

Meeting Minutes

Project: Angoon Airport

Subject: Public Meeting

Date: Tuesday, October 03, 2017

Location: Angoon Community Association

Attendees: **Public:** 23 people signed-in. Attendance was approximately 30.

DOT&PF SR: Chris Goins (Design Group Chief), David Pyeatt (Project Manager), Ben Storey (Environmental Specialist)

PDC: Royce Conlon (Consultant Team Project Manager and Airport Engineer), Angela Smith (Airport Engineer)

HDR: Katherine Wood (Public Outreach Lead)

On Tuesday, October 3, 2017 the Angoon Airport Design Project hosted a public open house from 5:30PM to 7:30PM at the Angoon Community Association. The purpose of this event was to share information about the project's design phase, scope, and schedule, and to solicit public feedback.

Advertising

The meeting was advertised in the following ways:

- Meeting information was advertised in the Juneau Empire on Friday, September 22, 2017
- Radio advertisements were broadcasted on local station KCAW-Raven Radio beginning on Saturday, September 23 and running through Tuesday, October 3, 2017; PSAs were requested during that same timeframe for KTOO – Juneau
- Email Newsletter notification that included 272 email addresses was sent out on Friday, September 29th
- Postcard mailer to all mailing addresses in the zip code 99820 which included 181 recipients/addresses, was sent out on September 20, 2017

Meeting Materials

- Handouts (comment sheets and project contacts card)
- Graphic posters:
 1. project purpose
 2. a map of the project site showing geotechnical boring locations with an overlay showing runway size that could be moved around to indicate that we are still determining where the runway will be oriented on site 12a
 3. a map of the area with an overlay that could be moved around to show the runway, runway protection zones (RPZ), and the runway approaches to show other constraints we are considering while locating the runway on the site
 4. project schedule
 5. project contacts

Photos





Meeting Notes

*Note: Commitments by the team are **bolded**.*

Chris Goins opened the meeting by thanking everyone for attending and introduced the project team (see roles above). Chris stated that the project has reached the stage where FAA finished the EIS (Environmental Impact Statement) and now Alaska DOT&PF is moving the project forward through design and construction. PDC has been hired by DOT&PF to refine site 12a from the EIS. We will also explain the fieldwork that we have been doing and we want to answer your questions and hear your concerns. Our goal is to make site 12a, that has been selected by FAA EIS process, the best airport possible considering terrain, soils, hydrology, environmental conditions, etc. We want to make sure the community gets the best project that we can provide.

Royce Conlon provided a project status overview. The design schedule shows that we are at the start of the project. The team met with FAA and gathered past information. This summer, Alaska DOT&PF has been conducting geotechnical studies including hand probes to determine the softness or hardness of the ground and find where the ground or rock would provide the best conditions for the airport to be constructed. DOT&PF also did surveys to determine the terrain and understand how we can best lay out the airport runway and apron. Tomorrow, we will have hydrologists out on site to look at the water, as there is a lot of it on site. We are also looking at nearby mountains and how they might impact approaches. With all that information in hand, we hope to be able to determine the airport layout and come back in early 2018 to share that alignment with you and get some additional input. At that time we'll have a better idea of what the Right-of-Way (ROW) impacts may be (*ROW refers what lands and easements the State will need to purchase to build the project*).

Public Question: How does the airstrip work with the prevailing winds?

Royce Conlon: The prevailing winds get 98% coverage, which means you can land 98% of the time. The site is aligned very well for the winds.

Angela Smith: The standard is 95% coverage, so with this site having 98% coverage, that is really good.

Royce Conlon: There are winter crosswinds, but that is a small percent of the time.

Royce Conlon: Described the geotechnical map. The yellow dots represent hand probes that give a depth of refusal (*where the ground gets hard and won't allow the probe to go deeper*). The soft ground above the hard ground will likely have to be removed. Then the Geotechnical engineers did some backhoe pits to confirm the hand probe testing. The next step is to drill deeper and see if any of the site is rock. The black lines show the terrain contours (10 ft), and you don't want the runway too steep, so that lets us know how much material we may have to move, which could be up to 1 million cubic yards of material, so we need to optimize that to keep the costs down, but also to see what material from the site will be usable for construction.

