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# **APPENDIX E**

## **CORRESPONDENCE LOG**

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Date/Time	Medium	Type	Contact Info	Comments
5/26/11 By Patrick Cotter	In-person	FAA + DOT	Ivet Hall, DOT&PF RJ Stumpf, DOT&PF Penny Adler, DOT&PF Noelle Kennedy-Torres, DOT&PF Pat Oien, FAA	In-person meeting with DOT and FAA (via phone) to discuss the implementation plan and lease lot sizing. Leasing suggested that we make our GA lease lots 120x120 to accommodate a 60x60 structure and maintain the 30' setback from lease lot lines. Leasing would also like to see some development of a land use plan for Nome. That gives them backup for non-aeronautical uses of airport property. Deadhorse and Bettles have land use plans.  Noelle indicated that Bob Madden has put in a cable for transient aircraft tie-downs that can accommodate 10-15 planes. Leasing would like to see at least 10 spaces for transient aircraft.  Pat Oien provided some guidance on phasing of projects. Pavement condition is a higher priority than a runway extension. Phasing of the full dig-out of runway 10-28 (west end) would improve chances of funding.  ROW acquisition was discussed - RSA project will acquire first, master plan would outline add'l needs. FAA & DOT to meet in mid-June to discuss ROW acquisition.
5/9/2011 11:05 AM by Mike Storey	Phone	City of Nome		Candace called to give a heads up about the FEMA map revision for the snake river re-rout. She said that the process can delay projects by 1 – 1.5 years. The initial fee is \$5000 plus hourly wages for FEMA to revise the map. If the river does not need to be re-routed then the project can resume business as usual.
5/4/2011 2:39 PM by Mike Storey	Phone	City of Nome		Candace from the Managers Office from the City of Nome called and said that as the Nome Airport Runway Safety Area Expansion is part of a Special Flood Hazard Area (specifically an "AE" Zone), a Conditional Letter of map revision is required. She also gave me the link to the City of Nome's Flood Plain Permit Application which needs to be completed as well. Candace also said that as far as she knows there has not been any flooding of the airport. Also, there has not been any correspondence between the city of Nome and the airport owner.
3/9/2010 11:53 AM by krissie	Phone	AK Airlines	Sean Ellis – Chief Pilot 907-266-7542	I called Sean regarding the crosswind runway at Nome. He says they use the crosswind runway pretty frequently, about 15% of the time. Generally if there is more than 10 knots crosswind and air traffic allows, he will use the crosswind runway. The pilots would rather land into the wind than come in crabbing and straighten out just before landing. It also takes less braking action. They do get credit for the headwind when computing the required runway length for landing.

Date/Time	NEW ENTRY	Medium	Type	Contact Info	Comments
2/17/2010 4:28 PM by krisse		Phone	FAA	Tom Noble	While talking to Jay Skaggs, I asked about the RNP procedures Alaska Airlines is developing for Nome. Jay put me on with Tom Noble, who has been working with Alaska on them. Tom said the new approaches will most likely improve the minimums on the crosswind runway and the north approach to the main runway. These are private approaches and will not be published. The approaches require specially equipped aircraft; Alaska is using Smith FMS and Software. For more information on the RNP approaches from Alaska Airlines I could contact Matt King 216-392-6070
2/17/2010 3:45 PM by krisse		Phone	FAA	Jay Skaggs 271-6543	I called Jay Skaggs to see what information he could provide on the ILS requirements for Category II and III approaches. He said that not all of the requirements are spelled out in the TERPs; some come from other FAA orders and other guidance. He will reply to my email with additional guidance, but some of the requirements include: centerline and touchdown zone lighting, an operating control tower, two man crews, and special instrumentation in the aircraft. It may not be possible anyway, given the terrain around Nome.
2/16/2010 3:57 PM by krisse		Phone	FAA	Kyle Christianson 271-5187	I called Kyle to see if they had made any progress on the LPV approaches for R/W 10 and 28. He remembered that there was a problem on one end – and that the DOT was looking at shifting the runway.  I asked if his office reviewed the Alaska Airlines RNP approaches – he said that was done by Flight Standards Office. Most of the work in developing the RNP approaches is done by Jeppeson, a consultant to Alaska Air. He said I could contact Matt King with AK Airlines to see what minimums they are striving for.  For the ILS Category II approaches, he said I should talk to Jay Skaggs with Flight Standards 271-6543.  I asked Kyle if he worked with the Airport Obstruction Surveys. He said he only gets the finished product when it is done. He does not have a lot of experience with the new GIS surveys. There will be some training in Anchorage March 30,31 for the GIS Obstruction surveys. Kyle will be there.
2/10/2010 11:47 AM by krisse		Phone	FAA	John Lovett – 271-5446	I called John to discuss the approach minimums at Nome. The current minimums are ¾ mile and 250' HAT. In order to reduce these minimums, the approaches will need to be clear at 34:1, and have a lighting system. Appendix 16 also calls for a parallel taxiway.  The FAA is developing LPV approaches, while Alaska Airlines is preparing RNP approach procedures for FAA review. The RNP approaches are private – not published. John estimated that Alaska Airlines is spending \$50,000 - \$75,000 to obtain the RNP approaches for Nome.  He said Steve Baker is a good contact for Alaska Airlines.

