

# Homer Airport Improvements

Online Public Meeting

**Open House #2**

October 21, 2021



Thank you for joining us. The presentation will begin shortly.

# Meeting Structure & Guidelines

- ▶ Introductions
- ▶ Purpose and need for the project
- ▶ Public & agency input
- ▶ Improvements carried forward to design
- ▶ Summary of environmental impacts and process
- ▶ Next steps and schedule
- ▶ Q&A at end of meeting
  - Type question or “Raise Hand” to speak
  - Be respectful
  - Be specific, clear, and concise
  - Share your feedback

## Zoom settings in use for this meeting:

- ▶ Video and audio is recording
- ▶ Attendee video and audio muted
- ▶ Use the Q&A function to ask your questions, which will be answered toward the end of the presentation
- ▶ Chat is disabled

# Project Team



**FAA**



**Alaska DOT&PF**

**Matthew Hansen, P.E.**  
Project Manager

**Tadd Isaacson, P.E.**  
Consultant Coordinator

**Heidi Zimmer**  
Environmental Impact Analyst

**Joselyn Biloon**  
Area Planner

**Kevin Jones**  
Homer Airport Manager



**HDL Engineering Consultants, LLC**

**Morgan Merritt, P.E.**  
Project Manager

**David Darrington, P.E.**  
Project Engineer

**Owen Means, PWS**  
Environmental Specialist

**Heather Campfield, IAP<sup>3</sup>**  
Public Involvement Coordinator

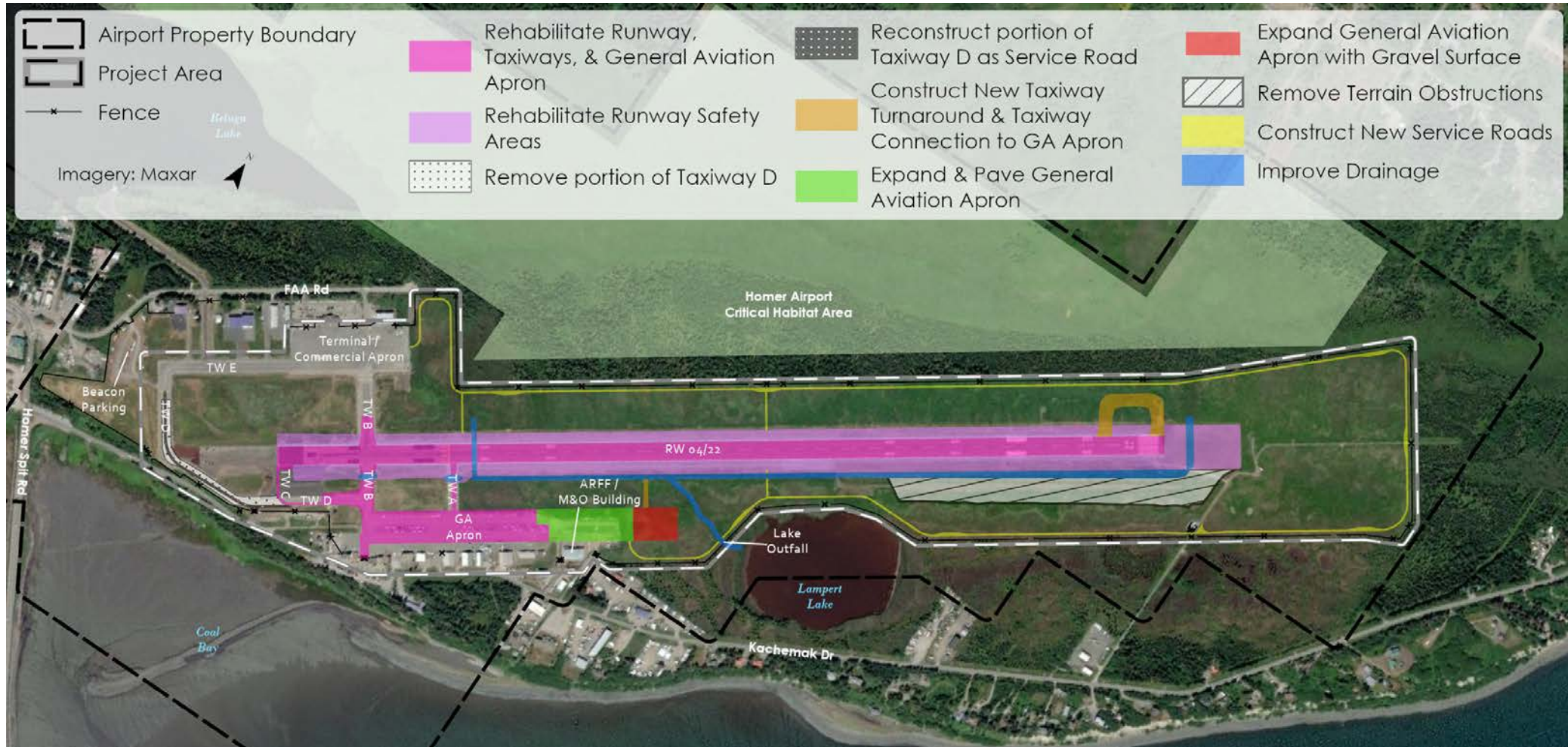
# Known Deficiencies

- ▶ Deteriorated pavement & gravel surfaces
- ▶ Culverts and drainage facilities in poor condition
- ▶ Terrain obstructions within runway Object Free Area (OFA)
- ▶ Limited/difficult access to airport perimeter to perform security operations, fence maintenance, wildlife hazard management, and airfield rescues
- ▶ Inadequate line of sight on runway and no parallel taxiway
- ▶ Inadequate GA parking





# Proposed Project Improvements



8/20 Improvements Carried Forward to Design

● Video and audio is recording

# Studies

## Completed and Ongoing Activities

- ▶ Topographic Survey
- ▶ Geotechnical Evaluation
- ▶ Hydrologic and Hydraulics Evaluation
- ▶ Cultural Resource Survey
- ▶ Wetland Delineation and Functional Assessment
- ▶ Input from Local, State, and Federal agencies
