Native Village of Kwinhagak
in Cooperation with the
Alaska Department of Transportation and Public Facilities

**Quinhagak Airport Layout Plan (ALP) Update:
Public Meeting #1**

February 25th, 2021; 5:00 – 8:00 pm

Presented and facilitated by HDL Engineering Consultants, LLC

Project Team

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Welcome

Translation of information can be provided by NVK as needed.

Roles & Management

- Native Village of Kwinhagak (NVK) is the owner and operator of the airport.

- NVK & the Department of Transportation & Public Facilities (DOT&PF) are working together to update the Airport Layout Plan (ALP).

- HDL Engineering Consultants, LLC (HDL) is the consultant assisting NVK and DOT&PF in design and preparing documentation.

- Current project is funded by Federal Aviation Administration (FAA), who will review and approve the ALP.

Meeting Purpose

- To inform the public about the project and discuss future needs of the airport.

- To seek input from airport users about current conditions and possible changes.

Meeting Guidelines

- Share your feedback.

- Be respectful.

- Be positive.

- Be specific.

Airport Layout Plan (ALP) – What Is It?

A planning tool that identifies existing facilities and planned development for an airport. The ALP outlines specific details about the airport, including:

- Areas owned or controlled by the sponsor for airport purposes.

- The location and nature of existing and proposed airport facilities and structures.

Why is updating the ALP important?

An updated ALP will identify changes in existing conditions since the last ALP in 1997

An updated ALP will identify airport deficiencies and needs

An updated ALP will support Airport Improvement Project funding from FAA for future airport improvements
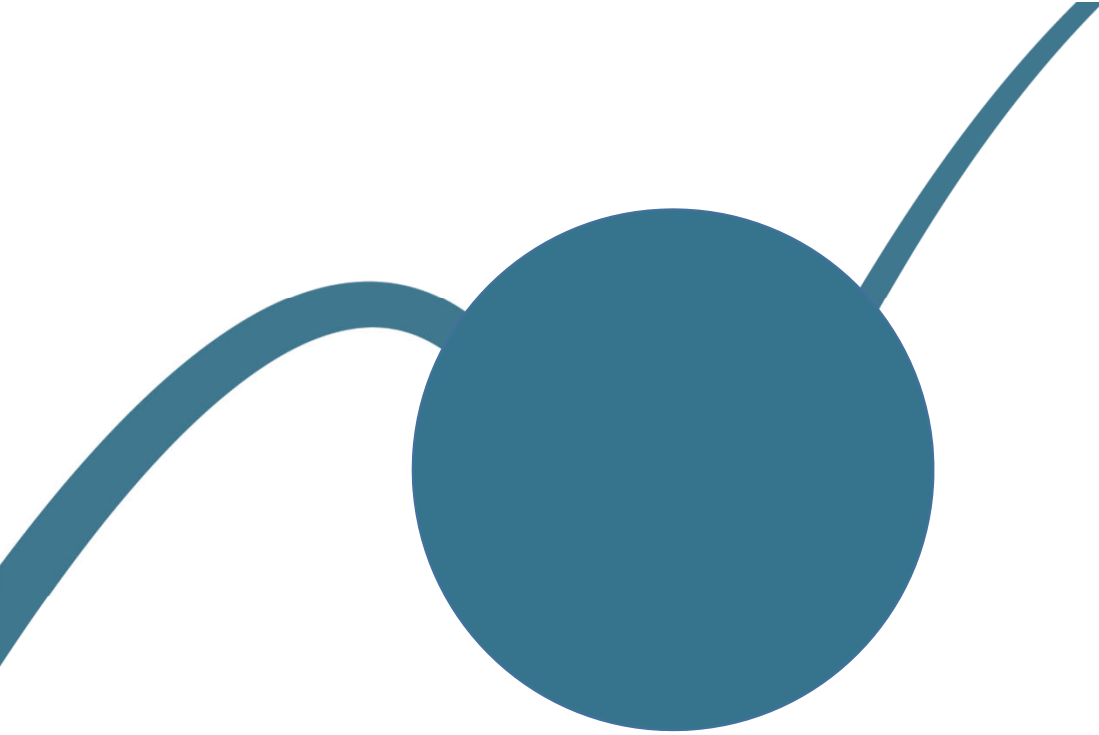
Quinhagak ALP Status

The current ALP was completed in 1997 and no longer serves as a guide for airport improvements.

