



Alaska Department of Transportation & Public Facilities

Selawik Airport Improvements

DOT&PF Project IRIS No. NFAPT00766

WELCOME - PUBLIC OPEN HOUSE NO. 2

May 12, 2025 – Kotzebue
May 13, 2025 – Selawik

Our mission is to **Keep Alaska Moving** through service and infrastructure.

Selawik Airport – Existing Facilities & Condition



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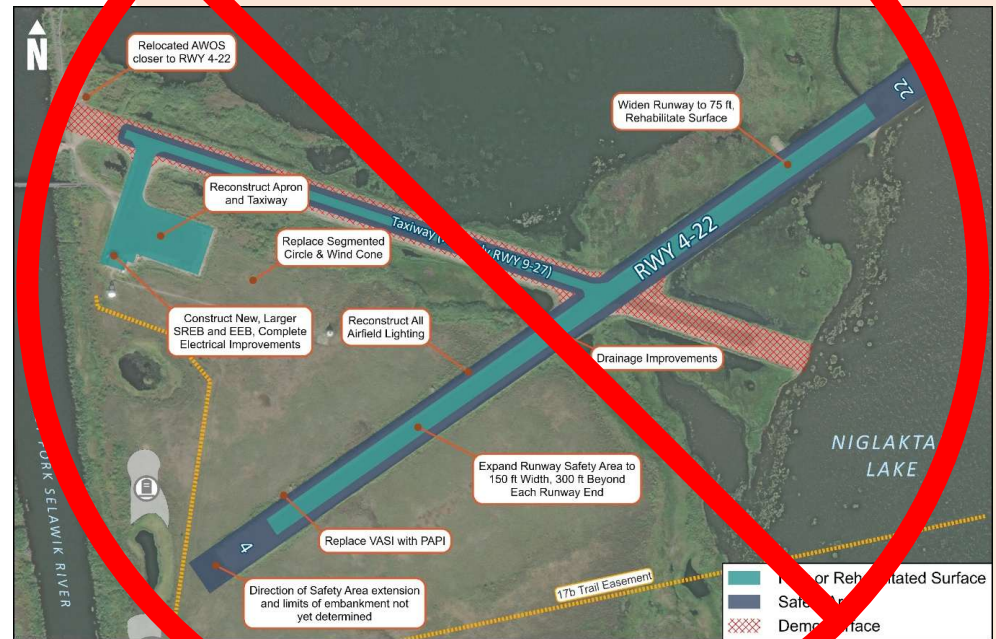


Project Actions to Date

WHAT HAS BEEN DONE BETWEEN OCTOBER 2024 & MAY 2025:

- Early Concepts Developed
- Public Meetings Held in October 2024
- Public Comments Collected
- Air Carrier Comments Collected
- Early Concepts Screened
- Three Concepts Refined & Evaluated
- Preferred Concept Identified