- ▶ Per- and polyfluoroalkyl (PFAS) site characterization

# Environmental Impacts & Considerations

	Historical & Cultural Resources	Wetlands & Waters	Threatened & Endangered Species	Per- and Polyfluoroalkyl Substances (PFAS)
<b>Studies &amp; Consultation Completed:</b>	Field survey June 2021.  The SHPO* concurs with a finding of No Historic Properties Affected August 2021.	Wetland Delineation & Functional Assessment September 2021.  USACE* pre-application meeting May 2021.  Preliminary Jurisdictional Determination by USACE July 2021.	Consultation with U.S. Fish & Wildlife Service, pursuant to Section 7 of the Endangered Species Act, initiated May 2021.	Initial soil, groundwater, surface water, and water well testing June 2021.
<b>Issues, Challenges, &amp; Mitigation Measures:</b>	Inadvertent Discovery Plan	Impacts to the Beluga Lake watershed.  Complete avoidance is not practicable  Minimize adverse hydrology impacts using cross culverts & maintaining an undisturbed buffer between the Lampert Lake and the roadway.  Compensate for permanent, unavoidable wetland loss by rehabilitating, restoring, or preserving other aquatic habitats.	Steller's Eider may, but is unlikely to, occur in project area.  Avoiding open water habitat.  Develop and implement a Storm Water Pollution Prevention Plan.	Further testing to be completed in 2021/2022.  Implement mitigation measures into project plans as appropriate.

\* SHPO: State Historic Preservation Officer; USACE: U.S. Army Corps of Engineers

# Project Purpose and Need

The National Environmental Policy Act (NEPA) requires that the Federal Aviation Administration (FAA) assess the environmental impacts associated with a proposed federal action. The Alaska DOT&PF and the FAA are working together to assess the environmental effects of the proposed project improvements in an Environmental Assessment document. The project's purpose and need is the foundation of a transportation project.

The project's **Need** is an identified deficiency or problem.

The project's **Purpose** is a summary of objectives that will be met to address the deficiency or problem.



