

**Kotzebue Airport Relocation Feasibility Study**  
ADOT&PF Project No. 61317

**Citizen's Advisory Committee Meeting Notes**

SUBJECT: Kotzebue Airport Relocation Feasibility Study  
GROUP: Citizen's Advisory Committee  
DATE: January 18<sup>th</sup>, 2006  
TIME: 2:00 pm – 4:00 pm  
LOCATION: Kotzebue School Multipurpose Room

**MEETING OUTREACH:**

Two notices in the *Arctic Sounder* newspaper announced the meeting in the January 5 and January 12, 2006 weekly editions; display advertising in the *Anchorage Daily News* on January 10, 2006; public service announcements on KOTZ radio; postcard mailer to all Kotzebue box holders mailed on December 26, 2006; and posters were also displayed at local businesses. A personal letter was sent to all CAC members inviting them to the meeting.

**MEETING ATTENDANCE:** 8

**MEETING MATERIALS:** 1) Handouts: comment sheet; 2) meeting graphics consisting of aerial photos of the study area from Kotzebue south to Cape Blossom and land use in the study area. The project's web address was provided to the attendees: [www.kotzebueairport.info](http://www.kotzebueairport.info)

**STAFF PRESENT:**

ADOT&PF: Judy Chapman, ADOT&PF Project Manager; Donna Gardino, ADOT&PF Northern Region Planner, Ryan Anderson, ADOT&PF Northern Region Designer; PDC Engineering: Royce Conlon, Consultant Project Manager, Heather Estabrook, Consultant Project Engineer; Brooks & Associates: Anne Brooks, Public Involvement Coordinator

**CITIZEN'S ADVISORY GROUP MEMBERS PRESENT:**

Frank P. Greene, NANA	Linda Joule, Native Village of Kotzebue
Herman T. Reich, City of Kotzebue	Michael D. Tabor,
Homer Mills, Sr., Kikiktagruk Inupiat Corporation	Paulette Schuerch, Maniilaq Association
Jason Jessup, City of Kotzebue	Walter Porter – Planning Director, Northwest Arctic Borough

**MEETING INFORMATION**

Attendees were greeted at the door and asked to sign the sign-in sheets. The meetings consisted of a presentation followed by a question and answer session. Meeting graphics were available for review prior to the team's presentation. Judy Chapman welcomed everyone at the beginning of the presentation and explained how the project had originated in the City of Kotzebue's Comprehensive Plan. Project Manager, Royce Conlon describing the project in general terms and then ask if there were any comments

from the group on existing airport issues and potential locations for a new airport. Participants also commented on planning methods. Highlights of the discussion are shown below with answers from the project team in *italics*.

### **Comments and Questions**

- Is relocation limited to the grey area of the graphics? *No, this is the limit of our aerial photography.*
- Is it the responsibility of the State to maintain a new road to a relocated airport? *Don't know at this point, that is something that gets negotiated.*
- How is the land acquired? *DOT ROW department negotiates for the land that's needed.*
- Is a perpetual lease a possibility?
- What is the value of the recent airport improvements? *\$38,700,000*

### **Existing Airport**

- There is no security. There is no fence on one side of the airport.
- Hunting groups come to the airport with rifles loaded. Hunters are not local. A letter was sent to DOT Airport Leasing to request that one carrier be denied lease renewal due to their lack of security precautions.
- Biggest concern is a possible Motor Vehicle/Aircraft collision. The road to the subsistence camps crosses the end of the runway. Airport Maintenance blocks traffic when jets arrive at the airport. In the summer there are pedestrians that walk that road.
- The elevation of the airport and entire community is a concern. The community is at sea level. The polar ice caps are melting. There has been water on the road near the west side of the lagoon.
- There is a cemetery on the hill at the east end of the runway. The obstruction removal project will remove some of this hill, but not enough to meet FAA standards. If the hill erodes, the cemetery may need moved.
- The city can't expand to the east of the airport due to FAA Airspace requirements. This is where the existing infrastructure is.
- Smoke kept jets from landing for a week one summer. Fog is common in the spring.
- Prevailing winds are to the east; crosswinds are to the northeast, and west in the summer.

### **Possible Relocation**

- Road maintenance is a big issue in the winter. Devil's Lake Road is not maintained. It is a BIA road.
- KIC wants to survey along the new road and offer lots to shareholders. KIC is a for-profit organization, and land is available.
- There are windmills in the Sadie Creek area. They generate power, and are 5-10 years old.
- Material Sources – KIC is developing some. Noorvik is another option.

### **Ideas for the Public Meeting**

- The photo is distracting on the map
- Don't show the 3 previous options until the public shares their ideas on relocation.
- Draw relocation ideas on the map.
- Next time – show an airspace figure.