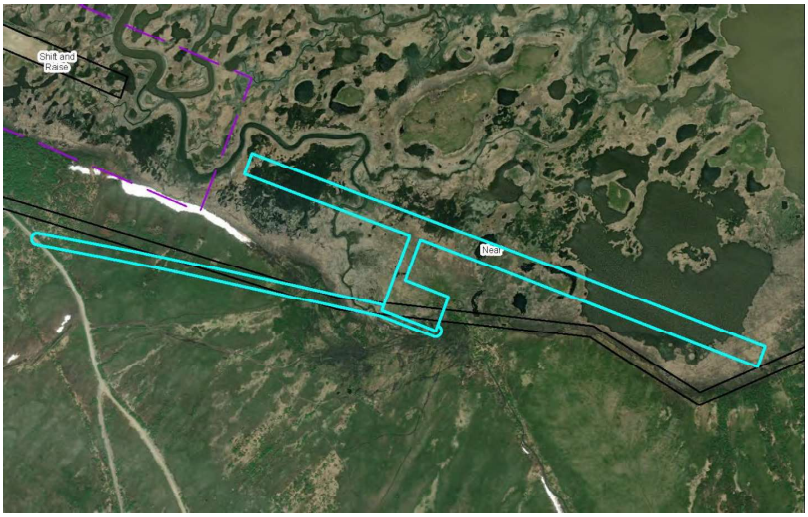
Alternative 2: Shift & Raise

Runway Protection

Would the community allow DOT&PF to purchase land for the airport?

Safety areas are still needed whether the airport stays in the current relocation or is shifted and raised.

Alternative 3: Near



Safety and Reliability:
- Unknown wind coverage
- Protected from erosion
- Inconvenient for passengers

Land Status:
- Acquire 92 acres of land

Environmental:
- Medium new impacts (less than other move alternatives)

Constructability Challenges:
- Similar to Alternative 2, but existing runway would remain operational during construction
- Access road may be difficult to construct and maintain

Cost:
$94 million (local material)
$182 million (barged material)

Alternative 4: Castle Hill

Safety and Reliability:
- Unknown wind coverage
- Protected from erosion
- Very inconvenient for passengers

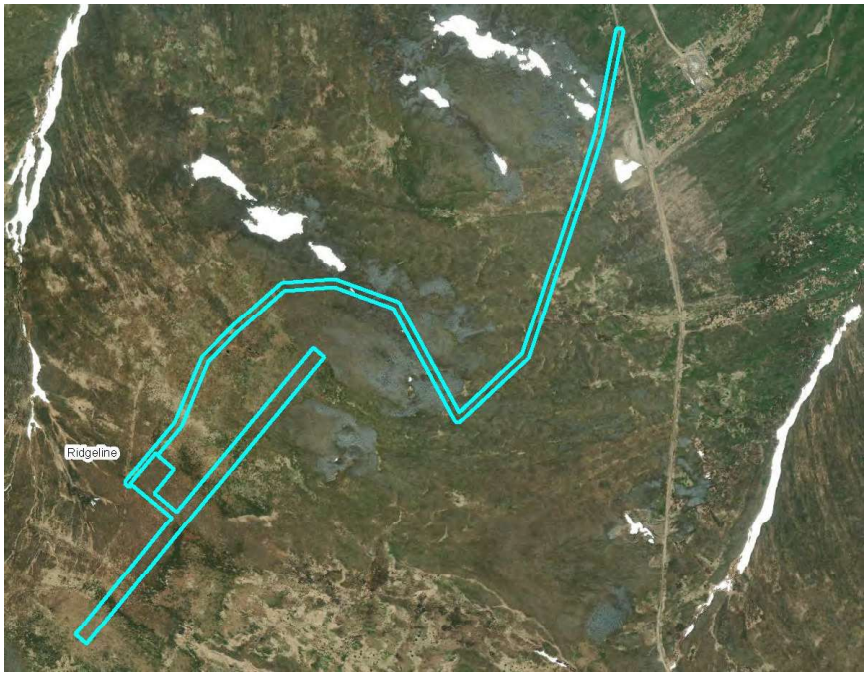
Land Status:
- Acquire 110 acres of land

Environmental:
- Relatively high impacts

Constructability Challenges:
- Existing runway would remain operational during construction
- Access road may be difficult to construct and maintain