Public Question: Will there be more geotechnical probing as you go?

Royce Conlon: Depending on where we locate the alignment, based on geotech and terrain, and airspace modeling, we will find the best alignment. Locations of creeks will also impact where we can locate the runway and apron. We are looking at the nearby hills to make sure

there is enough room that if a pilot comes down to the runway and can't land (this is called a missed approach), there is still enough room in the air for the pilot to get out again and miss the mountain on the far end. We are also considering ROW impacts, wetland impacts, permits needed. We are still really early in the design process. We hope to get through design and start construction in 3 years. A large piece of that is ROW acquisition. We are currently planning 1 year for the ROW process. If that moves faster or slower, that could mean construction sooner or later.

Public Question: How far will the alignment be from the water reservoir lake? Can we still get to Hood Bay at the base of the mountain to access our water?

Royce Conlon: We will look into that distance. (*Note: After the meeting, the distance was determined to be 6,500 to 15,000 feet.*) The contractor will be required to address how they will manage stormwater and runoff during construction so that water is not contaminated. That will be part of the contractor's stormwater plan and he will need to protect that water source.

Public Comment: I'm concerned about water being contaminated by runoff and fuel leaking out of planes. Bigger aircraft could dump fuel—maybe a Caravan airplane.

Royce Conlon: The design aircraft is smaller, like a smaller Caravan, D200 for medevacs, or maybe a 1900. Some larger aircraft may still land at the airport. I'm not aware of any instance of planes dumping fuel. We do not anticipate that will happen.

Public Question: Can you explain the parameters of the project?

Royce Conlon: The first phase of the airport is to build a 3,300-foot long runway. That is covered by this project. However, we are planning to make enough space by acquiring Right-of-Way (ROW) and clearing trees so that in future the runway could potentially be expanded to 4,000 feet under another project.

Angela Smith: For reference, the runway in Juneau is a little more than 9,000 feet long.

Public Question: What size of airplane will be able to land at the new airport?

Royce Conlon: We are designing for airplanes that carry 7-9 passengers.

Angela Smith: Larger aircraft may still choose to land at the airport. But the facility will be designed for the smaller aircraft. If larger aircraft choose to come in they can, but they will be restricted on the size of their loads.

Public Question: Who will monitor (the size of aircraft)?

Royce Conlon: The airlines monitor that themselves based on their risk parameters, professional judgment, insurance requirements, and their own rules for cargo. For passenger flights, FAA has more guidance and requirements.

Public Question: Who will be responsible to maintain the airport for things like snow removal?

Royce Conlon/Angela Smith: The State of Alaska DOT&PF will be responsible to fund the maintenance as the owner. They will put out a contractor for a local provider to maintain the Airport (snow removal, fixing lights).

Public Question: Will there be a water hydrant for fire suppression?

Royce Conlon: No. This type of airport doesn't require fire suppression.

Public Question: Will the runway be gravel or cement?

Angela Smith: Ultimately, it will be paved.

Public Question: Will the road be paved?

Royce Conlon: The FAA won't pay for upgrades to the existing road as it is used for more than just aviation purposes. The airport access road that will be constructed could be paved; but we haven't progressed the design far enough yet to determine that. You could approach BIA if you want the existing road paved.

Public Question: Will access to the beach south of the airport go away or will it be rerouted to the beach front properties?

Royce Conlon: No, but it will be re-routed around the airport. The road can't be in the RPZ at the end of the runway. There will be access to the beach front properties.

Public Comment: If BIA doesn't pave the existing road, then it would be to public's advantage to keep the access road shorter.

Royce Conlon: We can also move the apron and access road around to shorten the length of the existing road you would have to drive to get to the airport.

Public Question: Will there be a buffer zone around the airport? Will you have to clear out the home sites?

Royce Conlon: Yes, there will be a buffer zone (called Runway Protection Zones) at either end to let planes come in and take off, and we will need to acquire property for the RPZs.

