
EXECUTIVE SUMMARY

The Nome Airport Master Plan Update is a comprehensive study of the airport. It compares aviation demand with existing conditions and facilities to identify the need for future development. The plan describes development plans for the short (5-year), medium (10-year), and long (20-year) terms and provides the framework needed to guide future airport development cost-effectively while considering potential environmental and socioeconomic impacts.

This airport master plan update is the second update to the original master plan developed in 1983. The previous update was conducted in 1996. To assist in the development of the master plan update, two public work sessions were held in Nome, surveys were distributed to the public and area businesses, and a project website was developed. Chapters of the master plan were made available to the public via the project website, where people could also post comments.

Background

Nome Airport (OME) is a state-owned, public-use airport that functions as a critical element of the transportation network of the Bering Strait region, serving over 59,000 passengers and 19,000 tons of cargo and mail annually. Initially constructed by the military as a strategic regional facility, the Nome Airport now provides regularly scheduled commercial passenger air service to communities throughout the region, as well as the only regional connection to Ted Stevens Anchorage International Airport. Nome City Field, located approximately one mile east of the Nome Airport, is a general aviation (GA) runway serving small aircraft.

Facilities

Future development at OME was planned by translating the aviation demand forecasts (Chapter 3) into the specific type and quantity of facilities necessary to fulfill the needs at the airport (Chapter 4). Key recommendations include construction of dedicated GA facilities, safety improvements, land acquisition, and runway improvements. A demand/capacity analysis showed no need for major capacity-related airfield improvements during the planning period.

To meet the identified needs, several alternative development scenarios were developed and analyzed (Chapter 5), culminating in the selection of a preferred alternative (shown on the next page). Each alternative was evaluated using a set of criteria that included environmental impacts, operational efficiency, safety, cost, etc.



Implementation

The recommended implementation plan (Chapter 6) lays out the sequencing of the projected facility development needed to meet the airport's operational, safety, and economic development needs over the 20-year planning period. A summary of suggested projects is:

Short Term (0-5 Years)

- Reconstruct a segment of Runway 10/28 (project 1 of 3)
- Acquire property
- Develop de-icing/storm water management plan
- Reconstruct and repave terminal area

Medium Term (5-10 Years)

- Construct new 2,000-foot GA runway, apron, and access road
- Reconstruct next segment of Runway 10/28 (project 2 of 3)
- Update Airport Layout Plan (ALP) and Master Plan
- Extend Runway 10/28 to 6,500 feet
- Expand terminal area apron and resurface Block 3
- Implement storm water project (TBD based on storm water management plan)

Long Term (10-20 Years)