Cost:
$66 million (local material)
$126 million (barged material)

Alternative 5: Ridgeline



Safety and Reliability:
- Unknown wind
- Protected from erosion
- Most inconvenient for passengers

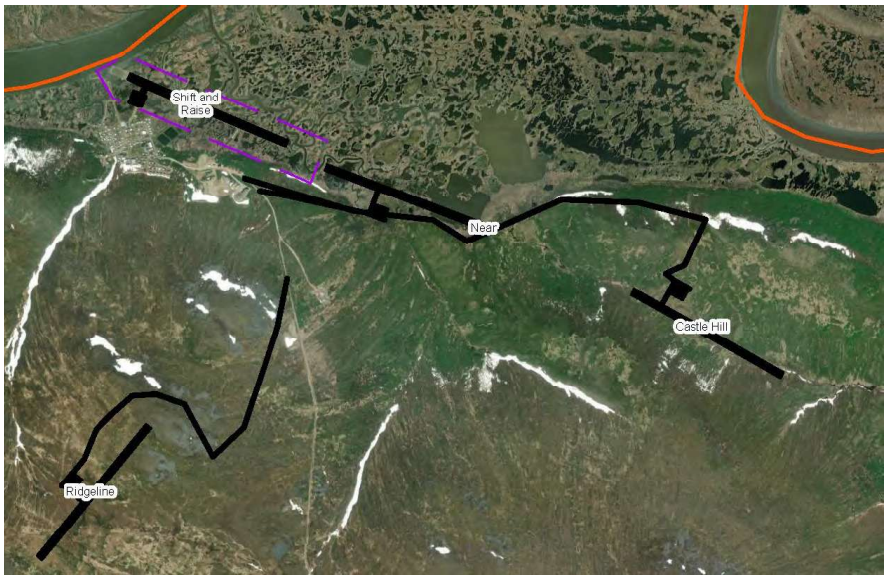
Land Status:
- Acquire 104 acres of land

Environmental:
- Relatively high impacts

Constructability Challenges:
- Existing runway would remain operational during construction
- Most difficult for land acquisition, construction time, and maintenance
- Access road may be difficult to construct and maintain

Cost: Least expensive from planning level – but high uncertainty of cost
$59 million (local material)
$109 million (barged material)

Access Roads



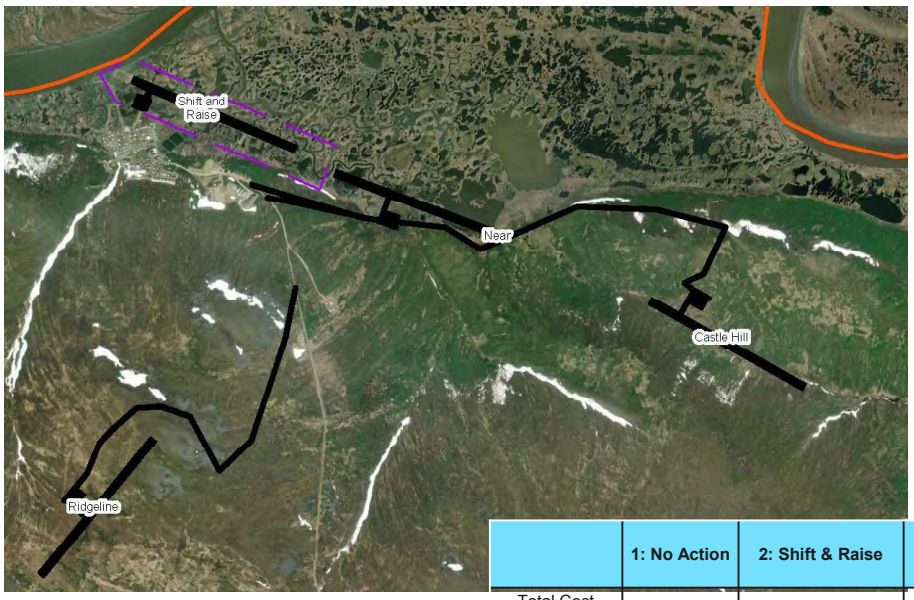
How to plow and maintain the access roads?

Access roads are AIP (Airport Improvement Plan) eligible for funding to the nearest non-aeronautical use intersection; such as a driveway or local road.

Local community typically maintains the roads beyond those points.