Public Question: I grew up in Mt. Edgecumb when they built the airport, and we couldn't cross the airport property. How far away from the airport must we stay?

Royce Conlon: We don't know that for certain yet. We will know that later in the design process when we have the exact location of the airport decided.

Public Question: Will it be fenced?

Royce Conlon: Yes, fencing is in the long-term plan. We're not sure yet if it will be included in the first phase of the project (construction of the 3,300 foot runway).

Public Question: How big is the Runway Protection Zone?

Royce Conlon: The Runway Protection Zone (or RPZ) depends on the type of airport, but for this airport size, the RPZ will be 1,700 feet long on either end of the runway.

Public Question: Is this similar to the Kake airport size?

Royce Conlon: Yes, it's a B2 (B-II) size facility and is the same size and designed for the same types of aircraft. We try to work with the local air carriers to make sure they can use the same aircraft in the region and not be dealing with different restrictions in different locations.

Public Question: What are you going to do with all the old ground that you'll get rid of? How much material will be needed?

Royce Conlon: Excavation is planned to be 250-300 thousand cubic yards in preliminary numbers. That's a big design question for us to solve—where to put that.

Public Question: Where will the rock come from? On a barge? Our local pit is almost played out.

Royce Conlon: We are looking at the high ground areas on the site to see if we can use that for the rock material. We would like to use local material for the majority of the rock if possible. Some material, for example, the surface course (*the hard rock that needs to be on the top for the pavement*), will likely need to be barged in. Another challenge on the site is how we will deal with all the water that is there with the stormwater pollution prevention. We have to be very careful about where the contractor can place that, so that when it rains the material doesn't run and cause pollution. We might need to make rock dams or settlement basins—that is part of the challenges we have to solve as engineers.

Public Question: Can you get as much rock as you can from here? That would help out the community. The Corporation (Kootznoowoo) has requested some more areas for rock in the existing pit. There is still quite a bit of rock pit there.

Royce Conlon: The geotechnical engineers will be evaluating the rock on site and in the existing quarry for suitability.

Angela Smith: We are hoping we find material we can use on the airport here, because we need a lot of material.

Royce Conlon: We met with the Angoon Community Association (ACA, federally recognized Tribe) prior to this meeting, and they are very interested in local hire. There are some restrictions that come with FAA money that makes it difficult to mandate local hire in construction contracts. However, we are also learning about the TERO (Tribal Employment Rights Ordinance) you are putting in place, and we will learn more about that. The community can prepare and be ready to offer contractors resumes for qualified labor. Contractors have an incentive to hire local people because then they don't need to pay for travel, lodging and per diem.

Public Comment: Local hire is good but workers may have to meet standards such as 1st aid or hazmat training. Provide us a list of what kinds of requirements will be needed so we can

share that with residents, especially those in high school and in college. Many people have left Angoon to find work, and some may come back if work is available for construction or long-term maintenance. It would be good if the project could provide jobs for shareholders and community members.

Chris Goins: In addition to potential construction jobs, Alaska DOT&PF has an internship program in construction inspection where we hire people with high school degrees and offer on-the-job training. That may be another avenue for people in the community to find employment. That opportunity comes out every spring, and the job includes training and travel within the Southcoast Region. Tell us if you have anyone who is interested and we can provide details.

Public Question: Can you provide the Tribe and City a list of jobs and requirements that may be needed?

Chris Goins: **Yes we can provide a list of jobs and job requirements** for this project.

Angela Smith: We can also **provide a list of contractors who may bid on the job**, and you can ask the contractors what requirements they have, and they will be able to provide more specific information.

Public Comment: When I was in the IRA, we had carryover funds in our education department and we tried to get a CDL training class here, but it didn't happen. I'm not sure where we are at with that funding. I don't know where that has gone from but some others were still working on that. We were also trying to have a 6-pack license (certificate of 6 courses addressing safety, health and environmental policy required for all employees and contractors going to work on the North Slope), but I don't know if we have any funding in the tribal government or what is going on now. That would be something to check into.

Public Question: Will the Tribe still be able to access Hood Bay? A lot of people gather food on the shore so that is a concern of mine for the community.