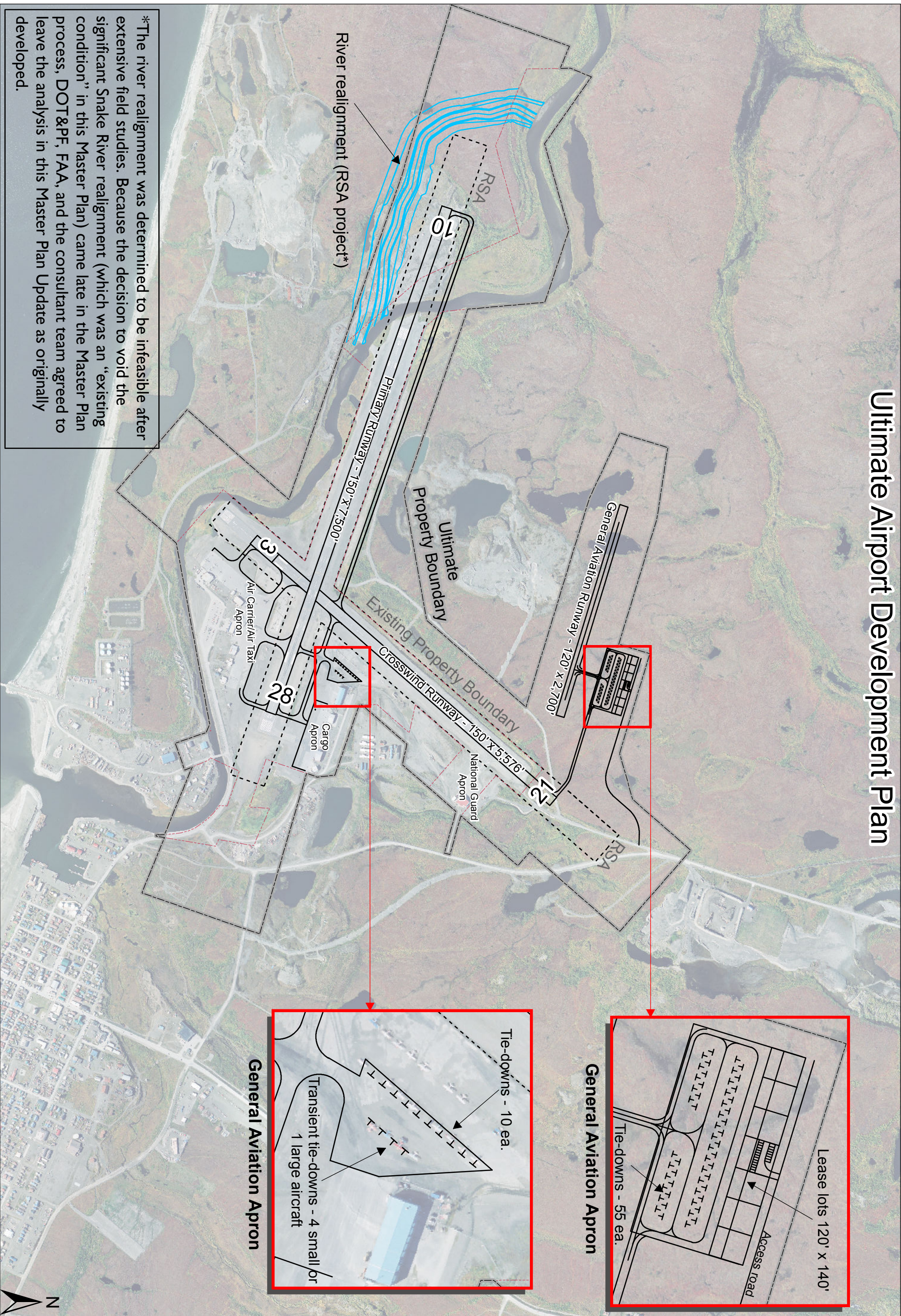
- Extend the GA runway to 2,700 feet and expand apron
- Resurface cargo area apron
- Reconstruct final segment of Runway 10/28 (project 3 of 3)
- Remove terrain penetrations from airspace
- Update ALP and Master Plan

The full implementation of the master plan recommendations would require a \$147.9 million commitment over the 20-year planning period. Based on current economic conditions and federal funding changes, implementation of the recommended improvements will require unique financing instruments with a keen eye toward leveraging every available funding source (Chapter 7).

As outlined in the Master Plan, there will be some environmental challenges relative to any airport expansion. Of particular concern are the numerous wetlands throughout the area that will require mitigation, hazardous material sites scattered around the airport that will require remediation, and the proximity of the Snake River.

Note that the development and evaluations of alternatives, the selections made, and the plans for implementation documented in Chapters 5 through 7 were based on the assumption that the previously planned Runway Safety Area (RSA) Improvements project and subsequent Snake River realignment would move forward. However, near the end of this Master Plan update, the river realignment was determined to be infeasible. Because the decision not to pursue the significant Snake River realignment (which was an "existing condition" in the Master Plan) came late in the process of updating the Master Plan, DOT&PF, FAA, and the consultant team agreed to leave the analysis in this Master Plan Update as originally developed. Change of the assumed "existing conditions" affects only the future extension of Runway 10/28; all discussion related to ultimate development of the crosswind runway, general aviation facilities, taxiway, apron, and landside facilities remains valid.

Ultimate Airport Development Plan



*The river realignment was determined to be infeasible after extensive field studies. Because the decision to void the significant Snake River realignment (which was an "existing condition" in this Master Plan) came late in the Master Plan process, DOT&PF, FAA, and the consultant team agreed to leave the analysis in this Master Plan Update as originally developed.

Plans Developed by:
PDC, Inc.

Ultimate Airport Development Plan
Nome Airport Master Plan
Nome, Alaska

Design: PWC
Drawn: PWC
Check: RLC

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