The updated ALP will document any changes in airport conditions since 1997 and will outline future planned development.

Quinhagak ALP Deficiencies

- ALP was never updated after initial construction.

- ALP drawings and layout do not meet current FAA Standards.

- ALP is not accurate when describing existing runway length, width, and other features such runway design code, elevations, bearings, etc.

- ALP units are incorrect and should be changed from meters to feet.

Studies & Assessments Required for an ALP Update

- Inventory of Existing Facilities

- Aviation Activity Forecast

- Wind Study

- Airport Facility Standards Assessment

Inventory of Existing Facilities – Purpose

To identify known issues and deficiencies. Together with the results of the Airport Facility Standards Assessment, the inventory will be used to develop the CIP.

Inventory of Existing Facilities – Existing Conditions

- Site Visit
- Survey
- Aerial Photo
- Maintenance Inspection
- Survey of Operators

Aviation Forecast – Purpose

An aviation forecast determines whether there are any existing or anticipated capacity constraints at the airport and what aircraft type should serve as the basis for designing future improvements.

The design aircraft, together with any deficiencies identified during the initial inventory of the airport will determine what is ultimately included in the proposed CIP, which will be prepared during the next phase of the study.

Aviation Forecast – Existing Conditions

	Base Year				
	2019	2024	2029	2034	2039
Enplanements					
Moderate Forecast	7,498	9,570	12,213	15,588	19,894
Based Aircraft					
Moderate Forecast	1	1	1	1	1
Operations – Total					
Moderate Forecast	5,832	5,139	4,528	3,989	3,515

- Design Aircraft is a Cessna 208 Grand Caravan.

- Aircraft activity is expected to increase at a moderate rate, capacity constraints are not likely during the next twenty years.

Wind Analysis - Purpose

The wind study determines:

- Whether the alignment of the runway (direction it points in) is appropriate given predominant wind conditions.

- Whether a second "crosswind" runway is recommended in less typical wind conditions.

The FAA has safety standards that are linked with runway alignment and wind direction.

Wind Analysis – Existing Conditions

- A single runway or runway system that provides wind coverage 95% of the time is recommended by the FAA.

- This heading is close to best possible for a single runway, but the analysis indicates that there is no single alignment that will provide 95% wind coverage.

- Alternatives for providing 95% wind coverage should be evaluated.

Airport Facility Standards Assessment - Purpose

- Airport Facility Standards Assessment is a review of elements necessary to accommodate forecasted aircraft demand and includes:

  - Number, orientation and configuration of runways
  - Associated taxiways
  - Runway length requirements
  - Tiedown spaces and aprons
  - Approach categories

- Projects intended to address existing and future facility requirements will form a CIP.

Airport Facility Standards Assessment – Existing Conditions

- Development of this assessment is currently in-progress.
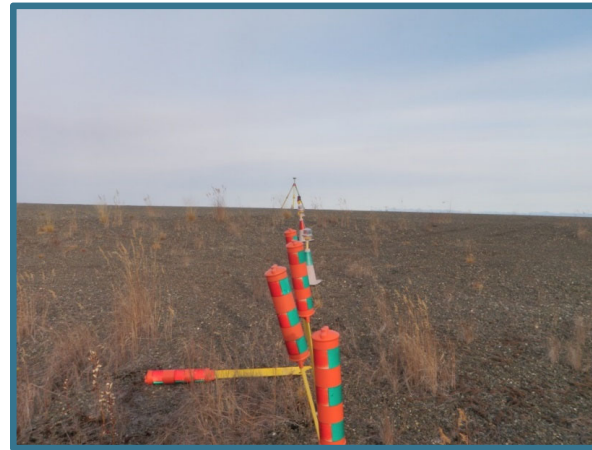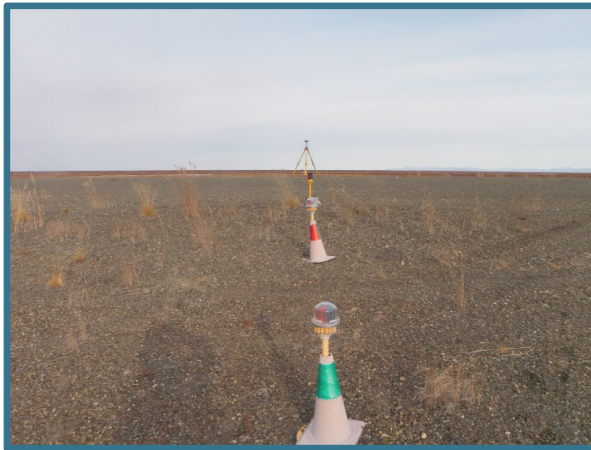
Future Projects Eligible for Funding FAA's Capital Improvement Program