DOT&PF lacks the equipment and maintenance personnel to maintain long access roads in rural Alaska.

Alternative Comparison



Prior to engaging in Public Involvement

Alternative 5 Ridgeline is least expensive but has the most risk

Alternative 2: Shift & Raise is more expensive, but provides a beneficial mix of operational safety, passenger convenience, limited environmental impact, and cost effectiveness

	1: No Action	2: Shift & Raise	3: Near	4: Castle Hill	5: Ridgeline
Total Cost (Local)	$0	$75 M	$94 M	$66 M	$59 M
Total Cost (Barged)	$0	$130 M	$182 M	$126 M	$109 M

Questions

- Alternative Preference?
- Material Source
  - Opinions on development of a local material source
- Other Local Projects Near the Airport

Scammon Bay Airport Planning Study

Question and Answer

Public Meeting Sign in Sheet

ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

Scammon Bay Airport Planning Study

Mailing List Sign Up Sheet

PROJECT NAME: Scammon Bay Airport Planning Study **DATE: June 18, 2024**

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (see below)
Ryan Cooper	Stantec	907 441 7[illegible]	M	White

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities. **RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)**

effective: December 2004

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NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
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Jessica Hunter	askinakcorp@yahoo.com	907 558 6411		
Isiah Rivers	tsiah_rivers20@yahoo.com	907 558 6065		
Ralph Bell	Maxatsa14@gmail.com	907 558 6038		
Homer Hunter Jr	PO Box 184 Scammon Bay, AK 99662	907 558-6871		
Dean Maschner	Alaska Energy	907 771-3851		
Mark Swenson	HDL Engineering Consultants, LLC	907 382-0384		
Loren Chandler	Box 99	907 558 6231		
Lucas Jung		907 744-1080		

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Mike Angelchik	ct.cityclerkscm@hotmail.com	907-558-5529	M	A AN
Anthony Ulak	P.O. Box 29 Ulak2404@yahoo.com	907 558-6174	M	N
Clifford Kaganak Sr	P.O. Box 124 Scm Bay	558-615	M	AN
Noel Uttercyuk	PO Box 195	558-6443	M	AN
Carrie George	PO Box 57	558-6528	M	AN
John Alexander	P.O. Box 196	907 558 6100	M	N
River Simon	P.O. Box 44	907-558-6921	M	AN

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Byron Ulak	bjulak@yahoo.com	907 558-6245	M	
George H. Smith	ghsmith99662@gmail.com	907. 558-6001	M	
Louisia Walker	louisawalker68@Gmail	907 558 6006	F	AN
Mary Agvaluk	97 scm AK	538 7934	F	AN
Isaac Rivers	Isaac_Rivers@YKHC.org	558 64161	M	AN
Lindsey Uttereyuk	lindseykasayulli2014@gmail.com	310-3897	F	AN
Hazel Koganak	Phazelkoganak@yhoo.com	558 6059	f	AN.
Angela Uttereyuk	angela.msb@gmail.com	558-6429	M	AN

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NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Steven Walker	B104 from Street, Box 104 Scammon Bay AK 99662 stevenwalker6131@gmail.com	907 558 6131	M	N

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effective: December 2004

Cooper, Ryan

Subject: RE: Scammon Bay Notes: First Draft

Signin Sheet is attached.

Web people were:

- Cooper, Ryan
- Miles, Philana C (DOT) (External)
- Campbell, Kendall D (FAA)
- Mary Martinez
- Paul Anderson (External)
- Ponozzo, Kristi M (FAA)
- Stephens, Amber D (DFG) (External)
- Bryant, Rory K (FAA)

People booked on the charter is attached.

Ryan

Public Meeting Notes

Scammon Bay Public Meeting Notes

June 18, 2024; Noon

Alternatives (General)

- Access roads across the mountain have runoff erosion concerns. Every spring the current roads need to be rebuilt, because runoff from the mountain erodes away the roads
- Local residents stated they were insulted that the ridgeline or other alternatives were considered, that the only practical alternative is the Shift and Raise
- Homer Hunter is the City of Scammon Bay Land Planner, and is also working for the Village Corp. He is working on the transfer of lands from the Village Corp to the City (14(c) land from Castle Hill to west side of community); and expect that to be completed in 2.5 years. He has established an advisory board that is working on the process.
- Both hill options cost money for everyone (fuel, etc), and would be a major inconvenience.