# Project Purpose & Need

## WHAT

- ▶ Deteriorated pavement & gravel surfaces
- ▶ Culverts and drainage facilities in poor condition

## HOW

Extend the service life of the airport

# Project Purpose & Need

## WHAT

- ▶ Terrain obstructions within runway Object Free Area (OFA) do not meet current obstruction standards
- ▶ Existing safety hazard caused by aircraft taxiing on the runway, inadequate line of sight, and no parallel taxiway

## HOW

Improve safety for runway operations, taxiing, and aircraft parking

# Project Purpose & Need

## WHAT

- ▶ Difficult to perform security operations, fence maintenance, wildlife hazard management, and airfield rescues

## HOW

Improve access to airport perimeter

# Project Purpose & Need

## WHAT

- ▶ GA aircraft parking and leasing opportunities inadequate to meet demand during peak use periods

## HOW

Improve access to airport perimeter



# Improvements Carried Forward to Design

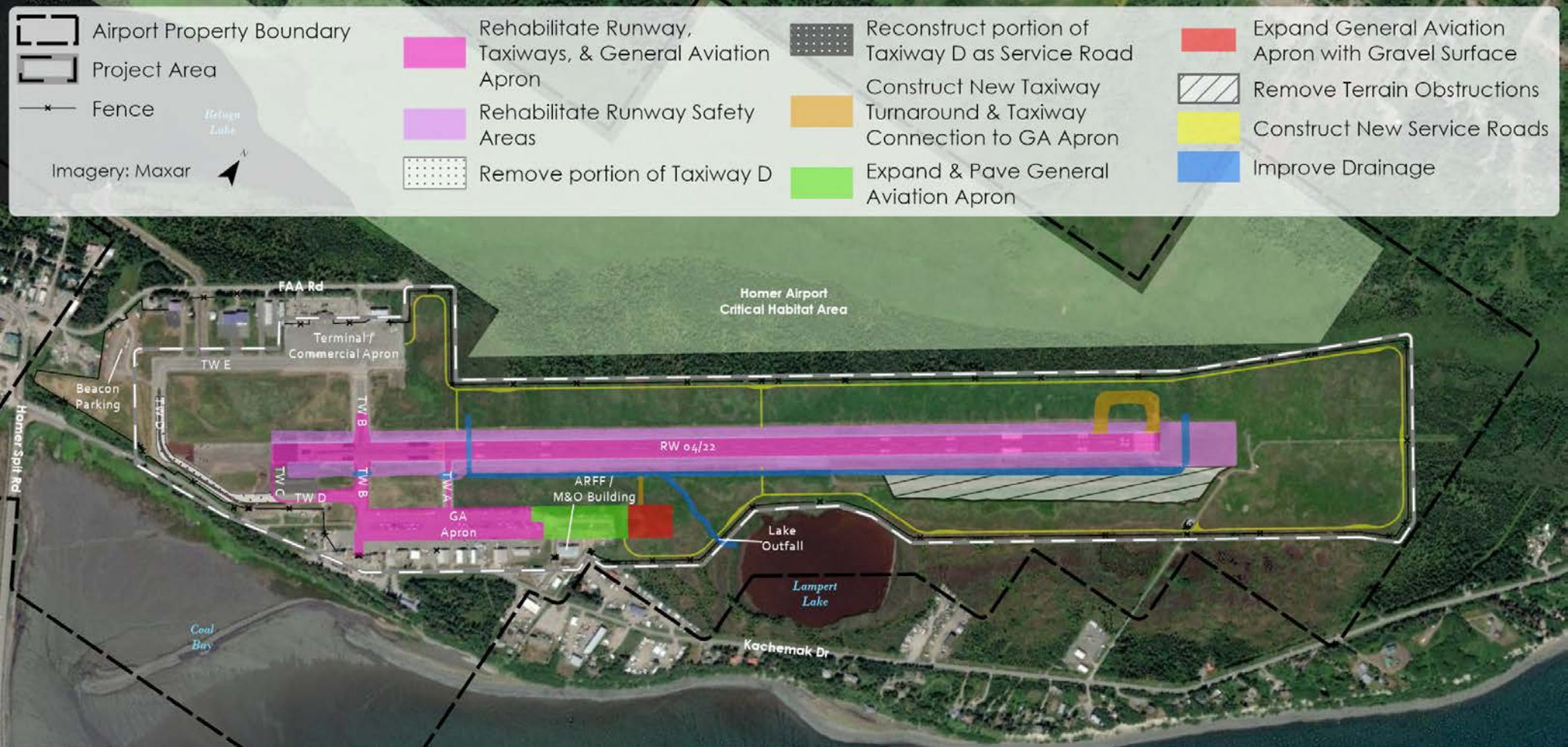
## Runway, Apron, and Taxiway Improvements