Royce Conlon: Yes you will still have access. You won't be cut off. If we block existing access, we have to provide alternate access.

Public Question: During scoping, mitigation was agreed to that if anything is destroyed it must be replaced. There was a commitment about the stream and that the airplanes landing would contaminate our drinking source, so the plan was to put in a drinking water system to replace the existing system. Is that still going to be put into play?

Royce Conlon: I haven't heard that mitigation is included, because we don't believe the water will be contaminated. That mitigation was not in final Record of Decision (ROD) from FAA. If construction was happening closer to the water source, that might be a consideration, but we're half a mile away. That is not envisioned as part of this project.

Public Question: What about planes flying over to make their approach?

Royce Conlon: Flying over shouldn't cause contamination of your water source. Airplanes fly over nearly every community, and I haven't heard of contamination related to fly-overs.

Public Question: Will the runway be long enough for a small jet to land?

Royce Conlon: No. It will be designed for a Caravan, passenger type airplane.

Public Question: The reason I ask is that Kake was in the process of trying to get a small medevac plane through Southeast Alaska Regional Health Consortium (SEARHC). That would allow us to medevac directly to Anchorage or Seattle instead of having to transfer at Sitka or Juneau.

Royce Conlon: A future 4,000-foot runway would accommodate a small leer jet medevac. The current project is for a 3,300-foot long runway.

Public Question: Will it be set up for instrument landing? Will there be lighting for nighttime approaches?

Angela Smith: Yes, there will be airport lighting including edge lighting and instrument approach aids, but it is not feasible to add a precision instrument approach. It will be a non-precision instrument approach, or a GPS approach—which is still much better than what you have now. However, the new airport will make night landings possible, and the approach lighting will be much more visible than what you have currently. Pilots will still need to be able to see the runway to land, but the lights and other visual aids will make it easier to land.

Public Question: Who will pay for the lighting?

Royce Conlon: The State (DOT&PF) will pay for it.

Public Question: What about maintenance?

Royce Conlon: The State (DOT&PF) will pay for it and put out a contract for a local entity (maybe the City or a local contractor) to do the maintenance work. Someone will have to be trained. The PAPI will be maintained by the FAA, but the rest will be maintained as part of the contract.

Public Question: Will there be a restriction on development at the ends of the airstrip in the RPZ?

Royce Conlon: Yes.

Public Question: Where is the RPZ going to be?

Royce Conlon: Since we are still determining the exact layout on this site, we don't know for sure where the RPZ will be.

Public Question: Will the RPZ cross the existing road north of the airport? That is a big concern of the community.

Royce Conlon: The RPZ will most likely not extend that far north. We plan to do some more work and then come back in January, and at that point we will have more hard lines on paper, and a better idea of where the airport will be positioned on the site, where the RPZ will be

located, and many more details. But we wanted to be here before we had determined exactly where the airport should go so we can hear input from the community and take that into consideration.

Public Question: Will the cleared trees go to the community? Can you pull the trees up to the road so we can get them?

Royce Conlon: We learned from the ACA earlier today that the City owns the trees in the existing ROW due to an existing agreement with Kootznoowoo. The ROW process will determine what happens to the trees. The trees will get cleared. In a recent project we worked on in Talkeetna, a lot of State-owned trees were cleared. The Contractor cut the trees up and put them in stockpiles so people could come and take the wood. But on this project, what happens to the wood depends on who owns the trees. **We will have a better answer on that the next time we come for a meeting.**

Public Question: How long will you be doing ground sampling and borings?

Royce Conlon: At least through November and maybe more detailed exploration early next spring.

Public Question: Can you hire local during this drilling phase?

Royce Conlon: **We can check with the State on that.** Maybe we could use a bear guard.

Public Question: Can we see the geotechnical reports?

Royce Conlon: **Yes, we can publish the geotechnical reports.**

Public Question: Who will own the ROW to and from the airport? On the ferry project, the State took over the road that accesses the ferry. Now there is also an easement along the DOT&PF road to the ferry so we can't build anything next to it. I support the airport. But maybe some funding should flow through the City so we can maintain the BIA road, that would be some local hire, and we could use some more maintenance funds.