- Rehabilitate gravel runway, runway lighting system, taxiway, safety areas, apron, access road, etc.

Future Projects Eligible for Funding
FAA's Capital Improvement Program

- Replace edge lighting system

Future Projects Eligible for Funding FAA's Capital Improvement Program

- Repair, replace, or remove culverts as needed

Future Projects Eligible for Funding FAA's Capital Improvement Program

- Replace airport and road signs as needed

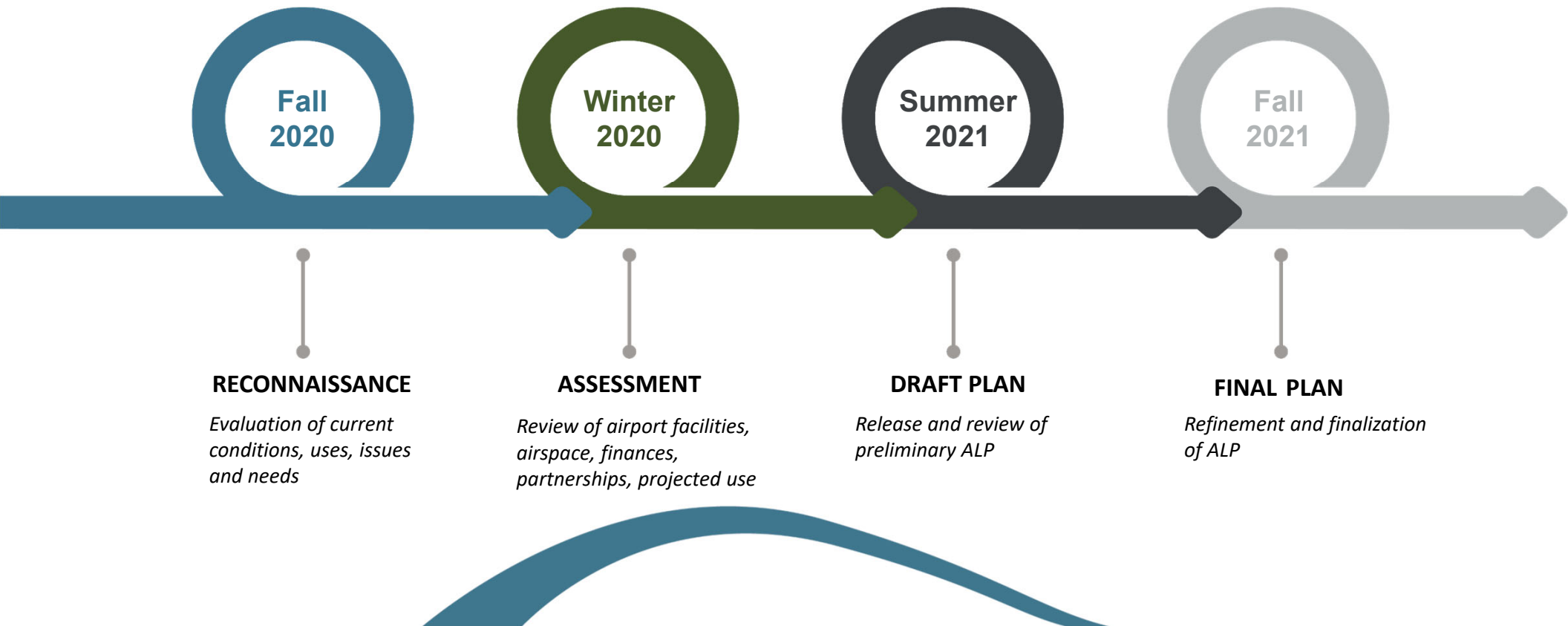# Future Projects Eligible for Funding FAA's Capital Improvement Program

