



STATE OF ALASKA
Department of Transportation & Public Facilities
Northern Region

Public Meeting

Noatak Airport Relocation Project Update



Thursday, September 24, 2009
3:30-5:30 p.m.
School Gym

A short summary of the project scope and schedule will be presented at the meeting, after which the project team members will be available to discuss the proposed project, answer questions and take public comments.

The Alaska Department of Transportation and Public Facilities (DOT&PF) in cooperation with the Federal Aviation Administration (FAA) is planning to relocate the Noatak Airport. In addition to the river eroding in the direction of the airport, the existing runway does not meet FAA standards, and has non-standard runway safety areas. The purpose of this project is to relocate the Noatak Airport away from the actively eroding river and to upgrade the facility to meet current and forecasted aviation demands for the community.

The airport relocation may use material available from a material site within the Noatak River approximately 2 miles downstream of the Noatak. If this site was used, material hauling would take place during the winter using ice roads.

How does this impact the local community?

Consultants for DOT&PF are completing an Environmental Assessment (EA) to assess local impacts. Research was completed on impacts to resources in your area that include:

- Wetlands
- Cultural resources
- Material sites
- River Erosion
- Fish Habitat

WE WOULD LIKE TO HEAR FROM YOU!

PLEASE SUBMIT WRITTEN COMMENTS TO:

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Noatak Airport Relocation Project #: 61478
Project Update
Public Meeting Notes

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Meeting Summary:

DOT&PF project personnel opened the meeting by updating the group about the airport relocation project. The DOT&PF and USKH project team described: 1. the project scope; 2. what work has been completed to date; 3. where the project is today; and 3. next steps. DOT&PF and USKH staff answered questions from the community and generally discussed the project in an open house format. Meeting attendees and individual community comments are identified on the attached sign-in sheets and comment forms.

Comments from the Community during General Discussion:

- Use the existing trail for the access road and use the northern apron option - would be closer to the subdivision.
- Maybe keep the old bridge as a backup or to be used for different purposes.
- What about relocating fuel tanks closer to the airport? Move fuel farm.
- Is airport in a place where you could expand 20 years down the road? Yes, ROW acquisition would accommodate future expansions.
- What happens to the fuel bladders at the airport? Erosion from the Noatak River could pose a threat to the bladders.
- What is the status of the road to the port site project? Previously DOT&PF had discussed a road to the port site, and how an airport could be an alternate for Red Dog. Do the current runway plans take into account a runway suitable to meet Red Dog's needs?
- 5000' may not be long enough. A longer runway is needed.
- Northern Air Cargo flies into Noatak on occasion with their DC-6's. If we have a longer runway they may fly in with 737's.
- From an engineering standpoint, which apron option will be selected? What is being considered when thinking about apron sites?
- If a bridge is constructed, who will perform the maintenance and how will it be performed?
- We are worried about the cost to drive to the new airport. Gas is very expensive. Closer is better.
- Where will the material come from?
- Erosion from the Noatak has been significant since the 1950's.
- Be sure to address the fuel issues at the new airport. A new system will be needed to get the fuel from the airport to Noatak.