



February 10, 2025

Alaska Air Carriers Association members

Re: Selawik Airport Runways
Project No. NFAPT00766

Greetings, members of Alaska's pilot & air carrier community,

You are invited to review and provide comments on proposed improvements to Selawik Airport (WLK/PASK). The Alaska Department of Transportation & Public Facilities (DOT&PF), in coordination with the Federal Aviation Administration (FAA), is studying options for the future of the Selawik Airport. Public meetings were held in Kotzebue and Selawik on October 28th & 29th of 2024 to present preliminary concepts. The project team has made dedicated – and successful – outreach to the carriers known to regularly serve the community of Selawik to collect input on the project. The project team is now seeking input from the broader Alaska aviation community on those proposed concepts, which include:

- Concept 1: Reconstruct Runway 4-22; widen and extend the Safety Areas; reconstruct the apron and taxiway near the Runway 4 end; reconstruct all airfield lighting; improve NAVAIDS; demolish Runway 9-27 to harvest materials for other improvements.
- Concept 2: Reconstruct Runway 4-22; widen and extend the Safety Areas; reconstruct the apron and taxiway on Runway 9-27 embankment, near the midpoint of Runway 4-22; reconstruct all airfield lighting; improve NAVAIDS; demolish Runway 9-27 to harvest materials for other improvements.
- Concept 3: Reconstruct Runway 4-22; widen and extend the Safety Areas; reconstruct the apron and taxiway in their existing locations; reconstruct all airfield lighting; improve NAVAIDS; demolish Runway 9-27 to harvest materials for other improvements and convert to long taxiway.
- Concept 4: Reconstruct Runway 4-22 and Runway 9-27; widen and extend the Safety Areas; reconstruct the apron and taxiway in their existing locations; reconstruct all airfield lighting; improve NAVAIDS.

Attached are the display boards shared at the October public meetings and a summary of the improvements being proposed, with pros/cons of each preliminary concept. You are invited to review the attached materials and share your comments by sending them to the project email: SelawikAirport@dowl.com.

The response from carriers regularly serving Selawik has been mixed. Several carriers have shared that, if the apron and taxiway are relocated closer to Runway 4-22, there is no strong argument for retaining Runway 9-27, and Concepts 1 or 2 are reasonable and supported. However, a couple carriers have shared that they are strongly opposed to the demolition of Runway 9-27 and that under certain wind conditions, that is the only safe runway to use, meaning they only support Concept 4. Because current recorded wind data does not justify a crosswind runway, additional input is desired to continue exploring this identified concern. Comments and thoughts from pilots and air carriers who are familiar with Selawik and familiar with operating in this region of the state are being requested.

The project team looks forward to your comments and asks that you respond by March 14th, 2025 for consideration in identifying a preferred alternative, which will be presented at public meetings in Spring of 2025. Project information and updates are also shared on the project website at <https://dot.alaska.gov/nreg/selawikairport/>. Carrier and pilot input is vital in ensuring that the ultimate improvements to Selawik Airport are carefully considered and wisely made.

Respectfully,



Christopher Johnston, P.E.
Engineering Manager

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