Layout Concept 3

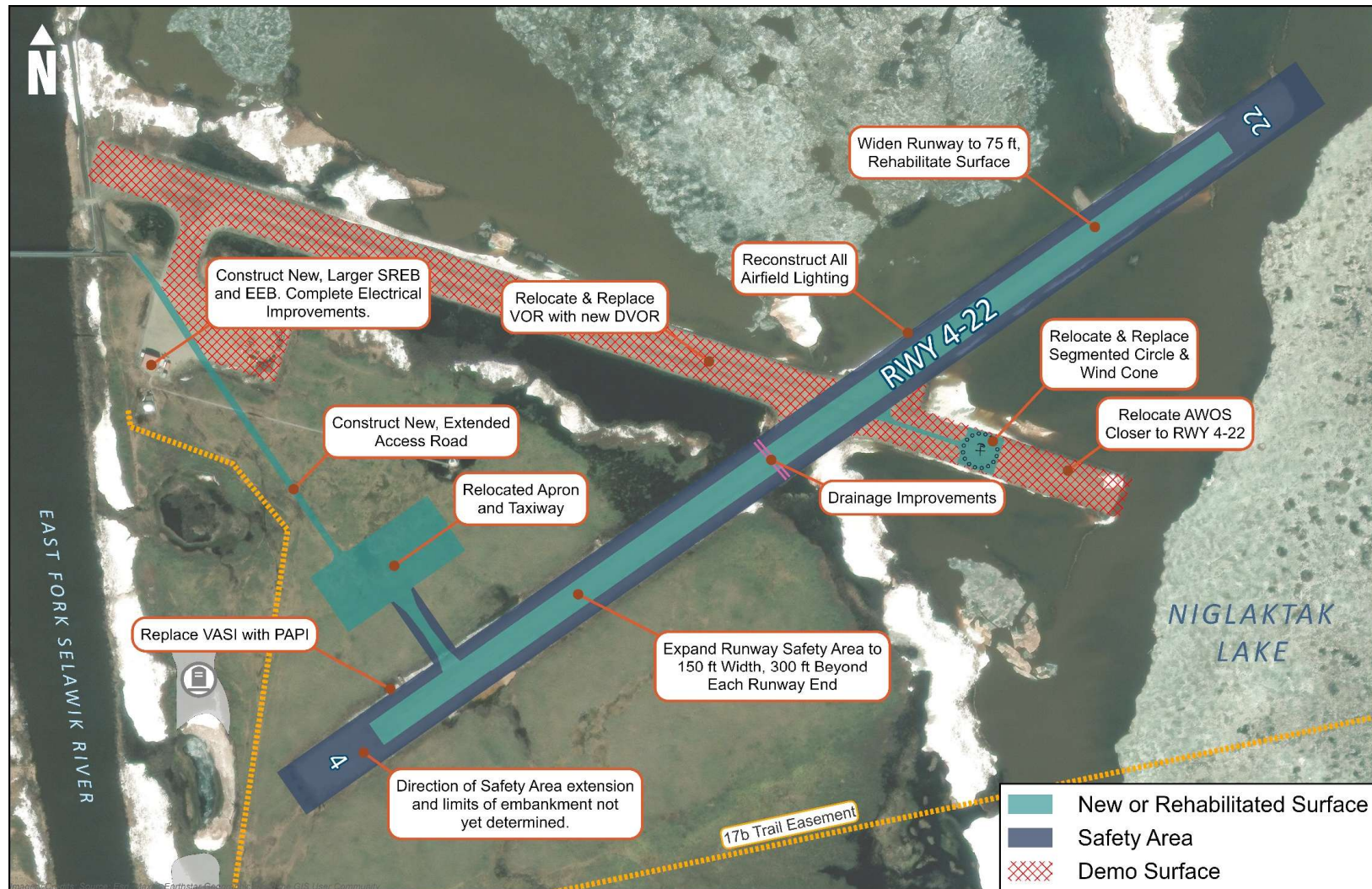


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Preferred Concept Selawik Airport – Layout Concept 1

Key features: Construct new apron, taxiway, access road, and aviation support area on drier terrain near Runway 4 end.