Royce Conlon: The State will also own the land for the airport, but not own the existing road.

Chris Goins: I can talk to our DOT&PF aviation planner, Verne Skagerberg, about that idea and how to request funding for road projects.

Public Comment: About the easement, we don't want to give up the land. We support the airport. The City should negotiate for money for the trees, we need that money for operating funds. On the Kake airport, they cut the road to the airport and cut the airport area. They gave a \$1,000 distribution to shareholders, and a lot of the workers were from the area. We need the operating funds. I don't want to see good grade wood go up in smoke.

Chris Goins: We don't want to see that either.

Public Question: Any chance you will improve the barge landing and boat launch?

Royce Conlon: We asked the FAA and they said that the City had funding for improving the barge landing.

Public Comment: No we don't. That money has been spent already.

Royce Conlon: We need to look at the barge landing tomorrow because that is a key consideration. Ultimately, the contractor will be responsible for figuring out how to barge in the material and where to land.

Public Question: There are some access roads now on the site. Would it be possible for the City to cut the trees on the access road before you go in and build the airport?

Royce Conlon: Currently the State owns none of the land. It's up to the City and the current landowners to figure if they want something to happen to those trees prior to construction.

Public Comment: There is an existing agreement between the City and Kootznoowoo about the trees; the trees belong to the City. The barge landing money was spent to reinforce the front of the barge landing and ramp.

Public Question: There is no money and wasn't very much money to begin with. We asked Andy Hughes (former DOT&PF) how will the State build a runway without a barge landing? We posed that question early on. He didn't have an answer. If you need a design, the City has design drawings done by PND for \$2.5M in barge landing improvements. We only had \$130,000 to spend.

Royce Conlon: It would be good to have those design drawings. We are going to have to look into it further.

Chris Goins: Andy retired and his replacement is Verne Skagerberg.

Public Comment: Keep in mind other barges (like Ketchikan Ready Mix) have come in and were able to land and use our existing facilities. So there is a barge landing of sorts that is workable.

Royce Conlon: Some of those decisions will be left to the contractor. Our process has to account for any environmental impacts and make sure the permits are in place

Public Comment: The City does have some equipment and land available for stock piling materials and equipment. Talk to the City and the Mayor. That could be some income for us.

Public Comment: Please have Chris talk with the Angoon High School principal about giving a presentation to the high school students on the project and job opportunities.

Chris Goins: **Yes, we can do that.** If we can't present today, we'll do it the next time we are here in January.

Royce Conlon: How is the flying in January?

Public Comment: It'll be really nice when the airport is done! Come by ferry. That way you'll be sure to get here.

Public Question: Will there be a helipad?

Royce Conlon: Helicopters could land on the runway or on the apron. We usually don't design a separate helipad unless a lot of use is anticipated.

Public Comment: We already have a helipad here near the school.

Public Comment: But rocks fly up and hit people

Public Comment: A helicopter pad sounds good. The existing one is just in a ball field next to the school and it's too close to the school.

Public Question: Once the airport is in, will the floatplane areas leased by the State revert to the City?

Chris Goins: **We can ask Verne about what will happen to the plane float area.** Some of the weather equipment may move to the new airport but there hasn't been any discussion of changing operations at the float plane base.

Public Comment: The reason I ask is that the State leasing is preventing us from adding a boat launch.

Public Comment: No, the State owns the land, but they pay the City to maintain it. It's not leased.

Chris Goins: Once the State owns land, we don't usually give it up.

David Pyeatt: And you will still have some float planes coming in that way, so that would still be a conflict for a larger boat ramp. Unless we moved where the float is, but that is not currently being discussed.

Public Comment: The State did give us the boat harbor.

Public Question: Who will name the airport?

Chris Goins: That's a good question. **We can ask Verne who will name the airport.**

Public Comment: It could be a school project to name it.

Royce Conlon: Usually the airport is named after the community, in this case, Angoon Airport.

Thanks everyone for coming.

The discussion adjourned at 7:15.