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HB 839 - special appropriations for airport facilities and improvements

Section 1.

(1) PHASE I IMPROVEMENTS AT UNALASKA \$11,120,000

In FY 82, \$2,118,000 was appropriated for design and engineering of a new runway for Unalaska. The runway immediately needs lengthening, elevating of the surface, lights, navigation aids and terminal facilities. Sufficient investigation has been made to limit further consideration of alternative airport sites. While less than ideal, the existing facility is in the best available location for an airport facility at Unalaska.

Unalaska is the commercial center of the Aleutians and the base of Alaska's shellfish fishery (ranked third in the United States in value landed.) It's runway is a narrow, gravel runway with no landing lights or nav aids as it is a relic of World War II. Unalaska is only served by small, inefficient-to-operate propeller aircraft (either Reeve's YS-11 or AirPac's Metro II). The YS-11 costs nearly three times as much per passenger mile as the 737 which would be able to land if the runway was lengthened.

Unalaska will be the cornerstone of bottomfish development and offshore oil-support in the Aleutians/Bering Sea/North Pacific Region. Yet because of an archaic facility, air service to Unalaska is now slow, expensive, unreliable and hazardous. The rapidly growing population and industry of Unalaska have outgrown the existing airport. The inefficient air service to Unalaska will seriously inhibit future resource development in the region. Anchorage and the state as a whole have a stake in this resource development, and therefore Unalaska's inadequate air transportation system is more than a local concern.

(2) CONSTRUCTION OF A SEAPLANE RAMP AT AKUTAN \$200,000

In FY 82, \$100,000 was appropriated to study the feasibility of a runway to be constructed at Akutan. The study resulted in a determination that a runway is not feasible. A seaplane ramp, however, is and as a result, construction funds are requested.

(3) AIRPORT IMPROVEMENTS AT KODIAK \$430,000

Kodiak airport is a major "hub" airport serving the needs of both the U.S. Coast Guard and the population of Kodiak. Service activity is high. The requested funds will match \$4,300,000 in federal funds for this project. The project

consists of:

- (a) asphalt overlay of the 5,000' runway; 1,500' reconstruction; recrowning runway for more efficient drainage;
- (b) replace runway lighting; repair runway lighting and install new beacon tower; elevate all runway and taxiway lights;
- (c) wiring modifications within the electrical vault;
- (d) security fencing.

These funds are also included in the Governor's FY 83 capital budget.

(4) AIRPORT RELOCATION AT TOKSOOK \$3,500,000

The city of Toksook Bay presently has an airport which is located along the western side of the community. The residential areas of Toksook Bay have grown up right along side the runway. In addition, the BIA School and the Nelson Island High School are located in the flight pattern of the runway. The village is extremely concerned that there will be an accident with a plane landing among the village houses. This project would enable the airport to be relocated to a safe location within the core township of the community. DOT provided the cost estimate of \$3,500,000.

(5) RUNWAY IMPROVEMENTS AT PORTAGE CREEK \$475,000

Portage Creek currently is served by a 1900' runway which is suffering from a severe erosion problem. DOT provided the estimate of \$475,000. The project will make the needed improvements to the runway. Material is available from a river source adjacent to the village.

(6) AIRPORT RELOCATION AT TOGIK \$3,475,000

Togik presents a unique problem requiring immediate attention. Togik is one of the most dangerous airports in rural Alaska. It is surrounded by the village on three sides. Various multi-engine aircraft loaded with fish during the summer months can barely clear homes on take-offs and landings to the southeast. A total of \$3,500,000 was included in the 1980 program to relocate the existing 3040' runway immediately behind the village. DOT surveyed the new airport site in the spring of 1981 and selected a beach gravel site for materials. The village, however, objected to removing gravel from the beach because of potential flooding. DOT has now begun designed an upland gravel site and indicates that design work is 90% completed.

(7) CONSTRUCTION OF A CROSS RUNWAY AT NEW STUYAHOK \$1,500,000

DOT estimates it will cost \$1,500,000 to construct a crosswind runway. The existing strip is in actuality a parking place

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for airplanes. In order to provide New Stuyahok with a runway which meets minimum standards, DOT maintains that it will be necessary to construct a new cross runway as well.

(8) CONSTRUCTION OF A CROSS RUNWAY AND AIRPORT IMPROVEMENTS AT MANOKOTAK \$1,500,000

Manokotak currently is served by a 2200' runway. To reconstruct this runway to minimum standards would cost, as estimated by Parker, \$1,500,000.

(9) RUNWAY IMPROVEMENTS AT MOUNTAIN VILLAGE \$1,800,000

The Mountain Village airport is extremely busy during the Yukon commercial fishing season. It is connected to St. Marys regional airport by a 22 mile road but the road is not maintained in the winter. Both of these factors warrant the upgrading of the Mt. Village runway. The Parker study recommended upgrading the runway to meet standard criteria which would involve the addition of a crosswind runway and the lengthening and widening of the existing runway. Parker estimates the cost at \$1,800,000.