Ridgeline Alternative

- Ridgeline alternative will have lots of fog – the clouds are often low laying, and while the lower layers are free, the ridgelines are in clouds/fog all the time
- The winds are bad up on the ridgelines. There is lots of turbulence in that area, and would be hard for pilots to land. There would be lots of missed flights.
- The road up the ridgeline is to serve the cell phone tower. It is not plowed or maintained in the winter. (None of the local community roads are plowed or maintained in the winter).
- A local resident maintained the cell phone tower in Scammon Bay and all of the surrounding region and commented that the tower on the ridgeline in Scammon Bay was notorious for being in the worst condition because the winds are so bad on that ridgeline. He commented that the warm sea air and cold land air mix on those ridgelines, making bad winds and bad visibility
- A resident commented that when the winds are bad on the ridgeline, the winds are much better down at lower elevations
- Residents comment on the wind study conducted by AVEC – which the Master Plan already has

Near Alternative

- Valley for the near location is bad for winds – there is a funnel that comes down right there, and blows crosswinds across that area
- The lake and wetlands in the near option was commented as being very much a fill sink – and would require a lot more fill than anticipated.

Castle Hill Alternative

- The winds along the Castle Hill alternative are funneled along the topography to the north side, resulting in a lot of turbulence and cross winds at that location
- Castle Hill would be better than Ridgeline

Shift and Raise Alternative

- The City Manager would support the Shift and Raise option
- All residents who spoke supported the Shift and Raise option
- When Brice constructed the last improvement project, they didn't shut down the runway. Instead they shortened it, and did first one side of improvements, and then the other. (Details were scant, and deserve more research as the planning develops. FAA typically hasn't been allowing runway to be shortened and narrowed at the same time)

Material Sources

- The City Manager and residents don't want to ship in material. They want to develop local material sources.
- The local residents have worked on recent projects, and have found that the local material is good for the bulk of construction; and then a top coat needs to be brought in by barge, as does rip rap
- The local community has been using local large rock as rip rap; but HDL working for AEA on the fuel tank farm has found it is too soft
- HDL and AEA are working on Geotech right now, and are willing to share information. The first pit they found was too silty. They now are looking at a new pit, but do not have results yet.
- John (resident) mentioned that there was additional different kind of rock on the other side of the mountain that should be investigated.

Maintenance Snow Removal Equipment Buildings (not part of public meeting)

- Inspected the 2 Snow Removal Equipment Buildings
- East Building (note this building was scheduled for replacement – old style with dirt floor - in the project that was put on hold)
    - There are some issues with the large equipment bay door. It doesn't close all the way
    - This SREB holds the loader. It hasn't worked for years, and needs to be fixed. This equipment not working means only the grader works, and the grader has to be used for things that it isn't meant to do
- West Building
    - The large equipment bay door has quite a bit of damage. It sounds like strong winds cause damage on doors of both SREBs, and push them in; harming their mechanisms over time
- The light beacon is kept on all the time. It is held together with electrical tape. The beacon is not turned to automatic – because every time it is, and the light starts, the bulbs blow out. As a result the current solution is just to keep it on all the time
- One of the wind socks was repaired some time recently – but has blown away, and so now is no longer present.
- The corner of the apron where the FAA equipment sits (SW Corner) is lower, and sinking into the tundra

