

False Pass Trip Report November 4, 2003

DOWL, DOTPF, and FAA personnel conducted a site visit and public meeting at False Pass, Alaska on November 4, 2003 for the False Pass Airport Master Plan.

Personnel participating in the trip included:

- Jack Melton, DOT&PF Project Manager
- Harvey Smith, DOT&PF Harbor Engineer
- Troy LaRue, DOT&PF M&O
- Harold “Hap” Cramer, DOT&PF M&O Cold Bay
- Katrina Moss, FAA Project Manager
- Tom Middendorf, DOWL Project Manager
- John Jones, DOWL Planner
- Bill Hamm, DOWL Engineer
- Skip Barber, Barber & Associates

Public Meeting Comments

- Concern about impacts to subsistence and recreational use of beach south of runway if the runway were extended. Concern that blasting the bluff would affect use of the beach below the bluff. Potential benefit of a more protected area for fishing. Most subsistence is between runway end and the waterfall.
- Where would snow be pushed if the runway were extended into the water?
- Concern about access to the community for medical evacuations and other emergencies. A general feeling that adding lights to the runway will improve access at night.
- General desire to have landfill somewhere besides the existing location to get bears as far from town as possible.
- Road to airport is rough.
- Where will material come from to build/extend the runway?
- Consider use of Corps of Engineers harbor dredge material for the runway construction
- Helicopters conducting seismic studies for UAF have landed at the airport.
- Peter Pan used helicopters but would land them in an open area near the cannery.
- There are a number of subsistence trails running perpendicular to the runway that intersect the runway at various places.
- Runway can be soft on the south end after a heavy rain.
- How would the runway remain open during construction?
- Old Village across the bay is abandoned and no one lives there.
- Mixed opinions about extending the runway or moving the runway to a new site.