Date/Time	Medium	Type	Contact Info	Comments
1/22/2010 11:56 AM by Ken Risse	Phone	AK Air	Sean Ellis – Chief Pilot 907-266-7542	<p>Called Sean and discussed approaches, nav aids, airport requirements, and operational procedures. He said to feel free to call if we need more info.</p> <p>Alaska Airlines is working with the FAA to develop RNP approaches. When completed, they will allow lower minimums, similar to the Category 1 ILS approaches, ¼ to ½ mile visibility and 200-300' height above touchdown. The new approaches will require a ground based GPS receiver. Mike expects the ground-based nav aids will become obsolete over the next 20 years, but the ILS systems will have to be maintained until then.</p> <p>Mike described the procedures they have for the flights into Nome.</p> <ul style="list-style-type: none"> <li>• The DOT reports the condition of the runway and provides the information in NOTAMs and sends to dispatch.</li> <li>• Dispatch looks at the weather and prepares a flight plan.</li> <li>• The pilots review the flight plan, and files it if they agree with dispatch</li> <li>• When they are approximately 100 miles out, they get weather info from flight services or the automated weather if FSS is closed, and make a decision to approach or not.</li> <li>• If runway conditions are changing, the DOT provides an update.</li> <li>• Using charts, the pilots convert the runway condition reports to a braking action, feed that into the computer to get the allowable landing weight for the given runway length. The SAFO 15% added length requirement is still in effect, but there are other FAA regulations coming.</li> </ul> <p>The FAA is moving away from a reported friction factor and instead to measure the type, depth, temperature, and area percentage of contaminant.</p> <p>Alaska currently flies the 737-400s into Nome, and plans to phase them out by 2016, replacing them with the 737-800s. (The AK Air web site indicated the 737-800 is the most common aircraft in their fleet) They sometimes fly the 800s and 900s to Nome if there is no chance of a contaminated runway. These aircraft are heavier, longer and have a greater wingspan, and need longer runways. Grooved runways may help with the braking action; Mike would like to see 8000' runways in places like Nome where the runways are frozen. With the current 737-400, the present 6000' runway length cuts into the allowable landing weight.</p> <p>The runway strength of RW 10/28 is listed as 150,000 lbs; RW 3/21 is unrated. The 737-800 fully loaded is 174,000 lbs. If the DOT has weight restrictions on the runway, they have to reduce the fuel or load on the aircraft to comply. The heavier aircraft will also need improvements to the hardstand, for the larger and heavier aircraft.</p>