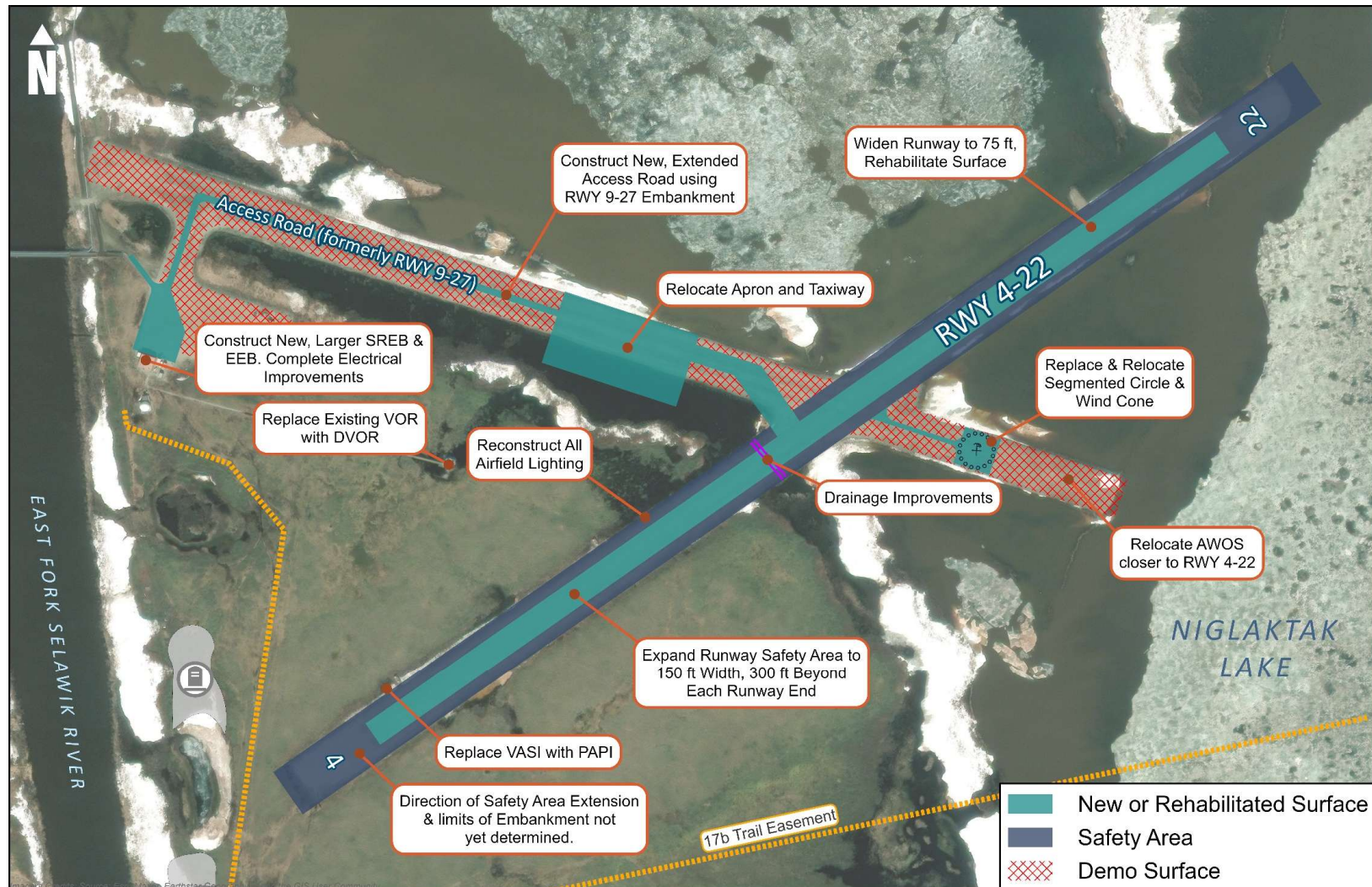


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Selawik Airport – Layout Concept 2

Key features: Construct new apron, taxiway, access road, and aviation support area using Runway 9-27 embankment material.