(10) RUNWAY IMPROVEMENTS AT RUBY \$1,150,000

Runway construction during the summer of 1981 resulted in a 2600' x 60' airstrip. Additional funding is needed to eliminate a swale in the center of the new runway, widen the runway to 100', and to provide an apron. Parker estimates the project will cost \$1,150,000.

(11) RUNWAY IMPROVEMENTS AT NOATAK \$1,750,000

Noatak is served by a 2400' runway. The requested funds will bring the runway up to minimum standards with the above estimate provide by Parker in the 1982 report.

(12) RUNWAY IMPROVEMENTS AT KOYUK \$809,000

Koyuk is served by a narrow, 2000' by 60' dirt runway. Cost of reconstructing the runway to minimum standards is estimated at \$1,500,000 by Parker and Associates. In 1981, \$1,000,000 was received by DOT through RP approval. The scope of the project is: widen the runway to a 100' safety area, improve line of sight distance by flattening a curve in the vertical profile in an attempt to meet FAA criteria, add an aggregate surface course, install lighting, provide a wind cone and segmented circle, plus some runway lengthening; determine the feasibility of extending the runway to 3000'. The project is currently in design with an estimated construction advertising date of May, 1982.

(13) RUNWAY SEALING AT GAMBELL

\$50,000

Runway sealing is needed because the existing pavement is 16 years old and has deteriorated due to heavy loads from C-130's and DC-6's. A maintenance repair of the runway could not provide the strength required for this traffic. A resurfacing project would increase the load bearing capacity of the runway for existing and expected traffic. The project will consist of an overlay of the existing pavement with 2" asphalt and 1/2" fiction course (open grade).

(14) RUNWAY IMPROVEMENTS AT KOTLIK

\$1,100,000

For four months of the year, Kotlik is easily accessible by barge. The river is frozen the remaining eight months of the year and there are no roads connecting the city with the rest of the state. As a result, Kotlik relies heavily on air transportation for cargo, passenger and mail service. The present 2400' runway is dirt and gravel.

(15) RUNWAY IMPROVEMENTS AT WALES

\$1,000,000

This appropriation will enable lengthening the present 2600' runway to 4000'. The additional length will permit larger aircraft to land bringing needed fuel and supplies to village residents.

(16) RUNWAY IMPROVEMENTS AT CHALKYITSIK

\$440,000

The requested funds will provide additional monies necessary to complete a FY 80 chapter 50 runway resurfacing and expansion project. It will cover the costs incurred by the discovery of a significant archeological find in the existing material site, developing an alternate material site, pay for the transportation of these materials to the construction site.

Section 2.

(1) KETCHIKAN GATEWAY BOROUGH FOR PHASE I RUNWAY IMPROVEMENTS AT KETCHIKAN AIRPORT

\$2,000,000

The requested funds will enable the first phase construction of a second taxiway for the Ketchikan airport. Funding is a grant to the Ketchikan Gateway Borough.

(2) KETCHIKAN GATEWAY BOROUGH FOR IMPROVEMENTS TO EQUIPMENT AND FACILITIES AT KETCHIKAN AIRPORT

\$1,000,000

The requested funds will purchase airport equipment, an equipment storage shed, incidental paving and realignment of the float plane dock. Funds are a municipal grant to the Borough.

(3) HOLY CROSS FOR RUNWAY IMPROVEMENTS \$3,500,000

Holy Cross is the hub for four outlying villages and serves as a transportation center for the mid-Yukon River area. The present runway is 3400' by 80'. The proposed expansion is to 5000'. This expansion would provide a runway of adequate size to serve the growing needs of the area and includes funding for lighting. DOT provided the estimate figure. Funds are a municipal grant to the city of Holy Cross.

(4) MC GRATH FOR RUNWAY IMPROVEMENTS \$2,800,000

The requested funds will provide an apron for planes to park. The current runway is of adequate size but does not have an adequate ramp or apron. The existing situation of planes parked on the ramp is dangerous. DOT estimated the cost of construction at \$2,800,000.

(5) NORTH SLOPE BOROUGH FOR RUNWAY IMPROVEMENTS AT
KAKTOVIK AIRPORT \$1,137,000

Currently Kaktovik is serviced by a runway which is operated by the Department of Defense. The requested funds, in addition to the \$2,500,000 appropriated last year, will enable construction of a new runway to serve the village's residents.

(6) SELAWIK FOR AIRPORT DUST CONTROL \$45,000

The community's houses are located along the village's airstrip. During summer, a great deal of dust is kicked up and creates a health problem for villagers.

(15) SELAWIK FOR AIRPORT POWER SOURCE \$50,000

The airport's lighting is currently connected to the city's power source. When the generator malfunctions, the airport's lights can not work. As a result, the city is requesting funds to purchase a back-up generator to assure that the lights function at all times resulting in aviation safety.