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10/22/2009 2:44 PM		Phone		David Olsen – Director of Operations Bering Air 907-443-5464	Called David to see what GA facilities were available in Nome. Bering has fuel, and allows pilots to use the lounge to file flight plans and get weather. There are no flight schools pilot shops or aircraft repair facilities. David Olsen is not related to the Olson Ventures (Donny Olson) which is not operating at this time.
10/22/2009 1:54 PM		Phone		Timo Saarinen – Northern Air Cargo 907 – 249-5109	Timo returned my call this morning. Northern Air Cargo has upgraded their fleet, dropping the DC-6 and now has three 737-200 aircraft. Timo said for a maximum load taking off in Nome they need 6300 feet. They can land shorter than that.
10/15/2009 4:38 PM		Phone	FAA	Alton ? – FAA Drafting Supervisor	Alton called to see who the project manager was for the Nome Airport Master Plan project. I told him I was not sure, but thought it might be Matt Freeman. (Actually it is Pat Oien.)
10/15/2009 4:34 PM		Phone	FAA	Levita Bigler – FAA Drafting – 907-271-5211	Called Levita to see if we could obtain as-built drawings. She found they have drawings for the ANICS, ARSA, CCPV, CTE, FSS, FST, Glide Slope, ILS, LOQ, LOC, MALSR, MLS, Middle Marker, Auto Marker, PAPIs, RAIL, RMLT, RRV, RVR, SSO, VASI and VOR. She will put these drawings on a DVD and mail them to me.
10/15/2009 4:32 PM		Phone	FAA	Tok Tozier – FAA Tech Ops – Nome 907-443-8700	Called Tok to see how we could obtain any as-built drawings of the FAA equipment. He suggested I call Levita Bigler – FAA Drafting – 907-271-5211
10/15/2009 4:19 PM		Phone	FAA	Tok Tozier – FAA Tech Ops – Nome 907-443-8700	Called Tok and discussed the nav aids he maintains in Nome. The VASIs are being replaced by PAPIs any time there is an AIP project to upgrade the runways. This allows maintenance by more technicians since the voltage is lower. The RVR gives visibility data to the ASOS which is broadcast to pilots as certified weather. The FAA maintains the nav aids and replaces aging equipment. The Nome VOR/DME is from about 1989 or 1990. The Fort Davis NDB was updated with new equipment and towers within the last 5 years.
10/15/2009 4:10 PM		Phone	FAA	Zach Armstrong – FAA Tech Ops- Anch/Nome/Kotz 907-271-2152	Called Zach to discuss the existing nav aids at Nome. He only takes care of the ILS system, which includes the Localizer, DME, and Glideslope equipment used for the ILS approach of runway 28. He said these were in decent shape, new within the last 10 years. Zach noted that the Anvik DME and NDB are still off the air. He suggested I call Tok Tozier (Tech Ops) or Kathy Chamberlain (Tech ops coordinator 443-8702) for information on the other nav aids in Nome. Tok gave me his email address for further correspondence Tok.Tozier@faa.gov
10/15/2009 4:00 PM		Phone	FAA	Earl Valley – FAA Fairbanks FSS 474-0388	Called Fairbanks FSS Administrative Office to discuss any plans they had for the FSS in Nome. They just moved into the new building with the DOT last summer. Regarding the FSS records, Earl said the records are kept in the Fairbanks office, he expected Spike will be forwarding my request on to them.