- ▶ Rehabilitate Runway 04/22 and reduce width from 150 feet to 100 feet with paved shoulders
- ▶ Rehabilitate Runway Safety Areas
- ▶ Rehabilitate portions of Taxiways A, B, and D and the General Aviation (GA) Apron
- ▶ Remove a portion of Taxiway D and reconstruct as a service road
- ▶ Construct new taxiway turnaround at the east end of the runway
- ▶ Construct new taxiway connecting the runway near mid-field to an expanded GA Apron
- ▶ Expand and pave the gravel tie-down area at the east end of the GA Apron
- ▶ Expand the gravel portion of the GA Apron east toward Lampert Lake

## Other Improvements

- ▶ Remove terrain obstructions penetrating the runway Object Free Area (OFA)
- ▶ Construct new one-lane, gravel-surface perimeter service road and connectors
- ▶ Replace runway and taxiway edge lighting
- ▶ Replace existing Visual Approach Slope Indicators (VASI) with Precision Approach Path Indicators (PAPI) for both runway ends
- ▶ Improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall

# Improvements Carried Forward to Design

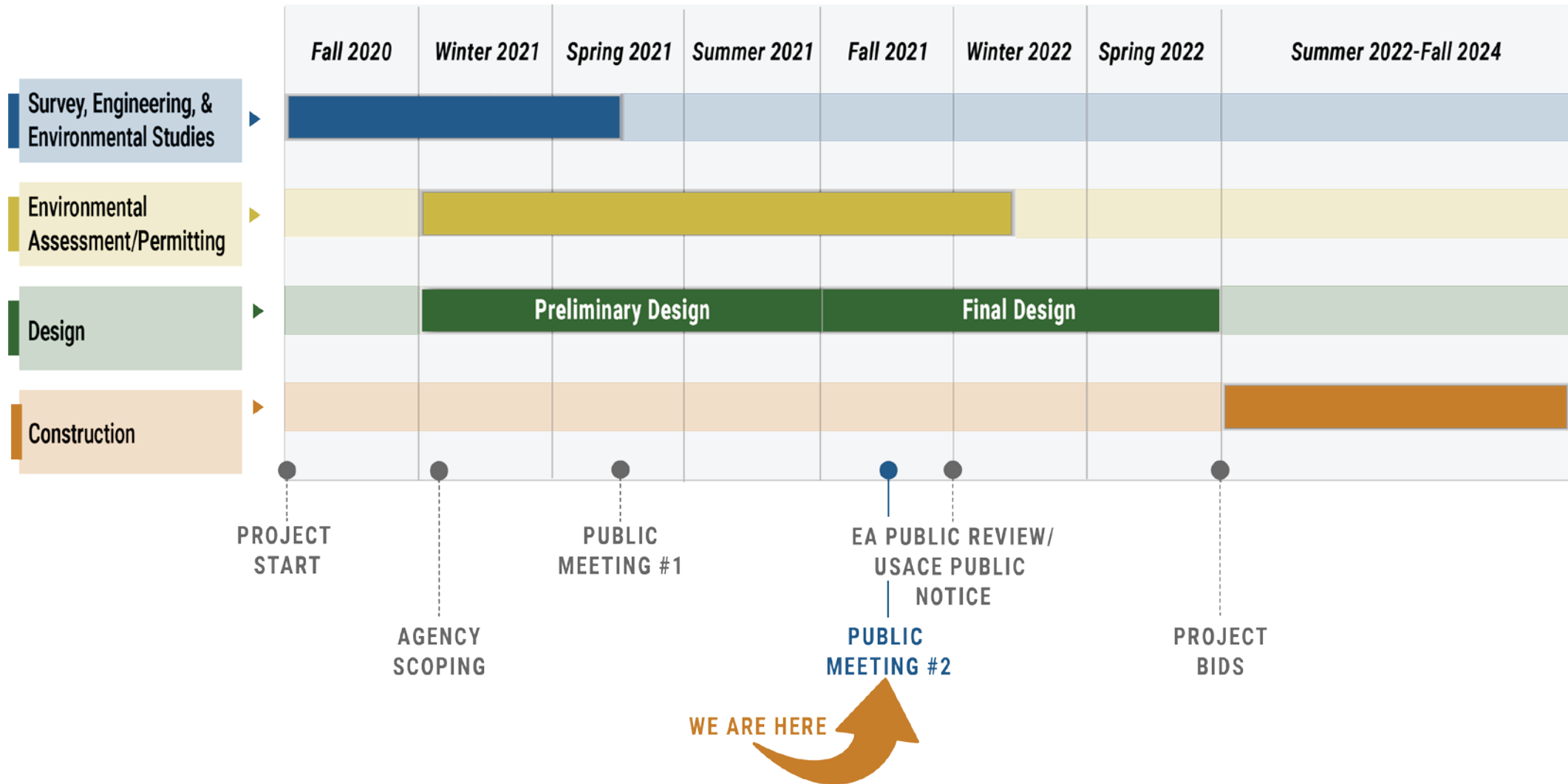


# Agency Input

## What We've Heard From Agencies

- Maintain buffer around Lampert Lake and direct storm water away from the Lake
- Maintain hydrologic connectivity with Homer Airport Critical Habitat Area
- Locate new facilities in already-disturbed areas when possible
- Avoid higher value wetlands when possible

# Project Schedule





# Input from the Public

## What We've Heard

- The airport lacks a safe pedestrian facility or route connecting the GA Apron to the passenger terminal at the Commercial Apron.

*Addressing the lack of pedestrian facilities at the airport is outside the scope of this project. However, the next Airport Master Plan update (anticipated in 2024) could address this issue.*

- The airport lacks a public restroom on the GA Apron for air taxi and charter customers.