General Comments

- James Aquillo – Tribal Council – commented to make sure and use AVEC wind data, and Cape Romanzof wind data. He also commented to make sure that the airport is designed to withstand water events for years – since changes are happening so fast
- George – worked on the last runway project, driving material for Brice. Commented that the finish material was brought in from Nome. Also commented to make sure that to raise the airport – the base needs to be made higher
- On questioning, the residents said that the culvert across the runway is damaged but doesn't currently backup or impede water flow. (side note – this culvert will have to be replaced if this is the chosen option – it was evaluated by HDR and initial discussions were held with ADF&G)
- Residents requested a small crosswind runway. Ryan responded that more likely to get a wider runway; but residents emphasized how much they would like a crosswind
- Residents stated that they watch FlightRadar24 to see when flights are happening – that they are usually mis-reported by the airlines. The Master Plan has noted this, and also been using the FlightRadar24 data
- Residents stated they either wait to hear the airplane, or the local agent calls on the VHF that the plane is coming in, and then everyone goes to see the plane. Residents commented that the distant alternatives would be very difficult to meet the plane – considering inconsistent arrivals, variable weather, no shelter, no road maintenance, and quick turnaround times.
    - As a note, the local commuter service came and left in the time that the Master Planning team took to board the airplane and warm it up for take off
- Local residents like the idea of establishing Scammon Bay as a regional hub, and making the runway longer as a result. Ryan explained that is controlled more by air operator business models, and funding for longer runways needs to be based on actual (not planned) use
- On questioning about subsistence
    - Residents were in full swing of harvesting chum salmon during the visit. They use gill nets, and boat out to the ocean, since the local rivers don't get salmon really at all
    - Residents fish in the local rivers for whitefish
    - Residents said that the major hunt in the local river is for bearded seal. A lookout sits out in the ocean, and then radios in when bearded seal is coming in
    - Residents said that a highly valued hunt is to boat up to the local mountain (Kusilvak Mountain, 30 straight line miles away) and harvest moose – which are overpopulated
    - Residents also hunt for beluga whale, although location is difficult to determine

Future Projects:

- The new tank farm is anticipated to go in right at the old haul road to the airport
    - The tank farm doesn't have a pipeline to serve it – and instead is planning on temporarily trucking from barge landing until a pipeline can be put in. The

community would like to work with the airport to help determine where a pipeline can go. Options discussed included:

- Along the runway
  - Or maybe along DOT&PF land between the runway and the community
- Along the south side of the village, away from development (drawback is that any leaks would flow downhill into the community – as a result City Manager opposes this option)

  - An expansion of the wastewater treatment facility is expected, expanding at the same location – final location and extent are TBD, but likely only the smaller phase 2, deeper option in the near-term.

- Winter Ice impacts the community. It comes from the sea, and tends to stack up on the ATV trail west of town – prior to entering the town or airport. Ice can come in at ~ 15mph toward the runway. Other residents also noted that ice could extend the full length of the north side of the runway.
- Local elders don't want just the cheapest option – they want the best for the community. Will be insulted if an option is forced on them
- Might be a good idea to get a City Resolution of support
- Need to realize that the alternatives aren't viable if the landowner won't sell the land to DOT&PF – and so the community gets a large say in where the airport improvements happen

Coordination with City and Leasing

- City Manager needs support and guidance from DOT&PF. The current road to the existing fuel header is on land owned by DOT&PF. They would like to build a new road west of the current road, and also fill in the areas of land adjacent to either road – to provide storage that is now blocking the roads. The City would be willing to lease or other mechanism, they just need to work with DOT&PF on what that mechanism will look like

Request for Comments

From:	Cooper, Ryan
Bcc:	admin_marayarmiut.com; AK1900PILOT@GMAIL.COM; FOXAIRCRAFT1@GMAIL.COM; amber.stephens@alaska.gov; angelo.nvsb@gmail.com; askinakcorp@yahoo.com; Ben_dietderich@sullivan.senate.gov; bjulak@yahoo.com; BLM_AK_AKSO_Public_Room@blm.gov; carley.ann.e.wallace@faa.gov; cityclerkscm@hotmail.com; cityofscammon_marayarmiut.com; Jaeger, Clare L CIV USARMY CEHQ (USA); Clarence@avcp.org; corpaskinuk@yahoo.com; david@beringair.com; dcra.admin@alaska.gov; DFG, HAB InfoAnc (DFG sponsored); dnr.scro@alaska.gov; epa-seattle@epa.gov; ghsmith99662@gmail.com; greg.balogh@noaa.gov; helen@scmbaytc.org; info@avcp.org; Isaac_Rivers@ykhc.org; Isiah_rivers20@yahoo.com; jferguson@ryanalaska.com; joe.laraux@alaska.gov; kendall.d.campbell@faa.gov; kristi.m.ponozzo@faa.gov; lindseykasagull2004@gmail.com; Louisawalker68@gmail.com; lynn.polacca@bia.gov; maxatsa14@gmail.com; Mary Martinez; phazelkoganah@yahoo.com; Miles, Philana C (DOT); Representative.Neal.Foster@akleg.gov; rlucas@ryanalaska.com; Marasigan, Romorenzo B (DOT); rory.k.bryant@faa.gov; Scott_leathard@sullivan.senate.gov; sean.mcdermott@noaa.gov; Senator.Donald.Olson@akleg.gov; Stephanie.Buss@alaska.gov; stevenwalker613@gmail.com; tcrandall@ryanalaska.com; tkuhns@calistacorp.com; tom.george@aopa.org; Transportation@avcp.org; tsd@avcp.org; ulak2404@yahoo.com; wecare@flygrant.com; wendy_loya@fws.gov
Subject:	Scammon Bay Airport Feasibility Study: Public Comments Requested
Date:	Wednesday, February 19, 2025 12:57:00 PM
Attachments:	Alternative Figures.pdf

Good Afternoon!