- Repair or replace Snow Removal Equipment Building

Future Projects Eligible for Funding FAA's Capital Improvement Program

- Replace snow removal equipment

Project Timeline

Fall 2020

Winter 2020

Summer 2021

Fall 2021

RECONNAISSANCE

Evaluation of current conditions, uses, issues and needs

ASSESSMENT

Review of airport facilities, airspace, finances, partnerships, projected use

DRAFT PLAN

Release and review of preliminary ALP

**FINAL PLAN**

*Refinement and finalization of ALP*

Next Steps

Once the ALP is complete, it will be submitted to FAA for approval. Once FAA approves the ALP the airport is in compliance with FAA regulations and is eligible for AIP funding.

FAA Participation

- ALP grant review and approval process

- Current resurfacing grant
  - $1 Million for surface maintenance, issued Sept 9, 2020
  - 100% federal share

- Future Grants
  - Timeline
  - Federal requirements
  - Federal financial share is 93.75%
  - Grant obligations

Questions?

Thank you!

http://www.dot.state.ak
.us/creg/quinhagakalp/
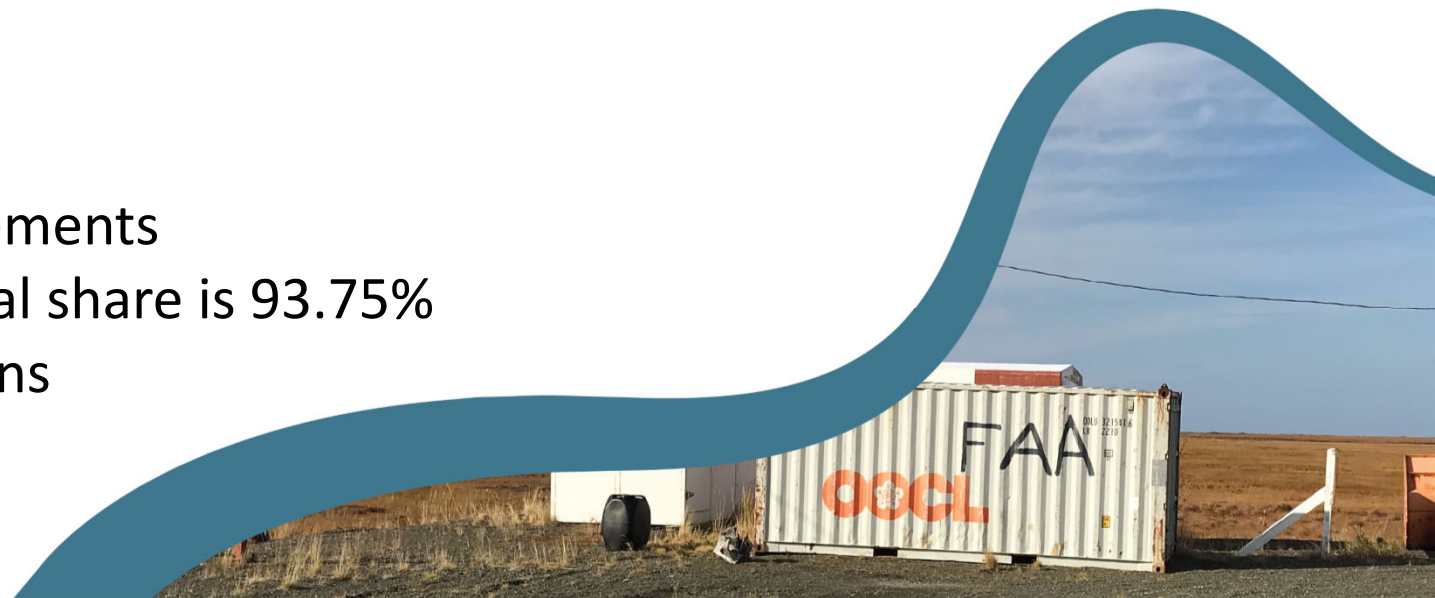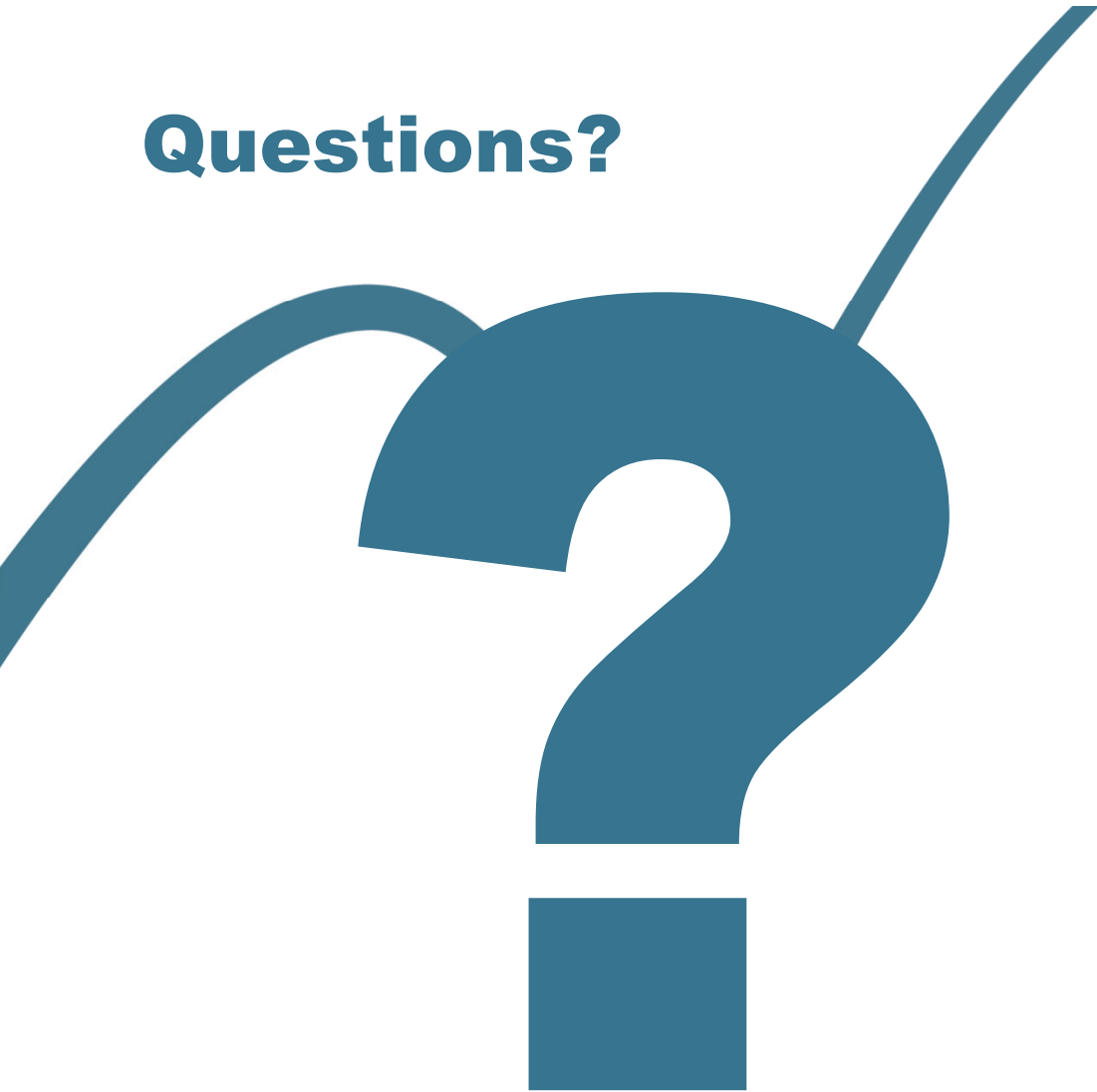
Additional Questions/Comments:
please submit comments on
DOT&PF's project website.

A recording of this presentation
be placed on the project
webpage.