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10/15/2009 3:52 PM		Phone	FAA	Palmer FSS Jim Miller – 907-745-3248	Called Palmer FSS – spoke with Jim Miller. Spike was not there at the time. Jim suggested I send the request for records to Spike by email <a href="mailto:Spike.Smith@FAA.gov">Spike.Smith@FAA.gov</a> . Jim said the FSS at Nome is operations are run from the Palmer office, the facilities are run out of the Fairbanks office.
10/15/2009 3:47 PM		Phone	FAA	Nome Flight Service Station – Dan -1-800-478-8400	Called Dan to see if records could be obtained of the aircraft advisories issued from the Nome FSS. He referred me to the manager in Palmer, Dave “Spike” Smith at 907-745-3248 or cell at 750-4136 (This did not work). He said the flight service records should have the advisories and what type of aircraft they were communicating with - air taxi, etc.
10/15/2009 3:31 PM		Phone	FAA	Kyle Christiansen, FAA Flight Procedures Office, 907-271-5187	Called Kyle (FPO POC) to discuss the Instrument Approaches for Nome. The current procedures allow as low as 4000’ minimum runway visibility range and descent as low as 250’ above the touchdown zone elevation to runway 28 with the ILS. He noted that as long as there are obstructions to the 34:1 approach surface, the minimums would not go any lower than that. For runway 20 there have been no requests for an approach; a straight in approach cannot be made because of the terrain. They will be working to develop LPV approaches for the RNAV approaches of runway 10 & 28. Some of the approaches might be improved after the obstruction survey is completed, when they will no longer have to assume a tree height, and base elevations off of contours shown in graphics.
10/21/2009 by Patrick Cotter		Phone & email	DOT Nome M&O	Bob Madden – <a href="mailto:Robert.madden@alaska.gov">Robert.madden@alaska.gov</a>	Emailed some questions about airport M&O procedures to Bob (Nome airport manager for DOT&PF); he called back and answered the questions; he also followed up with an email.
10/20/2009 by Patrick Cotter		Email	DOT	Scott Vockeroth – <a href="mailto:scott.vockeroth@alaska.gov">scott.vockeroth@alaska.gov</a>	Emailed Scott for AADT data for Seppala drive and Center Creek rd; He sent the data via email
10/20/2009 by Patrick Cotter		Email	DOT	Judy Chapman – <a href="mailto:judy.chapman@alaska.gov">judy.chapman@alaska.gov</a>	Emailed Judy for info on the AIP program – how it works for Primary airports, what the FAA RSA mandate means; she also provided the AIP funding for Nome from 1982-2008.
10/20/2009 by Patrick Cotter		In-person & Email	DOT	Tom Kowalczyk, Penny Adler, Becky Iles – <a href="mailto:becky.iles@alaska.gov">becky.iles@alaska.gov</a>	Met with Becky, Tom and Penny to discuss Nome leasing issues and get the leasing revenue for Nome; Becky sent several documents covering revenue, expenses, and fuel dispensing permits
10/22/2009 by Patrick Cotter		Email	FAA	Alice Morgan – <a href="mailto:alice.morgan@faa.gov">alice.morgan@faa.gov</a>	Requested number of Airport Advisories issued by Nome FSS; Alice sent info in email
10/15/2009 by Patrick Cotter		Email	DOT	Clark Miine & Barb Maillelle – <a href="mailto:Barbara.maillelle@alaska.gov">Barbara.maillelle@alaska.gov</a>	Emailed Clark for M&O expenditures at Nome. Barb and Clark responded with figures for the past 5 years. Clark indicated that the increases are due to TSA requirements (security)

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10/8/2009 Cotter	by Patrick	Email	PenAir	Bryan Carricaburu – <a href="mailto:ibc@penair.com">ibc@penair.com</a>	Emailed Bryan for info on PenAir's plans for operations in Nome. He said they plan to continue offering occasional charters to Nome, but no plans to offer daily or scheduled service.
10/6/2009 Cotter	by Patrick	Phone	RITA		Called the 800 number on the RITA website to see about getting a custom data dump for Nome T100 data. They said that wasn't possible; I would have to download each year separately.
10/2/2009 Cotter	by Patrick	Email	DOT	Judy Biggane – <a href="mailto:judy.biggane@alaska.gov">judy.biggane@alaska.gov</a>	Emailed Judy for Nome lease lots in CAD format. She emailed them to me promptly and I filed them in the In_source folder.
9/28/2009 Cotter	by Patrick	Email	DOT	Scott Gartin, Jim Horn, Andrew Pavey – <a href="mailto:scott.gartin@alaska.gov">scott.gartin@alaska.gov</a> <a href="mailto:Jim.horn@alaska.gov">Jim.horn@alaska.gov</a>	Emailed Scott for pavement condition data for Nome; he forwarded my request to Jim Horn who promptly sent me the 2009 report. I followed up with an email to Jim requesting the GIS data. Andrew sent me shapefiles the next day.
9/2/2009 Cotter	by Patrick	Email	Hageland	Bruce Tweto – <a href="mailto:bruce.tweto@hageland.com">bruce.tweto@hageland.com</a>	Emailed Bruce for info on Hageland's freight statistics. He sent data for the past several years.
9/2/2009 Cotter	by Patrick	Email	DOT	Shelley Potter – <a href="mailto:Shelley.potter@alaska.gov">Shelley.potter@alaska.gov</a>	Emailed Shelley for a list of AIP/AKSAS numbers for Nome airport projects. She sent the list shortly thereafter
10/22/2009 Cotter	by Patrick	Phone	AK Air	Lynae Craig - 206.392.6340; <a href="mailto:lynae.craig@AlaskaAir.com">lynae.craig@AlaskaAir.com</a>	Patrick, Royce and Ken called Lynae Craig (Manager, Air Traffic and Airfield Operations, Alaska Airlines) to discuss Alaska's plans for future operations at Nome Airport. Currently AK is flying 737-400 aircraft to Nome in three configurations: combi, freighter and passenger. They have also used the 737-800 for special events such as the Iditarod. AK is planning to replace the 400 series with 800s. However, there isn't an 800-combi or 800 freighter aircraft yet (takes ~ 5 years to develop). Transition to the 737-800 might require an Index C ARFF (Nome is currently Index B). Lynae stated that AK would like to see a 7,000' grooved runway at Nome. Likewise, AK would need a new hardstand at the terminal to accommodate the 737-800. Some issues with Nome Airport include the 150,000 pound max weight bearing limit on RWY 10-28, and the lack of a posted weight limit on RWY 3-21. Discussion also included AK's operations and procedures for a 'contaminated' runway. Braking action conditions of less than 'good' require AK to fly light.