*A public restroom is not within the scope of this project.*

- The airport lacks a dedicated gravel runway. What can be done to preserve the gravel area on the south side of the runway that is used by bush planes?

*The addition of a gravel runway is outside the scope of this project.*

# Input from the Public Cont.

## What We've Heard

- Preserving existing wetlands within airport property should be prioritized over airport expansion.

*The project will be designed to avoid and/or minimize wetland impacts.*

- The airport lacks sufficient aircraft parking, lease lots, and hangars.

*The DOT&PF added expansion of the existing GA Apron to the scope of the project to address this deficiency.*

- A new parallel taxiway on the north side of the runway would not serve the majority of aircraft or significantly improve safety.

*The project is moving forward with design of a new taxiway connecting the runway near mid-field to an expanded GA Apron.*

# Questions and Answers

**We invite you to interact with our team:**

- ✓ Type question in the Q&A Section or “Raise Hand” to speak
- ✓ Be respectful
- ✓ Be specific, clear, and concise
- ✓ Share your feedback

# Thank You

## Send Us Your Comments!

Email [homerairport@hdlalaska.com](mailto:homerairport@hdlalaska.com)

Fill out a comment form on the project website

## Have Questions?

Contact Matthew Hansen, P.E., DOT&PF Project Manager

Email: [matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov)

Phone: 907-269-0602

## Opportunities to Stay Involved

- ▶ Review the online open house (via main project website) between October 21 and November 21 for more information or to view a recording of this presentation
- ▶ Visit the project website and sign up for email updates
- ▶ Additional opportunity to comment associated with:
  - U.S. Army Corps of Engineers Section 404 Permit
  - Environmental Assessment (EA) public review

<http://dot.alaska.gov/creg/homerairport>