The Alaska Department of Transportation & Public Facilities (DOT&PF) has posted the Draft Scammon Bay Airport Feasibility Study on our website for your review and comments at: https://dot.alaska.gov/creg/scammon/

DOT&PF has recommended Alternative 2 (Shift & Raise) as presented in the June 18, 2024 public meeting. This alternative would shift the runway 340 feet inland along its current alignment as protection from river movement. This alternative also includes raising the surface elevation to +19.5 feet and installing erosion protection.

Please visit the project website to review the draft plan and provide comments related to the proposed alternatives. Please use the "LEAVE A COMMENT" link available on the website and let us know which alternative(s) you support and why. You can also simply reply to this email. Please submit comments by Friday, March 21, 2025.

Your feedback and support are essential to secure funding for airport improvements at Scammon Bay. The Federal Aviation Administration (FAA) has provided comments on the draft plan. Concerns were expressed regarding the estimated costs of all proposed alternatives.

Please reply to this email or contact the Project Team with questions.

Thank you in advance for your feedback!

Ryan Cooper
Ryan.cooper@stantec.com
907-343-5241 (office)

3900 C Street, Suite 902, Anchorage, Alaska 99503

Scammon Bay Resolution

Scammon Bay Tri-Entity Resolution 2025-01

RESOLUTION OF SUPPORT FOR A SCAMMON BAY AIRPORT IMPROVEMENT PROJECT

BY THE

City of Scammon Bay, Native Village of Scammon Bay, and the Askinuk Corporation

WHEREAS, the Alaska Department of Transportation and Public Facilities (DOT&PF) has partnered with the Federal Aviation Administration (FAA) to study the required improvements to aviation infrastructure in Scammon Bay and,

WHEREAS, the scope of work for the Scammon Bay Airport Planning Study includes analyzing the existing airport and preliminary Alternative locations for potential new airport and access routes to support safe and efficient air services for passenger, medevac and freight transportation in support of community sustainability, environmental resilience, and expansion activities; and,

WHEREAS, DOT&PF has consulted with the City of Scammon Bay, Native Village of Scammon Bay, and Scammon Bay Traditional Council, regional commercial air carriers, as well as other stakeholders on the development and refinement of preliminary Alternatives to be considered as part of any future Scammon Bay Airport Improvement Project; and,

WHEREAS, DOT&PF has developed preliminary Airport Relocation Alternatives, including a No Action Alternative, to be advanced for further study of engineering design and in necessary National Environmental Policy Act (NEPA) documentation for any future, proposed Scammon Bay Airport Improvement Project; and,

WHEREAS, the existing Scammon Bay Airport is often threatened by flooding, potentially making it unreliable for community use when it may be needed the most during an emergency or other related threats to the community; and,

WHEREAS, the relocation alternatives included:

- Alternative 1 (No Action) is used for comparison purposes and does not resolve the erosion and flooding threats.
- Alternative 2 (Shift & Raise) is shifting the runway 340 feet inland along its current alignment as protection from river movement. This alternative includes raising the surface elevation to +19.5 feet and installing erosion protection.
- Alternative 3 (Near) is moving the Airport onto the transition between lowlands and the Askinuk Mountains, near the community of Scammon Bay.
- Alternative 4 (Castle Hill) is moving the Airport to the valley between Castle Hill and the Askinuk Mountains.
- Alternative 5 (Ridgeline) is moving the Airport to the ridgeline above Scammon Bay in the Askinuk Mountains.