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01/20/10 by Patrick Cotter	Phone	AK Air	Sue Greenly – 907.443-2423 OME Customer Service Manager	Called Sue to get her insight on weather delays and Alaska Air policy/procedures for making up the flights. She indicated that they rarely switch to larger aircraft. The 737-800 flies to Nome maybe twice a year. The load rates coming out of Anchorage are highly variable and dependent upon the economy in Nome and season. For instance, there were more passengers and freight coming to Nome when the mine was still running. The Iditarod is a peak event, as are AFN, winter holidays, and the start of the school year. She also confirmed that there is only one configuration for the 737-400 combi.
02/16/10 by Patrick Cotter	Phone	AK Air	Mookie Patel – 206.392.5236 Alaska Air Real Estate	Talked to Mookie regarding Alaska Air's facilities in Nome. They don't have any plans for expansion of the existing facilities beyond perhaps some additional storage area. They have the max 35-year lease with DOT, so they intend to 'wear out' the current facility before any more investment. Likewise, they don't see any likelihood of a joint use facility in Nome. A joint facility places too big a burden on the smaller operators. The scoping study that Alaska Air conducted 7 years ago when they upgraded the facility included an analysis of moving towards the 737-800. They feel that the current facility is adequate for handling the increased passenger loads with the -800.
03/11/2010 by Patrick Cotter	Email	DOT	Bill O'Halloran – <a href="mailto:bill.ohalloran@alaska.gov">bill.ohalloran@alaska.gov</a> Regional M&O Aviation Manager Brett Nelson – <a href="mailto:brett.nelson@alaska.gov">brett.nelson@alaska.gov</a> M&O Environmental Analyst	<p>Emailed questions to Bill regarding the deicing operations at OME, particularly how DOT plans to respond to new EPA rules regarding ADF treatment.</p> <p>Bill said DOT is still uncertain how the rules will affect their operations. It's been difficult to get a response from EPA.</p> <p>Brett also responded and said that they developed a SWPPP at OME last year. The biggest issue now is preventing ADF discharge to the Snake River. Bob Madden's crew moves ADF-laden snow away from the river. There has been talk of consolidating deicing operations to a single area.</p>
03/24/2010 by Patrick Cotter	Phone	USCG	Michele Webber – 907.463.2000	<p>Called Coast Guard Command Center in Juneau to discuss USCG's current and future use of OME. Spoke with Michele Webber.</p> <p>Ms. Webber indicated that 2009 was their most active year in Nome because of the operations they conducted last year. They used C-130 and H60 (helicopters) aircraft for support.</p> <p>Regarding future use of OME, she stated that there will be occasional use of the airport by C130 and helicopters. The C130 is their largest airplane and they don't have any plans to bring anything larger to Nome. Future operations at OME will likely be transient without any aircraft staying overnight.</p> <p>She also indicated that the Air Guard facilities were adequate for the Coast Guard's needs.</p>

Date/Time	Medium	Type	Contact Info	Comments
12/14/10 by Patrick Cotter	Phone	DOT	John F. Bennett 451-5423 and Rose Greenblatt, 451-5415	<p>Spoke with Rose and John re: Nome airport alternatives and contaminated property acquisition</p> <p>Rose indicated that the Nome Monofill is a Superfund quality cleanup effort and the DOT would prefer not to acquire such property. An avigation easement would be all right though.</p> <p>She also said that Center Creek road acts as a barrier and keeps the contamination from reaching airport property.</p> <p>ROW's preference for the crosswind runway is to stay out of the monofill and look at alternatives that move the runway south.</p>