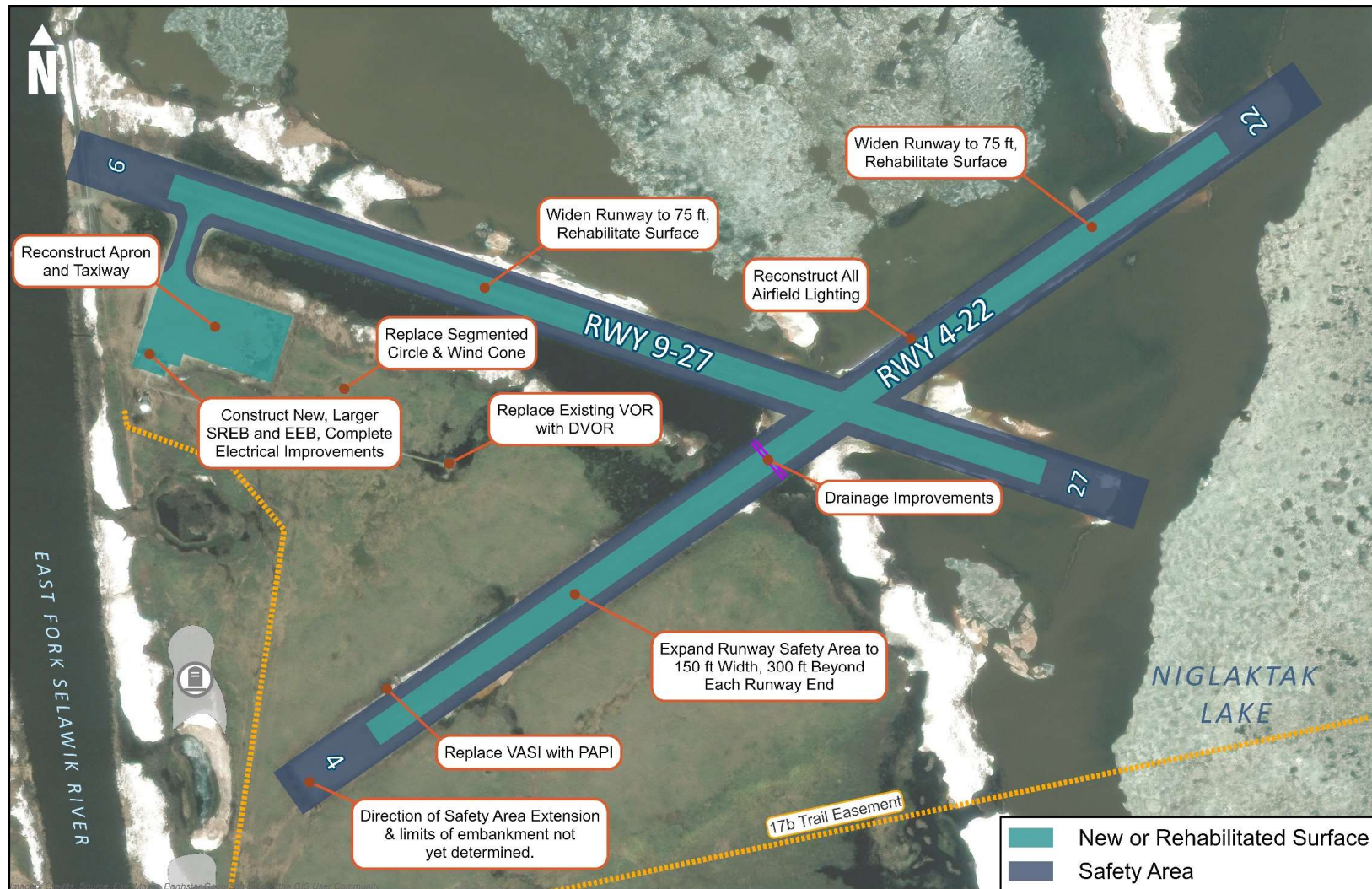


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Selawik Airport – Layout Concept 4

Key features: Reconstruct/rehabilitate all surfaces in existing locations. Widen both runways, expand both safety areas.



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Layout Concepts Evaluation

Consideration	Concept 1	Concept 2	Concept 4
Wind Coverage (All Weather, B-II)	98.17%	98.17%	99.70%
Accommodates Critical Aircraft Cessna 208/208B Caravan (A-II)	YES	YES	YES
Cost	\$\$\$ \$49 - \$59 million	\$\$\$ \$46 - \$56 million	\$\$\$\$ (30% more) \$62 - \$76 million
Materials – Construction	Ability to harvest materials on site, minimal import of new materials	Ability to harvest materials on site, minimal import of new materials	All materials would need to be imported
Materials – Maintenance	Single runway surface requires less material to maintain	Single runway surface requires less material to maintain	Two runways requires nearly double the material to maintain
Safety Aspects	Apron & taxiway in “classic” configuration, near a runway end	Apron & taxiway near mid of a runway is not ideal	Safety positives of having a crosswind runway plus apron & taxiway at end of a runway versus negative condition of using active Runway 9-27 as a taxiway
Wetlands Impact	New construction in wetlands (Approx. 7.5 acres)	New construction in wetlands (Approx 6.0 acres)	New construction in wetlands (Approx 8.0 acres)
Cemetery & 17b Trail Impacts	No direct impact - runway embankment may be nearer trail & cemetery; easier access from new access road	No direct impact - runway embankment may be nearer trail & cemetery	No direct impact - runway embankment may be nearer trail & cemetery
Section 106/Cultural Resources	No adverse effects anticipated	No adverse effects anticipated	No adverse effects anticipated
Land Use/Property Impact	May need some additional land interest for runway safety surfaces	May need some additional land interest for runway safety surfaces	May need some additional land interest for runway safety surfaces
Airspace Impact	No approaches or landings over community	No approaches or landings over community	No impact - approaches and departures over community would persist
Carrier Comments/ Considerations	Runway 4-22 will serve needs of most carriers, most of the time; a single runway is acceptable, especially if apron and taxiway are moved closer for short taxi	Runway 4-22 will serve needs of most carriers, most of the time; a single runway is acceptable; the closer apron & taxiway are ok, but location is not ideal – sets up possibility for hard stops to make turn, short takeoff runs	A runway and crosswind is best configuration, most desirable

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What's next? Your input is still valuable!

NEXT STEPS:

- Refine Preferred Alternative
- Aeronautical Survey
- Update the Airport Layout Plan
- Field Studies
- Environmental Analysis
- Design Airport Improvements

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WEBSITE:

➡ <https://dot.alaska.gov/nreg/selawikairport/>

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