WHEREAS, the community supports Alternative Number 2; and,

WHEREAS, the community specifically does not support Alternative Numbers 1, 3, 4 and 5. These alternatives will have significant impacts on Scammon Bay's ability to use the airport and the safety of aviation service to Scammon Bay; and,

THEREFORE, the City of Scammon Bay, Native Village of Scammon Bay, and Askinuk Corporation agree on and request that the FAA move forward with the engineering design of Alternative Number 2 (shift and raise), and its evaluation under NEPA to support construction of an airport improvement project.

Adopted by the City of Scammon Bay, Native Village of Scammon Bay and Askinuk Corporation on February 24, 2025, by,

	2/24/25
Mayor, City of Scammon Bay	Date
	2/24/25
President, Native Village of Scammon Bay	Date
	2/24/25
Chairman, Askinuk Corporation	Date

ADF&G Comment Letter

MEMORANDUM

State of Alaska

Department of Fish and Game
Habitat Section

TO: Brian Elliot
Regional Environmental Manager
Alaska Department of Transportation and Public Facilities

DATE: October 11, 2021

THRU: Ron Benkert RCB
Southcentral Regional Supervisor

SUBJECT: ADFG comments on CFAPT00691

FROM: Andrew Kastning
Habitat Biologist II

PHONE NO: 267-2813

The Alaska Department of Fish and Game (ADF&G) Habitat Section has reviewed the information provided on the Scammon Bay Airport Improvements project (CFAPT00691). The project will involve raising airport surface elevations while extending and shifting the runway away from the Kun River (AWC #335-40-10200). Plans include improving drainage, installing culverts, replacing one culvert, and adding erosion protection as needed.

Scammon Bay Airport is situated in a tidally influenced area 8-12 feet above sea level. The comment request letter states that no permanent adverse impacts to fish habitat are anticipated. However, construction activities could temporarily affect resident and anadromous fish, necessitating trapping and removal prior to commencing construction activities. The Kun River supports chum salmon, inconnu and whitefish species. Area biologists and a local resident indicate that Alaska blackfish, ninespine stickleback, and northern pike are also in the project area. Resident and anadromous fish may be present in wetlands and side channels, particularly during high tide, as they navigate up the Kun River. Project considerations and construction timing should include plans to reduce turbidity in adjacent waters and relocation of fish from the construction area. Fish Habitat permits will be required to replace the culvert crossing under the runway and installation of any necessary erosion control along the Kun River.

Thank you for the opportunity to provide comments on this project. Please contact Habitat Biologist Andrew Kastning at andrew.kastning@alaska.gov or 267-2813 if you have any questions.

Attachments: Site Maps

Email cc:

Al Ott, ADF&G Habitat, Fairbanks
N. Smith, ADF&G CF, Region III
J. Rypkema, ADEC, Anchorage

Calista Comment Letter

CALISTA CORPORATION

March 26, 2025

Philana Miles, C.M.
Project Manager, DOT&PF
P.O. Box 196900
Anchorage, Alaska 99519-6900

Via Email: philana.miles@alaska.gov

RE: Scammon Bay Airport Planning Study State/Federal Project No.: CFAPT01005/AIP 3-02 - 0255-005-2023

Dear Ms. Miles,

Calista agrees with the recommended design to shift the runway 340 feet away from the Kun River for a project life duration of 50 years and raise the runway surfaces above the modeled +18.5 feet NAVD88 50-year storm surge for Alternative 2 to reduce potential for flood inundation to the runway and lighting system, which is the major issue facing the airport. With respect to airport access, Calista understands the importance of proximity, as most residents currently arrive at the airport by foot, four-wheel vehicle and snowmachine. The current cost for snow removal equipment, operators, vehicles to transport people to an airport further away from the community are also high.

The airport has flooded in past years, making it inaccessible to aircraft and passengers. It is known that air transport is the main means of reaching a community immediately after natural disasters such as a storm surge, flood or wildfire and so improvements to the Scammon Bay airport is critical for the community of Scammon Bay which is adjacent to the Bering Sea, and which parts of the river is exposed to coastal erosion. Calista supports Scammon Bay's preference for Alternative 2 to shift the runway away from Kun River and raise the surface runway to assure the community, which comprise of Calista Shareholders, has a safe and reliable runway it depends on for air transportation for travel, air cargo and medical evacuation services which is a critical need in the community. Thank you for the opportunity to comment on the Scammon Bay Airport Feasibility Study.

Sincerely,

CALISTA CORPORATION

Mary Martinez

Mary Martinez, Land Planner
Land and Natural Resources